SHIRE OF IRWIN

DONGARA

TOWN CENTRE PRECINCT PLAN

Relix in association with Jane Passarelli

July 2009

DONGARA TOWN CENTRE PRECINCT PLAN

C O N T E N T S

page no.

PART ONE

1. Introduction 3

2. Terms of Reference 4

3. Research and Literature Review 6

4. Workshop 11

5. Consultation 12

6. Presentations 13

PART TWO

7. Town Centre Precinct Plan 14
   - 7.1 Sub-Precincts 14
   - 7.2 Preferred Land Use Mix Table 14
   - 7.3 Moreton Terrace-Mainstreet Sub-Precinct 1 18
   - 7.4 Irwin River-Tourist Residential Sub-Precinct 2 22
   - 7.5 Waldeck Street-Town Entry Sub-Precinct 3 26
   - 7.6 Brand Highway-Town Entry Sub-Precinct 4 30
   - 7.7 Smith Street-Mixed Use Sub-Precinct 5 34
   - 7.8 Civic Sub-Precinct 6 38
   - 7.9 Point Leander Drive-Commercial Sub-Precinct7 42
   - 7.10 Point Leander Drive-Service Commercial Residential Sub-Precinct 8 46

page no.

PART THREE

8. Development Design Guidelines 50

9. Design Concepts for Strategic Sites 64

10. Other Opportunities 72

PART FOUR
Appendices

Appendix A Workshop Outcomes 74

Appendix B Western Australian Planning Commission 79
Residential Design Codes Extract
Special provisions

Shire of Irwin

DONGARA TOWN CENTRE PRECINCT PLAN

PART ONE

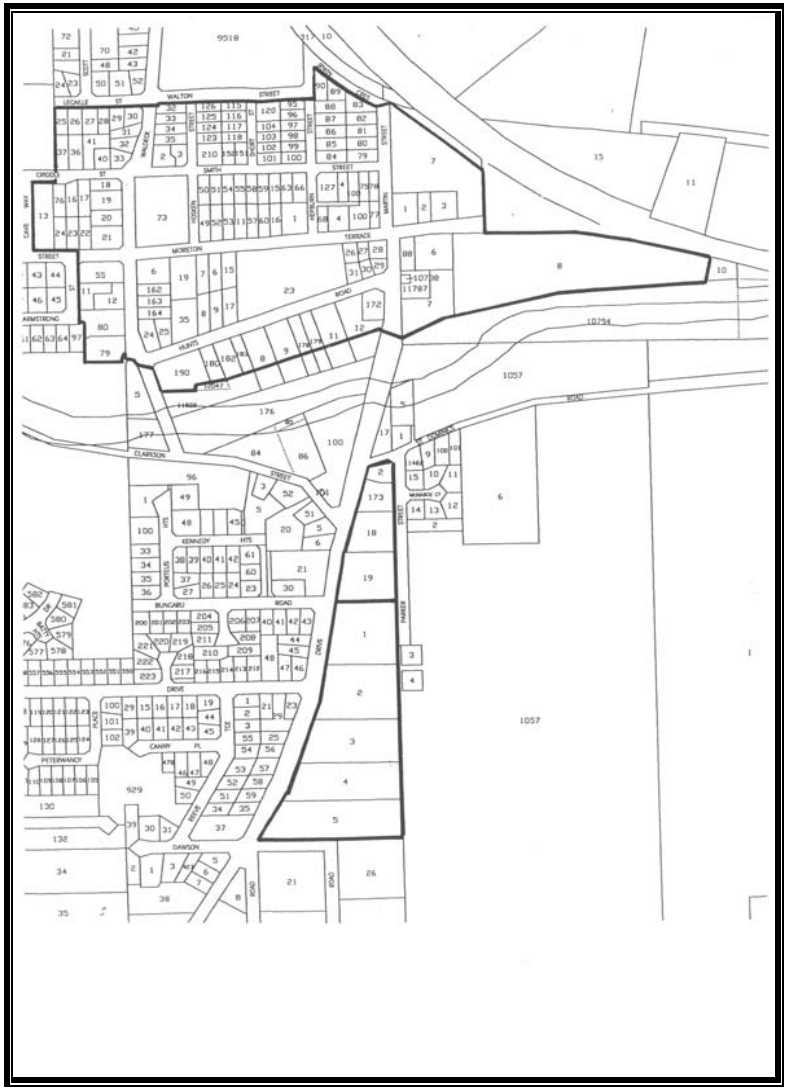
1. INTRODUCTION

The Council has recently reviewed Town Planning Scheme No.4 (now termed local planning scheme) that covers the whole of the Shire including the towns of Dongara and Port Denison. The local planning scheme divides the shire into zones to identify areas for particular uses and identifies land set aside for public purposes.

The local planning scheme controls the type of uses and development allowed in different zones. There are particular controls included to protect heritage values, environmental features and natural resources. The scheme sets out requirements for planning approval, enforcement of the scheme provisions and non-conforming uses.

The local planning scheme is supported by the local planning strategy that sets out the long term directions for the shire and the rationale for the zoning and other provisions. As part of the scheme review, the Shire of Irwin included land zoned commercial on Moreton Terrace, residential areas between Smith Street and Walton Streets and lots in Point Leander Drive in a new Town Centre Zone.

The assessment of commercial land indicated that there were actions that should be undertaken to assist decision making in spite of the uncertainties. These are described in the local planning strategy and the local planning scheme. Essentially the scheme and strategy required the structure planning and urban design to further assess the implications of the scheme provisions and the issues identified in the local planning strategy. The Council has commissioned the preparation of the Dongara Town Centre Precinct Plan to address these issues.



DONGARA TOWN CENTRE PRECINCT PLAN MAP

2. TERMS OF REFERENCE

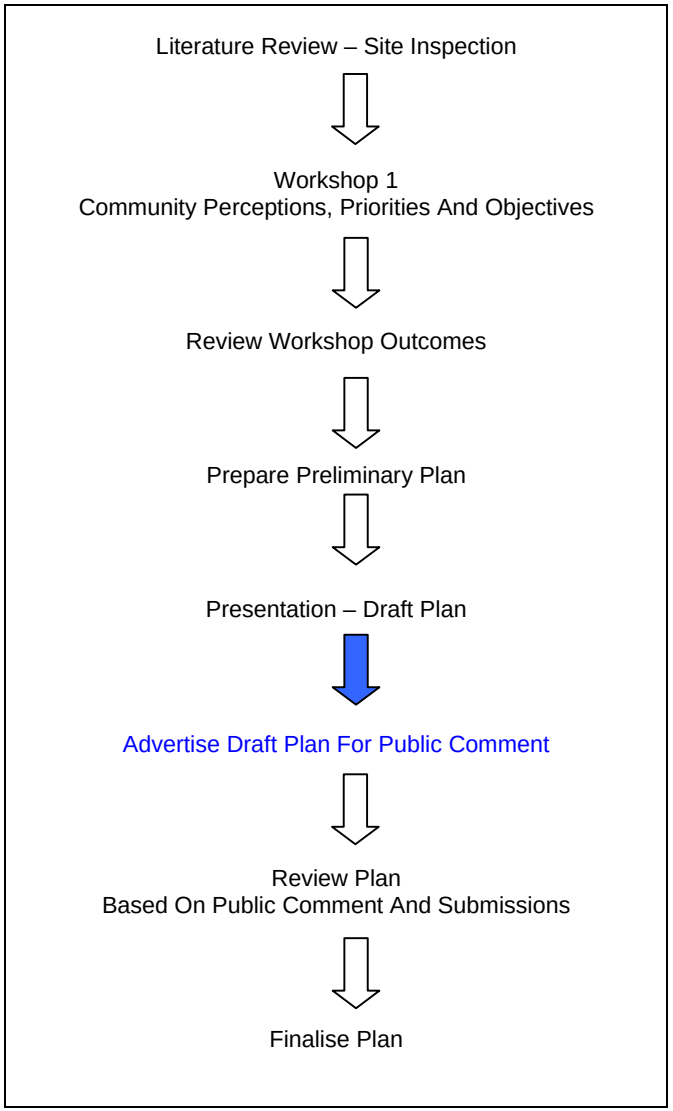
2.1 The local planning scheme requires the preparation of precinct plans for the Town Centre Zone in a manner consistent with the objectives of the Town Centre and the Shire of Irwin Dongara Denison Townscape Plan.

2.2 Council's Terms of Reference for this plan were divided into two sections. The first was for the traditional town centre of Dongara and was referred to as "Town Centre Zone Precinct Plan" and the second was for the land east of Point Leander Drive immediately south of the Irwin River and referred to as "Service Commercial Zone Precinct Plan".

2.3 For the Town Centre Zone Precinct Plan, the brief was to address the following:

i) required building setbacks and locations;
ii) the layout of vehicular and pedestrian movement systems, including and additional required roads;
iii) car parking and landscaping requirements, including, if required by the local government, location of these;
iv) acceptable or required architectural style(s), building materials and colours;
v) controls relating to height, scale and bulk of development, including maximum plot ratio and/or site coverage requirements;
vi) the applicable residential density code under the Residential Design Codes, where residential use is acceptable;
vii) if appropriate, specific land uses that are acceptable or not acceptable in particular locations, and
viii) any other development requirements considered appropriate by the local government.

2.4 For the Service Commercial Zone Precinct Plan, the brief was to provide for retailing of bulky goods and for other service commercial and larger scale uses in a location adjacent to the Town Centre Zone. This zone will be a new zone for the Shire of Irwin-currently all lots in this zone are vacant. The precinct plan will need to incorporate a structure plan, in addition to specifying the same issues i), iii) to viii) as above in para 2.3.



The Process of Preparing the Town Centre Precinct Plan

2.6 Once the precinct plans have been drafted they will be advertised for public comment for a period of not less than 21 days. Comments on the precinct plans will be taken into account in revising the plan for when Council considers adopting the plans.

2.7 When the precinct plans are adopted by the Shire, the precinct plans will be forwarded to the Western Australian Planning Commission for endorsement.

3. RESEARCH & LITERATURE REVIEW

3.1 The Shire of Irwin included a number of reports and management plans relative to this project for providing a context in which the Dongara Town Centre Precinct Plan is to be developed. The town centre project has taken into account these documents including:

- Dongara Denison Townscape Report: Michael Tooby & Associates, November 1994
- Dongara/Port Denison Bicycle Plan: M Luzi 1999
- Commercial Centres: J Iverach Research Branch Department for Planning and Infrastructure. June 2004.
- Shire of Irwin Local Planning Scheme No 5
- Shire of Irwin Local Planning Strategy
- Draft Report: Assessment of the Implications for the Shire of Irwin of Significant Population Growth. Syme Marmion & Co August 2005
- Shire of Irwin Municipal Inventory (incl.Burra Charter)

3.2 ***The Dongara Port Denison Townscape Plan 1994***
This plan prepared in 1994 examined initiatives identified by the Townscape Committee and drew conclusions on the overall plan. The Initiatives relating directly to the Dongara Town Centre Precinct Plan were

- The Civic Centre – described/designed a number of intersection improvements that appear to have been implemented in part or in whole though not necessarily as a design suggested.
- The Town Park – Appears to have been implemented all or in most part (a very successful park).
- Moreton Terrace – dominance of the car, building line varied and lack of active frontage on the footpath, Moreton Bay figs and Port Jackson figs seen as an asset and an issue, warned against artificial heritage precinct, widen footpaths colour and signage noted, lighting of street, eastern end of the street is of poor quality/industrial character, underground power and street furniture are noted as issues to be addressed.
- Walking/Cycling Trails – the town centre has one route identified, along Church Street, down Waldeck Street to Hunts Road, up Pt Leander Drive to Moreton Terrace and then on eastwards towards Old East End.
- Town entries – The town entry off Brand Highway relates to this project and it has been improved since the study was completed but the major issue of the non-conforming use at the entry adversely impacts on the appearance and thus welcome to the town centre.
- Public conveniences – in the town centre they are located in the new park close to the centre of town.
- The Memorial Park – Work has been completed on the suggestions made in the study.
- The Heritage Trail – Appears to have been implemented in the town centre.
- Furniture and Signage – Comments and recommendations made on street furniture, partly implemented and only need be reinforced by the town centre project.
- Colour and Treatments – No further comment needed.
- Building Controls – limited comment on built form except a strong view that a maximum of two stories be set. Also nil setbacks to Moreton Terrace and discouragement of low or flat-pitched roofs.
- Street Trees – The town centre project is not an area of new plantings except to enhance existing streetscape trees.
- Lighting – already covered in Moreton Terrace and this project will seek to build on the basic style and character.

3.3 ***Dongara/Port Denison Bicycle Plan 1999***

Objective: To identify improvements to the existing local bicycle networks within the urban areas of the townsites of Dongara/Port Denison. This objective was noted in the context of encouraging cycle activity in lieu of car use around the town to reduce greenhouse emissions, air pollution and assist in improving individual health. It would also be an attractive option for tourists in the area.
Six Objectives were noted from this strategy;

- Australia Cycling is implemented and reviewed in a coordinated and collaborative manner,
- Policy and planning integrates cycling as a valued element,
- Facilities exist that support increased cycling,
- Safety for cyclists, on and off road, is continuously improved,
- The benefits of cycling are recognised by decision makers and the Australian Community. Cycling is incorporated into all areas of education, training and professional development.

Design and construction standards referred to: "Guide to Traffic Engineering Bicycle Austroads Part 14"

The study identified existing networks as:

- Existing paths but need to have a 1.0m separation between kerb and path – most existing paths have only 0.5m.

Proposed networks were indicated on a Map.

Dual use paths , on-road facilities and Public access ways were all noted as opportunities to expand the existing network.

Signage, bicycle parking, location of dual use paths in road reserves, dual use path standards, traffic calming, were also discussed.

A schedule of works identifying routes and destinations was developed as part of an ongoing works programme – this should be checked with the Shire as to its implementation.

Reference was made to the Dongara – Port Denison Townscape Plan 1994 wherein recommendations were made for adoption and implementation.

3.4 ***Population and Commercial Floorspace***
The current Town Planning Scheme No 4 identified the area coloured blue within the commercial zone.



The Shire of Irwin's town planning scheme is under review and the Council has considered a range of reports and comments to assess future commercial requirements including:

1. Population projections by the Western Australian Planning Commission,

2. Research provided by the Department for Planning and Infrastructure Research Branch and
3. An assessment by Syme Marmion (August 2005) to consider the potential implications of expansion in mining and exploration activity and growth associated with the sea change phenomenon.

The following characteristics about Dongara were noted in the research paper prepared by the Department for Planning and Infrastructure in 2004:

1. Dongara is served by a three tier centres hierarchy consisting of the Geraldton Regional Centre, the Dongara Country District Centre and the Port Denison Local Centre.
2. Dongara has a broad mix of office, shopping, retail, entertainment and community services activities serving surrounding rural districts both within and beyond the Shire of Irwin.
3. Dongara is a focal point for tourism and the administration centre for industry and local government.
4. Geraldton is a strong attractor and most district level expenditure is undertaken in Geraldton.

Future commercial land requirements were also considered in a study undertaken by Hames Sharley in 1996. Hames Sharley estimated the total floorspace generated by the Shire and by visitors to the Shire for a number of different population scenarios including a high growth scenario of 3,962 persons at an unspecified future date. Current Western Australian Planning Commission projections indicate a population of 4,000 persons in 2020 and Syme Marmion estimated a population of 4,410 in 2011, including the impact of additional workers associated with the mining industry.

It is difficult to accurately predict future requirements and there is debate about whether population projections are too optimistic or too conservative. To address the uncertainty, the Council provided for future growth by incorporating the commercial zone and related community, civic and residential areas within an expanded town centre zone. The preparation of design guidelines and further assessment of population will facilitate development of land within the town centre zone.

In 2004, DPI estimated that there was approximately 8,980m2 of retail floorspace in Dongara and Port Denison (of which approximately 55% was shopping floorspace).

Based on the information available projections indicated the requirement for increases of approximately 500m2 to 2,500m2 by 2020 and approximately 10,000m2 to 14,000m2 in the very long term. These projections include demand for food and non-food goods sold from shops, supermarkets, restaurants and showrooms and include some bulky gods such as furniture, floor coverings, household goods and hardware. Requirements for other retail outlets such as service stations, and business operating site displays such as motor vehicle, boat and caravan sales yards and vehicle and equipment hire are not included, so additional space will be required for these and similar activities.

Retail floorspace demand to 2020 should be primarily allocated to the Dongara Town Centre. A demand for specific tourist associated retailing (such as a café, restaurant, souvenir or boating/fishing supplies) may arise at "out of town" tourist sites and some of the floorspace should be reserved to cater for this should it arise.

Dongara Town Centre	*2000m2*
Out of town tourist retail sites	*500m2*

In the Dongara Town Centre, the addition of 2,000m2 of shops and showrooms will increase retail floorspace to approximately 11,000m2. This is a 22% increase on the existing 8,980m2.

Floorspace for other activities, particularly offices and other services for tourists and retirees will be required. If a 20-25%

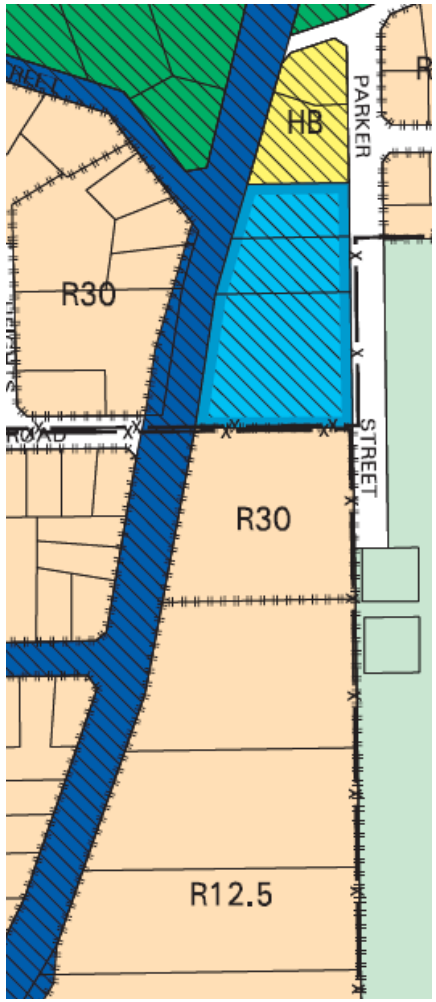
increase is applied to all town centre uses, then all expansion can be accommodated north of the Irwin River.

Although projections indicate that there is sufficient floorspace to cater for requirements in the short term, the research identified full occupancy, difficulty of obtaining land for commercial development and land occupied by housing or other uses as factors that enable some apparent oversupply to be tolerated.

The research indicated that:

- In the very long term, there will be a need for further expansion, with, say 4-6,000m2 of retail floorspace and a commensurate amount of offices and other uses.
  There is an opportunity for land south of the Irwin River to act as an extension of the Dongara Town Centre providing for service commercial requirements not suited to the town centre.
- The old mainstreet should continue to evolve as a tourist and business centre in keeping with its historic ambience.

Commercial uses, civic purpose sites and residential areas were incorporated in a new "Town Centre" zone. This zone encourages the development of a wide range of compatible uses and requires the preparation of precinct plans to address the urban design and integration issues identified by DPI.

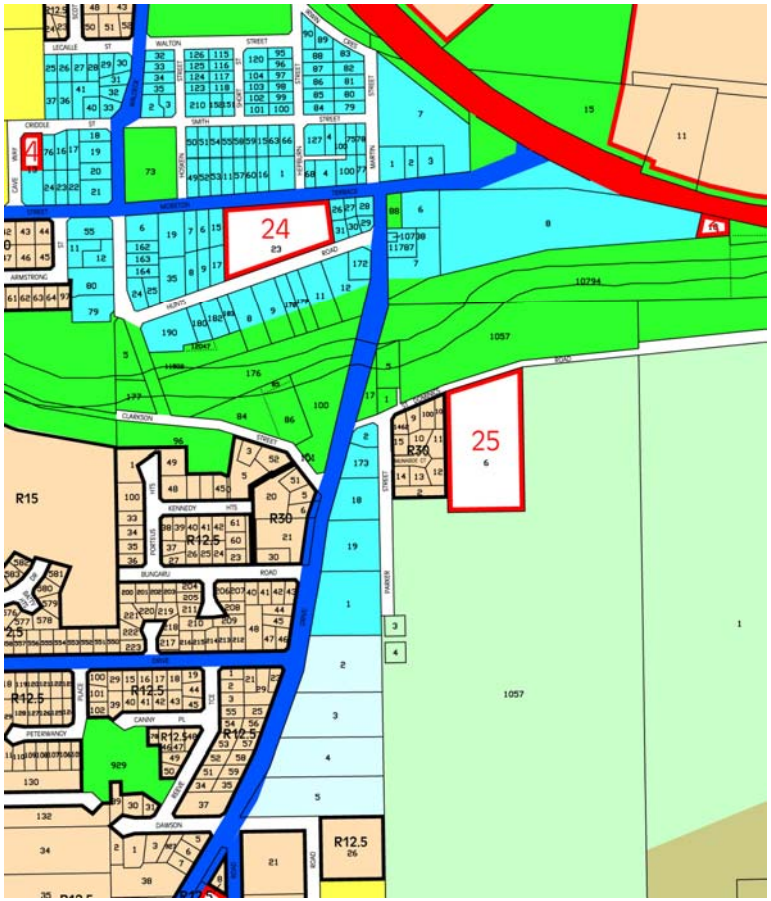


3.5 ***Local Planning Scheme No.5***

The Local planning scheme includes the existing commercial development on Moreton Terrace, residential areas between Smith and Walton Streets and three lots on Point Leander Drive in the Town Centre zone.

