

Herdsman Glendalough Local Development Plan



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1.0 INTRODUCTION

This Local Development Plan (LDP) has been prepared by the City of Stirling to assist in facilitating the growth of Herdsman Glendalough, **Figure 1** as one of Western Australia's key high density, mixed use employment centres.

The Local Development Plan has been prepared to guide development and built form outcomes within Herdsman Glendalough and to ensure that individual development contributes to the creation of Herdsman Glendalough as a high density, mixed use urban centre.

The Local Development Plan will guide the assessment of development and subdivision applications within the subject area, which is outlined in **Figure 1**.





Figure 1 - Location Plan

1.1 LOCAL DEVELOPMENT PLAN

1.1.1 About the Local Development Plan

This Local Development Plan applies to all land contained within the Herdsman Glendalough Special Control Area, **Figure 2**.

This Local Development Plan is divided into four main sections:

- **Part 1 – Introduction**
A general introduction which defines the area, outlines relationships with other planning documents and defines key terms.
- **Part 2 – Philosophy**
Provides guidance on the design philosophy for the study area. This part is to be used to help direct the design outcomes of each development.
- **Part 3 – General Provisions**
Contains detailed provisions that are applicable to development.
- **Part 4 – Specific Provisions**
Contains the specific provisions for individual lots within the identified Street Character Types.

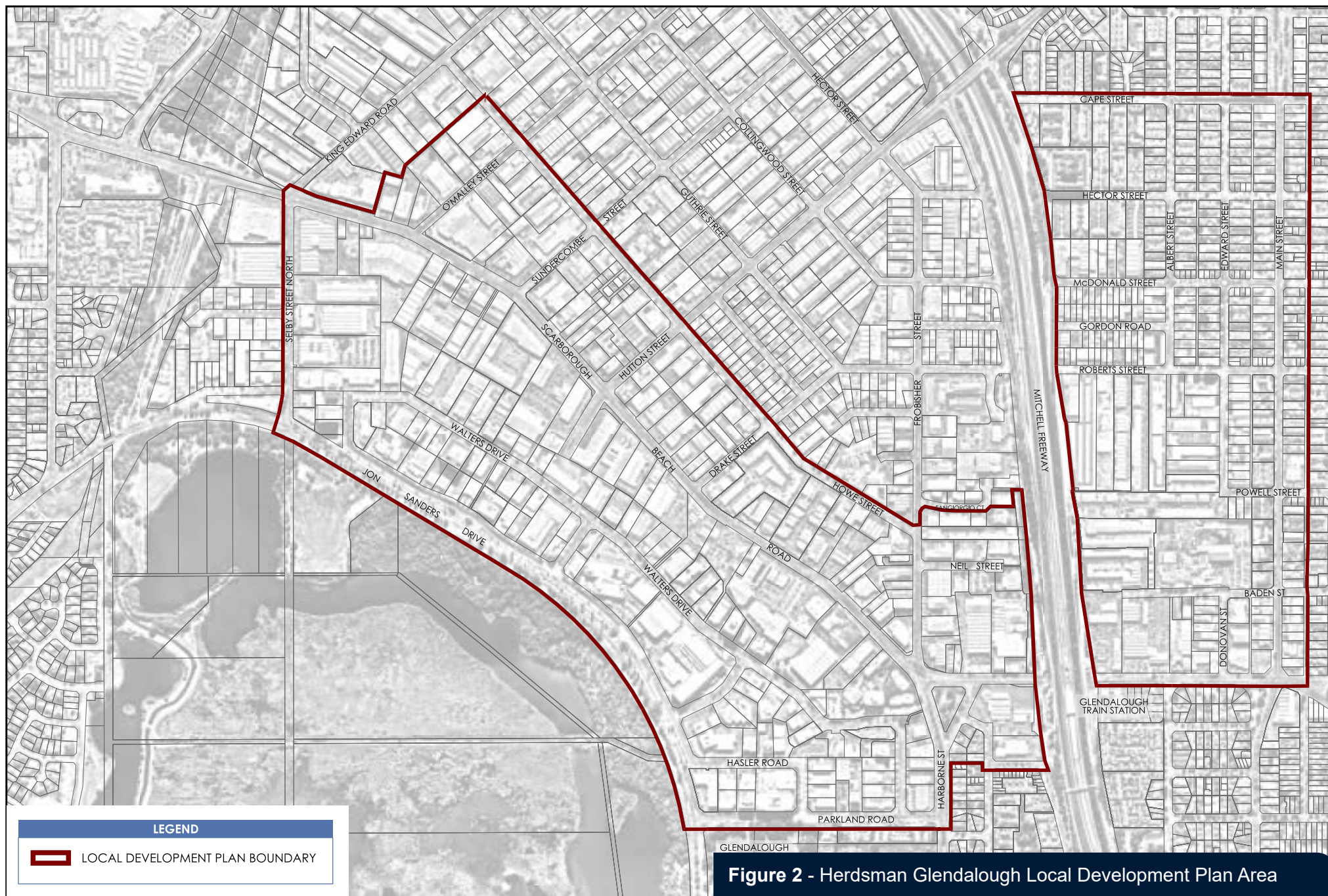
The Provisions within Section 3 (General Provisions) and Section 4 (Specific Provisions) are performance based and set out within the following framework:

- **Design Intent:** A statement outlining the design philosophy for each Objective.
- **Objective:** Describes the main goal which must be achieved. It is mandatory to meet the Objective.
- **Acceptable Development Criteria:**
Applications for development approval need to demonstrate that the design achieves the Objectives of each Provision. While addressing the Acceptable Development Criteria is likely to meet the Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in the context of the entire design solution to ensure the Objectives are achieved. Proposals may also satisfy the Objectives via alternative means or solutions.

1.1.2 Design Review and Approval Process

Developments in Herdsman Glendalough will generally be complex proposals that require early design consideration as outlined below:

- a) Concept design is where proponents start to work on a concept for their development. Plans are usually unresolved sketches with basic drawings and plot ratio calculations. At this stage it is required to seek pre-lodgement advice from the City. Depending upon the scale of the development pre-lodgement advice may also be sought from the City's Design Review Panel.
- b) In the design development phase, proponents respond to feedback and analysis of the concept design to develop a more detailed proposal. Pre-lodgement and design review processes are required at this stage for complex proposals.
- c) The design of the buildings will be assessed against:
 - i) This Local Development Plan;
 - ii) Herdsman Glendalough Structure Plan;
 - iii) Local Planning Scheme No.3;
 - iv) Residential Design Codes; and
 - v) State Planning Policy 7.0.



1.1.3 Relationship with Residential Design Codes of Western Australia

All sites within Herdsman Glendalough which permit residential development are coded RAC0. General and Specific Development Provisions in this Local Development Plan vary the Residential Design Codes (R-Codes) Volumes 1 and 2 as follows:

- Section 3 - General Provisions: identifies where this LDP modifies elements within Volumes 1 and 2 of the R-Codes.
- Section 4 - Specific Provisions: outlines the primary controls and modifies provisions relating to building heights, plot ratio and setbacks.

All other provisions of the R-Codes Volume 1, and Volume 2 apply.

1.1.4 Relationship to the Scheme, Structure Plan and Local Planning Policies

This Local Development Plan is to be used in the assessment of subdivision and development applications in conjunction with the Herdsman Glendalough Structure Plan and the Herdsman Glendalough Special Control Area of the City's Local Planning Scheme No. 3

Clause 3.3.6 of this Local Development Plan outlines which Local Planning Policies are applicable to development.

In the event of an inconsistency between this Local Development Plan and the provisions of a Local Planning Policy, the provisions of this Local Development Plan will prevail.

1.1.5 Non-Substantial Development

Where development is deemed by the City to be non-substantial certain clauses within this Local Development Plan may be exempted from compliance.

Non-substantial generally includes change of uses, small extensions to existing buildings, minor changes to car parking areas and incidental structures such as changes to signs or new signs for existing development.

In these instances it will be on a case by case basis to see which clauses still apply. Building setbacks, building heights, plot ratio and location of new road connections will still apply in all instances.

1.1.6 Discretionary Clause

An important element of this Local Development Plan is granting the opportunity for the applicant(s) or owner(s) to meet the objectives through an alternative solution.

The City may approve a Development Application where the applicant(s) or owner(s) has departed from the Acceptable Development Criteria where, in the City's opinion, the applicant(s) or owner(s) has demonstrated that the alternative solution(s) is consistent with the relevant Objective(s). The Design Intent provides clarification on the Objectives.

Compliance with the recommended Acceptable Development Criteria does not guarantee approval. The City may refuse Development Applications that are considered not to be in keeping with the Objectives of this Local Development Plan.

Each application for development approval will be assessed on an individual basis and the approval of an alternative solution will not set a precedent for other developments.

1.1.7 Definitions

The terms used in this Local Development Plan are to be defined in accordance with Clause 1.7 and Schedule 1 of Local Planning Scheme No. 3, unless otherwise specified below.

Privately Owned Publically Accessible Open

Space: An area of open space which is 80% uncovered and may include a plaza, forecourt or colonnade, is owned privately, but is always accessible to the public by way of easement or other legal agreement. 50m² minimum area, minimum dimension 5m.

Active Uses: Includes the following land uses as defined in the City of Stirling Local Planning Scheme No.3: Amusement Parlour, Betting Agency, Cinema, Civic Uses, Club Premises, Convenience Store, Fast Food Outlet, Hotel, Hostel, Market, Night Club, Personal Care Services, Personal Services, Restaurant, Restricted Premises, Shop, Small Bar, Tavern.

Landscaping Area: Means any area of private land to be landscaped or containing landscaping as defined in the Residential Design Codes of Western Australia and not containing car parking.

Soft Landscaping: Means any area of private land to be landscaped or containing landscaping as defined in the R-Codes but without any hard surface, built form or car parking.

Setback Area: An open area located between built form and a lot boundary not containing car parking and with a dimension measured at right angles between the built form and the lot boundary in accordance with specific building requirements for the relevant Street Character Type.

Road Ceded: Means any portion of land ceded to the Crown free of cost for the purpose of a portion of a new road or Right of Way, or a portion of an existing road or Right of Way to be widened, or otherwise providing public access as a condition of development approval and/or recommended as a condition of subdivision approval.

Road Developed: Means any portion of land to be developed at the applicants cost for the purpose of a portion of a new road or Right of Way, or a portion of an existing road or Right of Way to be widened, to the satisfaction of the City as a condition of development approval and/or recommended as a condition of subdivision approval.



2.0 PHILOSOPHY

2.1 VISION

Herdsmen Glendalough, together with the Stirling City Centre, will form Perth's second central business district, with a vibrant urbanism that embraces mixed use development, dense built form, light rail and quality public spaces for the enjoyment of residents, workers and visitors.



Scarborough Beach Road - Glendalough Station 2020



Drake Street / Scarborough Beach Road - 2020



Scarborough Beach Road - Glendalough Station 2050



Drake Street Transit Stop - 2050

2.2 PRINCIPLES

2.2.1 Landscape

Herdsmen Glendalough will contain a range of public parks and spaces for people to enjoy a variety of activities as identified in the:

- Landscape Concept Plan (**Figure 3**); and
- Herdsman Glendalough Urban Design and Landscape Strategy.

The Landscape Concept Plan provides some possible locations for additional landscape features on private property. However the location and type of landscape features will be dependent on each development proposal and how it responds to the requirements of this Local Development Plan.

2.2.2 Built Form

The City's objective is to transform Herdsman Glendalough into a high quality urban place overtime. This will be achieved through composition of building heights and scale, architectural quality, and use of materials.