The objectives for the town centre zone are:

a) To encourage development of a high visual, functional and environmental standard, serving both Town and Rural residents and the development of new buildings and or the modification/restoration of existing buildings in a manner which is compatible with the existing streetscape, the local government's Townscape Plan and or any adjoining land use heritage value, in terms of scale, height, design, building materials, location and visual façade appearance.
b) To promote convenient and safe shopping facilities and relate these to the wide variety of civic, service, business, entertainment and social functions of the Town Centre.
c) To encourage the wide range of compatible uses within an accessible Town Centre that are necessary to promote this as a vibrant functional central node for the community it services.
d) To provide for safe pedestrian movement and the safe efficient flow of traffic and the adequate provision of car parking facilities.



TOWN CENTRE PRECINCT
LOCAL PLANNING SCHEME NO.5

3.6 ***Shire of Irwin Local Planning Strategy***
The local planning strategy makes a number of comments regarding commercial development.

1. The character and visual amenity of the town centre is important to the local economy and should be protected and enhanced.
2. There is limited vacant land available in the existing town centre for further commercial development.
3. Some land within the town centre should be developed for higher density residential use or tourist accommodation to create a lively, mixed use precinct.
4. Large scale commercial development may detract from the townscape value of the town centre. This type of development would be better located away from the traditional town centre area, allowing it to continue to develop as a hub for tourist activity and as a business centre and enabling existing available floorspace in the town centre to be utilised for tourist oriented development.
5. Existing commercial development located on Point Leander Drive south of the Irwin River could be considered part of an expanded town centre.
6. Further expansion of the Point Leander Drive commercial precinct may be warranted where the expansion potential of the existing town centre is shown to be limited.
7. Structure planning addressing scale, siting, access, traffic management and car parking should be prepared prior to development of the Point Leander Drive precinct
8. Vacant land on Point Leander Drive may be suitable for service commercial development.
9. It is envisaged that the existing retail character of the Port Denison commercial precinct will remain unchanged, catering for the incidental shopping needs of local residents and tourists.

4. WORKSHOP – COMMUNITY PERCEPTIONS, PRIORITIES AND OBJECTIVES

4.1 The purpose of the first workshop was to identify community perceptions, priorities and objectives in order to provide a basis for the preparation of the town centre precinct plan. The workshop was held in the Shire Hall on Tuesday 25th September 2007. Forty-four people attended the workshop including retailers, landowners, residents and Councillors.

4.2 The workshop was advertised locally one week before the event and over 40 property owners, residents and interested people attended an afternoon interactive event that drew out community values and expectations. The full report on the workshop outcomes is appended at ***Appendix A*** of this draft report.

4.3 There were some surprising elements in the outcome, the main one being the high regard for the Irwin River as a setting for the town centre. This is in contrast to the existing situation wherein the town has historically turned its back on the river. This is not an isolated case for Guildford exhibits a similar approach in its development. Similarly, the fig trees in the town centre along Moreton Terrace were expected to feature strongly in the cultural mapping exercise but only made ten mentions – well down the list. However, the manner of their depiction demonstrated a significant community attachment to the trees.

4.4 Generally the expressions of values and expectations were well articulated with one participant providing a substantial written document - clearly a person who cares passionately about the future of the town.

4.5 The outcomes of this workshop were then given substantial consideration in preparing a suite of proposals that were considered appropriate responses to the expectations of the Dongara community.

5. CONSULTATION

5.1 Subsequent to the workshop event, five property owners of substantial and strategic significance were consulted through planning surgeries about their expectations. In discussions, the objectives of the Dongara Town Centre Precinct Plan were reviewed in specific reference to the individual properties.

5.2 Two key properties in the town centre represented opportunities for substantially enhancing the town and the property owners ideas were consistent with not only the Shire's Local Planning Scheme No.5 but also the general thrust of the community's expectations as expressed in the workshop.

5.3 Another property owner with land on the edge of the precinct sought advice as to their options under the town planning scheme provisions. While initial ideas were not as expected, a later discussion assisted in opening up new approaches and by the time of the second public event, a more innovative concept had been formulated. This concept would be beneficial to the town as well as providing the landowner a satisfying and viable outcome.

5.4 A property owner in Moreton Terrace whose property was highlighted as a development opportunity engaged in discussions with a view to matching their ideas with the workshop outcomes. The potential benefit to the town centre of this site was substantial and could trigger flow-on developments to enhance the town centre.

5.5 Another property owner in Moreton Terrace raised some ideas that were very appropriate and would be not only an asset to the town centre but also enhance the viability of the existing business. The owner expressed an intention to wait for the town centre plan to be adopted and would prepare a development application consistent with the discussions.

5.6 The owner of a substantial landholding in the southern precinct engaged in early discussions as to what would be an appropriate development. This land is crucial to an innovative Council initiative for its own landholdings in the precinct. Such cooperation is essential to ensure an outcome that is responsible and viable.

5.7 The Shire of Irwin's project brief sought guidance on the most appropriate land use and design for the town centre. As a major landowner, Council's land holdings in the precinct area represent an opportunity for Council to demonstrate what it sees as a best practice development as an example to private developers. In the reviewing these landholdings two aspects of planning emerge.

The first land parcel is the three properties in Moreton Terrace that can be redeveloped to provide additional retail floor space but with residential on the upper level. This would bring new retail activity to the west end of Moreton Terrace as well as providing innovative alternative housing that will add wider choice in housing accommodation in the town centre (see the design proposals in the mapping and illustrations of section 8).

The three lots in the southern precinct east of Point Leander Drive represent council's second land parcel. The land use complements the adjoining northern lots although alternative uses such as affordable housing could be introduced at some time in the future.

6. PRESENTATIONS

6.1 The workshop outcomes and the landowner consultation provided a sound basis for developing proposals to not only guide appropriate development but also to suggest potential development options that responded to the challenges faced by the Shire of Irwin and the Dongara community.

6.2 A presentation of the preliminary findings, responses and proposals was made at the Council meeting of 23rd October 2007 with a view to gaining Council support to present these as the basis for a draft Town Centre Precinct Plan to a public meeting the next afternoon. At the conclusion of the presentation the comments were universal agreement to proceed to present the draft plan to the public meeting and prepare a draft plan suitable for advertising for wider community comment. One comment from council was to produce an illustration showing the potential for a high quality restaurant overlooking the river. It was agreed that a cross-section diagram through the riverbank/Hunts Road would be an appropriate illustration.

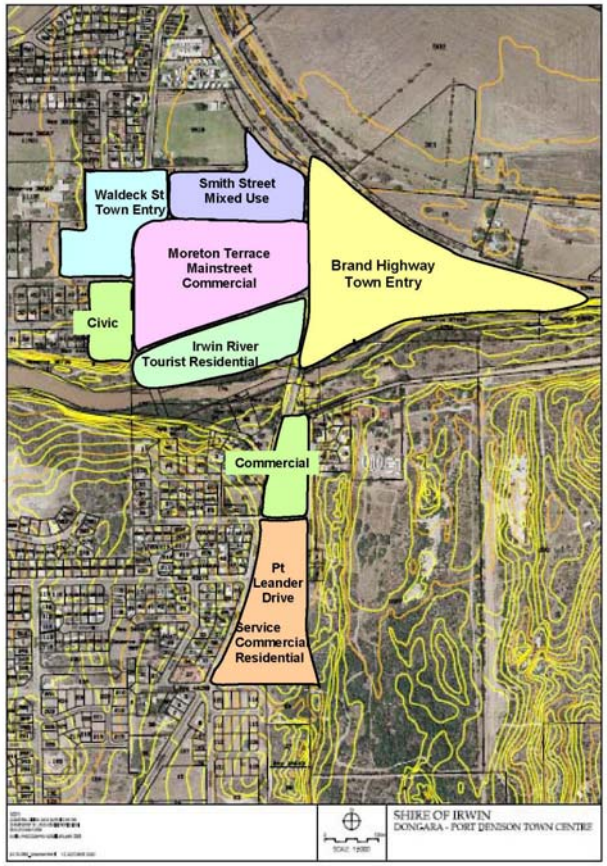
6.3 The public meeting was held the next afternoon at which there were 19 attendees. Representatives of three of the landholders noted in section 6 were in attendance. The first workshop outcomes were presented and from this the draft Town Centre Precinct Plan was prepared to acknowledge community values and expectations. In addition, the ideas and potential development proposals were shown graphically. At the conclusion of this presentation comments and questions were invited from the attendees. There was interested discussion and general support for the proposals.

6.4 One individual expressed a negative view to an option for affordable housing on the south end of the Point Leander Drive 'Service Commercial' land, as it was believed Council should be vigorous in pursuing profit from its operations in order to ameliorate rates to landowners.

6.5 It was stressed that the Town Centre Precinct Plan would be advertised for three weeks during which time the public could make submissions on the plan. The plan would be available for inspection at the Council Offices.

PART TWO

7. TOWN CENTRE PRECINCT PLAN



SUB-PRECINCTS PLAN

7.1 **The Sub Precincts**

The Dongara Town Centre Precinct can be divided into eight distinct sub-precincts that will facilitate clearer direction for land use development in the future. These sub-precincts are indicated on the sub-precinct plan below. They are noted as:

1. Moreton Terrace Mainstreet Commercial
2. Irwin River–Tourist Residential,
3. Waldeck Street–Town Entry
4. Brand Highway-Town Entry
5. Smith Street-Mixed use
6. Civic
7. Point Leander Drive-Commercial
8. Point Leander Drive–Service Commercial Residential

7.2 **Preferred Land Use Mix Table**

Su Sub clause 5.25.3 of the Scheme states that the precinct plan, in specifying acceptable and unacceptable land uses as provided for in sub-clause 5.25.2 (vii) may prohibit uses classified as permissible (P) or discretionary (D or A) within the Town Centre Zone on Table 1 within some but not all of the Zone, but shall not permit a use that is prohibited (X) within the Town Centre Zone on Table 1. The following table identifies the acceptable land uses within the Town Centre Zone sub precincts.

The Zoning Table indicates, subject to the provisions of the Scheme, the uses permitted in the Scheme area in the various zones. The permissibility of any uses is determined by cross reference between the list of use classes on the left hand side of the Zoning Table and the sub precincts at the top of the Zoning Table.

The symbols used in the cross reference in the Zoning Table have the following meanings-

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

'D" means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

'A' means that the use is not permitted unless the local government has exercised its discretion by granting planning approval after giving special notice in accordance with Scheme Clause 9.4.

'X' means a use that is not permitted by the Scheme.

This Zoning Table provides the context for desirable and unacceptable uses in the town centre precinct plan and it can be seen that compatible uses are encouraged while conflicting uses are prohibited. Orderly and proper planning is achieved by ensuring the various land uses follow the land use table matrix.

Clause 4.4 of the Scheme provides interpretation guidance of the zoning table viz:-

4.4 Interpretation of the Zoning Table

4.4.1 Where a specific use is mentioned in the Zoning Table, it is deemed to be excluded from the general terms used to describe any other use.

4.4.2 If a person proposed to carry out on land any use that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category the local government may –

a) determine that the use is consistent with the objectives of the particular zone and is therefore permitted;

b) determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of Clause 9.4 in considering an application for planning approval; or

c) determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.

7.3 **Requirement for Approval to Commence Development**
Clause 8.1 of the Scheme requires council's prior approval to commence development, viz:

8.1 <u>Requirement for Approval to Commence Development</u>

Subject to Clause 8.2, all development on land zoned and reserved under the Scheme requires the prior approval of the local government. A person must not commence or carry out any development without first having applied for and obtained the planning approval of the local government under Part 9.

Note: 1. The planning approval of the local government is required for both the development of land (subject of this Part) and the use of land (subject of Part 4).

2. Development includes the erection, placement and display of any advertisements.

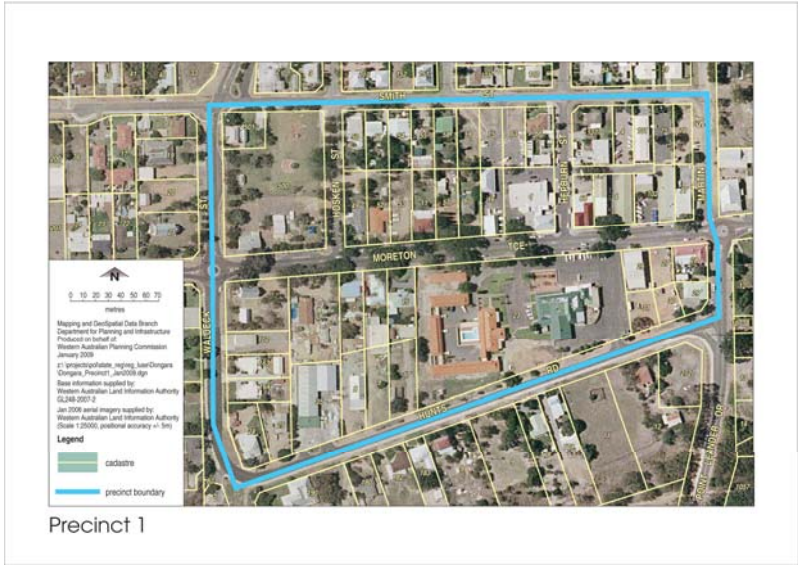
7.4 **Residential Development Generally**
All residential development shall be in accordance with the Residential Planning Codes, in addition to the provisions laid out in this document.

LAND USE TABLE

	Precinct 1 Moreton Terrace - Mainstreet	Precinct 2 Irwin River- Tourist Residential	Precinct 3 Waldeck Street – Town Entry	Precinct 4 Brand Highway – Town Entry	Precinct 5 Smith Street – Mixed Use	Precinct 6 Civic	Precinct 7 Point Leander Drive - Commercial	Precinct 8 Point Leander Drive – Service Commercial Residential
Amusement Parlour	D	A	D	D	X	X	D	X
Bed and Breakfast	D	D	D	D	D	X	X	X
Caretaker's Dwelling	D	D	D	D	D	D	D	D
Car park	P	P	P	P	P	D	P	D
Child Care Premises	D	D	D	D	D	D	D	D
Club Premises	D	D	D	D	A	D	D	D
Consulting Room(s)	P	D	D	P	A	D	P	D
Education Establishment	D	A	D	D	D	D	A	X
Family Day Care	D	D	D	D	P	D	D	D
Fast Food Outlet	D	A	D	D	X	X	D	A
Grouped Dwelling	P	P	P	D	P	X	X	D
Holiday Accommodation	D	D	D	D	D	X	X	X
Home Business	P	P	P	P	P	X	X	D
Home Occupation	P	P	P	P	P	X	X	D
Hotel	D	D	D	D	X	X	X	X
Industry - Cottage	D	D	D	D	D	X	X	X
Industry - Service	D	X	X	A	X	X	D	P
Lodging House	D	D	D	D	A	D	X	X
Lunch Bar	D	D	D	D	X	X	D	D
Market	D	X	D	D	X	D	D	D
Medical Centre	P	A	P	P	X	D	P	D
Mixed-use	P	D	P	P	D	D	D	D
Motel	D	D	D	D	X	X	X	X
Motor Vehicle, Boat or Caravan Sales	X	X	X	D	X	X	X	D

	Precinct 1 Moreton Terrace - Mainstreet	**Precinct 2 Irwin River- Tourist Residential**	**Precinct 3 Waldeck Street – Town Entry**	**Precinct 4 Brand Highway – Town Entry**	**Precinct 5 Smith Street – Mixed Use**	**Precinct 6 Civic**	**Precinct 7 Point Leander Drive - Commercial**	**Precinct 8 Point Leander Drive – Service Commercial Residential**
Multiple Dwelling	P	P	P	D	P	X	X	X
Office	P	A	D	P	D	D	P	D
Plant Nursery	X	X	X	D	X	X	D	D
Public Amusement	D	A	D	D	X	D	D	A
Public Utility	D	D	D	D	D	D	D	D
Reception Centre	D	D	D	D	P	X	A	X
Residential Building	D	D	D	D	A	X	D	X
Restaurant	D	D	D	D	X	X	D	X
Restricted Premises	A	A	A	A	X	X	A	X
Service Station	A	X	A	A	X	X	A	A
Shop	P	D	D	P	D	X	P	D
Showroom	D	A	D	D	A	X	D	P
Single House	P	P	P	D	P	X	X	X
Tavern	D	D	D	D	X	X	X	X
Telecommunications Infrastructure	D	D	D	D	D	D	D	D
Veterinary Clinic	D	X	D	D	X	X	D	A
Warehouse	X	X	X	D	X	X	D	A
Worship – Place of	P	P	P	P	A	D	D	A

7.3 **SUB-PRECINCT 1:**
MORETON TERRACE – MAINSTREET



Precinct 1

Precinct Boundary
This precinct is bounded by Smith Street, Martin Street, Hunts Road and Waldeck Street.

Existing Predominant Use
There is a range of commercial uses including post office, supermarket, specialist shops, banks, hotel, garage, motel, civic, offices, tourist uses and the town park are located in this area. The area is substantially developed although some sites have limited development on them.

Existing Character
The town centre possesses a strong village ambience with major elements of mature *ficus* trees, several important historic buildings, main street retail activity, some traditional residences and a wide diversity of built form

The likely pressures the precinct will face in the future and how these will be provided for.
This precinct will face additional pressure for tourist and commercial development with associated traffic and parking congestion. The town planning scheme provisions will guide appropriate development.

The Recommendations of existing strategies applicable to the town centre.
The local planning strategy recommends that the town centre continue to develop as a hub for tourist activity and as a business centre.
Local Planning Scheme No 5 encourages:

- Development of a high standard.
- Development of a range of new buildings or the modification/restoration of existing buildings in a manner which is compatible with the existing streetscape, the Townscape Plan and heritage values, in terms of scale, height, design, building materials, location and visual façade and appearance.
- Convenient and safe shopping facilities and a wide variety of civic, service, business, entertainment and social functions.
- A wide range of compatible uses that are accessible and necessary to create a vibrant functional town centre.
- Provision for safe pedestrian movement and the safe efficient flow of traffic and
- The adequate provision of car-parking facilities.

What the community would like to see:

- The existing mainstreet and village character of the area maintained and enhanced.
- Smaller speciality shops in preference to large complexes.
- A safe pedestrian and traffic environment.
- A modern/heritage mix in building design.

- No buildings higher than two storeys.
- The *ficus* trees in Moreton Terrace preserved and maintained.

What the Council would like to see:

- The existing mainstreet and village character of the area maintained and enhanced.
- The area continues to develop as a hub for tourist activity and as a business centre.
- Existing available floorspace in the town centre to be utilised for tourist oriented development.
- Mixed use development.

Objectives for Sub-Precinct

- This sub-precinct to remain as the main shopping focus for the town.
- The existing character maintained and enhanced.
- New development of compatible land uses with tourist oriented focus.
- Two storey buildings preferred as maximum height.
- Residential Coding of R30 (300m^2 per lot) for houses and grouped dwellings with R35 for multiple dwellings in order to encourage housing variety in the town centre.
- Increased pedestrian permeability with walkways between Smith Street, Moreton Terrace and Hunts Road.
- Safer pedestrian and vehicle environment.
- Conservation of the ficus trees in Moreton terrace.

Council does not generally support large-scale commercial development that may detract from the townscape value of the town centre. Currently the town centre is comprised of relatively modest scale buildings and any new development on a large scale would need to respect the existing scale of the town centre's built form.

Notwithstanding this view, should a supermarket development be proposed, it would be preferred to locate the complex in the town centre or on its periphery but without adversely impacting on existing town centre character and business viability.

Sub- Precinct 1 Moreton Terrace - Mainstreet Land Use Table			
Amusement Parlour	D	Multiple Dwelling	P
Bed and Breakfast	D	Office	P
Caretaker's Dwelling	D	Plant Nursery	X
Car park	P	Public Amusement	D
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	D
Consulting Room(s)	P	Residential Building	D
Education Establishment	D	Restaurant	D
Family Day Care	D	Restricted Premises	A
Fast Food Outlet	D	Service Station	A
Grouped Dwelling	P	Shop	P
Holiday Accommodation	D	Showroom	D
Home Business	P	Single House	P
Home Occupation	P	Tavern	D
Hotel	D	Telecommunications Infrastructure	D
Industry - Cottage	D	Veterinary Clinic	D
Industry - Service	D	Warehouse	X
Lodging House	D	Worship – Place of	P
Lunch Bar	D		
Market	D		
Medical Centre	P		
Mixed-use	P		
Motel	D		
Motor Vehicle, Boat or Caravan Sales	X		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p17)
Residential (R30), shops, offices, hotels, medical centres, cafes/restaurants, mixed-use development. In regard to mixed-use development, no ground floor residential use will be permitted in Moreton Terrace. Second level residential use may be permitted at Council's discretion as part of a mixed – use development.

2. LOT SIZES

1) Residential; single house	R30
grouped dwelling	R30
multiple dwelling	R35
2 All other subdivision; as for R Codes	270m^2 minimum
	300m^2 average

3.SETBACKS FROM BOUNDARIES
1) Moreton Terrace; front, min 0 metres – max 3 metres
side, nil
rear, nil
2) All other streets; front, 3metres
side, nil
rear, nil
3) Properties subject to overhanging branches of the ficus (fig) street trees may be granted concessions by Council to other design elements to ensure the preservation of the trees and amenity of the location.

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) Residential development; refer to R Codes.
2) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
3) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
4) Design: a) Car parking to be located at the rear of the premises.
b) Minimum width of vehicular access ways 3.5 metres.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)
There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.
2) Council may, at its discretion, permit a third storey with a minimum front setback of 3metres from the second storey.

7. FLOOR AREA - PLOT RATIO
No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
a) Verandahs are encouraged especially of bow or bullnose roof configuration.
b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.
c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.
2) All other development;

a) Clearly visible front entrance to the premises from the street.
b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.
c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK
(Refer to clause 8.5)
1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.
2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.
3) Facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.
4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE
(Refer clause 8.8)
1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.
2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;
a) Developers are encouraged to seek the advice from a recognised heritage consultant.
b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).
c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.
d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance).

11. PEDESTRIAN COMFORT
(Refer to clause 8.8)
1) The use of verandahs with appropriate blinds/screens over footpaths is encouraged.
2) Public pedestrian access ways from Moreton Terrace to Hunts Road are encouraged and Council may grant development concessions to achieve new and improved pedestrian linkages in the town centre.
3) Council may favourably consider concessions to other development requirements where developments are of a permanent nature.

12. SIGNAGE
(Refer to clause 8.8)
1) the following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5
2. Signs to be contained to verandahs, building walls and parapets.
3. Additional structures for signs over roofs or above parapets are not permitted.
4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.
5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.
6) Flashing, reflective or active signs are not permitted.

13. OTHER
All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.4 **SUB-PRECINCT 2:**
IRWIN RIVER-TOURIST RESIDENTIAL



Precinct 3

Precinct Boundary
The precinct is bounded by Hunts Road, Point Leander Drive, Waldeck Street and the Irwin River.

Existing Predominant Use
There are a number of vacant sites in this precinct and a limited number of residential properties, some with heritage values or occupying large sites.

Existing Character
Open character contrasting to the civic intimacy of Moreton Terrace with considerable under-utilised land areas. The existing development does not address the river and there are some inappropriate land uses linked to historic residences.

The likely pressures the precinct will face in the future and how these will be provided for

This precinct may face some pressure for further development of light industrial use based on existing use.

Hunts Road may be used by traffic to bypass Moreton Terrace and may require some traffic management responses. The land adjacent to the river would experience pressure for residential, commercial or tourist development with the large sites with limited existing development subject to inappropriate development. The local planning scheme provisions will guide appropriate development.

The Recommendations of existing strategies applicable to the town centre
The Council has included this area in the town centre to recognise its potential for town centre uses.

What the community would like to see
- Better access to and use of the river flood plain.
- Appropriate zoning to optimise value of riverine environment.

What the Council would like to see
- Improved access to and use of the river flood plain.
- Appropriate development to optimise value of the land.
- A high quality restaurant/cafe overlooking the river.
- Improved traffic management to the Hunts Road-Waldeck Street corner.

Objectives for Sub-Precinct
- This sub-precinct to remain as an area of potential expansion for the main shopping focus for the town.
- The existing character maintained and enhanced.
- New compatible land uses with some tourist oriented development.
- Two storey buildings preferred as maximum height.
- Residential Coding of R30 (300m^2 per lot) in order to encourage housing variety in the town centre.

- Increased pedestrian permeability through lots to the river.
- New tree planting to the street to recognise the transition from Moreton Terrace to riverine species.

Sub- Precinct 2 Irwin River – Tourist Residential Land Use Table			
Amusement Parlour	A	Multiple Dwelling	P
Bed and Breakfast	D	Office	A
Caretaker's Dwelling	D	Plant Nursery	X
Car park	P	Public Amusement	A
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	D
Consulting Room(s)	D	Residential Building	D
Education Establishment	A	Restaurant	D
Family Day Care	D	Restricted Premises	A
Fast Food Outlet	A	Service Station	X
Grouped Dwelling	P	Shop	D
Holiday Accommodation	D	Showroom	A
Home Business	P	Single House	P
Home Occupation	P	Tavern	D
Hotel	D	Telecommunications Infrastructure	D
Industry - Cottage	D	Veterinary Clinic	D
Industry - Service	X	Warehouse	X
Lodging House	D	Worship – Place of	P
Lunch Bar	D		
Market	X		
Medical Centre	A		
Motel	D		
Mixed-use	D		
Motor Vehicle, Boat or Caravan Sales	X		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p21)
Residential (R30), home business, places of worship, mixed-use development and car parking. In regard to Mixed-Use development, no ground floor residential use will be permitted in Moreton Terrace. Second level residential use may be permitted at Council's discretion as part of a Mixed –Use development. Council has designated holiday accommodation and restaurant as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

2. LOT SIZES

1) Residential; single house		R30
	grouped dwelling	R30
	multiple dwelling	R35
2 All other subdivision; as for R Codes		270m^2 minimum
		300m^2 average

3.SETBACKS FROM BOUNDARIES
1) Residential development; refer to R Codes.
2) All other development;

Front -	At Council's discretion	
Sides -	Nil, for a maximum of 15m, both sides.	
	Otherwise,	1m for single storey
		2m for two storey
Rear -	Nil, for a maximum length of 10m	
	Otherwise,	1m for single storey
		2m for two storey

Secondary Street setback – 1.5m

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) Residential development; refer to R Codes.
2) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
3) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
4) Design:
   a) Car parking to be located at the rear of the premises.
   b) Minimum width of vehicular access ways 3.5 metres.
   c) For every 6 car bays a minimum of one advanced tree of appropriate species.
   d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)
There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.
2) Council may, at its discretion, permit a third storey with a minimum front setback of 3metres from the second storey.

7. FLOOR AREA - PLOT RATIO
No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
   a) Verandahs are encouraged especially of bow or bullnose roof configuration.

b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.

c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.

2) All other development;

a) Clearly visible front entrance to the premises from the street.

b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.

c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK

(Refer to clause 8.5)

1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.

2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.

3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.

4. Facades may be varied by recessed sections or projections but all features must be within the lot boundaries.

10. HERITAGE

(Refer clause 8.8)

1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.

2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.

b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).

c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.

d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance)..

11. PEDESTRIAN COMFORT

(Refer to clause 8.8)

1) The use of verandahs with appropriate blinds/screens over footpaths are encouraged for non-residential or commercial development.

2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE

(Refer to clause 8.8)

1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5

2. Signs to be contained to verandahs, building walls and parapets.

3. Additional structures for signs over roofs or above parapets are not permitted.

4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.

5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.

6) Flashing, reflective or active signs are not permitted.

7) Signs on residential buildings are not permitted.

13. OTHER

All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.5 **SUB PRECINCT 3:**
WALDECK STREET-TOWN ENTRY



Precinct 4

Precinct Boundary
The precinct is bounded by Cave Way, Criddle, Lecaille, Walton, Hosken, Smith, Waldeck and Church streets.

Existing Predominant Use
Residential and commercial development, historic buildings, town park and some vacant sites. Lots 25, 26, 27 and 28 Lecaille Street are currently developed for residential use. The development rounds off the predominantly residential area to the north. The continuation of single residential development on these lots is recommended.

Existing Character
This Sub-Precinct is a neglected area as it possesses historic buildings and leads directly to the important Moreton Terrace-Waldeck Street roundabout. This intersection is arguably the most important civic place as it is the location of the old school, St Johns Church, the Uniting Church and Council Chambers.

The north section is open due largely to west side vacant land with the popular Bakery and backpackers accommodation on its east side. The south section narrows providing a partly enclosed streetscape with the historic buildings on one side and park trees opposite.

The likely pressures the precinct will face in the future and how these will be provided for
This precinct will face pressure for further commercial development associated with its proximity to the location on a main entry into town. The local planning scheme provisions will provide appropriate guidance for development.

The Recommendations of existing strategies applicable to the town centre
The Council has included the land on the western side of Waldeck Street in the town centre thus acknowledging its potential for town centre uses.

What the community would like to see
- Appropriate new development on the vacant land taking advantage of its strategic location for low key mixed use (professional/commercial uses).
- Conservation and enhancement of the historic buildings and trees.

What the Council would like to see
- Appropriate development on the vacant land providing high quality semi-professional and professional office mixed uses.

Objectives for the Sub-Precinct
- Mixed-use development of high quality on vacant land.
- Conservation and enhancement of the historic places.

- Recognition that this is the northern entry to the town centre with improved street design
- Residential Coding of R30 (300m^2 per lot) in order to encourage housing variety in the town centre.
- Enhanced tree planting to the road reserve of species respectful of the *ficus* trees along Moreton Terrace.
- Improved street lighting to the street and the park for night time safety and civic prestige.
- Encouragement to vehicular traffic to slow down as this is entering the core area of the town.

Sub- Precinct 3 Waldeck Street – Town Entry Land Use Table			
Amusement Parlour	D	Multiple Dwelling	P
Bed and Breakfast	D	Office	D
Caretaker's Dwelling	D	Plant Nursery	X
Car park	P	Public Amusement	D
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	D
Consulting Room(s)	D	Residential Building	D
Education Establishment	D	Restaurant	D
Family Day Care	D	Restricted Premises	A
Fast Food Outlet	D	Service Station	A
Grouped Dwelling	P	Shop	D
Holiday Accommodation	D	Showroom	D
Home Business	P	Single House	P
Home Occupation	P	Tavern	D
Hotel	D	Telecommunications Infrastructure	D
Industry - Cottage	D	Veterinary Clinic	D
Industry - Service	X	Warehouse	X
Lodging House	D	Worship – Place of	P
Lunch Bar	D		
Market	D		
Medical Centre	P		
Motel	D		
Mixed-use	P		
Motor Vehicle, Boat or Caravan Sales	X		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p25)
Residential (R30), home business, medical centre, places of worship, mixed-use and car parking. In regard to mixed-use development, no ground floor residential use will be permitted in Moreton Terrace. Second level residential use may be permitted at Council's discretion as part of a mixed–use development. Council has designated some additional uses as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

2. LOT SIZES

1) Residential; single house		R30
	grouped dwelling	R30
	multiple dwelling	R35
2 All other subdivision; as for R Codes		270m^2 minimum
		300m^2 average

3.SETBACKS FROM BOUNDARIES
1) Residential development; refer to R Codes.
2) All other development;
Front - 4m
Sides - Nil, for a maximum of 15m, both sides.
Otherwise, 1m for single storey
2m for two storey
Rear - Nil, for a maximum length of 10m
Otherwise, 1m for single storey
2m for two storey
Secondary Street setback – 1.5m

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) Residential development; refer to R Codes.
2) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
3) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
4) Design: a) Car parking to be located at the rear of the premises.
b) Minimum width of vehicular access ways 3.5 metres.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)
There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.
2) Council may, at its discretion, permit a third storey with a minimum front setback of 3metres from the second storey.

7. FLOOR AREA - PLOT RATIO
No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
a) Verandahs are encouraged especially of bow or bullnose roof configuration.
b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.

c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.

2) All other development;

a) Clearly visible front entrance to the premises from the street.

b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.

c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK

(Refer to clause 8.5)

1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.

2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.

3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.

4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE

(Refer clause 8.8)

1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.

2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.

b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).

c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.

d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance)..

11. PEDESTRIAN COMFORT

(Refer to clause 8.8)

1) The use of verandahs with appropriate blinds/screens over footpaths are encouraged for non-residential or commercial development.

2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE

(Refer to clause 8.8)

1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5

2. Signs to be contained to verandahs, building walls and parapets.

3. Additional structures for signs over roofs or above parapets are not permitted.

4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.

5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.

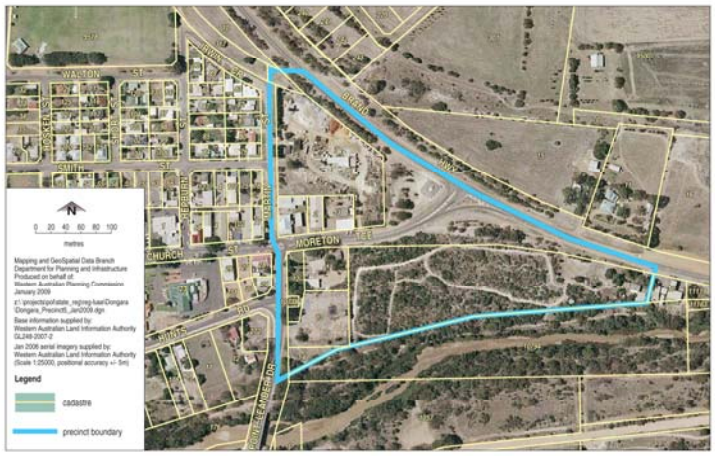
6) Flashing, reflective or active signs are not permitted.

7) Signs on residential buildings are not permitted.

13. OTHER

All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.6 **SUB-PRECINCT 4:**
BRAND HIGHWAY-TOWN ENTRY



Precinct 5

Precinct Boundary
Brand Highway, Irwin River, Martin Street, Point Leander Drive

Existing Predominant Use
The uses in this area include industry (Dongara Concrete), retail uses and a number of sites of community value including the war memorial and gardens plus the heritage building formerly the Irwin Road Board Office occupied by the real estate office. This area contains lot 8 that is an extensive and mostly pristine site adjoining the river reserve.

Existing Character
The existing character of this sub-precinct is one of degraded built form contrasting with good design. The entry statement reflects community values and is highly regarded and well maintained. The park and war memorial provide a pleasant green space at the entry roundabout.

On the south side of Moreton Terrace there is a site of high ground with native vegetation that provides a sense of nature at the town entry adding to the visual extension of native and introduced vegetation along the rivers edge east of the sub-precinct. The private developed land has mixed quality buildings but is generally visually degraded and adds little to the quality of a town entry. This is exacerbated by the constraints imposed by the Brand Highway

The likely pressures the precinct will face in the future and how these will be provided for
This area may experience demands for further industrial development associated with servicing the existing industrial activity and new industrial activity to the east.

This area may also experience demand for other land uses including commercial, tourist and residential development consistent with the adjoining land uses. The local planning scheme provisions will guide development in this sub-precinct.

The Recommendations of existing strategies applicable to the town centre
The Dongara Denison Townscape Plan expressed concern about industrial character at this end of Moreton Terrace and recommended future development focus on a more modest commercial scale.

What the community would like to see
- The industrial uses progressively removed from this area.
- Encourage land uses that enhance the entry to the town.

What the Council would like to see
- Development potential of this land maximised.
- This area contains two of the town centres largest sites and offer significant development potential.
- Lot 7 preferred for a shopping centre development

- The location of Lot 8 adjacent to the river is strategically significant and should be utilised for a high quality development of mixed uses.
- Mixed residential and commercial uses on Lot 8 Moreton Terrace (corner of Brand Highway)

Objectives for the Sub-Precinct

- Mixed-use development of high quality on vacant land.
- Conservation and enhancement of the historic places.
- Recognition that this is the eastern entry to the town centre with improved street design.
- Residential Coding of R30 (300m^2 per lot) in order to encourage housing variety in the town centre.
- Enhancement of the tree planting to the road reserve of appropriate species respectful of the *ficus* trees along Moreton Terrace.
- Improved street lighting to the street and the park for night time safety and civic prestige.
- Encouragement to vehicular traffic to slow down as this is entering the core area of the town.

Sub- Precinct 4 Brand Highway – Town Entry Land Use Table			
Amusement Parlour	D	Multiple Dwelling	D
Bed and Breakfast	D	Office	P
Caretaker's Dwelling	D	Plant Nursery	D
Car park	P	Public Amusement	D
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	D
Consulting Room(s)	P	Residential Building	D
Education Establishment	D	Restaurant	D
Family Day Care	D	Restricted Premises	A
Fast Food Outlet	D	Service Station	A
Grouped Dwelling	D	Shop	P
Holiday Accommodation	D	Showroom	D
Home Business	P	Single House	D
Home Occupation	P	Tavern	D
Hotel	D	Telecommunications Infrastructure	D
Industry - Cottage	D	Veterinary Clinic	D
Industry - Service	A	Warehouse	D
Lodging House	D	Worship – Place of	P
Lunch Bar	D		
Market	D		
Medical Centre	P		
Mixed-use	P		
Motel	D		
Motor Vehicle, Boat or Caravan Sales	D		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p29)

Residential (R30), shops, mixed-use, offices, home business, consulting rooms, medical centre, places of worship and car parking. In regard to mixed-use development, no ground floor residential use will be permitted in Moreton Terrace. Second level residential use may be permitted at Council's discretion as part of a mixed–use development. Council has designated some additional uses as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval. This would be the case for shop and holiday accommodation/reception centre and mixed use development.

2. LOT SIZES

1) Residential; single house	R30
grouped dwelling	R30
multiple dwelling	R35
2 All other subdivision; as for R Codes	270m^2 minimum
	300m^2 average

3.SETBACKS FROM BOUNDARIES

1) Residential development; refer to R Codes.

2) All other development;

Front -	At Council's discretion	
Sides -	Nil, for a maximum of 15m, both sides.	
	Otherwise,	1m for single storey
		2m for two storey
Rear -	Nil, for a maximum length of 10m	
	Otherwise,	1m for single storey
		2m for two storey

3) Properties subject to overhanging branches of the ficus (fig) street trees may be granted concessions by Council to other design elements to ensure the preservation of the trees and amenity of the location.

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)

1) Residential development; refer to R Codes.

2) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.

3) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.

4) Design:
a) Car parking to be located at the rear of the premises.
b) Minimum width of vehicular access ways 3.5 metres.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)

There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)

1) Maximum building height is 2 storeys.

2) Council may, at its discretion, permit a third storey with a minimum front setback of 3metres from the second storey.

7. FLOOR AREA - PLOT RATIO

No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE (Refer clauses 8.4 & 8.8)

1) Residential development;

a) Verandahs are encouraged especially of bow or bullnose roof configuration.

b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.

c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.

2) All other development;

a) Clearly visible front entrance to the premises from the street.

b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.

c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK

(Refer to clause 8.5)

1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.

2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.

3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.

4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE

(Refer clause 8.8)

1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.

2) Where a property is listed in the Municipal Inventory;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.

b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).

c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.

d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance).

11. PEDESTRIAN COMFORT

(Refer to clause 8.8)

1) The use of verandahs with appropriate blinds/screens over footpaths are encouraged for non-residential or commercial development.

2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE

(Refer to clause 8.8)

1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5

2. Signs to be contained to verandahs, building walls and parapets.

3. Additional structures for signs over roofs or above parapets are not permitted.

4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.

5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.

6) Flashing, reflective or active signs are not permitted.

7) Signs on residential buildings are not permitted.

13. OTHER

All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.7 **SUB-PRECINCT 5:**
SMITH STREET MIXED-USE



Precinct 6

Precinct Boundary
The precinct is bounded by Irwin Crescent, Martin, Smith, Hosken, Walton and Hepburn streets.

Existing Predominant Use
The predominant use is residential on lots of mixed size but generally small lots.

Existing Character
The area is one of a well-maintained and modest built form with a few heritage residences. It enjoys a northern outlook over the town oval and recent housing along Walton Street indicates a trend for either large prestigious houses or, at the eastern end, compact but well designed houses on small lots.

The likely pressures the precinct will face in the future and how these will be provided for

The sub-precinct is likely to experience growing pressure for redevelopment of existing house sites, especially along Smith Street, for town centre mixed-use development. Local planning scheme provisions and design guidelines will assist in minimising adverse impacts on residual housing.

The Recommendations of existing strategies applicable to the town centre
The Department for Planning and Infrastructure identified the plots between Smith Street and Walton Street as well located for mixed use allowing single and medium density residential uses, and businesses such as offices and other compatible service activities.

This recommendation is based on the acknowledgement that with the growth of tourism and retirement migration to Dongara, home business activity could be expected to increase. The report acknowledged the need for design guidelines to facilitate the establishment of these uses.

What the community would like to see
- The community did not specifically comment on the future use of this area at the workshop but recognises the attractiveness of encouraging mixed use in the town centre area.
- The community expressed concern about pedestrian and traffic safety issues in this area.

What the Council would like to see
- This area developed as a mixed-use area allowing single and medium density residential uses and business uses such as offices and other compatible service activities.
- Design guidelines in to facilitate the establishment of these uses

Objectives for the Sub-Precinct
- Mixed-use redevelopment of high quality on land adjoining the retail core along Smith Street.