The Local Development Plan seeks to improve the status, identity and appeal of the area. A key part of the built form philosophy for the area is to define street character areas with common built form characteristics. The built form philosophy is detailed in the Herdsman Glendalough Urban Design and Landscape Strategy (**Appendix 8** of the Herdsman Glendalough Structure Plan).



High landscape amenity provided amongst commercial development



Streets designed to emphasise landscape quality and pedestrian amenity



Introduction of local parks for public enjoyment



Open spaces creating elements for community enjoyment



Activation of the public realm



Civic spaces creating appealing street edges

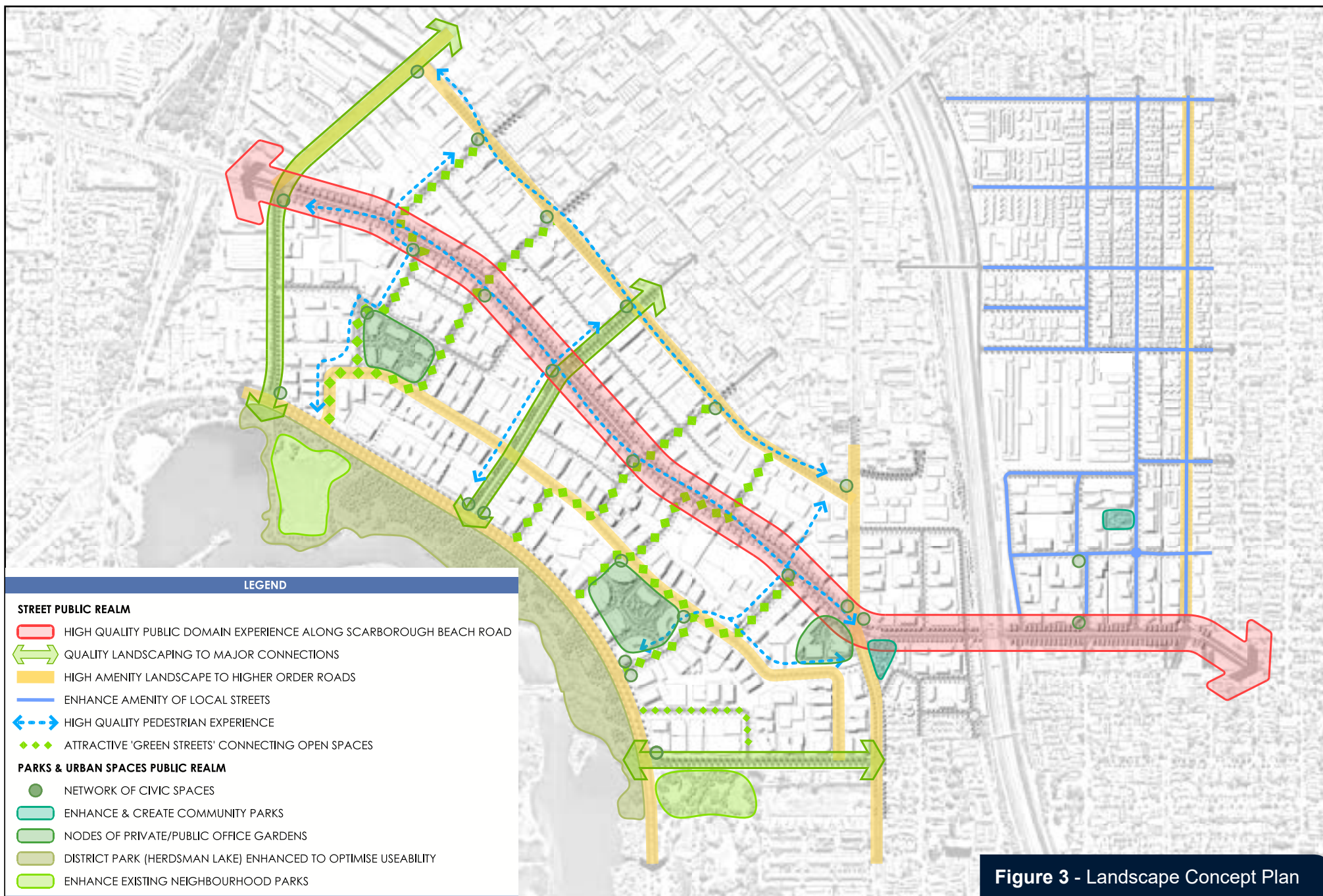


Figure 3 - Landscape Concept Plan



3.0 GENERAL PROVISIONS

This section outlines provisions that are applicable to developments unless otherwise specified.

3.1 BUILT FORM AND DESIGN

3.1.1 Architectural Expression

Relationship to Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause provides additional Deemed-to-comply requirements to Part 5.2.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Elements 3.6 and 4.10.

Design Intent

High quality buildings can have a lasting contribution to the quality of the public realm, providing pedestrian friendly streetscapes. The area should achieve a high standard of architectural design. The use of textures, materials and colour should be used to articulate the facade and reflect the structure rather than be applied as decoration. Buildings should respond positively to the environment, creating a sense of place and generate interest in the streetscape and skyline.

Objectives

- a) To ensure developments generate an innovative and creative architectural expression through built form.
- b) To ensure developments exhibit a fine grained character where building bulk and massing is minimised.
- c) To allow sufficient sunlight to habitable rooms.
- d) To allow sufficient outlook from habitable rooms.

Acceptable Development Criteria

- a) All dwellings shall have habitable rooms with major openings facing streets, Rights of Way and open space.
- b) Every habitable room in a dwelling must incorporate a major opening.
- c) Each non - residential facade shall provide at least four of the following facade treatments:
 - i) Major openings;
 - ii) Protruding balconies;
 - iii) Inset balconies;
 - iv) Awnings over windows;
 - v) Indentations and extrusions; or
 - vi) Different colours, materials and textures.
- d) All non - residential building façades shall be broken into maximum 30.0 metre lineal sections with distinct design elements.
- e) All non - residential building facades which are visible from the public realm are to provide sufficient articulation.
- f) Blank walls are not supported fronting any part of the public realm.



The building requires greater facade articulation such as protruding balconies, awnings over windows, different colours, materials and textures.



Buildings to incorporate 'fine grain' elements and broken into maximum 30m lineal sections to ensure a quality street edge.

3.1.2 Corner Sites

Relationship to Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause provides additional Deemed-to-Comply requirements to Part 5.2.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 3.6.

Design Intent

Careful consideration is given to the design of corner buildings given their dominant position in the urban landscape by creating a landmark. Buildings on corners can emphasise their special location through height, form or feature elements, with the continuous and coherent use of materials, colours and façade details across both street elevations.

Objectives

- a) To ensure landmark buildings are located at street corners.
- b) To ensure building towers adequately address each street.
- c) To allow architectural features that serve as visual landmark statements, making a positive contribution to the city-scape.

Acceptable Development Criteria

- a) The tallest sections of the building (i.e. towers including height bonuses) shall be located towards and orientated to the street corner with facades that address each street.
- b) Each street facade shall be articulated and contain major openings overlooking the public domain. Blank walls on corner buildings are not permitted to face the street.

- c) Architectural features serving as visual landmark statements may be supported where they:
 - i) Are located above the ground floor,
 - ii) Do not include habitable floor space or signage, and
 - iii) Are no greater in height above the top of the building than the equivalent to 20% of the base building height limit for the lot (for the purpose of this provision, a 4 metre height is to apply to each storey when calculating the height of the architectural feature).



Example of corner buildings emphasising height and mass, providing legible and memorable experiences

3.1.3 Roof Form

Relationship to Residential Design Codes

- This clause only applies to non - residential development.

Design Intent

Careful consideration is given to the design of roofs, roof lines and roof spaces of buildings as part of overall building composition.

Roofs are designed and lit to provide visual features and landmarks that contribute to distinctive streetscapes and an interesting city skyline when viewed from afar.

Roof spaces are designed to accommodate sustainable building elements such as green roofs, wind generation, natural ventilation and photovoltaic applications. Roofs can provide area for passive recreation and leisure.

Objectives

- a) To ensure building towers have distinctive architectural roof form and features that contribute positively to building frontages, streetscapes and interesting skylines.

Acceptable Development Criteria

- a) Building towers shall contribute positively to building frontages, streetscapes and the skyline through distinctive architectural features within roof form and design.



Example of an interesting roof form that provides a landmark feature.

3.1.4 Colours and Materials

Relationship To Residential Design Codes

- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 4.10.

Design Intent

Material durability and maintenance should consider the local context when selecting building materials, claddings and finishes.

Variation in materials and colours can minimise perceived building bulk and scale where the variation corresponds to articulation of the building facade. Variation in palette of materials and colours should carefully consider joint placement and edge details to ensure the overall appearance and finish is well executed during construction.

Objectives

- To maximise material longevity and minimise maintenance of building facades.
- To ensure judicious use of bold and contrasting colours to ensure a positive contribution to facade articulation and wall designs that promote coherent and pleasant streetscapes.
- To minimise the impact of built form.
- To provide points of interest on buildings.
- To promote building sustainability and to create a unique and diverse streetscape character through the application of green walls and vertical landscaping”

Acceptable Development Criteria

- Buildings shall incorporate materials and finishes that are durable and minimise maintenance.
- Buildings shall incorporate more than one material in the building façade (excluding glazing) with variation in materials and colours that corresponds to surface changes, internal layout, relative street address and architectural features.
- Building materials shall reflect an urban character rather than a domestic or suburban character.
- Bright and bold colours shall be used judiciously and sparingly for accent or expression and shall not form the dominant colour palette of the building.
- Integration of green walls and vertical landscaping, especially into building facades, are strongly encouraged where practical.



Example of a building using different colours and materials.

3.1.5 Rights of Way

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings this clause replaces the Deemed-to-Comply requirements to Element 5.1.2
- Volume 2 - For Multiple Dwellings, this clause replaces Acceptable Outcomes to Elements A3.6.2 and replaces A3.9.5 and A3.9.6.

Design Intent

Rights of Way are slow speed, shared vehicle and pedestrian access laneways. These provide primary vehicle access to developments from the rear or side of buildings. Rights of Way contain sufficient space for landscaping, trees, lighting and embayment parking. Buildings address Rights of Way with balconies and windows overlooking the laneway for passive surveillance and creation of visual amenity within the 'lane-scape'.

Objectives

- a) All Rights of Way:
 - i) To ensure rear setbacks are landscaped with advanced trees; and
 - ii) To ensure rear walls orientated to the Right of Way are designed to provide for overlooking and passive surveillance, as well as architectural interest that make a positive contribution the amenity of the Rights of Way.
- b) For Mixed-Use and Residential Rights of Way (in addition to the above objectives):
 - i) To ensure that Rights of Way are constructed with sufficient amenity to allow buildings to activate and orientate towards the Right of Way at all levels.

Acceptable Development Criteria

- a) For All Rights of Way (Existing and Proposed):
 - i) Buildings shall be setback in accordance with the setback requirements set out in Section 4 of this Local Development Plan and shall be landscaped and planted with advanced trees; and
 - ii) Buildings abutting, facing, or overlooking a Right of Way shall provide architectural interest through openings, articulation and variation in materials.
- b) For Residential Rights of Way (Figure 11):
 - i) Ground floor uses (including residential uses) shall address the Right of Way through major openings, entrances and rear façade articulation and sleeve car parking areas;
 - ii) Upper floors abutting, facing, or overlooking a Right of Way shall provide balconies and major openings facing the Right of Way; and
 - iii) Car Parking including car ports and garages shall not face the right of way.
- c) For Non-Residential Rights of Way (Figure 11):
 - i) Residential uses are not permitted on the ground floor fronting Non-Residential Rights-of-Way.



Example of rights of way with trees and windows overlooking.

3.2 PUBLIC REALM / STREETSCAPE GUIDELINES

3.2.1 Active Building Edges on Ground Level

Relationship To Residential Design Codes

- Volume 2 - For mixed use development with a residential component, this clause provides additional Acceptable Outcomes to Element 4.14.

Design Intent

A sense of community and vibrancy in the public realm is desired. To aid in achieving this outcome, development fronting streets, Rights of Way, access ways and public open space are to provide land use and design treatments that assist in the activation of these spaces.

Objectives

- To encourage day and night active uses where Active Building Edges are required.
- To ensure that active edges on the ground floor are visually interesting and have fine grained architectural elements.



Development shall activate the street frontage to create a vibrant, diverse, interactive and safe urban environment

Acceptable Development Criteria

- All non-residential development shall provide Active Building Edges to all street frontages on the ground floor by including at least two of the following:
 - Breaks in glazing shall be provided every 10m (breaks shall not include the window frames);
 - Window sills to a maximum height of 600mm above ground level; or
 - A variety of materials.
- Non-residential development and non-residential components of mixed use development are to have nil setbacks at the ground floor fronting streets except where a plaza, a forecourt, or a colonnade are provided, or where a tree is proposed to be retained.
- Blank walls are not permitted on the ground floor fronting any part of the public realm.
- Service access panels and fire booster cabinets shall be minimised on street frontages.
- Non-residential built form on the ground floor shall incorporate glazing to a minimum of 75% of the street frontage, with a minimum window head height of 3.0m and window sills to a maximum height of 600mm above ground level.
- Glazing used for non-residential components at ground level shall be transparent and non-reflective only.
- Any building within an Additional Use 'Shop' area is required to have Active Uses (see definitions) and Active Building Edges on the ground floor along the entire street frontage.

3.2.2 Entry Points

Relationship To Residential Design Codes

- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 3.7.

Design Intent

Building entries provide an interface with the public domain and generate 'people presence'. This contributes to the activation of the street. The entry point directs and orientates the visitor and can create an identity for a development. The entry is also the front door for many residential dwellings creating the resident's sense of place in the street. Entry points will be clearly identifiable to make it easy for people to find the entry.

Objective

- a) To provide a clearly defined building entrance.

Acceptable Development Criteria

- a) The primary entry to a building shall be accessed and addressed from the primary or secondary street that is not a Right of Way.
- b) Non-residential entry points shall:
 - i) Directly face the street;
 - ii) Where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 45 degrees;
 - iii) Be at ground level (i.e. at the same level as the footpath on the street frontage); and
 - iv) Include at least two of the following:
 - Signage above the entry door;
 - Indentation of the entry point;
 - Highlighting of the entry point through the use of different materials; or
 - Increased awning height above the entry point to no more than 4.0 metres above ground level.

- c) Residential Entry Points Shall:
 - i) Be no more than 1.2 metres above the ground floor level; and
 - ii) Be differentiated from the non-residential entrance in mixed use developments.
- d) Entry points shall meet all relevant disability access legislative requirements.



Entry point to provide a clearly defined address at street level

3.2.3 Landscape

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause provides additional Deemed-to-Comply requirements to Element 5.3.2.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Elements 3.3, 3.4 and 4.12.

Design Intent

The area will be characterised by green leafy streets with continuous shade on footpaths. On private land open space areas, rooftops and at grade parking areas will be densely planted with vegetation.

Objectives

- To ensure that verges are heavily planted with tree species that are of an appropriate scale in relation to the height of the building.
- To ensure that street trees provide continuous shade along footpaths to enhance pedestrian amenity.
- To ensure that private open spaces, rooftops and at-grade parking areas are heavily planted to soften the dominance of built form and hardscapes.



High quality urban landscapes that are sustainable and long-lasting

Acceptable Development Criteria

- A Landscape Plan shall be submitted as a component of a Development Application within the subject area in accordance with the City's Local Planning Policy 6.6 Landscaping.
- At grade and roof top parking areas are to be landscaped in accordance with the City's Local Planning Policy 6.6 Landscaping.
- New street trees shall be planted and maintained by applicants/owner in the verges of all streets at 7.0 metre intervals where possible. Street trees planted shall meet the definition of an 'Advanced Tree' as defined in the City's Local Planning Policy 6.11 Trees and Development.
- Trees shall be planted and maintained in all setback areas, landscaping areas and all communal open space areas at an average of one tree per 7.0 metres of the boundary. All trees to be planted shall meet the definition of an 'Advanced Tree' as defined in the City's Local Planning Policy 6.11 Trees and Development.
- All roof gardens, communal open space areas and setback areas shall incorporate a minimum of 40% of the area as 'soft landscaping' as defined by the R-Codes Volume 2.
- Compliance with the City's Local Planning Policy 6.11 Trees and Development and the City's Local Planning Policy 6.6 Landscaping is required.

3.2.4 Weather Protection

Relationship To Residential Design Codes

- Volume 2 - For Multiple Dwellings, this clause replaces Acceptable Outcome A4.10.5.

Design Intent

Buildings abutting footpaths providing continuous weather protection canopies over footpaths create shelter and comfort for pedestrians and opportunities for extending business activity into the street (i.e. alfresco dining or sales displays). Weather protection can contribute to building identity, architectural detail, articulation and emphasise features such as entries and corners. They also contribute to energy efficiency through shading of walls.

Objectives

- To ensure buildings abutting footpaths integrate continuous weather protection canopies to extend over footpaths.
- To ensure that continuous weather protection canopies effectively shelter and screen pedestrians from sun, rain and wind.
- To ensure weather protection canopies are designed as an integral component of the building, and where necessary, consider integration with weather protection canopies on adjacent buildings, to form a sense of coherence rather than discord in the streetscape.

Acceptable Development Criteria

- Buildings abutting a street shall provide a continuous, opaque solid and impermeable weather protection canopy.
- Weather protection canopies shall extend from the edge of the building into the public domain to a minimum of 2.5 metres from the lot boundary, without a break between the building and the canopy.
- Weather protection canopies shall be designed to consider alignment with the design of facades and weather protection canopies of adjoining buildings to create a continuous canopy over the footpath without breaks.
- Weather protection canopies shall be minimum height of 3.0 metres and a maximum height of 3.6 metres when measured from the pavement.



On-street shelter encourages pedestrian activity as part of an activated built form environment

3.2.5 Water Sensitive Urban Design

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause provides additional Deemed-to-Comply requirements to Element 5.3.9.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 4.16.

Design Intent

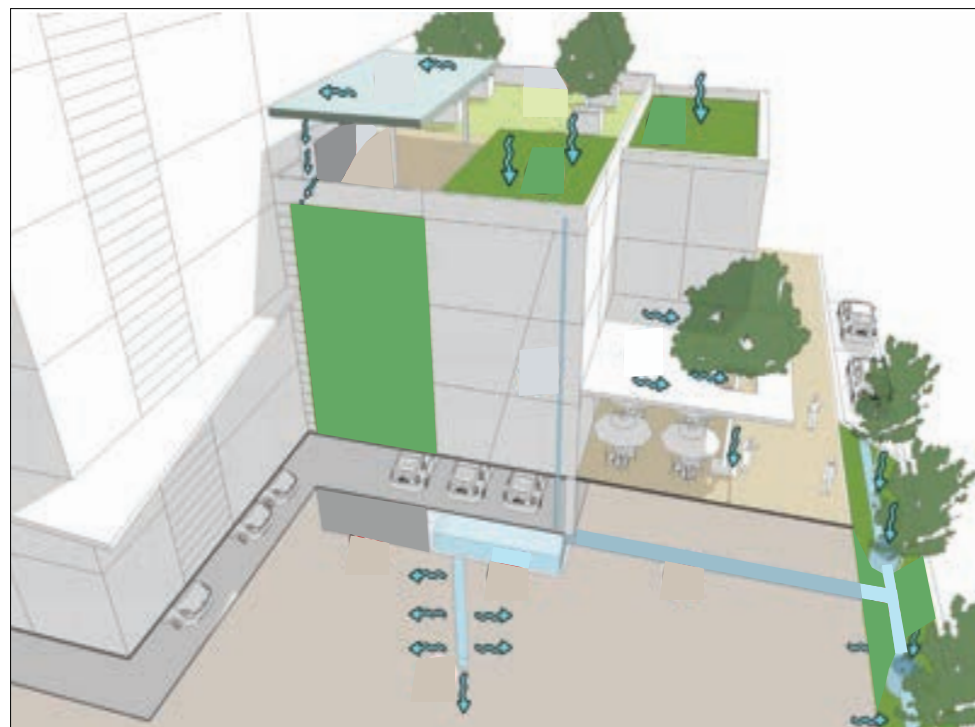
To manage stormwater and site drainage in a manner that reduces surface runoff rates and recharges groundwater. Sites are to meet water quality standards with no adverse impact on the water quality of Herdsman Lake.

Objectives

- a) To manage drainage from buildings and infrastructure to meet best practice for water sensitive urban design.
- b) To ensure integration of surface drainage with passive irrigation of landscaped areas on site.
- c) To limit stormwater runoff into the public realm.
- d) To ensure the cumulative impact of development falls within the capacity limits of the local drainage system.

Acceptable Development Criteria

- a) All drainage shall be contained on-site.
- b) Subdivision and development that incorporates a '**Road Developed**' shall submit an Urban Water Management Plan (UWMP) with the application. The UWMP shall be prepared in accordance with the requirements of the Herdsman Glendalough Combined District and Local Water Management Strategy, and Herdsman Glendalough Urban Design and Landscape Strategy (found in the Herdsman Glendalough Structure Plan Appendices).
- c) In some cases, the City may require the submission of a UWMP with an application for development approval of a substantial development.



Water Sensitive Urban Design to be incorporated into Developments

3.3 SERVICE ACCESS AND PARKING GUIDELINES

3.3.1 Parking

Relationship to residential design codes

- Volume 1 - For Grouped Dwellings, this clause provides additional Deemed-to-Comply requirements to Elements 5.3.3 and 5.3.4.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 3.9 and replaces Acceptable Outcome A3.9.6 and 10.