- Redevelopment for increased housing density to respond to the opportunity for varied housing types.
- Conservation and enhancement of historic places.
- Appropriate traffic management strategies to ensure there are no adverse impacts on residential streets.

Sub- Precinct 5 Smith Street – Mixed Use Land Use Table			
Amusement Parlour	X	Multiple Dwelling	P
Bed and Breakfast	D	Office	D
Caretaker's Dwelling	D	Plant Nursery	X
Car park	P	Public Amusement	X
Child Care Premises	D	Public Utility	D
Club Premises	A	Reception Centre	P
Consulting Room(s)	A	Residential Building	A
Education Establishment	D	Restaurant	X
Family Day Care	P	Restricted Premises	X
Fast Food Outlet	X	Service Station	X
Grouped Dwelling	P	Shop	D
Holiday Accommodation	D	Showroom	A
Home Business	P	Single House	P
Home Occupation	P	Tavern	X
Hotel	X	Telecommunications Infrastructure	D
Industry - Cottage	D	Veterinary Clinic	X
Industry - Service	X	Warehouse	X
Lodging House	A	Worship – Place of	A
Lunch Bar	X		
Market	X		
Medical Centre	X		
Mixed-use	D		
Motel	X		
Motor Vehicle, Boat or Caravan Sales	X		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p33)
Residential (R30), home business, family day care, mixed-use and car parking. In regard to mixed-use development, no ground floor residential use will be permitted in Moreton Terrace. Second level residential use may be permitted at Council's discretion as part of a mixed –use development. Council has designated some additional uses as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval. This would be the case for shop and holiday accommodation/reception centre and mixed-use development.

2. LOT SIZES

1) Residential; single house		R30
	grouped dwelling	R30
	multiple dwelling	R35
2 All other subdivision; as for R Codes		270m^2 minimum 300m^2 average

3.SETBACKS FROM BOUNDARIES
1) Residential development; refer to R Codes.
2) All other development;

Front -	4m	
Sides -	Nil, for a maximum of 15m, both sides.	
	Otherwise,	1m for single storey 2m for two storey
Rear -	Nil, for a maximum length of 10m	
	Otherwise,	1m for single storey 2m for two storey

Secondary Street setback – 1.5m

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) Residential development; refer to R Codes.
2) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
3) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
4) Design:
a) Car parking to be located at the rear of the premises.
b) Minimum width of vehicular access ways 3.5 metres.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)
There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.

7. FLOOR AREA - PLOT RATIO
No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
a) Verandahs are encouraged especially of bow or bullnose roof configuration.

b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.

c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.

2) All other development;

a) Clearly visible front entrance to the premises from the street.

b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.

c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK

(Refer to clause 8.5)

1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.

2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.

3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.

4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE

(Refer clause 8.8)

1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.

2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.

b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).

c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.

d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance).

11. PEDESTRIAN COMFORT

(Refer to clause 8.8)

1) The use of verandahs with appropriate blinds/screens over footpaths are encouraged for non-residential or commercial development.

2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE

(Refer to clause 8.8)

1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5

2. Signs to be contained to verandahs, building walls and parapets.

3. Additional structures for signs over roofs or above parapets are not permitted.

4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.

5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.

6) Flashing, reflective or active signs are not permitted.

7) Signs on residential buildings are not permitted.

13. OTHER

All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.8 **SUB-PRECINCT 6:**
CIVIC



Precinct 7

Precinct Boundary
This precinct is bounded by the Irwin River, Waldeck Street, Church Street and Armstrong Street.

Existing Predominant Use
Significant civic uses are located in this precinct including the Shire Offices, the Visitors Centre, Museum and the old police station and courthouse.

Existing Character
The character of this sub-precinct is of strong heritage status municipal administration. Only one building fronting Waldeck Street is not significant and as the formation of the land gives a sense of "dress circle" superiority over the town, it would appear that the location was deliberately selected to engender respect for the district administration. The proximity to the important intersection of Waldeck Street and Moreton Terrace gives the sub-precinct a link to the historic "central place" of traditional villages with two churches, a school and the Shire Hall on the corners.

The likely pressures the precinct will face in the future and how these will be provided for.
The precinct will experience pressure for further intensification of development on the sites to accommodate civic uses.

The Recommendations of existing strategies applicable to the town centre.
The Council has included this land as Town Centre use in Local Planning Scheme No.5 but recognises that the use should be reviewed and return to its previous use under TPS No.4.

What the community would like to see
- The community did not specifically comment on the future use of this area at the workshop but there are indications for recognising the importance of retaining the council functions in the area.

What the Council would like to see
- Conservation and enhancement of historic places.
- Further development of Council facilities. (Council has committed substantial resources to expand the municipal presence for lots 11 and 12 where a new administration facility and library will be constructed in the near future)

Objectives for the Sub-Precinct
- Conservation and enhancement of historic places.
- Enhancement of the streetscape.
- Expansion of municipal infrastructure to emphasize the civic function of the sub-precinct.

Sub- Precinct 6 Civic Land Use Table			
Amusement Parlour	X	Multiple Dwelling	X
Bed and Breakfast	X	Office	D
Caretaker's Dwelling	D	Plant Nursery	X
Car park	D	Public Amusement	D
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	X
Consulting Room(s)	D	Residential Building	X
Education Establishment	D	Restaurant	X
Family Day Care	D	Restricted Premises	X
Fast Food Outlet	X	Service Station	X
Grouped Dwelling	X	Shop	X
Holiday Accommodation	X	Showroom	X
Home Business	X	Single House	X
Home Occupation	X	Tavern	X
Hotel	X	Telecommunications Infrastructure	D
Industry - Cottage	X	Veterinary Clinic	X
Industry - Service	X	Warehouse	X
Lodging House	D	Worship – Place of	D
Lunch Bar	X		
Market	D		
Medical Centre	D		
Mixed-use	D		
Motel	X		
Motor Vehicle, Boat or Caravan Sales	X		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p37)
Council has designated some additional uses as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

For example this would be the case for uses such as caretakers dwelling, car parking. offices, lodging house, medical centre and place of worship (see the full range of 'D' uses on p27).

2. LOT SIZES
1. All subdivision; as for R Codes $270m^2$ minimum
$300m^2$ average

3.SETBACKS FROM BOUNDARIES
1. All development; Council discretion to ensure the preservation of the amenity of the location.

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
2) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
3) Design:
a) Car parking to be located at the rear of the premises.
b) Minimum width of vehicular access ways 3.5 metres.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)
There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.

7. FLOOR AREA - PLOT RATIO
No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
a) Verandahs are encouraged especially of bow or bullnose roof configuration.
b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.
c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.
2) All other development;
a) Clearly visible front entrance to the premises from the street.
b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.
c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK
(Refer to clause 8.5)
1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.

2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.
3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.
4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE
(Refer clause 8.8)
1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.
2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.

b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).

c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.

d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance).

11. PEDESTRIAN COMFORT
(Refer to clause 8.8)
1) The use of verandahs with appropriate blinds/screens over footpaths are encouraged for non-residential or commercial development.
2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE
(Refer to clause 8.8)
1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5
2. Signs to be contained to verandahs, building walls and parapets.
3. Additional structures for signs over roofs or above parapets are not permitted.
4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.
5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.
6) Flashing, reflective or active signs are not permitted.
7) Signs on residential buildings are not permitted.

13. OTHER
All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.9 SUB-**PRECINCT 7:**
POINT LEANDER DRIVE-COMMERCIAL



Precinct 8

Precinct Boundary
4 lots south of St Dominics Road fronting the eastern side of Point Leander Drive.

Existing Predominant Use
The most dominant use in this area is the supermarket and hardware store. One of the lots is vacant. The historic Russ Cottage is also located in this precinct.

Existing Character
The four lots represent a mixed or "no character" as they comprise of heritage property, commercial development and vacant land. Therefore, it can be said that this sub-precinct is one of a "graduated character" representing the old (Russ Cottage) to new retail/commercial buildings to vacant land.

The streetscape is raw and due mainly to the relatively recent and rapid residential development surrounding the area, has not recovered any of its original character. At this location in Point Leander Drive there is an opportunity, along with its adjoining sub-precinct, of new streetscape improvements referred to in the Townscape Plan of 1994.

The opportunity to create a new and modern streetscape could set the pattern for the remainder of Point Leander Drive and thus provide a sense of visual continuity between Dongara and Port Denison.

The likely pressures the precinct will face in the future and how these will be provided for.
This area will experience demand for further commercial development. The large lots will provide for easier development than would occur within the existing town centre which is constrained by existing development and smaller available lots.

The Recommendations of existing strategies applicable to the town centre.
The Dongara Denison Townscape Report included Point Leander Drive as an important approach and recommended tree planting on both sides to improve the appearance of the road.

What the community would like to see
- The community acknowledges the role that this area performs as an extension to the town centre.
- The community expressed a desire to improve the appearance and interest along Point Leander Drive

What the Council would like to see
- Existing commercial development located along Point Leander Drive south of the Irwin River could be considered part of an expanded town centre.

- Further expansion of the Point Leander Drive commercial precinct may be warranted where the expansion potential of the existing town centre is shown to be limited.
- Structure planning addressing scale, siting, access, traffic management and car-parking should be prepared prior to development of the Point Leander Drive precinct.

Objectives for the Sub-Precinct

- Structure planning addressing scale, siting, access, traffic management and car-parking should be prepared prior to development of the Point Leander Drive precinct and the adjoining sub-precinct 8 Point Leander Drive - Service Commercial Residential. Large scale commercial development preferred.
- Conservation and enhancement of Russ Cottage.

Sub- Precinct 7 Point Leander Drive - Commercial Land Use Table			
Amusement Parlour	D	Multiple Dwelling	X
Bed and Breakfast	X	Office	P
Caretaker's Dwelling	D	Plant Nursery	D
Car park	P	Public Amusement	D
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	A
Consulting Room(s)	P	Residential Building	D
Education Establishment	A	Restaurant	D
Family Day Care	D	Restricted Premises	A
Fast Food Outlet	D	Service Station	A
Grouped Dwelling	X	Shop	P
Holiday Accommodation	X	Showroom	D
Home Business	X	Single House	X
Home Occupation	X	Tavern	X
Hotel	X	Telecommunications Infrastructure	D
Industry - Cottage	X	Veterinary Clinic	D
Industry - Service	D	Warehouse	D
Lodging House	X	Worship – Place of	D
Lunch Bar	D		
Market	D		
Medical Centre	P		
Mixed-use	D		
Motel	X		
Motor Vehicle, Boat or Caravan Sales	X		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on p41)
Shops, Medical centre, consulting rooms, mixed-use, offices and car parking. In regard to mixed-use development, no ground floor residential use will be permitted in Moreton Terrace. Second level residential use may be permitted at Council's discretion as part of a mixed–use development. Council has designated some additional uses as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval. For example this would be the case for uses such as fast food outlet, veterinary clinic, showrooms and warehouse (see the full range of 'D' uses on p29).

2. LOT SIZES
1. All subdivision; as for R Codes 270m^2 minimum
300m^2 average

3.SETBACKS FROM BOUNDARIES
1) All other development; Council discretion to ensure the preservation of the amenity of the location.

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
2) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
3) Design: a) Car parking to be located at the rear of the premises.
b) Minimum width of vehicular access ways 3.5 metres.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
(Refer clause 8.3)
There is no minimum or maximum amount of landscaping required. However, all landscaping with planters, pots, raised beds and trees is encouraged.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.

7. FLOOR AREA - PLOT RATIO
No plot ratio applies to this sub-precinct as development floor area is determined by car parking provisions, setback requirements and height limits.

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
a) Verandahs are encouraged especially of bow or bullnose roof configuration.
b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.
c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.
2) All other development;
a) Clearly visible front entrance to the premises from the street.
b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.
c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK
(Refer to clause 8.5)
1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.
2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.
3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.
4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE
(Refer clause 8.8)
1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.
2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.

b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance). c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.

d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for Guidance).

11. PEDESTRIAN COMFORT
(Refer to clause 8.8)
1) The use of verandahs with appropriate blinds/screens over footpaths is encouraged for non-residential or commercial development.
2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE
(Refer to clause 8.8)
1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5
2. Signs to be contained to verandahs, building walls and parapets.
3. Additional structures for signs over roofs or above parapets are not permitted.
4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.
5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.
6) Flashing, reflective or active signs are not permitted.
7) Signs on residential buildings are not permitted.

13. OTHER
All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

7.10 **SUB-PRECINCT 8:**
POINT LEANDER DRIVE-SERVICE COMMERCIAL RESIDENTIAL



Precinct 2

Precinct Boundary
5 lots south of sub-precinct 7 fronting the eastern side of Point Leander Drive.

Existing Predominant Use
The land comprises five large vacant lots previously zoned residential and has recently been cleared and levels modified.

Existing Character
As vacant land and located on Point Leander Drive, the existing character is one of desolation. The rawness of the area is offset somewhat by the surrounding developed land to the west and the undeveloped land to the east. It represents an empty canvas awaiting an artist's touch.

The likely pressures the precinct will face in the future and how these will be provided for.
This area may experience demand for further commercial or residential development consistent with adjacent development. Housing could be located on the southern end adjoining existing residential development. The large lots will provide for easier development than would occur within the existing town centre which is constrained by existing development and smaller available lots.

The Recommendations of existing strategies applicable to the town centre.
The Dongara Denison Townscape Report included Point Leander Drive as an important approach and recommended tree planting on both sides to improve the appearance of the road.

What the community would like to see
- The community acknowledges the role that this area performs as a further extension to the town centre.
- The community expressed a desire to improve the appearance and interest along Point Leander Drive

What the Council would like to see
- Vacant land on Point Leander Drive preferred for large scale service commercial development rather than small boutique shops.
- Structure planning addressing building scale, siting, access, traffic management and car-parking should be prepared prior to development of the sub-precinct.

Objectives for the Sub-Precinct
- Structure planning addressing building scale, siting, access, traffic management and car-parking should be prepared prior to development of the Point Leander Drive precinct and the adjoining sub-precinct 7 Point Leander Drive-Service Commercial. Large scale development preferred.

Sub- Precinct 8 Point Leander Drive – Service Commercial Residential Land Use Table			
Amusement Parlour	X	Multiple Dwelling	X
Bed and Breakfast	X	Office	D
Caretaker's Dwelling	D	Plant Nursery	D
Car park	D	Public Amusement	A
Child Care Premises	D	Public Utility	D
Club Premises	D	Reception Centre	X
Consulting Room(s)	D	Residential Building	X
Education Establishment	X	Restaurant	X
Family Day Care	D	Restricted Premises	X
Fast Food Outlet	A	Service Station	A
Grouped Dwelling	D	Shop	X
Holiday Accommodation	X	Showroom	P
Home Business	D	Single House	X
Home Occupation	D	Tavern	X
Hotel	X	Telecommunications Infrastructure	D
Industry - Cottage	X	Veterinary Clinic	A
Industry - Service	P	Warehouse	A
Lodging House	X	Worship – Place of	A
Lunch Bar	D		
Market	D		
Medical Centre	D		
Mixed-use	D		
Motel	X		
Motor Vehicle, Boat or Caravan Sales	D		

SUMMARY OF DEVELOPMENT REQUIREMENTS

1 LAND USES (noted as 'P' uses in the table on this page)
Service industry and showroom. Council has designated some additional uses as 'D' and means that the use is not permitted unless the local government has exercised its discretion by granting planning approval. This would be the case for uses such as car parking, child care premises, consulting rooms, medical centre, home business, lunch bar, market, shop and plant nursery development (for the full extent of uses see p31).

2. LOT SIZES
1) Residential; grouped dwelling R30
2. All other subdivision;
Min – 1000m^2
Min Frontage – 20 metres.

3.SETBACKS FROM BOUNDARIES
1) Residential development; refer to R Codes.
2) All other development;
Front - Min 10m and Max 15m
Sides - Nil
Rear - Nil

4. CAR PARKING AND ACCESS PROVISION
(Refer clause 8.3)
1) Residential development; refer to R Codes.
2) All other development; to be in accordance with Car Parking-Local Planning Policy, or similar.
3) Where a Car Parking-Local Planning Policy is not available, in accordance with Schedule 11 of Local Planning Scheme No.5.
4) Design:
a) Minimum width of vehicular access ways 5 metres.
b) Maximum width of vehicular access at property boundary; 6m.
c) For every 6 car bays a minimum of one advanced tree of appropriate species.
d) All car parking and access ways to be appropriately paved (bitumen, concrete or block work) and drained, all certified by an engineer.

5.LANDSCAPING
1. Minimum first 2 metres of front setback.
2. Design and maintenance of landscaping to be approved by the Local Government.

6. BUILDING HEIGHT
(Refer clause 8.5)
1) Maximum building height is 2 storeys.

7. FLOOR AREA - PLOT RATIO
Maxmimum Plot Ratio; 0.75

8. ARCHITECTURAL STYLE
(Refer clauses 8.4 & 8.8)
1) Residential development;
a) Verandahs are encouraged especially of bow or bullnose roof configuration.
b) Large windows should be at the front or rear with small side windows unless there a solar gain considerations.
c) Roofs are to be minimum 25° pitch and of a mix of gable or hip form.

2) All other development;
a) Clearly visible front entrance to the premises from the street.
b) Active frontages (shop windows or display cases) with a 1:1 wall to window proportion. Blank walls are discouraged.
c) Design should have a positive civic presence and complement the existing street aesthetic.

9. BUILDING SCALE AND BULK
(Refer to clause 8.5)
1) Facades should relate to the human scale generally and utilise architectural detail to minimise visual bulk.
2) Windowless facades are discouraged unless there is an integral artwork to the wall, preferably lit at night.
3) Where appropriate, facades should be articulated with building detail such as awnings over windows, verandahs, recessed entries, artworks, banner/flagpoles, interesting colour schemes, lighting, etc all to visually diminish the apparent bulk.
4. Facades may be varied by recessed sections or projections. All features must be within the lot boundaries.

10. HERITAGE
(Refer clause 8.8)
1) Proposals should check the heritage status of the property by referral to the Shire of Irwin Municipal Inventory of Heritage Places.
2) Where a property is listed in the Shire of Irwin Municipal Inventory of Heritage Places;

a) Developers are encouraged to seek the advice from a recognised heritage consultant.
b) Proposals should demonstrate the impacts on the heritage values of the place (use Burra Charter for guidance).
c) Council may grant concessions to development requirements to achieve positive and appropriate heritage outcomes.
d) Additions or extensions to heritage places should be complementary and sympathetic without compromising the heritage values of the place (use Burra Charter for guidance).

11. PEDESTRIAN COMFORT
(Refer to clause 8.8)
1) The use of verandahs with appropriate blinds/screens over footpaths are encouraged for non-residential or commercial development.
2) Council may favourably consider concessions to other development requirements where developments are of a permanent nature and benefit the community.

12. SIGNAGE
(Refer to clause 8.8)
1) The following provisions apply in addition to the provisions of Schedule 5 of Local Planning Scheme No.5
2. Signs to be contained to verandahs, building walls and parapets.
3. Additional structures for signs over roofs or above parapets are not permitted.
4) Signs on verandah fronts are permitted provided they are no higher than half the roof or parapet behind.
5) Stand alone pylon signs are permitted where they are close to the front of the boundary and do not exceed the height of the building.
6) Flashing, reflective or active signs are not permitted.
7) Signs on residential buildings are not permitted.

13. OTHER
All other requirements are to be in accordance with the Shire of Irwin Local Planning Scheme No.5.

PART THREE

8. DEVELOPMENT DESIGN GUIDELINES

8.1 BUILDING SETBACKS AND LOCATIONS

Generally building setbacks are well covered for the residential component of town centre development through application of the Residential Design Codes. For town centre mixed-use development, particular attention should be given to residential density. As discussed later in this section, Council seeks to encourage this form of development as a measure to enliven the town centre after hours and to contribute to the town centre vibrancy. Flexibility in applying criteria to development applications should only be used when Council's objectives and public benefit are real outcomes.

a) Residential Use in Town Centre Mixed-Use Development

Liveable Neighbourhoods won an international award for urban design and this recognises that towns need to be more flexible in the design of town centre mixed use development. In Dongara, there is a need for a variety of housing types and accommodation. The Liveable Neighbourhoods approach to town centre design encourages a return to the traditional urban "living over the shop" form of mixed-use development.

The example shown in Section 9 for a possible development of the three council owned properties in Moreton Terrace demonstrates this approach. There is a difference though and that is to separate residents and shop owners and allow housing at first floor level independent of the retail/commercial establishments below. This would not preclude a shop owner from residing in a first floor unit.

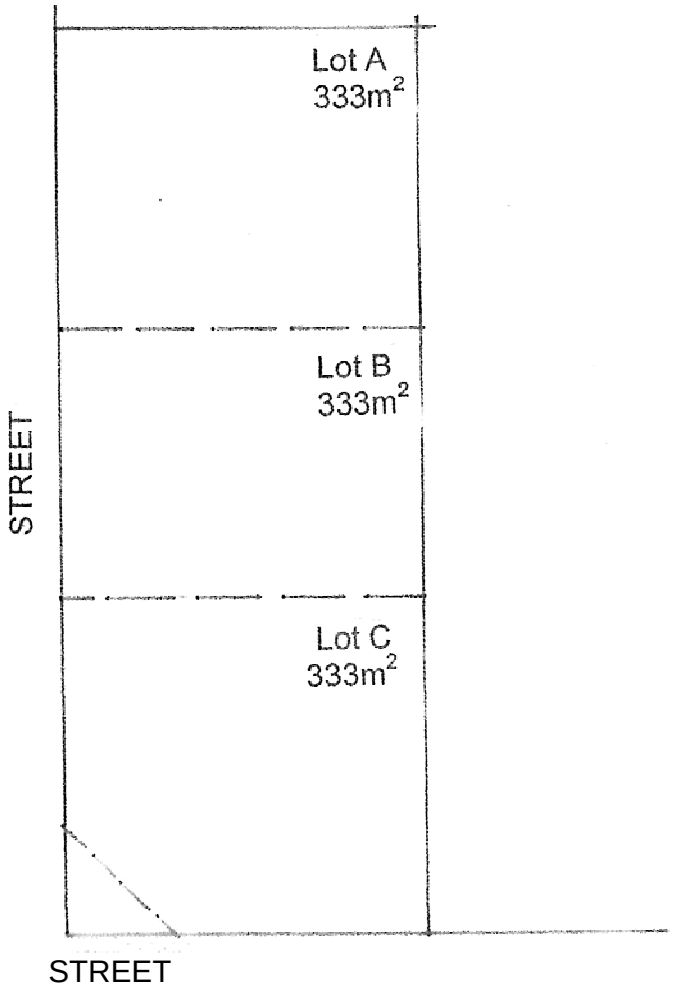
The implications of this arrangement is that after business hours residents return to their town centre home and during the evening, give some activity to the town centre rather than the town being a closed shop with no human presence discernable. The town centre residents would patronise the food and beverage businesses and provide some stability in the viability of the after hours commercial activity of the town. In order to encourage mixed-use development of this nature, it is recommended that Council adopt a flexible approach to its town planning scheme provisions in the town centre precinct area.

Generally, the R30 residential density, with R35 for Multiple Dwellings, should be the standard for residential development in the Town Centre Zone precinct. Where mixed-use is proposed and Council seeks to encourage the proposal, car parking requirements, R Code provisions and plot ratio criteria should be relaxed, especially if there is a public benefit arising from the completed development. In the notional example for Council's Moreton Terrace properties, the relaxation of car parking requirements and R Code density indicates an approach wherein a property developer can be encouraged to be innovative in designing mixed-use proposals.

It should be stressed that the density code is a maximum for allowable residential units. There is no constraint on a property owner developing a residential proposal with less than the allowable maximum number of residential units. It is a matter of striking a balance between a viable and an undesirable (overcrowded) development. In all other aspects of residential development in the town centre, with the exception of mixed-use, the provisions of the Residential Design Codes are considered appropriate for establishing building setbacks.

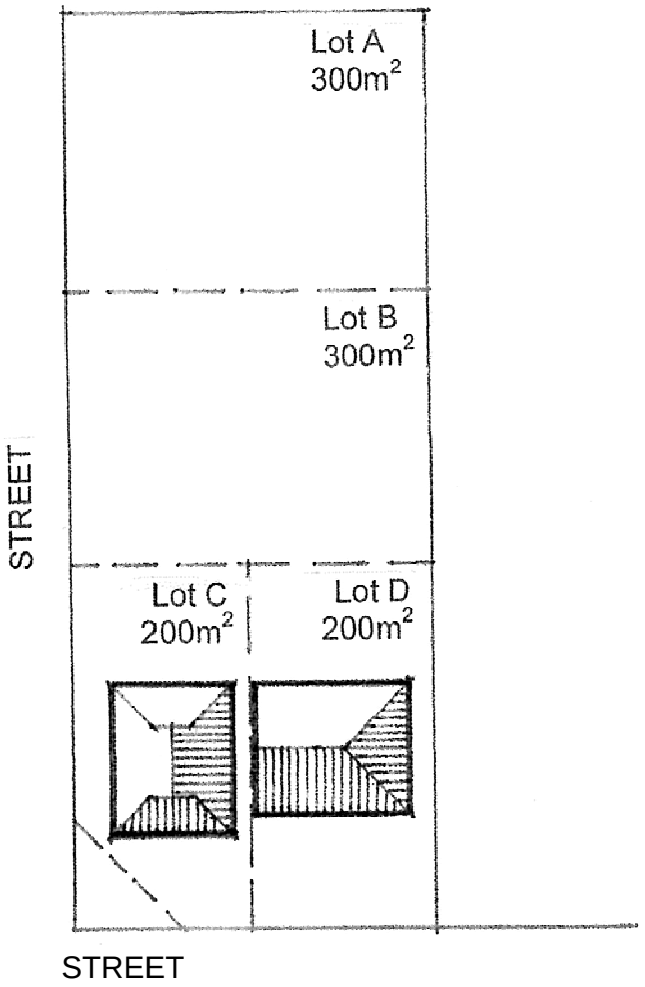
b) Typical R30 Residential Subdivision

Although there are some concerns at higher density housing in regional towns, the reality is that town centres are the best location to provide more compact and affordable living. The benefits arising from increasing town centre housing density, that is, smaller lot sizes, is that the town will have a livelier town centre with people moving around the main streets after business hours and creating a sense of activity and reducing the risk of anti-social behaviour.



Traditional Subdivision

R30 requires an average lot area of 333m^2 and thus results in a configuration of three equal sized 333m^2 lots.



Innovative Subdivision

Results in two lots of **300**m^2 and utilising the Single Bedroom concession, two **200**m^2 lots on the side street.

Note: A Single Bedroom dwelling can only be a max. floor area of **60**m^2.



NOTIONAL FLOOR PLAN
Single Bedroom Dwelling
(D G Newman Architect 2003)

It also provides housing variety and enables those who do not want a large lot to maintain, to have a residence that suits their circumstances.

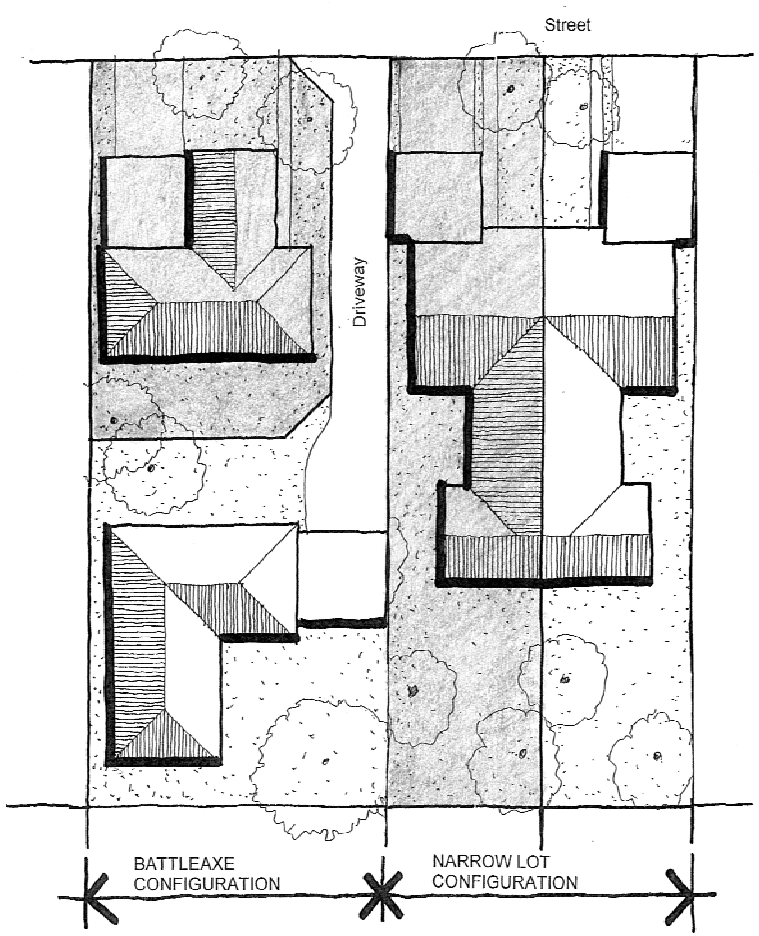
There is an example of small lot development on the north east corner of Smith and Hosken streets and this residential group fits well into the streetscape. On larger lots such as the traditional quarter acre lot a more flexible approach can be considered.

The Residential Design Codes have a provision for reduced requirements for a single bedroom dwelling that does not exceed 60m^2 of floor area. For example, where a corner quarter acre lot (approximately 1000m^2) is to be subdivided, R30 requires a land area per lot of 300m^2 (see Appendix B).

When this is applied only three green title lots are permitted (their average area would be approximately 333m^2). This is not an efficient use of the land but by using the single bedroom provision, two normal lots can be created plus two single bedroom lots as they only require 200m^2 of land (see p49). The diagrams here show how this configuration could apply and the result would be two normal house lots and two single bedroom house lots suitable for single occupiers or couples and thus create a housing choice for the town centre.

To demonstrate that a 60m^2 single bedroom house can be designed so as to provide an acceptable living standard, an architectural design is shown here. As can be seen, the accommodation provides a 3.5mx 3.5m bedroom, the bathroom/laundry and WC can be accessed by visitors without intruding into the bedroom and the living dining area is a large flexible space with a kitchen off it at one end. Verandahs can be added to provide formal outdoor sitting areas.

c) Battleaxe Subdivision in R20 Densities
The desire expressed by the community and Council that the Irwin River is an important element in the town's makeup, suggests that the properties on the south side of Hunts Road should consider subdivision configurations that would increase residential development, with some appropriate commercial uses, that would take advantage of the river outlook. This will not only make the river more of a conscious part of town living but also have the added bonus of passive surveillance over the riverine environment.



The diagram here suggests a configuration for subdivision of a theoretical lot on the south side of Hunts Road currently zoned R12.5 under the town planning scheme provisions. However, in order to encourage and increase greater town centre awareness of the riverine environment, an R Code density of R30 should be applied to residential development in this area.

The diagram indicates two approaches for the configuration of lots. On the left a 'battleaxe' configuration has the benefit of retaining the traditional street frontage width and in some instances, contributes towards preserving the established streetscape. However, this configuration does require an additional driveway access for the rear lot and some of the verge is sacrificed for the additional crossover. This reduces street car parking capacity and may also cause the removal of mature street trees.

The 'narrow lot' configuration needs the same number of driveways and thus poses the same issues as the battleaxe model. Where its appeal lies is in the longer, but narrower private rear garden. This has particular appeal for the properties on the south side of Hunts Road as the narrow lot model gives access for all houses to the Irwin River reservation. The two forms have their individual appeal and allows for varying circumstances of the subject properties.

The implications arising from this would be for housing and mixed-use development to revitalise the riverbank by increasing the number of houses overlooking the river and creating a viable opportunity for high quality development that may incorporate cafes or restaurants.

d) Overall R Code Density for the Town Centre Precinct Zone
The review of the town centre issues indicate a strong need for housing variety in the Town Centre Precinct Zone. It is appropriate to use a density code of R30 across all residential development proposed in the zone. The basis of this is the merit of mixed-use development and housing variety as applied to Dongara.

8.2 VEHICULAR & PEDESTRIAN MOVEMENT SYSTEMS
Investigations with Council staff and consultant traffic engineers have indicated that there is no short to medium term need to introduce new roads or modify existing road layouts.

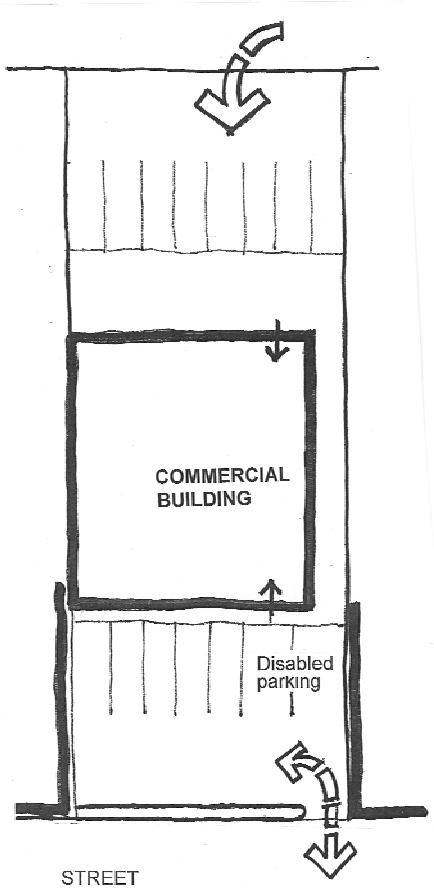
New measures for town centre improvements are minor in nature and need only deal with improving lighting, directional signage and pedestrian safety at appropriate locations. Traffic calming techniques can be introduced when demand indicates an improvement is prudent. This requires Council to monitor the situation on an ongoing basis.

There is an opportunity to create a mid-block service lane between Moreton Terrace and Smith Street. The small service lane east of Hepburn Street should be extended through to Martin Street and the same principle apply to the block between Hosken and Hepburn streets. In Section 9 two notional proposals are suggested that demonstrate how this can be of benefit to the community. The first case is the three council properties on the corner of Moreton terrace and Hosken Street which allows for a 6 metre wide service lane to be created as a condition of approval for a notional mixed-use development.

The second proposal is specifically the creation of the mid block service lane. The full implementation of this lane will take time depending on the development timeframe for the affected properties. It is an important element in servicing commercial businesses without disrupting the activity in the premier street of Dongara, Moreton Terrace. It also provides car parking access that does not require additional crossovers in Moreton Terrace and thus reduces car movements in the main street.

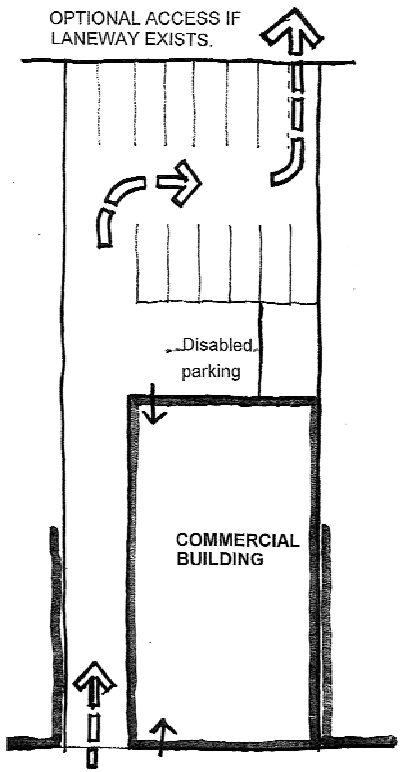
8.3 CAR PARKING AND LANDSCAPING REQUIREMENTS

Town Planning Scheme No.5 provides appropriate car parking levels for the Town Centre precinct. Although appearing greater than current need, as the town grows and residential development expands beyond the existing urban development, limits, more residents will depend on cars to come into town. Setting such a car parking standards in the interim allows Council flexibility when considering development applications that will deliver significant public benefit when implemented.

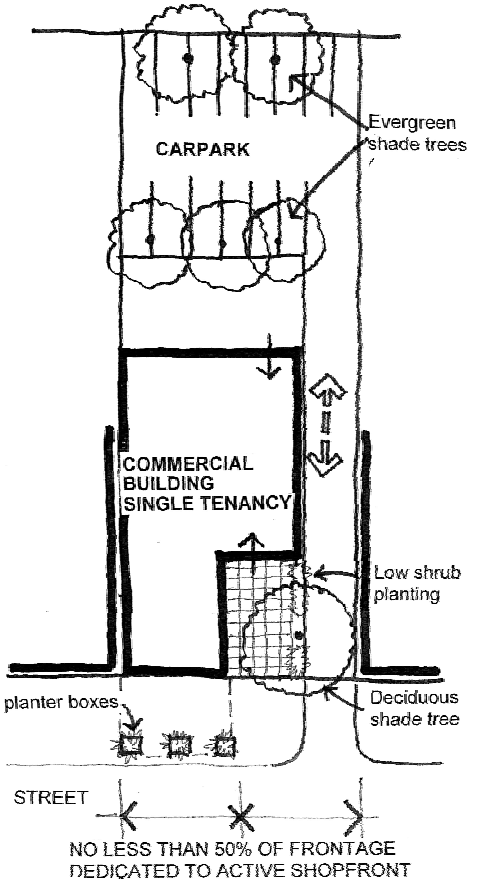


UNACCEPTABLE PARKING

- NEEDS REAR LANE TO MAXIMISE POTENTIAL PARKING
- UNDERMINES THE STREETSCAPE
- UTILISES FORECOURT PARKING THAT OBSCURES THE ACTIVE FRONTAGE
- ALLOWS CARS TO DOMINATE THE SITE



In general, car parking should be at the rear of business premises and where there is a service lane in place, access from the lane is preferred. Should a development application be made that may not link to and extend an existing rear lane but there is opportunity in the future to do so, Council could approve the application subject to conditions for surrendering the required land free of cost while balancing the obligation with planning concessions such as reduced car parking numbers, increased plot ratio allowance or relaxed setbacks. In this manner, Council can progressively create a service lane that benefits not only the landowners but the public as well.



Car parking standards as recommended in the Australian Standards can often create an undesirable environment in large car parks if no ameliorating measures are implemented. To avoid the risk of creating a bitumen desert, an overall

standard of a minimum of one tree of appropriate specie (such as the London Plane Tree) per eight car bays will minimise the adverse impacts of weather and improve the aesthetic appeal of car parking areas.

When development proposals are considered, the aspect of landscaping to the public areas of the proposal are important in softening the building lines, providing colour and smell variety to the streetscape and generally enhancing the town centre ambience. Therefore, planters, pots, raised beds and trees where appropriate are encouraged.

Council can consider the provision of landscaping as a public benefit and allow concessions that do not undermine the essential planning provisions of the site.



Where the historic ficus trees in Moreton Terrace spread their branches over private property, Council should allow significant concessions in car parking, site cover, allowable floor areas and setbacks to ensure the continuing conservation of these magnificent icons of the town. For example, if a property has low branches over the front of the property, a landscaped court could be developed that would not only provide space for al fresco food and beverage service but also market style enterprise or community displays and activities.

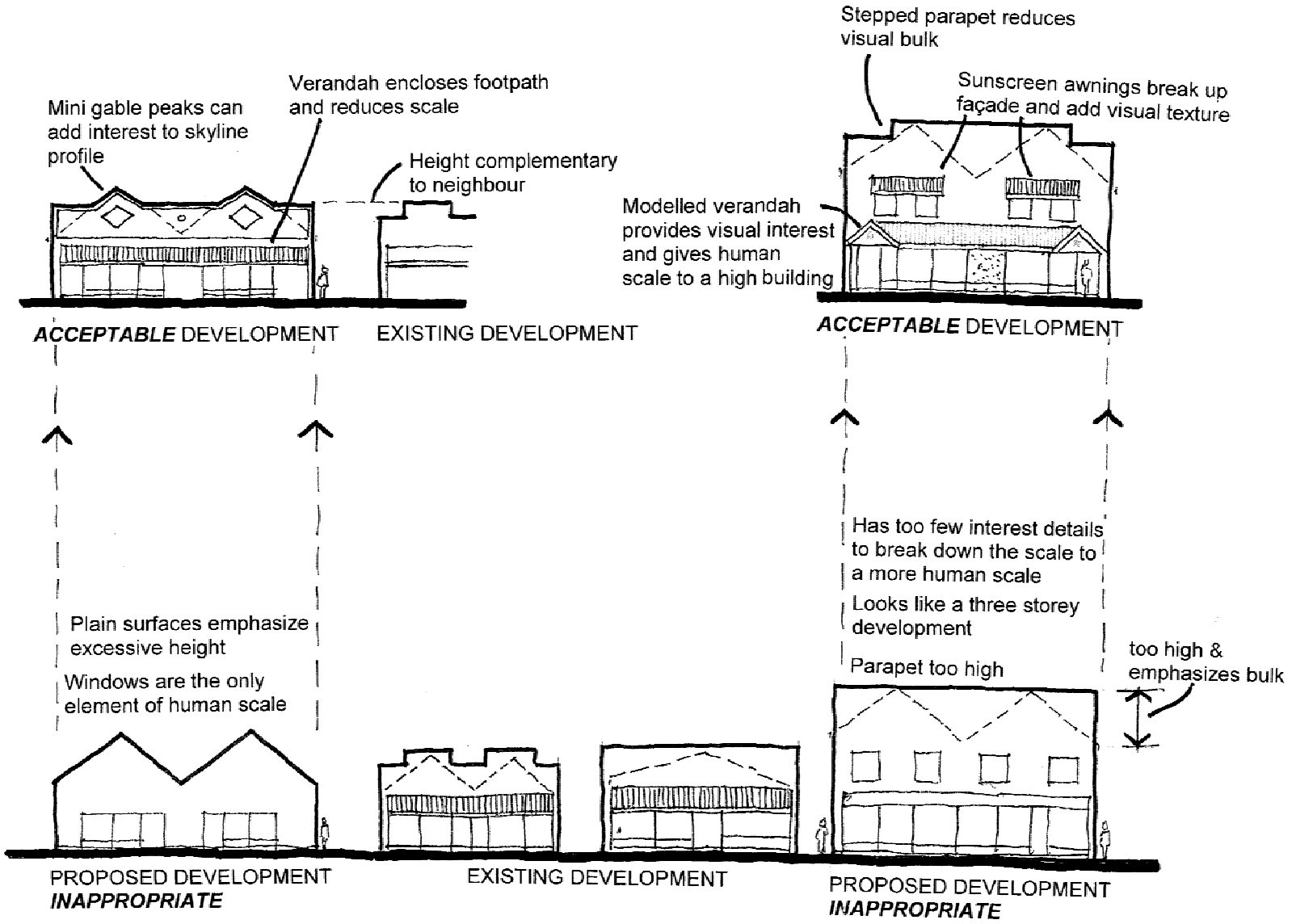
8.4 ARCHITECTURAL STYLES, BUILDING MATERIALS AND COLOURS

The character of Dongara can be defined through a suite of attributes that when articulated as guidelines, become the measure against which all development applications should be tested. If the development application is considered as successful in achieving parity or improving on the amenity of the place, then Dongara will gain a community asset as well as a viable private development that can contribute to the vitality of the town.