Design Intent

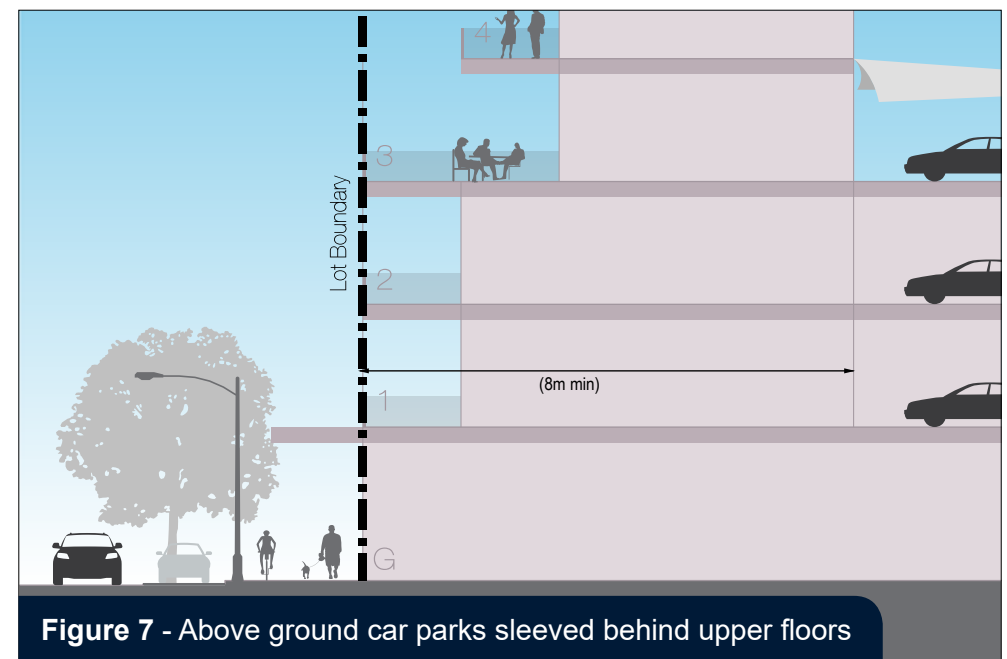
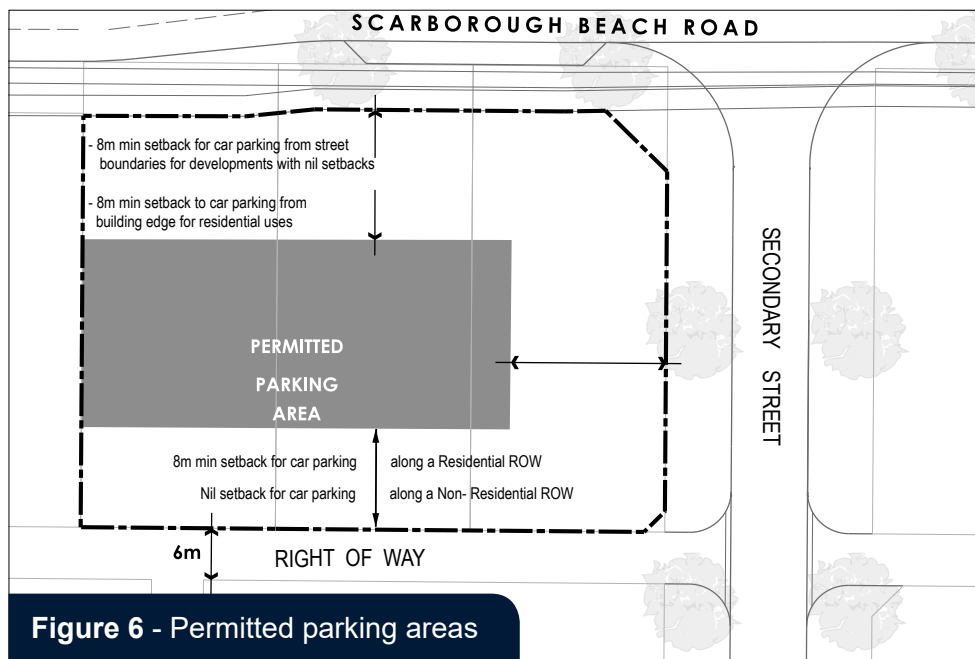
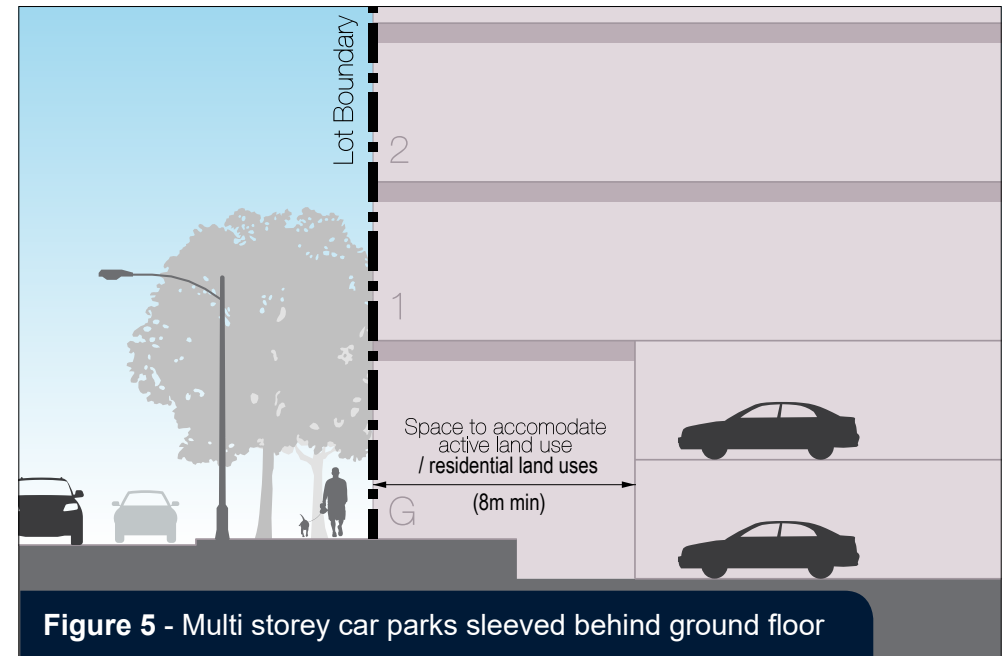
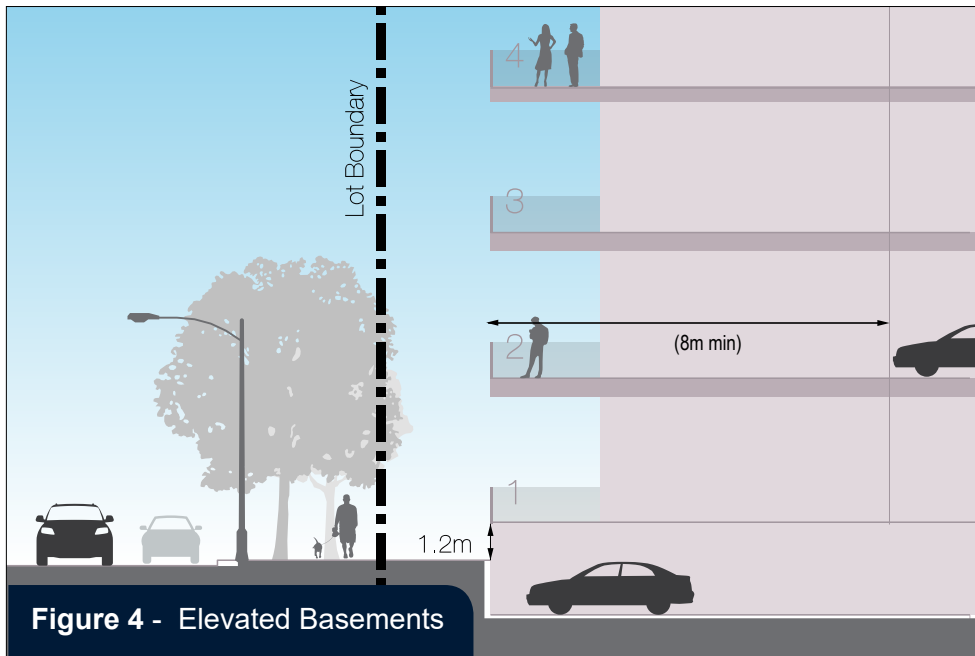
Car parking is to be located so it is not visible from the street. Active and residential uses are to be used to sleeve car parking. Parking ratios have been designed to match the capacity of the road network and encourage alternative transport modes.

Objectives

- a) To ensure that car parking structures are not visible day and night from the public realm.
- b) To ensure that all car parking is sleeved with non-residential and / or residential uses facing a street.
- c) To ensure that all car parking is sleeved with non-residential and / or residential uses facing a Non-Residential or Residential Right of Way.
- d) To ensure that all elevated basement parking is not visible from the street.

Acceptable Development Criteria

- a) Where fronting a street or Right of Way parking shall be sleeved to a minimum distance of 8.0 metres by:
 - i) Active Uses on the ground floor in all 'additional use Shop' areas (**Figure 5**);
 - ii) Non-residential and/or residential uses above the ground floor in all additional use shop areas (**Figure 7**); and
 - iii) Non-residential and/or residential uses on all levels outside of additional use shop areas.
- b) Elevated basement parking shall be permitted only for residential development and to a maximum height of 1.2 metres above ground level and shall be screened from the street with landscaping (**Figure 4**).
- c) Elevated basement parking for residential development shall be setback in accordance with the relevant street setbacks.
- d) A minimum 2.0 metre wide landscaping area shall be provided abutting the elevated basement parking wall.
- e) Ground floor parking shall not be permitted within 8.0 metres of a street boundary, except for a non-residential ROW. (**Figure 6**).
- f) Car parking ratios are to be provided in accordance with the relevant Local Planning Scheme Provisions and Local Planning Policy 5.8 Stirling City Centre and Herdsman Glendalough Parking.
- g) On street parking is to be provided at the applicants cost in accordance with Local Planning Scheme No. 3 and the Herdsman Glendalough Structure Plan and where not currently provided.
- h) Where roof top parking is proposed it shall be appropriately screened from adjacent or nearby buildings and the street and designed using innovative wall detailing, patterning and vegetation (green wall) to diversify the building facade.



3.3.2 Vehicle Access and Crossovers

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings and multiple dwellings, this clause provides additional Deemed-to-Comply requirements to Element 5.3.5 and replaces Deemed to Comply Requirements 5.3.5 C5.2, C5.3, C5.4 and C5.5.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 3.8 and replaces Acceptable Outcomes A3.8.1 and A3.8.5.

Design Intent

In order to enhance safety for pedestrians and cyclists, vehicle access to sites shall be from Rights of Way wherever possible and avoid major roads. Narrow crossovers are to be provided to minimise conflicts between vehicles and pedestrians/cyclists.

Multiple crossovers are to be avoided to ensure that the streetscape is primarily used for pedestrian activity, on-street car parking and landscaping.

Objectives

- To ensure that the number of crossovers and vehicle access points are minimised to limit vehicle conflicts with pedestrians and cyclists.
- To increase the pedestrian and cyclist continuous experience.
- To minimise the width of vehicle access points and crossovers.
- To ensure that vehicle access is from Rights of Way where available.
- To limit vehicle access points and crossovers from Scarborough Beach Road, John Sanders Drive and Main Street to ensure a continuous Active Building Edge with weather protection canopies.

Acceptable Development Criteria

- Driveways and crossovers for non-residential development, and residential or mixed use development with over 15 dwellings, are to be a maximum width of 6.0 metres.
- Driveways and crossovers for residential development under 15 dwellings are to be a maximum width of 3.0 metres.
- Vehicle access shall be incorporated into the design treatment of the public domain interface and maintain a continuous canopy for weather protection.
- Vehicle access shall be provided from Rights of Way or at the rear of properties wherever possible.
- No crossovers or vehicle access points shall be permitted from Scarborough Beach Road, Jon Sanders Drive and Main Street.
- A maximum of one crossover per lot is permitted.
- Vehicles shall be able to re-enter the street in forward gear.



Vehicle access to minimise impact on pedestrian movement and safety

3.3.3 Service Vehicle Access And Facilities

Relationship To Residential Design Codes

- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Elements 4.14.

Design Intent

Development will be designed to cater for the delivery and pickup of goods to and from the site and not have a detrimental impact upon the streetscape.

Objectives

- To provide appropriate levels of dedicated on-street vehicle parking for the pick up and delivery of goods for multiple non-residential or mixed use developments within a street block.
- To ensure that service vehicle areas and facilities are designed as an integral component of the building.
- To ensure service vehicle areas and facilities do not have an adverse impact upon the streetscape.

Acceptable Development Criteria

- On-street service parking bays shall be provided where possible for all developments with non residential components, and constructed at the applicant's/owners cost.
- Where on-street service parking is not possible and when development generates the need for specialised on-site service areas, these shall be provided on site, accessed via Rights of Way wherever possible, sleeved with non-residential uses and shall not be visible from the street.