The level to which private development contributes to the public domain, that is the streetscape of the town, needs to satisfy or exceed the criteria of these guidelines as relevant to the individual development application under assessment.

All new development should reflect a style that is of the 21st century. It is important to acknowledge that a town is a cultural endeavour of people over many years. Each generation has left its mark on the town and future development should also have the privilege of contributing to the cultural make up of the town centre by implementing development in an appropriate rural Western Australia contemporary style incorporating local values where appropriate.

Generally, commercial development should address the street with the main entrance on the frontage or close to the front boundary. In the case of vehicle crossovers or laneways


Mini gable peaks can add interest to skyline profile
Verandah encloses footpath and reduces scale
Height complementary to neighbour
ACCEPTABLE DEVELOPMENT
EXISTING DEVELOPMENT
Stepped parapet reduces visual bulk
Sunscreen awnings break up façade and add visual texture
Modelled verandah provides visual interest and gives human scale to a high building
ACCEPTABLE DEVELOPMENT
Plain surfaces emphasize excessive height
Windows are the only element of human scale
PROPOSED DEVELOPMENT
INAPPROPRIATE
EXISTING DEVELOPMENT
Has too few interest details to break down the scale to a more human scale
Looks like a three storey development
Parapet too high
too high & emphasizes bulk
PROPOSED DEVELOPMENT
INAPPROPRIATE

adjoining the site, setbacks or truncations to the buildings should be provided to ensure the safety of the public. Such setbacks or truncations will allow sight lines for drivers to clearly see pedestrians and other traffic.

Development is encouraged to have active frontages with large showroom display windows and limited blank walls. To achieve this, the ratio of wall to window length should be a minimum of 1:1 with a greater proportion of window length encouraged where appropriate.

Where redevelopment is proposed affecting a recognised heritage place noted in Councils Municipal Inventory of Heritage Places, then the new development should respect the status and values of the place (see Section 9). Wherever possible, a heritage consultant should be involved in advising the applicant and Council on heritage considerations. The Mid West Heritage Adviser of the Heritage Council of WA should be consulted for advice when such applications are received.

Development should have a positive civic presence and complement existing street aesthetic. This does not preclude innovative designs, rather it is aimed at encouraging civic 'good manners'. New development can be of contemporary design with great flair or conservative design that is recessive in its street presence, but how it sits within the streetscape should be the overall concern.

Residential development should maintain a character that reflects rural town residential attributes such as verandahs, local colours and bungalow form. In Dongara's case, there is opportunity to use the bow or bullnose roof style to street verandahs. Generally the window design should be large windows to the front and rear with smaller windows to the side walls. Roofs should be minimum 25º pitch and a mix of gable/hip forms.

8.5 HEIGHT, SCALE AND BULK OF BUILDINGS, SITE COVERAGE AND PLOT RATIO

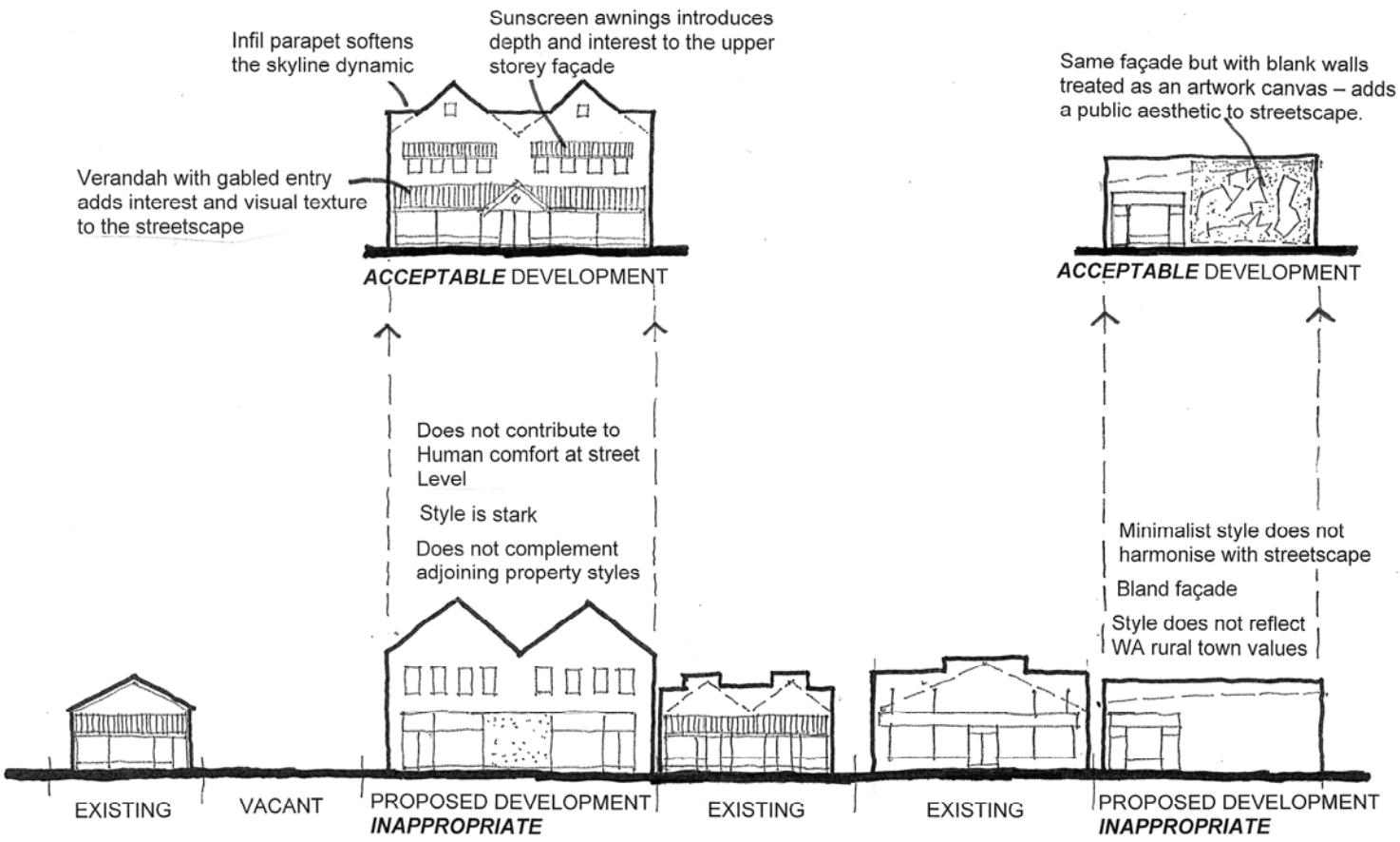
Height, scale and bulk of buildings are all related issues that can be controlled through techniques indicated in the diagram here. The workshop one outcomes included a clear message that the maximum height of buildings in the town centre should be limited to two storeys.

Should there be extenuating circumstances to merit an additional floor, the second storey should be set back from the front of the building at least three metres.

Site coverage in proposals for commercial or mixed use development will be constrained by the car parking requirement for 1 car per $10m^2$ of gross leasable floor area and is one of the areas Council can adjust to achieve a public benefit. Nevertheless, for residential development the R Codes have appropriate controls for residential development and these are recommended as an effective development control technique.

For plot ratio, again in the case of commercial development, the car parking requirement is a strong control mechanism that can be varied at the discretion of Council to achieve a public benefit. The case of Council's Moreton Terrace properties in Section 9 demonstrates that car parking is clearly the major determinant on site cover and plot ratio.

In residential development, the R Codes do not specify a plot ratio for R30 or R35 as this is not considered an effective control mechanism for achieving appropriate residential development. Consequently, there is no plot ratio control recommended for residential development in the town centre.


Infil parapet softens the skyline dynamic
Sunscreen awnings introduces depth and interest to the upper storey façade
Verandah with gabled entry adds interest and visual texture to the streetscape
ACCEPTABLE DEVELOPMENT
Same façade but with blank walls treated as an artwork canvas – adds a public aesthetic to streetscape.
ACCEPTABLE DEVELOPMENT
Does not contribute to Human comfort at street Level
Style is stark
Does not complement adjoining property styles
Minimalist style does not harmonise with streetscape
Bland façade
Style does not reflect WA rural town values
EXISTING
VACANT
PROPOSED DEVELOPMENT INAPPROPRIATE
EXISTING
EXISTING
PROPOSED DEVELOPMENT INAPPROPRIATE

8.6 APPLICABLE RESIDENTIAL DESIGN CODE DENSITIES

In the first sub-section of this section R Code densities were discussed and for the Town Centre Zone it was recommended that R30 be the prevailing R Code density with R35 for Multiple Dwellings.

8.7 ACCEPTABLE AND UNACCEPTABLE LAND USES

In regard to acceptable and unacceptable land uses, the land use table set out in Section 7 identifies the uses considered appropriate in this zone.

8.8 OTHER DEVELOPMENT REQUIREMENTS

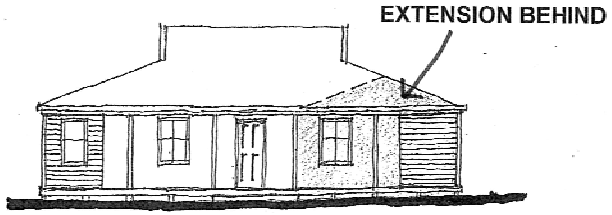
8.8.1 Heritage Conservation

Dongara has a number of heritage properties in the town centre precinct area and conservation of the heritage values of these places is an important ingredient in retaining the charm and sense of rural history.

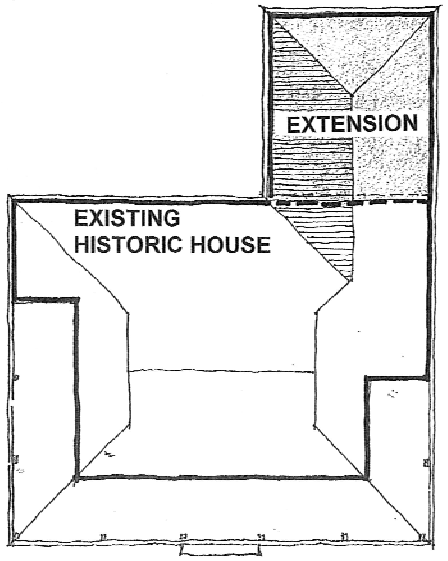
It is recommended that the Council use flexibility in the provisions of its Scheme to enable appropriate and respectful development on heritage properties. Relaxation of car parking, density codes, reduced setbacks and bonus plot ratio floor area are some of the provisions Council can employ in considering development applications aimed at conserving Dongara's heritage.

In regard to complementary and sympathetic design, it is important for Council to give careful consideration to form, materials, colours and aesthetics for proposals for heritage places. The diagrams here indicate just two examples of how sympathetic design can be achieved without compromising modern living standards.

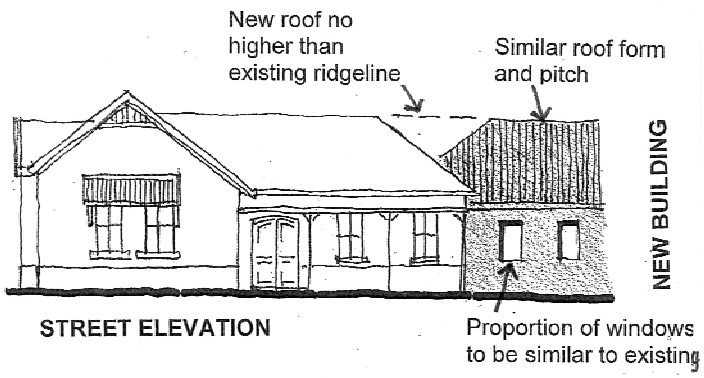
Specialist heritage advice is available to Council through the Mid West Heritage Advisor from the Heritage Council of Western Australia. The region's community heritage body, Midwest Heritage can also assist with advice as can a number of heritage conservation practitioners.

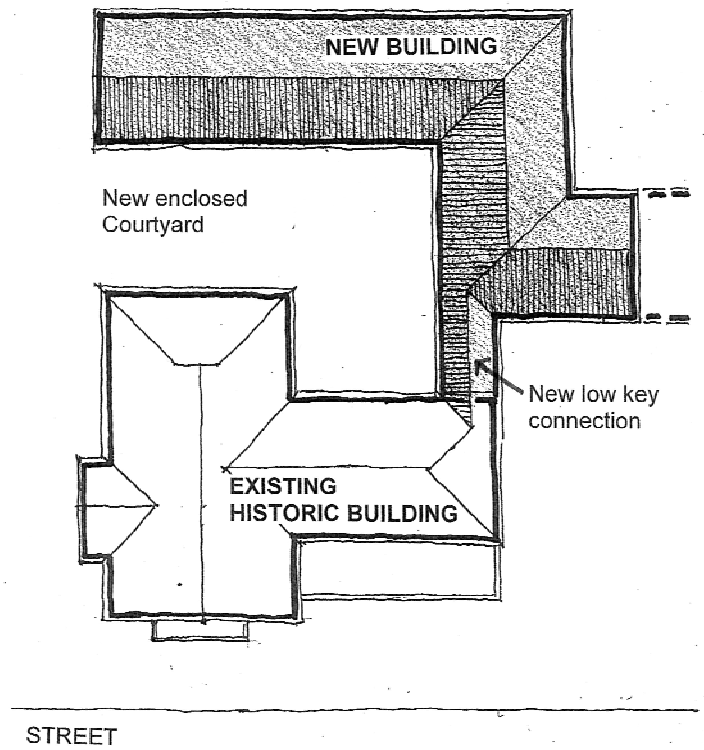


STREET ELEVATION



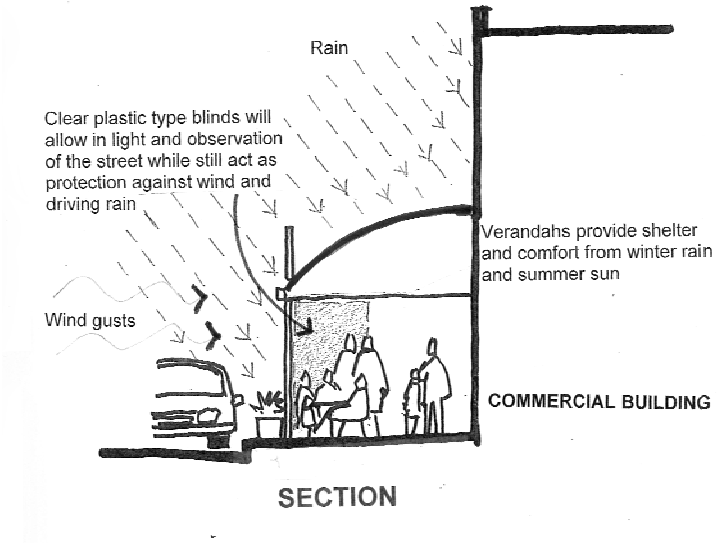
STREET



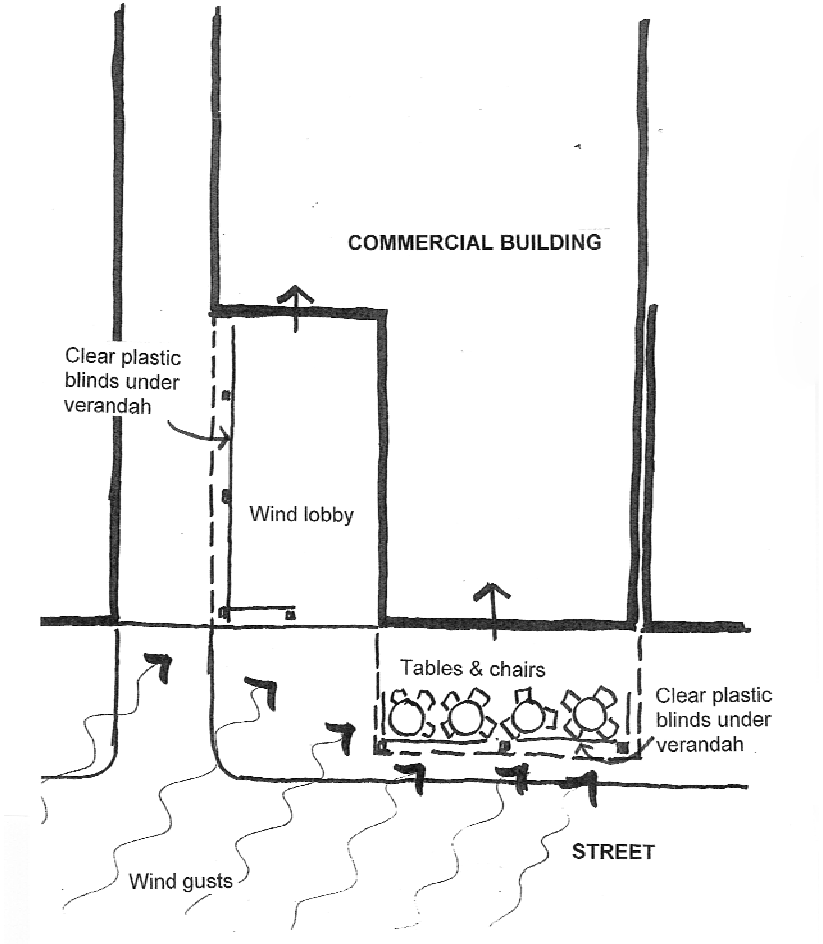


8.8.2 Pedestrian Comfort

When urban design of the public and semi private realm is considered, the aspect pedestrian comfort is often given superficial attention. The adverse impacts of summer weather, hot winds, strong sunshine, glare, dust, etc when coupled to winter extremes of gusty winds, driving rain, stormwater, etc, need to be considered as critical elements in the design of ameliorating measures to ensure pedestrians in the town centre enjoy a level of environmental comfort.

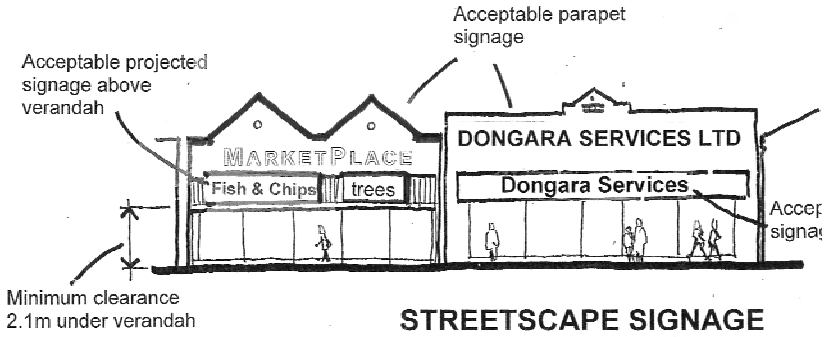


The presence of verandahs over the footpath, blinds/screens (clear) to diminish wind gusts and driving rain, seating, sun shades, lighting, etc contribute to enhancing the public domain. Council encourages these measures and as they benefit the public can consider planning concessions where measures are of a permanent nature.



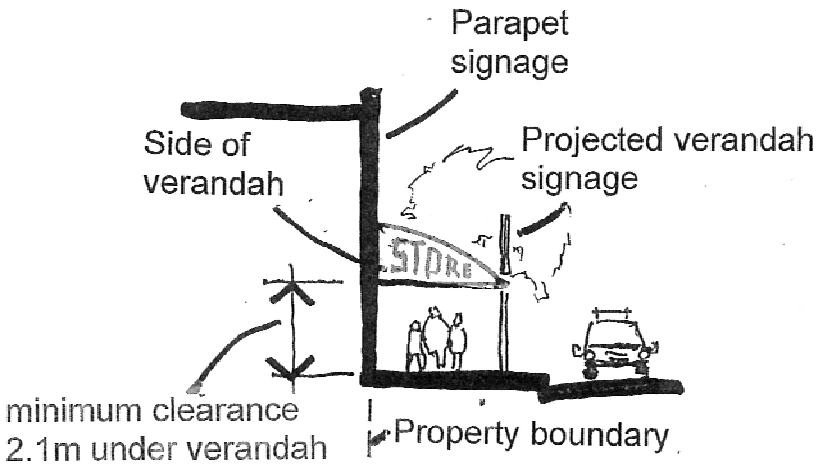
8.8.3 Signage

One aspect that has a strong effect on the visual appearance of a town's retail sector is signage. Guidelines for appropriate signage are therefore critical to ensuring Dongara's image as an historic and vibrant country town is protected.



STREETSCAPE SIGNAGE

Generally signage is to be contained to the building walls and parapets. No addition structures will be permitted for signs over roofs or above parapets. Signs will be allowed on verandah fronts provided they are no higher than half the parapet behind.



SECTION

Stand alone pylon signs, such as petrol station signs, are acceptable where they are on, or close to, the front boundary and do not exceed the height of the proposed building. Active, flashing illuminated or reflective signs will not be allowed.



SECTION

Generally, signage is a matter of satisfying the need to give out information and attract attention without compromising streetscape aesthetic values. The Council can use its power in negotiating a satisfactory solution by applying the concessions available to it through its town planning scheme provisions.

9. DESIGN CONCEPTS FOR STRATEGIC SITES

9.1 GENERAL

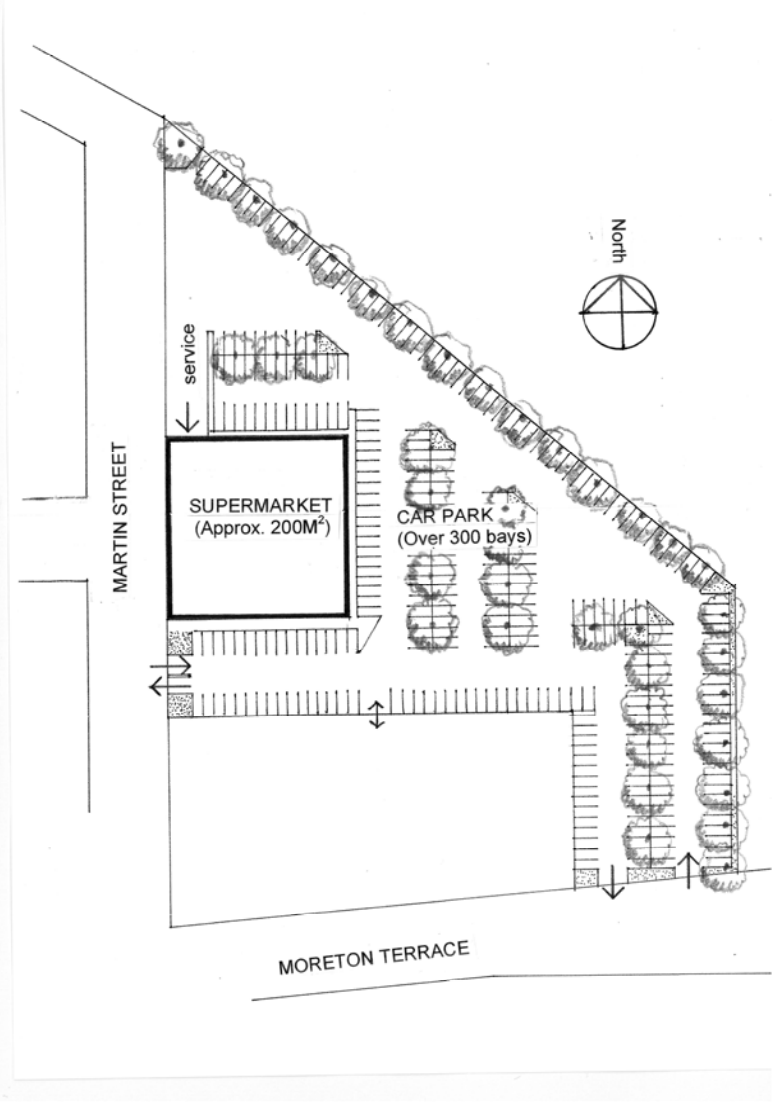
There are several significant initiatives that private interests in conjunction with the Shire may embark on to move Dongara into a new level of development that responds to a whole of community expectation and aspiration. The economic flow-on conditions are impacting on the town and it is timely to accept the challenge to look at some innovative approaches for potential developments.

9.2 LOT 7 MORETON TERRACE

A major concern of the community and the Council was adverse visual impact on the town entry from Brand Highway due largely to the presence of the industrial use on Lot 7 Moreton Terrace. Discussions with the landowner revealed that for some time, a redevelopment of the site for a supermarket, had been contemplated. Further, although the landowner did not seek to personally develop the land, another party with that intent would be welcomed to discuss a sale of the land. Such a use for this land would resolve several issues for Dongara.

Firstly, removal of the industrial use would greatly improve the town entry. Secondly, the new supermarket would provide the required increase in floor space to remain viable in the town. Thirdly, the site is large enough to provide the necessary off-street car parking with multiple access points without adversely impacting on the town traffic pattern. Fourthly, the location is close to the town centre and walking distance to postal, medical, hospitality and financial services that vehicular movement would not increase dramatically.

The notional layout for the site shown here demonstrates how a new supermarket could fit into the town pattern.



NOTIONAL DESIGN FOR A SUPERMARKET ON LOT 7

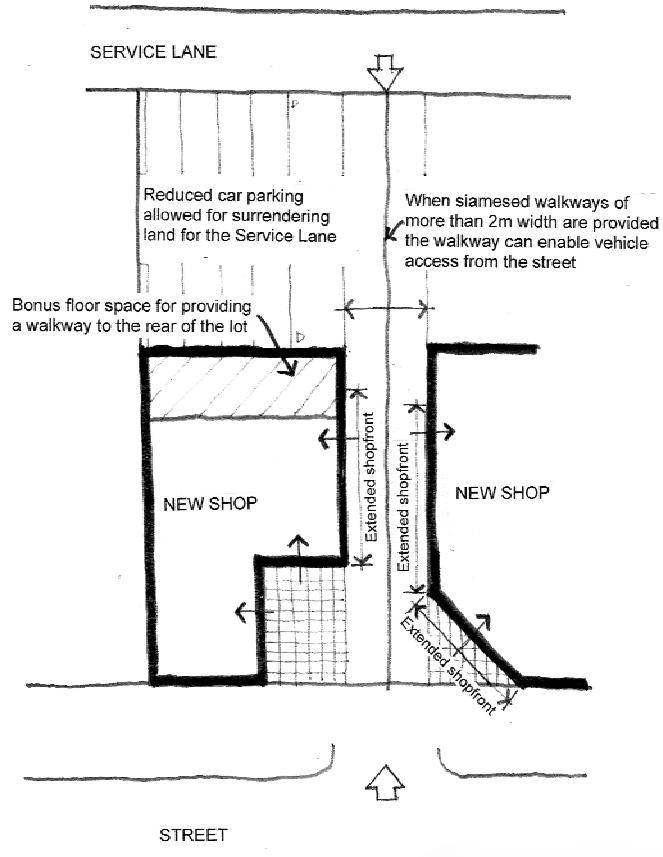
9.3 POTENTIAL PEDESTRIAN MID-BLOCK OPPORTUNITY

The length of the south side of Moreton Terrace between Point Leander Drive and Waldeck Street would normally be of concern for its lack of permeability for public walkways through to other streets.



The photograph above shows a shop in Cottesloe with a 1.5 metre wide walkway down the side of a development linking through to the adjoining rear lane and thus to Jarrad Street.

However, in this case, the private land holdings are such that the garage and Dongara Hotel sites provide an informal access between Moreton Terrace and Hunts Road at the eastern end of the block. Despite this fortunate situation, there is a need to encourage landowners at the western end to provide a further walkway and incentives should be developed to ensure this is an integral part of future development at a point between the motel part of the hotel and Waldeck Street.



It is suggested that Council provide a bonus for additional floorspace and reduced car parking requirement in return for a 1.5 metre wide walkway down the side of the property. Council should be open to negotiation to relax other provisions of the local planning scheme to ensure continuity of the walkway by encouraging adjoining landowners to cooperate.

For example, a retail tenancy may be proposed with residential above (or behind) and a driveway down the side of the lot could have pedestrian use as well. With shopfronts facing into the driveway/walkway, the tenancy would almost double its exposure to shoppers as well as creating an extended active frontage down the driveway/walkway.



The above photograph shows how the side windows provide a sense of space as the observer can see a broader view of the street ahead through these windows.

9.4 LOT 8 MORETON TERRACE

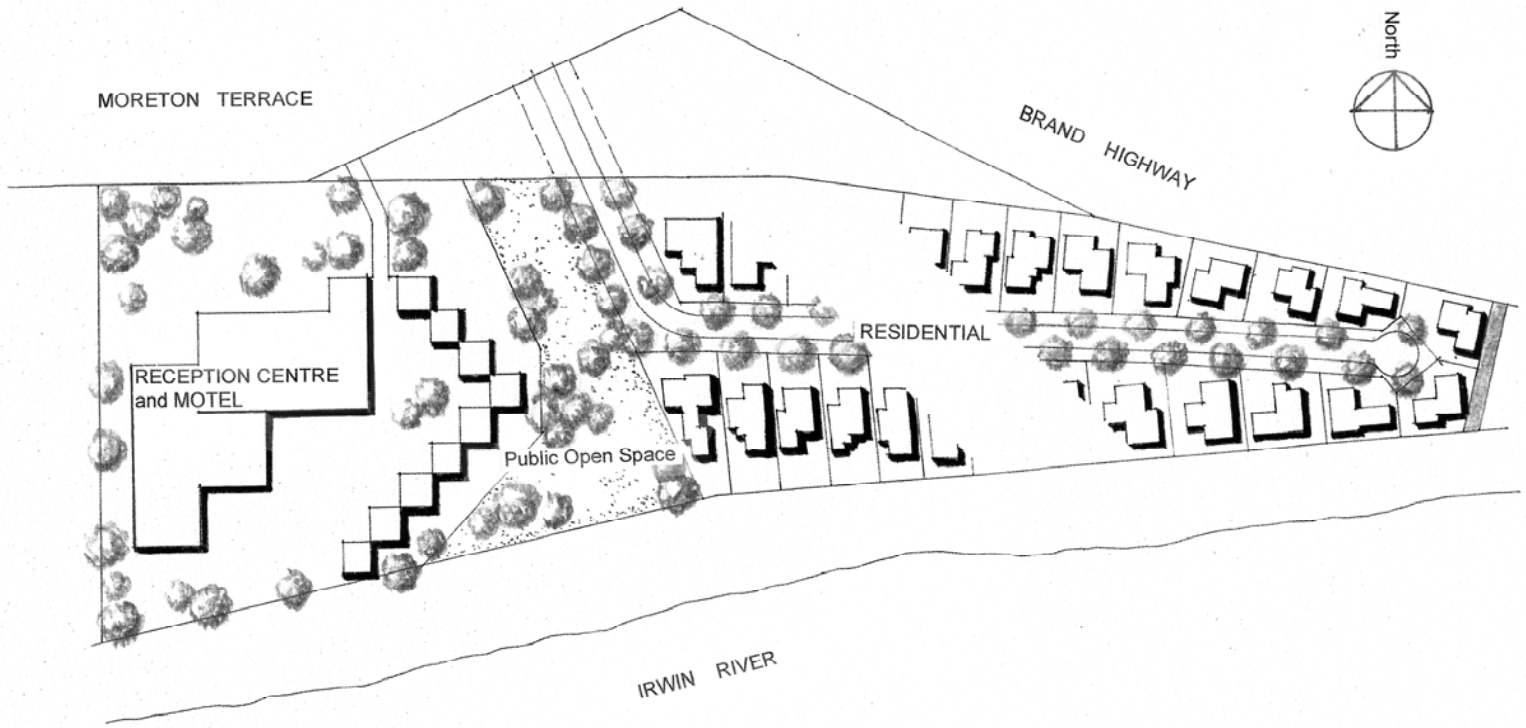
The second large site at the town entry off Brand Highway in Sub-Precinct 4 is a further significant development opportunity for the town. The land is zoned to allow mixed use and residential development at R30 density.

The land is largely in its original condition with moderately high rises of up to 16.00 AHD with another at 14.00AHD. The vegetation is also original except for weed infestation and firebreak construction (see aerial image below).



Consultation with the landowner revealed that developing the land for housing had been a serious consideration. However, some confusion over the zoning had discouraged pursuing this option. The use of the land for housing is an appropriate use and a suggestion to expand the use to include a reception centre or motel was well received.

A walking inspection of the land reinforced its value for development for housing on a two level configuration as the riverine environment would be enjoyed by rear lots overlooking the development along the river frontage. The rear lots would also have frontage to Moreton Terrace/Brand Highway with access to the highway requiring approval from Main Roads WA.



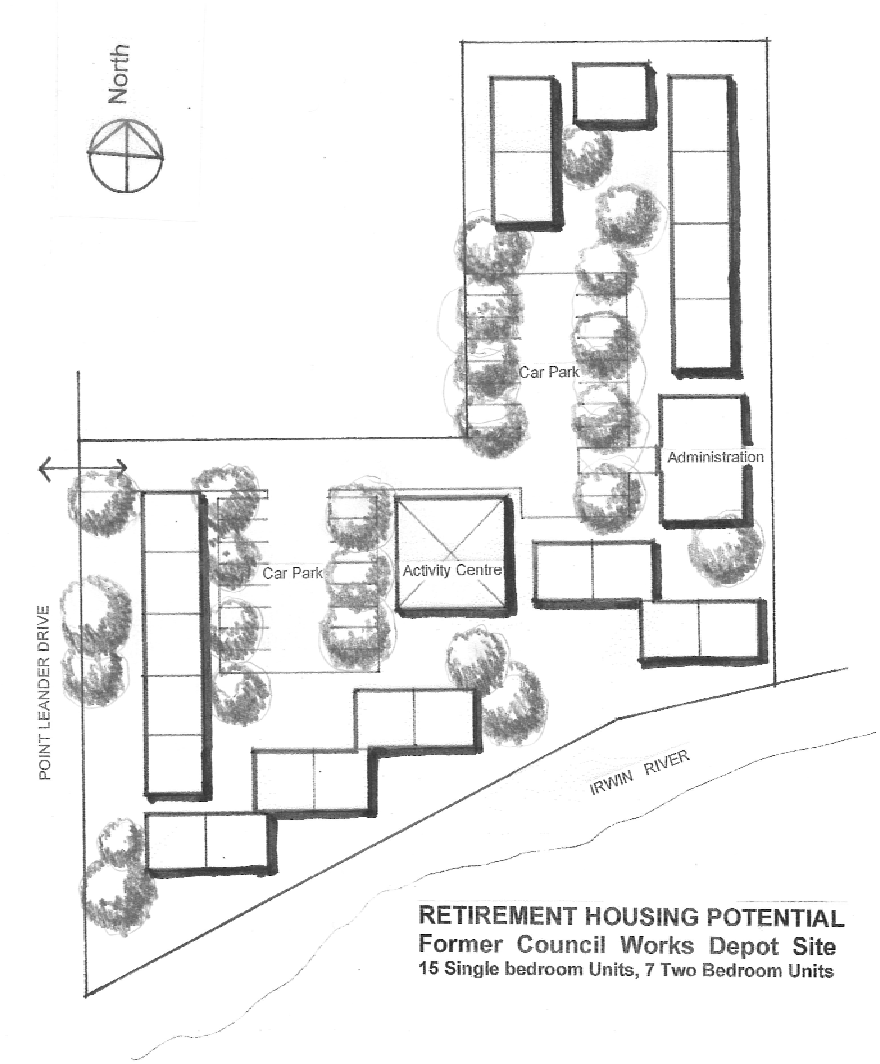
NOTIONAL DESIGN FOR LOT 8 MORETON TERRACE

The landowner of Lot 8 would not necessarily develop the land but would entertain a sale to an interested developer. The notional layout here suggests how a two tier housing and reception complex could be jointly developed on the land.

9.5 FORMER COUNCIL DEPOT VACANT LAND



The issue of housing affordability and the pressure to provide retirement and aged care housing has been present in Dongara for some time. An opportunity exists to redevelop the vacant former Irwin Road Board depot site (Lot 7 Point Leander Drive) into retirement housing. The land is zoned town centre that allows residential development. As this can also be designed for retired couples, the built form is not as great a footprint as the standard house on its lot. While the



notional design shows single and two bedroom units of 50m^2 and 60m^2 respectively, hospice type accommodation could also be incorporated on this site.

In regard to a wider aged care focus of Council with its proposal for hospice type accommodation adjoining the Health Care Centre between Dongara and Port Denison, this land could be considered as an alternative site. The landform does not pose any significant problems of earthworks and is at a location of the town centre that is relatively level and would be easily traversed by infirm or disabled residents.

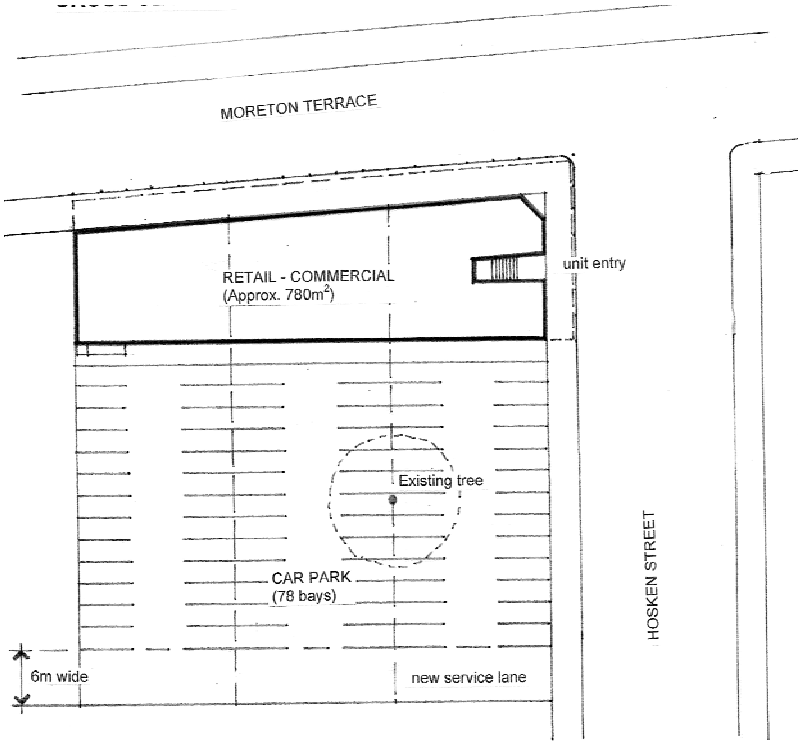
The location possesses a tranquil ambience as it overlooks the riverine environment, is a short walk from the town centre and is an opportunity for Council to deliver a valued and affordable development for its senior citizens. Council need not develop the land itself but enter into an arrangement with a retirement centre developer that will possess the expertise to create a retirement development on this strategic site that would serve as a model for other locations in Dongara and Port Denison.

9.6 MORETON TERRACE COUNCIL PROPERTIES
A case study of Residential in Mixed-Use development.

Council owns lots 49, 52 and 53 Moreton Terrace and these lots could also be a demonstration of appropriate mixed-use development that Council would encourage. Town Planning Scheme No.5 allows Council to have discretion in applying residential density of up to R60 in the Town Centre Zone. Generally though, it is recommended that a coding of R30 be considered as the standard with higher density only permitted if outstanding public benefits arising from the development of higher density are achieved.

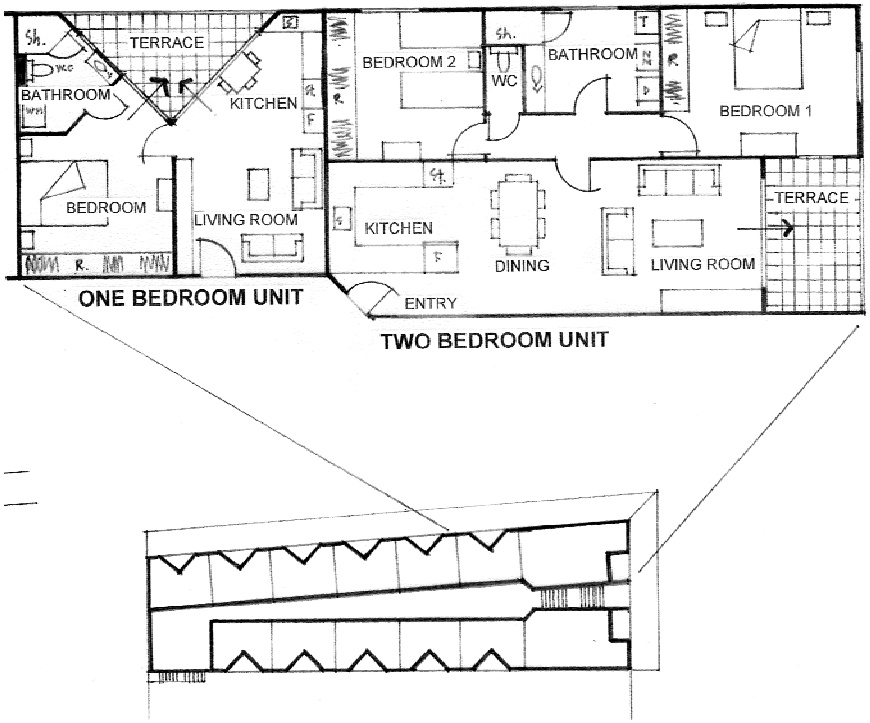
The notional design here indicates some ideas that would produce a retail tenancy on the ground floor with residential accommodation on the first floor. Car parking would be at the rear and the service lane noted earlier would be provided so that adjoining owners could see the benefits of a rear lane.