A poor example of service area that is not sleeved behind active retail frontages, which dominate the streetscape and interrupt the retail viability of the street.

3.3.4 Bin Storage Areas And Collection

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause provides additional Deemed-to-Comply requirements to Element 5.4.4.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 4.17.

Design Intent

Rubbish storage areas will be designed to cater for the delivery and pickup from the site and not be visible from the street. Rubbish collection areas shall be minimised in area to limit the impact upon on-street parking and street trees, resulting in an increase in the frequency of rubbish collection.

Objectives

- To provide dedicated storage for bins on site.
- To ensure that the impact of bin storage areas upon the streetscape is minimised.
- To ensure that collection areas are minimised to limit the impact upon on-street parking, landscaping and street trees.
- To ensure that bin pick up frequencies are suitable to minimise collection areas on the street.

Acceptable Development Criteria

- Bin storage area sizes shall be provided in accordance with the Local Planning Policy 6.3 - Bin Storage Areas.
- Bin storage areas shall not be located fronting a street.
- Bin storage areas shall be included within the envelope of the main buildings and sleeved by land uses.
- For development no more than 2 storeys in height bin storage areas maybe located outdoors but must be sleeved by appropriate land uses and not be visible from the street.
- Bin collection areas shall be provided on street and where possible, within service parking bays and limited to one bay.
- Where developments generate the need for specialised collection, collection shall be on site in an area that is sleeved with appropriate uses and shall not be visible from the street.
- For substantial applications for development approval a Waste Management Plan may be required at the City's discretion.



A poor example of a bin storage area not screened and visible from the street

3.3.5 Pedestrian Access

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings and Multiple Dwellings, this clause provides additional Deemed-to-comply requirements to Element 5.3.6.
- Volume 2 - For Multiple Dwellings, this clause provides additional Acceptable Outcomes to Element 3.7 and 4.5.

Design Intent

Development will be designed to cater for pedestrian access as a priority for movement of people. Each development will make a contribution to the walkability of the locality and will allow for easy access to entrances and parking areas.

Objective

- a) To provide safe and secure access for pedestrians to main entrances of developments and vehicle parking areas.

Acceptable Development Criteria

- a) Development shall provide a dedicated direct pedestrian access to the front entrance from public footpaths (or where a footpath would be located if one is not yet constructed), including access for persons with disabilities.
- b) Pedestrian paths from vehicle parking areas to building entrances shall be provided.
- c) New footpaths are required abutting the boundary where no footpath exists (this includes land abutting lots where new roads or widening of an existing road/s is not required).
- d) New footpaths are required on lots where land is required to be ceded for road widening or new road connections. In these circumstances, new footpaths are to be located abutting the lots ultimate boundary.
- e) New footpaths are to be constructed at the applicant/owners cost.

3.3.6 Other Policy Considerations

In addition to the provisions of this Local Development Plan and Local Planning Scheme No.3, the decision maker gives due regard to the objectives and provisions of Local Planning Policies (as per Clause 2.3.2 of Local Planning Scheme No.3) and State Planning Policies when making determinations on development applications. In the event of any inconsistency between a Local Planning Policy and this Local Development Plan, the provisions of this Local Development Plan shall prevail to the extent of the inconsistency.

Local Planning Policies can be found in the City's Local Planning Policy Manual, and those most relevant to the Local Development Plan area are (but not limited to):

- Local Planning Policy 4.2 Mixed Use & Commercial Centre Design Guidelines;
- Local Planning Policy 4.3 Industrial Design Guidelines;
- Local Planning Policy 5.8 Stirling City Centre and Herdsman Glendalough Area Parking;
- Local Planning Policy 6.1 Advertising Signs;
- Local Planning Policy 6.3 Bin Storage Areas;
- Local Planning Policy 6.5 Development Abutting Rights-of-Way;
- Local Planning Policy 6.6 Landscaping;
- Local Planning Policy 6.11 Trees and Development; and
- State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2 - Apartments).



4.0 SPECIFIC PROVISIONS

The specific provisions outline the detailed development requirements for each Street Character Type.

4.1 BUILT FORM

4.1.2 Plot Ratio

Relationship To Residential Design Codes

- Volume 2 - For Multiple Dwellings, this clause replaces the Acceptable Outcomes to Element 2.5.

Design Intent

Plot ratio has been used as a means to control the massing of development. It is intended to work in conjunction with building heights and setbacks to ensure that built form has a strong relationship with the streetscape and contributes to a high quality environment.

Objective

- a) To ensure building bulk is limited to provide articulation to building facades.

Acceptable Development Criteria

- a) Plot ratio is determined by the highest category Street Character Type applicable to the property and shall be in accordance with Section 4.2.

4.1.3 Building Heights

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause replaces the Deemed-to-Comply Element 5.1.6.
- Volume 2 - For Multiple Dwellings, this clause replaces the Acceptable Outcomes to Element 2.2.

Design Intent

Maximum building heights are aligned with specific Street Character Types. Services such as lift overruns and balustrades and non-habitable architectural elements are excluded from the height calculation. Building height will vary to produce a diversified built form. To control building height from a streetscape perspective, building heights are controlled based on a 'podium height' and a 'tower height'.

Objectives

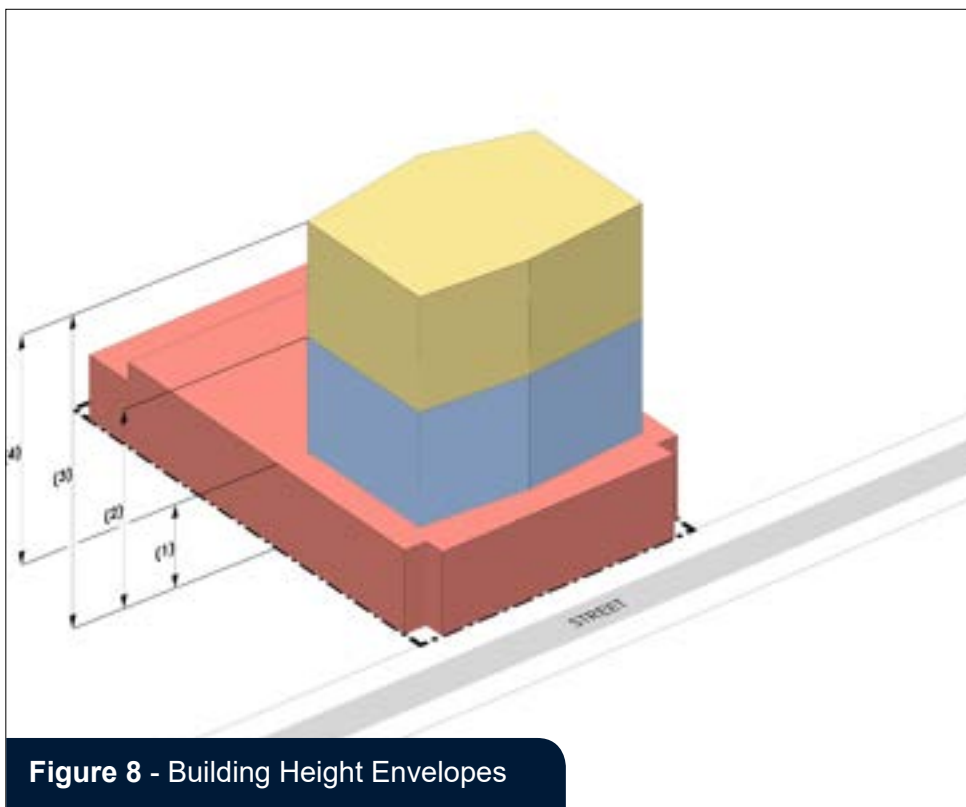
- a) To ensure buildings transition from taller heights in core areas, to lower heights in peripheral areas, minimising the impact of building bulk and scale upon existing buildings outside of the Herdsman Glendalough Area.
- b) To ensure taller buildings are located near the Glendalough Train Station and abutting Herdsman Lake.
- c) To limit the impact of overshadowing on neighbouring properties.
- d) To ensure developments recognise the need for daylight and solar access to neighbouring properties.
- e) To ensure building heights are consistent with the desired scale of a given locality and do not overly impact on streetscapes or neighbouring properties.

Acceptable Development Criteria

- a) Building height shall be determined by:
 - i) A Base height limit (**Figure 10**) which applies in all cases;
 - ii) Bonuses (i.e. additional storeys above base height) that may be achievable under Clauses 4.1.5 and 4.1.6.; and
 - iii) the provisions outlined in Section 4.2.
- b) Corner sites fronting two different Street Character Types (**Figure 9**) shall comply with the following:
 - i) Maximum building height of a podium at the street edge may be at the highest category of the two Street Character Types for a maximum of 30.0 metres along the lower order Street Character Type frontage of the lot; and
 - ii) Maximum building height for a Tower on a lot may be at the highest category of the two Street Character Types for a maximum distance of 50.0 metres along the lower order Street Character Type frontage of the lot.



Example of taller buildings with mixed uses



Notes

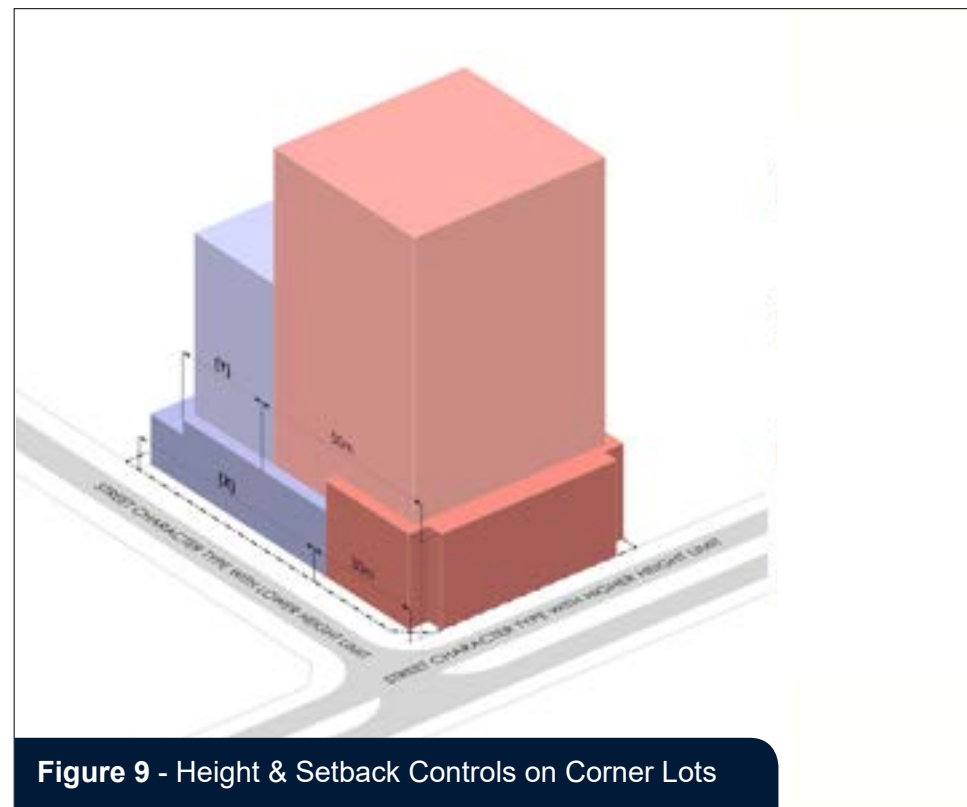
The overall building height is calculated as the sum of the podium and tower heights.

(1) Podium Height

(2) Base Height Limit

(3) Ultimate Maximum Height Limit (where height bonuses have been achieved)

(4) Tower Height (where height bonuses have been achieved)



PODIUM

- The higher podium height limit of the two street character types will prevail around the corner to a maximum distance of 30m.
- The lesser setback limit of the two street character types will prevail around the corner to a maximum distance of 30m.

PODIUM

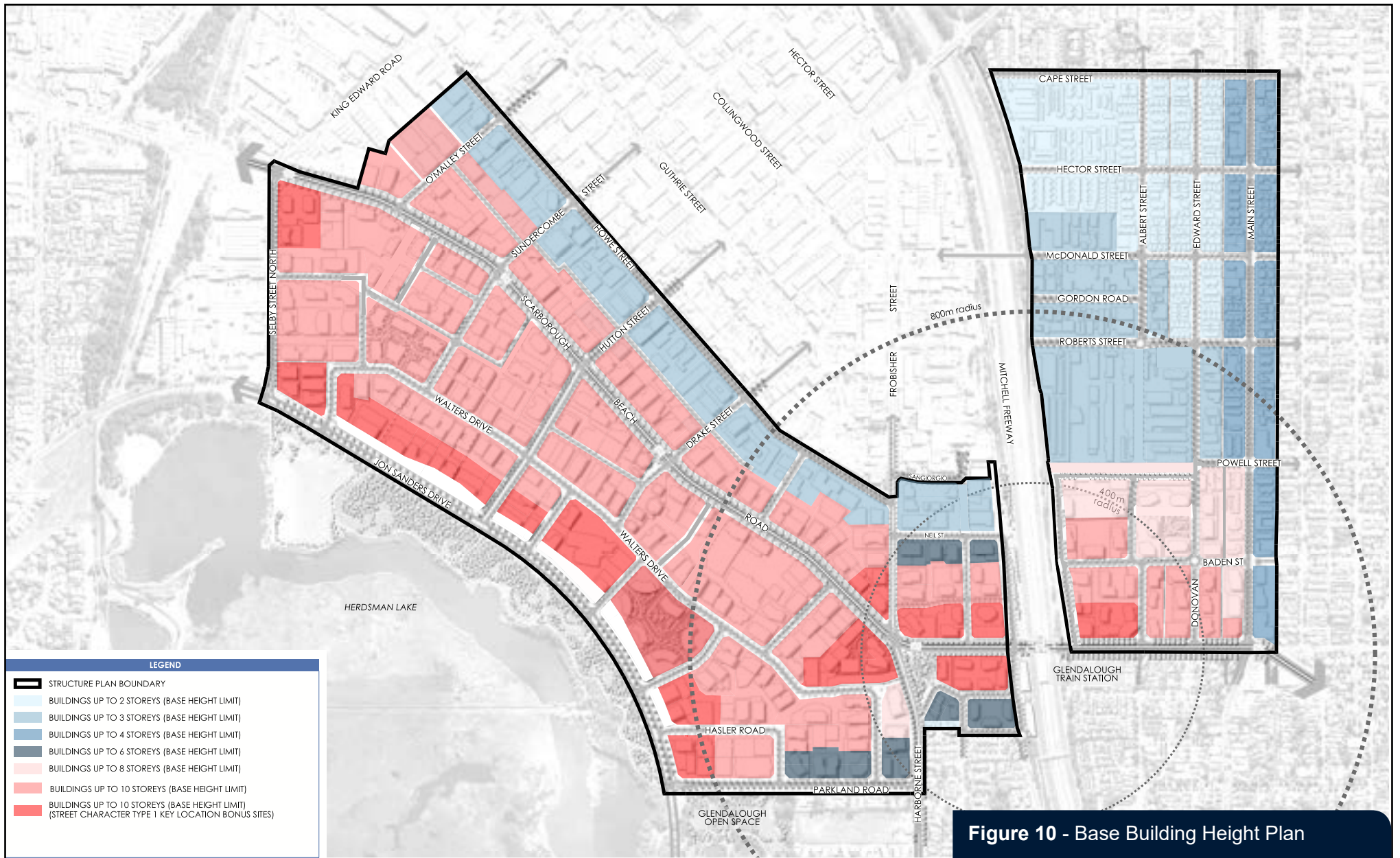
- The lower podium height limit of the two street character types will prevail outside of 30m from the corner (x).
- The greater setback limit of the two street character types will prevail outside of 30m from the corner (x).

TOWER

- The higher tower height limit of the two street character types will prevail around the corner to a maximum distance of 50m.
- The lesser setback limit of the two street character types will prevail around the corner to a maximum distance of 50m.

TOWER

- The lower tower height limit of the two street character types will prevail outside of 50m from the corner (y).
- The greater setback of the two street character types will prevail outside of 50m from the corner (y).



4.1.4 Setbacks

Relationship To Residential Design Codes

- Volume 1 - For Grouped Dwellings, this clause replaces the Deemed-to-Comply requirements to Elements 5.1.2 and 5.1.3.
- Volume 2 - For Multiple Dwellings, this clause replaces the Acceptable Outcomes to Elements 2.3 and 2.4.

Design Intent

Buildings setbacks establish the distance between buildings and the front, side and rear boundaries to provide space for on-site landscaping, open space, light and ventilation. Setbacks define the scale of built form and the desired character of streets.

Appropriate setbacks will improve the amenity of adjoining properties by minimising overlooking and overshadowing.

Objectives

- To provide sufficient space between and around buildings for light, cross-ventilation, outlook, landscaping and trees, and outdoor space.
- To minimise the impact of building bulk on the street and neighbouring properties.

Acceptable Development Criteria

- Setbacks are determined by Street Character Type and shall be in accordance with both the Tables and Figures included in Section 4.2.
- Maximum building setback of a podium at the street edge may be at the highest category of the two Street Character Types for a maximum of 30.0 metres along the lower order Street Character Type frontage of the lot (**Figure 9**); and
- Maximum building setback for a Tower on a lot may be at the highest category of the two Street Character Types for a maximum distance of 50.0 metres along the lower order Street Character Type frontage of the lot (**Figure 9**).



Example of new building respecting the setback of an existing building by setting back and reducing the height of a portion of the building abutting the existing building.

4.1.5 Development Bonuses

Design Intent

To achieve the Vision for Herdsman Glendalough, the Local Development Plan incentivises the delivery of public infrastructure and residential development.

Some of the development bonuses are for items that are voluntary, such as privately owned publically accessible open space.

Some items are mandatory and developments impacted by these mandatory requirements are afforded development bonuses such as road widening.

Objectives

- a) To provide incentive based development bonuses that are proportional to the extent to which development provides.
- b) To ensure that incentive-based development bonuses do not exceed the maximum built form specified in the Specific Building Requirements outlined in Section 4.2

Acceptable Development Criteria

- a) Performance-based development bonuses shall conform to the parameters outlined in **Table 1** and Condition Notes (i.e. Development Bonus Scenario, Applicability and Bonus Points, Condition Notes).
- b) Performance-based development bonuses shall not exceed the additional Applicable Height Bonus and Bonus Plot Ratio as per the relevant Specific Building Requirements outlined in Section 4.2.

Development Bonus Scenario	Applicability	Bonus Points
Residential development provided	8-12 Dwellings Provided	0.5
	13 - 50 Dwellings Provided	1.0
	51+ Dwellings Provided	1.5
POS / Privately Owned Publically Accessible Open Space provided and developed. (Refer Definitions P4)	50 - 100m ² (min. dim. 5m)	0.5
	101 -1000m ² (min. dim. 10m)	1.0
	1001m ² + (min. dim. 20m)	1.5
Road Ceded and Road Developed (Refer Definitions)	0 - 100m ²	0.5
	101- 1000m ²	1.0
	1001m ² +	1.5
Maximum Achievable Points		4.5

Table 1 - Development Bonuses

Condition Notes

- An easement on a property title (or other similar mechanism) will be required to enable public access to **Privately Owned Publicly Accessible Open Space**.
- Privately Owned Publically Accessible Open Space** shall be accessible from the street, 80% uncovered, and not enclosed on at least one side.
- Road Ceded** and **Road Developed** includes the provision of new road connections and widening of existing roads.
- Road Ceded** and **Road Developed** are to be constructed at the Applicant's/Property Owner's cost and to the satisfaction of the City as a condition of development approval.
- A **Road Ceded** is to be ceded free of cost by the applicant to the Crown for the purpose of a road reserve as a condition of development approval.
- Development applications involving the ceding of land for new road connections and/or road widening are to be accompanied by a subdivision application to cede the identified portions of land to the crown free of cost for the purpose of a road reserve.

4.1.6 Key Location Bonuses

Design Intent

It is intended to incentivise more residential development where large sites exist adjacent to Herdsman Lake and around Glendalough Station. This will take advantage of the excellent location surrounding Glendalough Station and the views afforded by Herdsman Lake.

Objectives

- a) To provide incentives on larger sites for more residential development around Glendalough Station and adjacent to Herdsman Lake.
- b) To ensure that any taller buildings are of a suitable architectural standard that justifies their landmark building status.

Acceptable Development Criteria

- a) Key Location Bonuses (**Table 2**) are only available to those sites that meet all of the following criteria:
 - i) Have achieved a minimum of 3 bonus points (as outlined in Table 1);
 - ii) The development of buildings above 16 storeys is only permitted on sites with a minimum area of 4,500m²;
 - iii) All floors above 16 storeys must be residential use only;
 - iv) The architectural expression of the building's form and facades must be of the highest quality, as determined by the City's Design Review Panel; and
- v) Are identified as sites on the Building Heights Plan (**Figure 10**) as Key Location Bonus Sites.

Development Standard	Bonus
Building Height	9 storeys
Additional Plot Ratio	1.0

Table 2 - Key Location Bonuses

4.2 STREET CHARACTER TYPES

Design Intent

Street Character Types are intended to provide specific development provisions for different types of buildings on different types of streets.

Generally taller and larger buildings are being located on larger wider streets so that the built form does not dominate the streetscape. The use of podiums in these areas and tower elements setback from the street will help to alleviate this impact. These buildings are being located away from existing residential areas.