To encourage property owners to surrender the 6m width of land necessary to develop this lane, car parking can be decreased at the discretion of Council and further concessions regarding R Code density could be combined in a package of bonuses that would give the property owner a viable development and the land surrendered free of cost to the Council. The Liveable Neighbourhoods report identified such mixed-use development as a desirable mixed use building development in town centres.



SITE PLAN

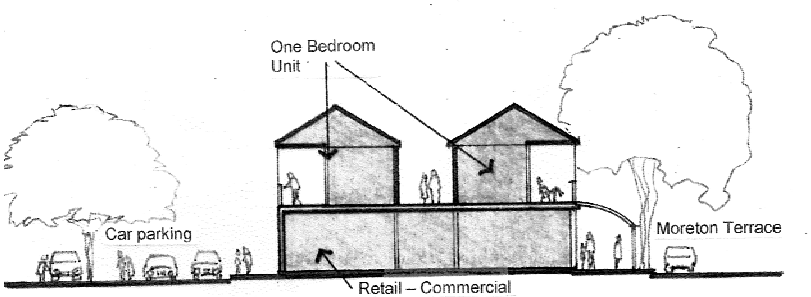
To address the balance between retail/commercial and residential, it is recommended that an interim policy be adopted wherein encouragement of town centre residential is provided by Council by considering the retail/commercial uses as a separate site to an upper level residential development.



FIRST FLOOR PLAN
(D G Newman Architect 2003)

That is, the car parking is linked to the gross leasable floor area and a proposal for residential above retail/commercial treated as an independent site for applying the provisions of the Residential Design Codes.

Town Planning Scheme No.5 notes that multiple dwellings should be considered as R35 and in the town centre zone this should be the consistent R Code for multiple dwellings. This approach is now starting to be introduced to suburban centres in the Perth Metropolitan area. The example of the Shenton Park shop/office/residence shown here, demonstrates how such a development can provide a high quality solution for office and residential development.



CROSS SECTION

This particular example of a shop and boutique offices with residences above on the first floor is finished with high quality materials and has been a viable commercial success. Note the setback of the residential floor to provide a private roof terrace to the units and reduce the visual impact of the two storeys.



A much larger development for town centre mixed use is currently under construction in Claremont and the first stage of completion is scheduled for 2010 with the second stage a few years later.

9.7 SERVICE LANE EXTENSION

The existing lane between Moreton Terrace and Smith Street can be extended to provide a new block length alternative access to businesses and mixed-use development in the towns core area. This is a planning approach advocated by the Liveable Neighbourhoods report and can open up the rear or first floor levels of mixed-use development to in-town housing.

The approach reduces vehicular access from the street by providing alternative rear access for servicing business premises and customer, tenant or resident car parking. The lane should be well designed with rumble strips at street entries and have a high level of night lighting.

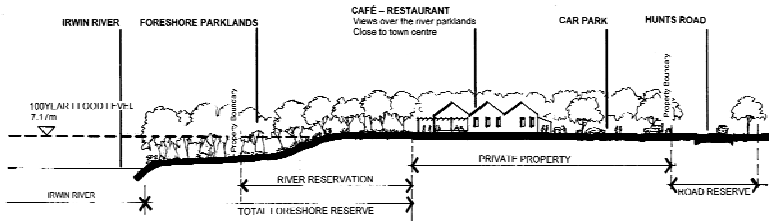


The photograph on this page of the 6 metre wide Drabble Lane (red pavement) in Claremont demonstrates that this approach can work well and shows people and vehicles mixing comfortably in this mid-block access. The parked cars indicate the rear entry to the chemist shop and is for short-term parking for customers. The central yellow strip has drain sumps and artworks along its length.

9.8 THE IRWIN RIVER AND THE TOWN CENTRE

To ensure the river is a positive presence in the town makeup, the context of the river in relation to the town centre should be promoted by increasing attention on recreational opportunities as well as developing housing and commercial uses on the lots above the flood plain reserve/parklands.

The cross section here goes some way to show this context but Council is encouraged to lead by enhancing the recreational and development opportunities with initiatives such as retirement housing on its under utilised municipal land as noted previously. The riverine parklands are outside the boundaries of this plan but the community has strongly expressed the need to increase the profile of the river in town awareness.



CROSS SECTION FROM HUNTS ROAD TO THE IRWIN RIVER

The following section raises some issues covered specifically by this projects Terms of Reference but the physical location of potential initiatives are adjoining to or outside the Town Centre Precinct Plan area.

10 OTHER OPPORTUNITIES

10.1 RIVERSIDE RETIREMENT HOUSING

When the issue of retirement housing on municipal land was suggested in a previous section, it was notable that there are other locations for such housing development.

One location is the land immediately south of the Police Station in the river reserve but on high ground capable of modest retirement home development. This land has the potential to accommodate approximately ten retirement units that would have the benefit of the river outlook, walking distance from the town centre and close to the river parklands.

Care would need to be exercised to ensure there was no reduction or loss of valued environmental areas.

The current use of the land is underused open space and with residential development, greater use of the land with the consequent residential presence would increase the passive surveillance over the riverine parklands and contribute to reducing anti-social behaviour.

As noted in the proposal for the former council depot site, such an initiative to encourage retirement housing, Council would facilitate the development but not necessarily carry out the works nor finance the implementation.





10.2 SHORT/MEDIUM-TERM CARAVAN PARK OR TRANSIENT & RETIREMENT HOUSING

A further retirement housing opportunity is on the land between the Brand Highway and the town oval (Lots 317 and 10). Again, the location adjoins parklands, is walking distance from the town centre and has overview of the town oval activity. This peripheral town core site occupies a strategic location as it has no close residential neighbours and can accommodate a variety of uses or mixed uses.



This location could also be used as a short–term caravan park or a short-medium term housing for transient workforce of local mining industries, again its location's attributes have merit for these uses.



The site between Brand Highway and the town oval

The land at present is a very underutilised area and represents a maintenance burden on Council without much return as value in public benefit terms. To bring it into appropriate use that would self maintain through leasing the land to a business operator or sale to a developer bound to construct housing or a caravan park would increase the usefulness of the land and enhance the vibrancy of the town centre with human activity.

It is likely that such an approach would be cost neutral to council or provide a modest income supplement that adds to the community benefit.

10.3 ADDITIONAL PEDESTRIAN BRIDGE OVER THE IRWIN RIVER

Should the Council resolve to construct another pedestrian bridge across the Irwin River, the link from the south end of Waldeck Street to the south bank high ground at Porteous Heights would be a very suitable location as it would provide improved access to the town centre activities for the residential areas on the south bank.



View from Waldeck Street across the river to Porteous Heights

PART FOUR

APPENDIX A

WORKSHOP OUTCOMES

DONGARA TOWN CENTRE WORKSHOP OUTCOMES

The purpose of the first workshop was to identify community perceptions, priorities and objectives to provide the basis for the preparation of the town centre precinct plan.

The workshop was held in the Shire Hall on the Tuesday the 25th of September 2007. Forty four people attended the workshop including business owners, landowners, residents and Councillors.

In the first session, participants were asked to select one word which best described Dongara. The results were a range of words that described community values, lifestyle, the physical environment and commercial and business environment.

Cultural Mapping

In the second session participants were asked to draw a map of Dongara with a focus on the town centre. The resultant maps would show what the individuals considered as local landmarks and thus indicate a sense of the places they thought were the key parts of the town's physical makeup.

The elements with the highest occurrence indicated the most important landmarks or icons of the town. Other aspects of significance noted were:

- The indication of town form by the inclusion of the major streets, the river and the ocean.
- The prominence given to elements indicating a sense of importance of the element in the overall individual map.
- The language/terminology used will also express a sense of respect or esteem of how the element is perceived by the community.
- The observations will provide some appreciation of the community attitudes to Dongara's town centre and guide the development of ideas for the town centre project.

The number of individual places/landmarks/elements noted on the maps totalled 80 and the number of times these elements occurred providing an understanding of the perception of the community in regard to the places of visual and personal value in the town. Of the 20 highest ranking features, 16 where located within the town centre.

Ranking and Scores of Individual Elements Noted		
1	35	Irwin River
2	27	Brand Highway
3	23	Shopping Centre
4	22	Shire Offices
5	21	Dongara Hotel
6	21	Town centre street pattern
7	20	St John's Church
8	18	Beach (town)
9	18	Roundabouts
10	16	Indian Ocean
11	16	Bridge
12	16	Town entry statement
13	16	Uniting Church
14	15	Moreton Terrace trees
15	14	Bakery
16	13	Heritage place
17	13	Police Station
18	12	Marina
19	12	Town Park
20	11	Oval

The "Good", the "Bad" and the "Future"

In this session participants were asked to focus on the town centre and identify three things that were good in the town centre, three things that could be improved and three things

that would be important in planning for the future of the town centre.

The key themes relating to the town centre under each heading are listed in the table below. It is important to note that there were a range of other issues identified including the need for more doctors and a swimming pool but these issues have not been discussed as they are not within the scope of this project.

In summary the "Good", "Bad" and "Future" session produced a strong indication of the characteristics of the town centre, the attributes participants considered important and the type of town centre people wanted to see in the future.

The Good –the things people want to keep

The dominant theme under this heading was the character of the town centre. This included physical characteristics such as heritage, the trees and the old style shopping street with individual shops rather than a modern shopping complex. It also included the atmosphere of the centre that was described by words including relaxed, peaceful, and safe, village, and community, welcoming and warm. This group provided a very strong indication of the image of the town centre and what makes it attractive.

The Bad – the things that could be improved

There were a range of issues identified in this category. Participants identified some specific problems in the town centre associated with the arrangement of shops, signage and visibility of businesses. Concerns were also raised about the limited availability of land in the town centre for future development.

Participants identified specific issues related to traffic both in Moreton Terrace and the adjoining streets including Smith Street, Hunts Road and Waldeck Street. Some of these concerns related to safety for school children.

The group also identified issues for that should be improved for visitors to the town including caravan parking and the entry statement into town. The importance of improving signage was also identified as important for visitors. Specific concern was raised about industrial uses within the town centre.

Participants also recognised the commercial development on Point Leander Drive as forming an addition to the town centre and the opportunity for further expansion. Participants commented on the need for upgrading of the road (eg. street trees, underground power).

There was also comment made in this session about the lack of river exposure to businesses and the need to better utilise this feature.

The Future-things that will be important in planning for the future

This section produced the greatest number and diversity of suggestions related to the "good" and "bad" sessions.

Participants commented on the need to retain the historical characteristics of the town centre in future development including the village atmosphere and community feeling. This was reflected in comments about the future development in the area which suggested continued development of the old style shopping street with individual shops rather than large modern shopping complexes.

The participants suggested that the town centre would include a mix of uses in the future including shopping, residential (including housing for the aged), tourist and community uses. The potential to relate the town centre more closely with the river was also mentioned. There were comments suggesting consideration of traffic management including a mall to address pedestrian and safety issues.

There was recognition of the Point Leander Drive commercial area in the future.

Priorities

In this session the workshop participants were asked to identify priorities for the town centre. The priorities were identified by groups and compiled in the table below. Participants were asked to vote for the most important priority.

Priorities	Votes
Maintain quaintness (character) of town	8 Votes
Residential & commercial stays integrated	4 Votes
Maintain/Tidy Town/Parkland	4 Votes
Slow down traffic/control (in Smith Street) pedestrian friendly	3 Votes
User friendly supermarket	3 Votes
Lack of street frontage shops	3 Votes
Waldeck Street (bakery area) commercial development	3 Votes
Future information bays before turn offs	3 Votes
Access to the river	2 Votes
Improve town entry land use	2 Votes
Maintain + improve mainstreet visual aspect	2 Votes
Better town planning	2 Votes
Promotion of access for Point Leander Drive development	2 Votes
Pedestrian Precinct	1 Vote
Treescape of Mainstreet	1 Vote
Variety of shopping quality of food outlets	1 Vote
Small medical centre in town	
Footpaths	
Increase (improve) parking areas	
Mainstreet – more boutique	
Add caravan parking in shopping precinct	
Appropriate signage	

Maintaining the character of the town clearly received the highest number of votes. This priority was followed by a group of priorities that received one to four votes on a range of issues identified in previous sessions. Issues identified included improving the entry into town, managing traffic (in Smith Street) and improving access to the Point Leander Drive development.

Literature Review – Site Inspection

⇩

Workshop 1
Community Perceptions, Priorities And Objectives

⇩

Review Workshop Outcomes

⇩

Prepare Preliminary Plan

⇩

Presentation – Draft Plan

⇩

Advertise Draft Plan For Public Comment

⇩

Review Plan
Based On Public Comment And Submissions

⇩

Finalise Plan

The Process of Preparing the Town Centre Precinct Plan

"Good" things we want to keep	"Bad"things that could be improved		The "Future"things that will be important in planning for the future	
History And Heritage				
History and heritage buildings			Retain history heritage	More choice in building design modern heritage mix
Character And Commercial Development In The Town Centre				
Character of main street	Unconnected shops Supermarket landlocked	Mishmash of shops-piecemeal development	Maintain unique street appearance	Small buildings kept – no high rise
Village atmosphere	Too many gaps between retail buildings	Vacant land in town centre	Old style street with individual shops (not mall)	Maintain idyllic town centre atmosphere
Community feeling			Allow controlled redevelopment	Development should be sympathetic to existing
Uncluttered			An integrated plan to encompass health, lifestyle, aged care mixed residential, heritage.	Don't over commercialise main centre
Diverse				
Trees				
Availability Of Land In The Town Centre				
	Limited land for expansion		New shopping complex	More land for tourism and business
			More small businesses and a large regional supermarket	
Industrial Uses In The Town Centre				
	Industry in town	Dongara concrete	Remove industrial uses from town	
Signage And Entry Statement Into The Town Centre				
	Poor signage		Improved signage	Information bays before turnoff
	Entry statement		Redevelop main entrance into town off Brand Highway –Moreton Terrace	
Parking				
Plenty of parking	Lack of Parking	Car parks in front of shops instead of backs		
		Caravan parking	Caravan parking	
The River				
	Lack of river exposure to commercial businesses		Rezoning rear of Hunts road to optimise value of river	Better use of river – on both sides of river and river mouth
Development On Point Leander Drive				
	Improve area between Dongara and Port Denison on Leander Dve.	Access to and from Leander centre	Room to expand on Pt Leander Drive	
Traffic And Pedestrian Safety				
	Speed and traffic on Smiths Street, Hunts Road, Moreton Tce	Traffic flow and speed limits in town centre.	Arcades linking Hunts Road and Moreton Terrace	Change intersection on corner of bakery – its dangerous.
	Overcrowding during peak periods	Excessive traffic noise in Waldeck Street	Moreton Terrace mall - if no mall one way traffic	Nice paving all over Main street
Tourist Walks				Pedestrian friendly

APPENDIX B

EXTRACT
WESTERN AUSTRALIAN PLANNING COMMISSION
RESIDENTIAL DESIGN CODES OF WA

WESTERN AUSTRALIAN PLANNING COMMISSION
RESIDENTIAL DESIGN CODES OF WA
PART FOUR: SPECIAL PROVISIONS

EXTRACT: Pages 93 - 95



4.1 SPECIAL PURPOSE DWELLINGS

Introduction

The Codes encompass three kinds of special purpose dwellings:

- Ancillary Accommodation;
- Aged or Dependent Persons' Dwellings; and
- Single Bedroom Dwellings.

Special purpose dwellings may require discretionary approval under the relevant Scheme.

Ancillary Accommodation

To encourage diversity in accommodation types, and to provide a means for extended families to live in proximity but with autonomy, the Codes provide for "Ancillary Accommodation", sometimes referred to as a "granny flat". This is essentially an independent additional dwelling, which may or may not be physically attached, on the same lot as a Single House.

Such dwellings are limited in size to 60sqm and are required to meet the normal Codes requirements, such as provision for open space.

Aged or Dependent Persons' Dwellings

The intention of this provision is to encourage the development of small-scale specialised housing within local communities, as an alternative to larger scale, relatively segregated complexes.

Because Aged or Dependent Persons' Dwellings are generally smaller than conventional dwellings, and the occupants do not usually have a high car ownership ratio, the Codes under Clause 3.1.3 allow the reduction of the site area by one third of that provided for by the code applying to the site, together with reduced car parking standards.

To prevent these concessions from being abused – for example as a back door way of increasing density for standard housing without re-coding an area – the concessions are subject to three constraints:

- there is a limit on the size of such dwellings;
- they must be purpose-designed;
- they are subject to a legal agreement to restrict occupancy.

The design must incorporate or allow for future incorporation of features that are required to serve the special needs of aged or dependent persons, 'or example- ramps and wider doorways and passageways to accommodate wheelchairs; hand-rails in bathrooms and toilets, etc.

It is important that dwellings designated as Aged or Dependent Persons' Dwellings are designed to allow for "ageing in place" whereby dwellings cater for an individual to remain in their chosen place of residence even though their physical and sensory abilities may change over their life span, with certain minimum standards, as set out in appropriate Australian standards, that are part of the original construction or can be introduced with relative ease. In particular this would include designs with minimum use of levels and stairs, adequate passageways and door widths, roofed car parking spaces, accessible utilities and slip resistant floors for kitchens, laundries, bathrooms and toilets as described in the Australian Standard for Adaptable Housing (AS 4299). (Standards Association of Australia [1995] AS 4299 - 1995 *Adaptable Housing*). This would result in such dwellings being more flexible to accommodate the changing needs of older people.

In addition, it is necessary to stipulate an age threshold of 55 in the case of Aged Persons' Dwellings. There is no constraint, however, on the dwelling type – the concessions apply equally whether they involve Single Houses or Grouped or Multiple Dwellings.

It is also not necessary that the whole of any particular development comprise special purpose dwellings, or even consist of the same type of dwelling. It is possible, if unlikely, for a development to comprise a mix, for example, of Aged Persons' Single Houses, standard Grouped Dwellings, and Dependent Persons' Multiple Dwellings.

Single Bedroom Dwellings

This type of dwelling is designed to accommodate the one or two-person households that now make up over half of all households in Western Australia. Because dwellings of this nature result in a low population density per dwelling unit, do not generate the same demands for car parking as two or three-bedroom dwellings, and result in less building bulk, the Codes allow the same concessions as for Aged or Dependent Persons' Dwellings. There are, however, no constraints on the age of occupants and there is no requirement for special facilities

Special Purpose Dwellings Requirements

Objective

To ensure that dwellings for special needs can be provided within normal residential areas.

Performance Criteria	Acceptable Development
New development should meet these criteria:	Development that complies with the following is deemed to meet the relevant Performance Criteria:
4.1.1 Ancillary Accommodation	
P1. Ancillary dwellings that accommodate the needs of large or extended families without compromising the amenity of adjoining properties.	A1. An additional dwelling or independent accommodation associated with a Single House and on the same lot where: i. the sole occupant or occupants are members of the family of the occupiers of the main dwelling; ii. the lot is not less than 450sqm in area; iii. the open space requirements of Table 1 are met; iv. there is a maximum plot ratio area of 60sqm; and v. one additional car space is provided.
4.1.2 Aged or Dependent Persons Dwellings	
P2. Dwellings that accommodate the special needs of the elderly or physically dependent persons and are designed to allow for "ageing in place" taking into account: • the proportion of dwellings designed to meet Australian Standards for Dependent Persons Dwellings; • the location of the site in relation to public transport and convenience shopping; • the topography of the locality in which the site is located; and • the demand for aged and dependent persons' accommodation.	A2. Dwellings for the purposes of aged and dependent persons that comply with the following: i. a maximum plot ratio area of: • in the case of Single Houses or Grouped Dwellings – 100sqm, • in the case of Multiple Dwellings – 80sqm; ii. a minimum number of five dwellings within any single development; iii. all dwellings to incorporate the standards set out in AS 4299 (Adaptable Housing) to the Adaptable House class B standard; iv. at least one wheelchair-accessible parking space for the exclusive use of each wheelchair-accessible dwelling provided; v. visitors' car spaces at the rate of one per four dwellings, with a minimum of one space; and

Performance Criteria	Acceptable Development
	vi. at least one occupant is a disabled or physically dependent person or aged over 55, or is the surviving spouse of such a person, and the owner of the land agrees to enter into a legal agreement, binding the owner, his heirs and successors in title requiring that this provision be maintained.
4.1.3 Single Bedroom Dwellings	
P3. Dwellings that provide limited accommodation, suitable for one or two persons.	A3. Single Bedroom Dwellings with a maximum plot ratio floor area of 60sqm.