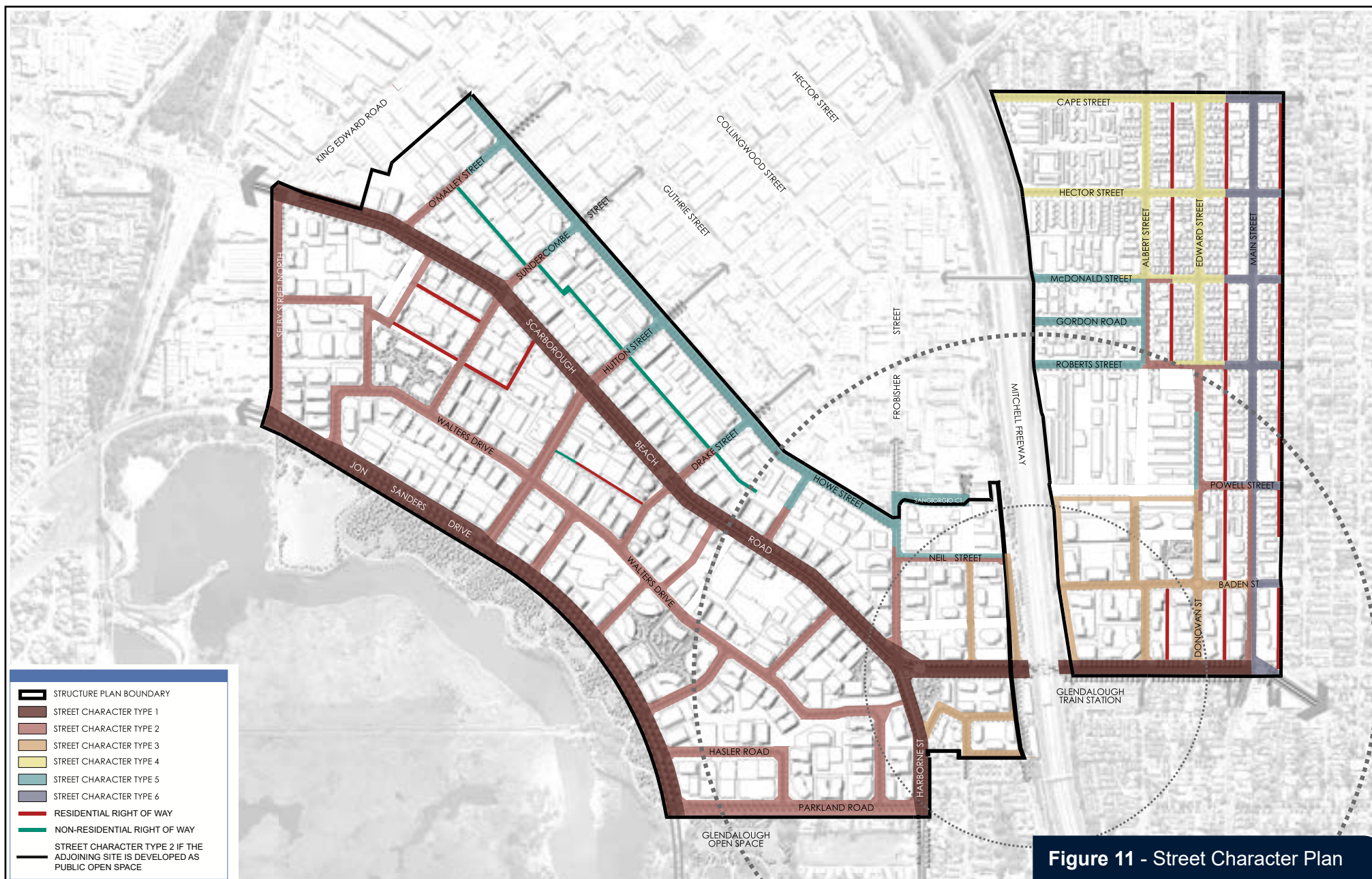
Lower buildings are generally located on local narrower streets so that the built form is of a more human scale. These buildings are generally located close to existing residential / industrial areas.

Objectives

- a) To ensure that smaller and lower buildings are located on local streets and close to existing residential / industrial areas.
- b) To ensure that larger and taller buildings are generally located on larger streets and away from existing residential buildings.
- c) To ensure larger and taller buildings are located in close proximity to Glendalough Station and the future light rail along Scarborough Beach Road.

Acceptable Development Criteria

- a) The specific guidelines relevant to a particular site will be determined based on the relevant Street Character Type for that particular lot, **Figure 11**.
- b) All lots with existing or proposed frontages to identified streets are to be developed in accordance with the applicable Street Character Type provisions.
- c) Where sites are developed on Right of Ways that do not have a Street Character Type identified, the Street Character Type of the parent lot is to apply.



4.2.1 Street Character Type 1

Development Intent

Taller buildings located on Scarborough Beach Road, Jon Sanders Drive and Harborne Street (south of Scarborough Beach Road) and Hasler Road.

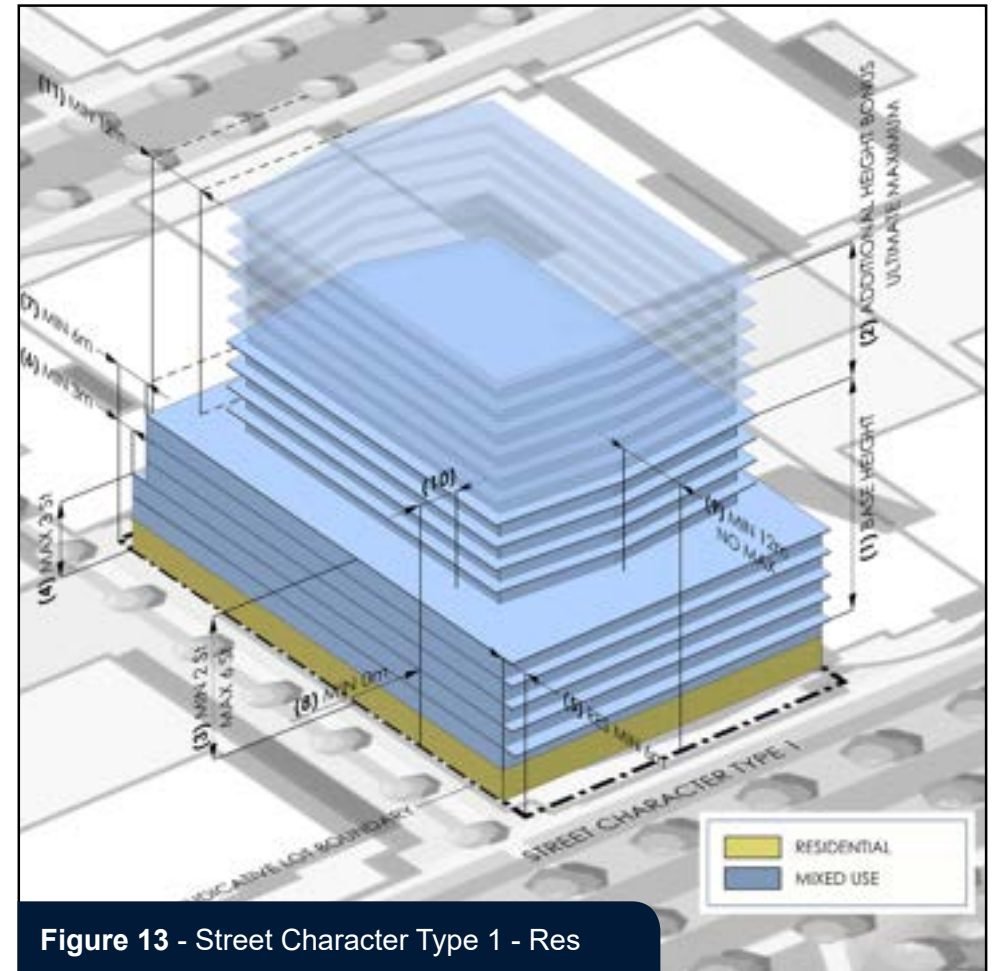
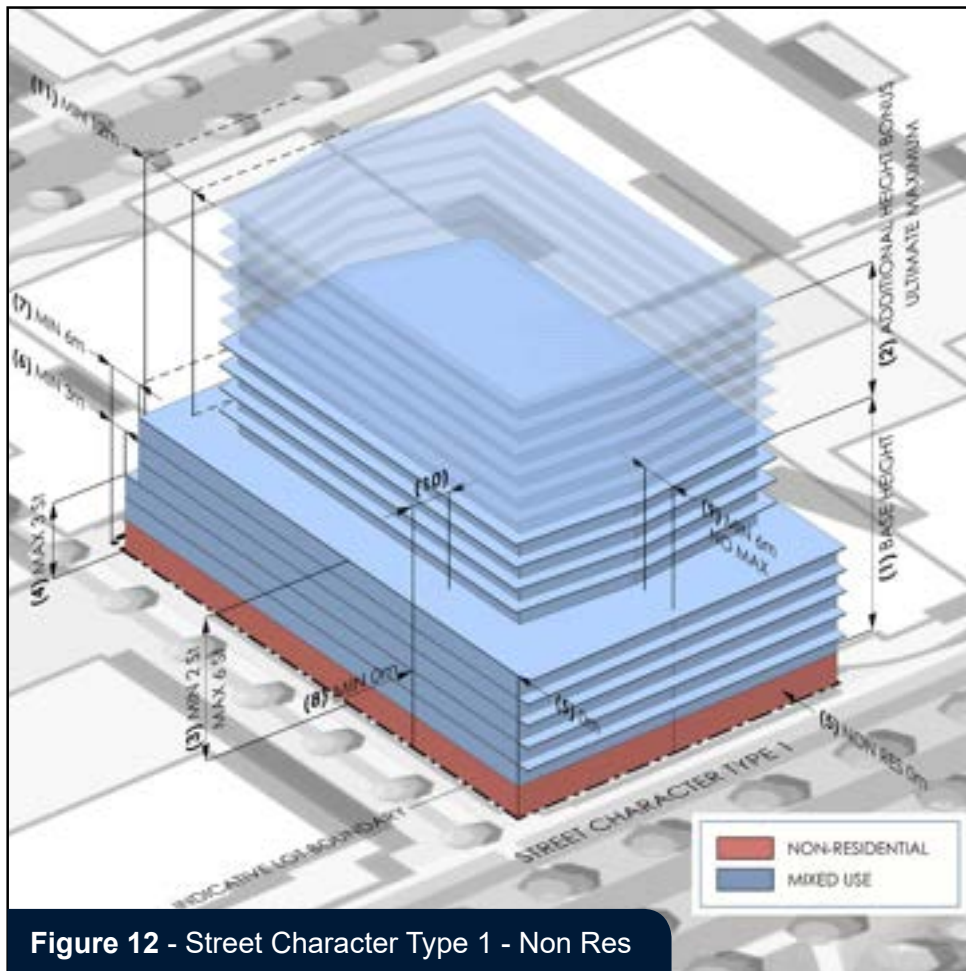
Acceptable Development Criteria

a) All development shall comply with **Table 3** and **Figures 12** and **13**.

PLOT RATIO							
Base Plot Ratio		2.5					
		No. of Bonus Points - Clause 4.1.5					
		0.5	1	1.5	2.0	2.5	3+
Maximum Additional Plot Ratio (above base plot ratio)		0.25	0.5	0.75	1.0	1.25	1.5
Ref #	BUILDING HEIGHT						
(2)	Applicable Height Bonus (Additional storeys above base height)	1	2	3	4	5	6
(1)	Base Height Limit - Storeys	Varies (Refer Figure 10)					
(3)	Podium Height (to street and side/rear boundaries)	<ul style="list-style-type: none"> Minimum 2 storeys Maximum 6 storeys (Max 24.0m) 					
(4)	Podium Height within 6.0m of Rights of Way	Maximum 3 storeys (Maximum 12.0m)					

Ref #	SETBACKS	
(5)	Podium (to street)	<ul style="list-style-type: none"> Mixed Use or Non-Residential Development - 0m (Refer Section 3.2.1) All development where any Residential Uses are on Ground Floor - Minimum 6.0m
(6)	Podium (to Right of Way) up to 3 storeys	Minimum 3.0m
(7)	Podium (to Right of Way) between 4-6 storeys	Minimum 6.0m
(8)	Podium (to side/rear boundary)	Minimum 0m
(9)	Tower (to street)	<ul style="list-style-type: none"> Where only Non-Residential Uses are on Ground Floor - Minimum 6.0m Where any Residential Uses are on Ground Floor - Minimum 12.0m
(10)	Tower (to side/rear boundary)	Refer R-Codes Volume 2 Table 2.7 whereby a wall for a floor containing Non-Residential uses will be considered as: <ul style="list-style-type: none"> A Non-Habitable Room where facing a floor in another building used for Non-Residential Uses; or A Habitable Room where facing a floor in another building used for Residential Uses.
(11)	Tower (to Right of Way)	Minimum 12.0m

Table 3 - Acceptable Development Criteria - Street Character Type 1



4.2.2 Street Character Type 2

Development Intent

Street Character Type 2 is situated predominantly between Scarborough Beach Road and Jon Sanders Drive and between Scarborough Beach Road and Howe Street. These streets will be largely developed as an office/commercial/mixed use precinct, with the focus of supporting and enhancing the existing Herdsman Business Park.

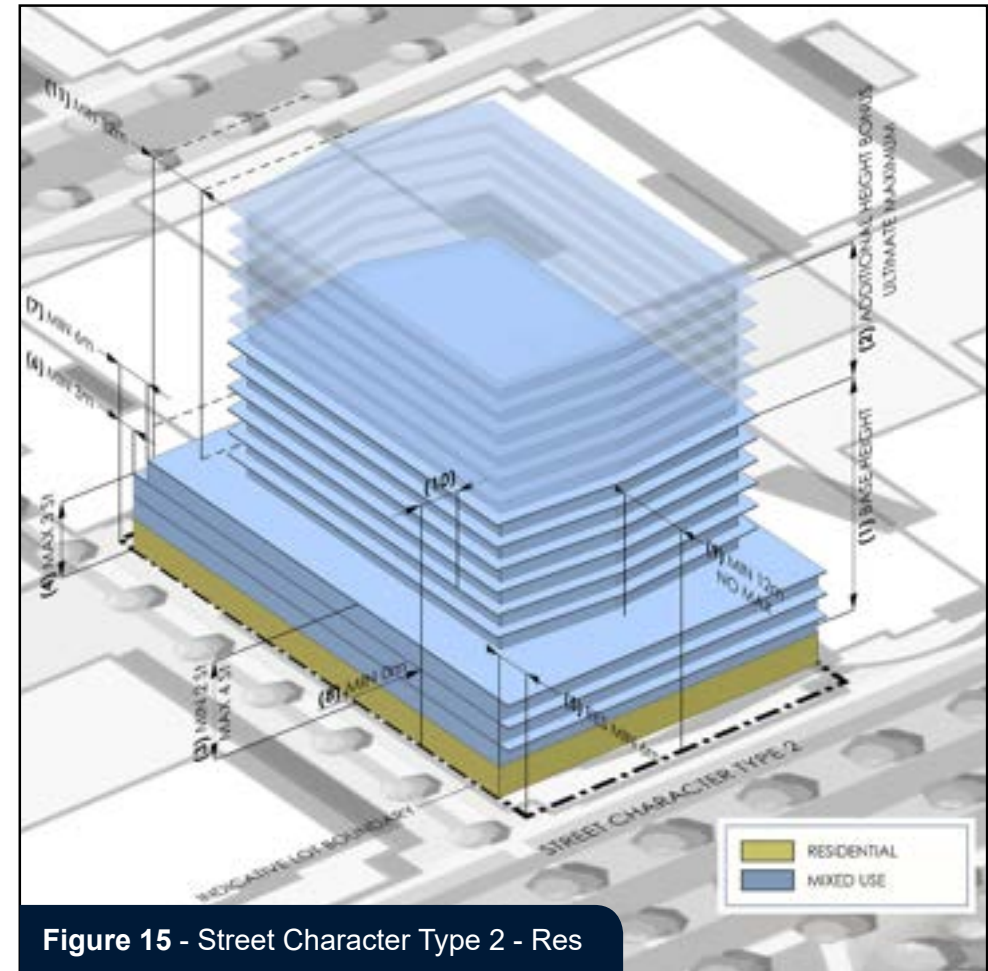
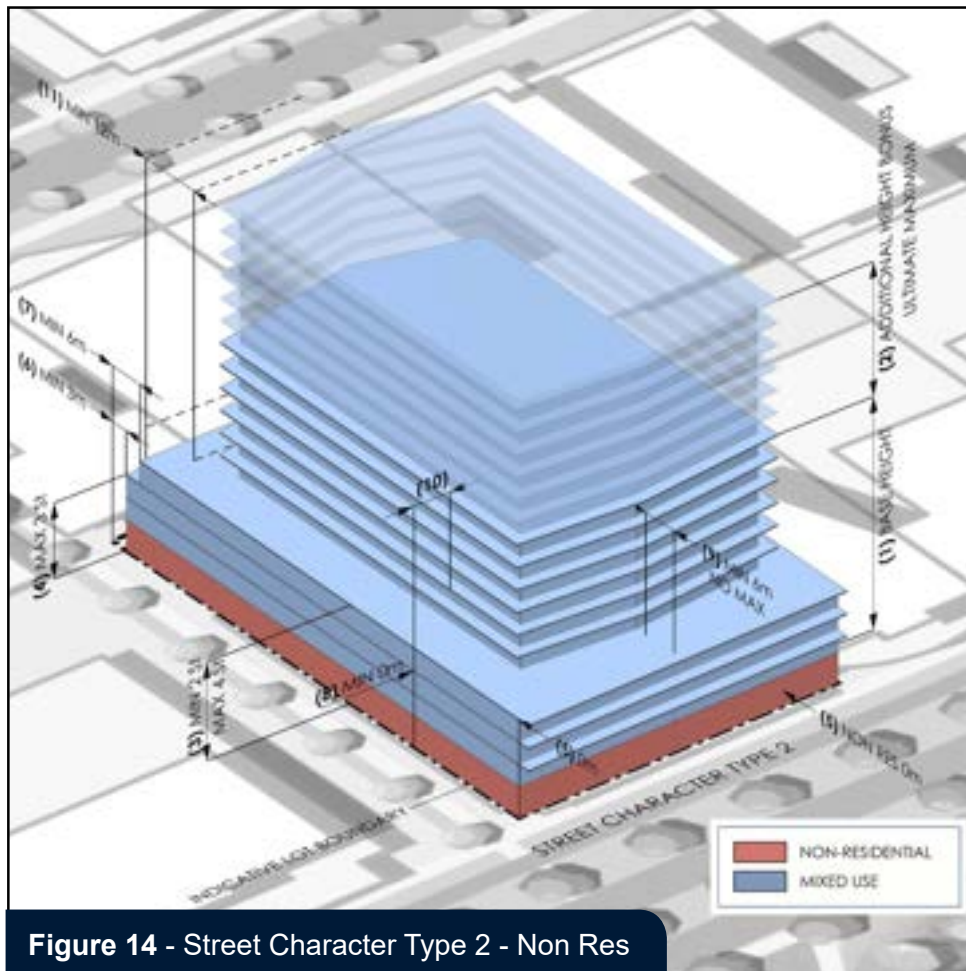
Acceptable Development Criteria

a) All development shall comply with **Table 4** and **Figures 14** and **15**.

PLOT RATIO							
Base Plot Ratio		2.5					
		No. of Bonus Points - Clause 4.1.5					
		0.5	1.0	1.5	2.0	2.5	3+
Bonus Plot Ratio		0.25	0.5	0.75	1.0	1.25	1.5
Ref #	BUILDING HEIGHT						
(2)	Applicable Height Bonus (Additional storeys above base height)	1	2	3	4	5	6
(1)	Base Height Limit - Storeys	Varies (Refer Figure 10)					
(3)	Podium Height (to street and side/rear boundaries)	<ul style="list-style-type: none"> Minimum 2 storeys Maximum 4 storeys (Max 16.0m) 					
(4)	Podium Height within 6.0m of Rights of Way	Maximum 3 storeys (Max 12.0m)					

Ref #	SETBACKS	
(5)	Podium (to street)	<ul style="list-style-type: none"> Mixed Use or Non-Residential Development - 0m (Refer Section 3.2.1) All development where any Residential Uses are on Ground Floor - Minimum 6.0m
(6)	Podium (to Right of Way) up to 3 storeys	Minimum 3.0m
(7)	Podium (to Right of Way) above 3 storeys	Minimum 6.0m
(8)	Podium (to side/rear boundary)	Minimum 0m
(9)	Tower (to street)	<ul style="list-style-type: none"> Where only Non-Residential Uses are on Ground Floor - Minimum 6.0m Where any Residential Uses are on Ground Floor - Minimum 12.0m
(10)	Tower (to side/rear boundary)	Refer R-Codes Volume 2 Table 2.7 whereby a wall for a floor containing Non-Residential Uses will be considered as: <ul style="list-style-type: none"> A Non-Habitable Room where facing a floor in another building used for Non-Residential Uses; or A Habitable Room where facing a floor in another building used for Residential Uses.
(11)	Tower (to Right of Way)	Minimum 12.0m

Table 4 - Acceptable Development Criteria - Street Character Type 2



4.2.3 Street Character Type 3

Development Intent

Street Character Type 3, situated predominantly around Glendalough Train Station, will generally accommodate mixed use development with the opportunity to provide active uses at street level to create vibrant and active streetscapes.

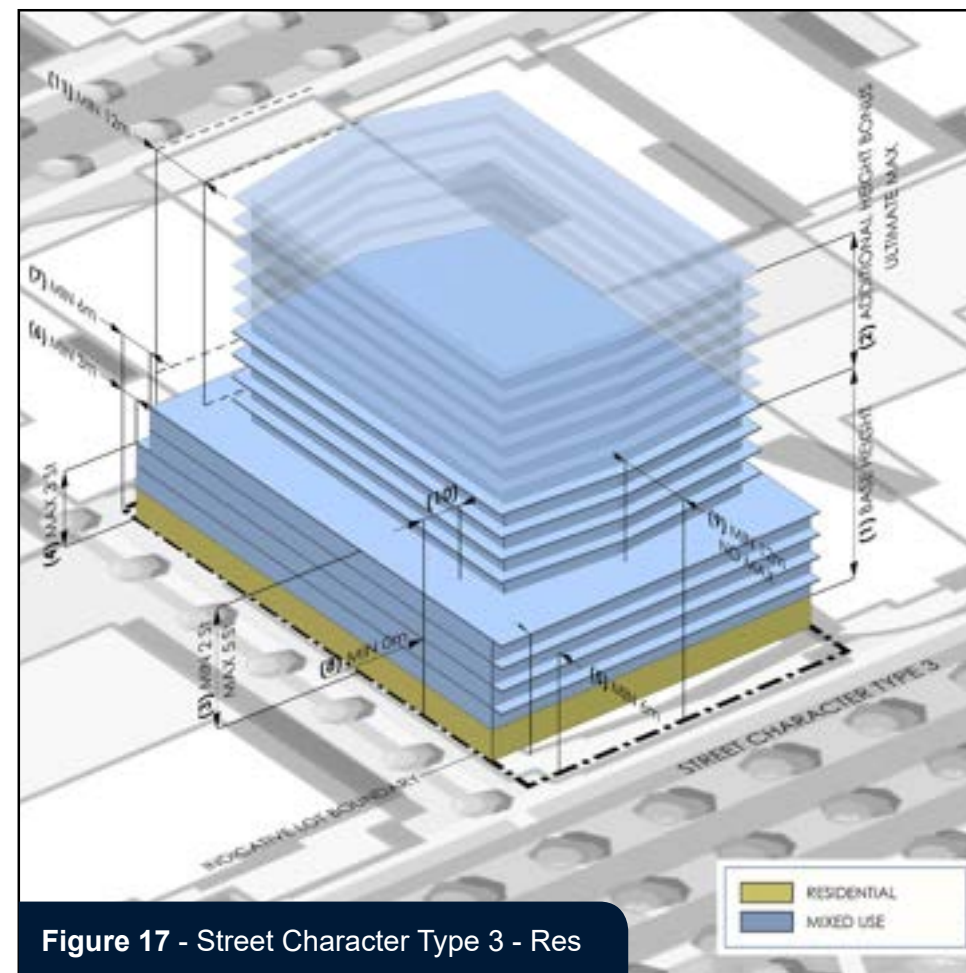
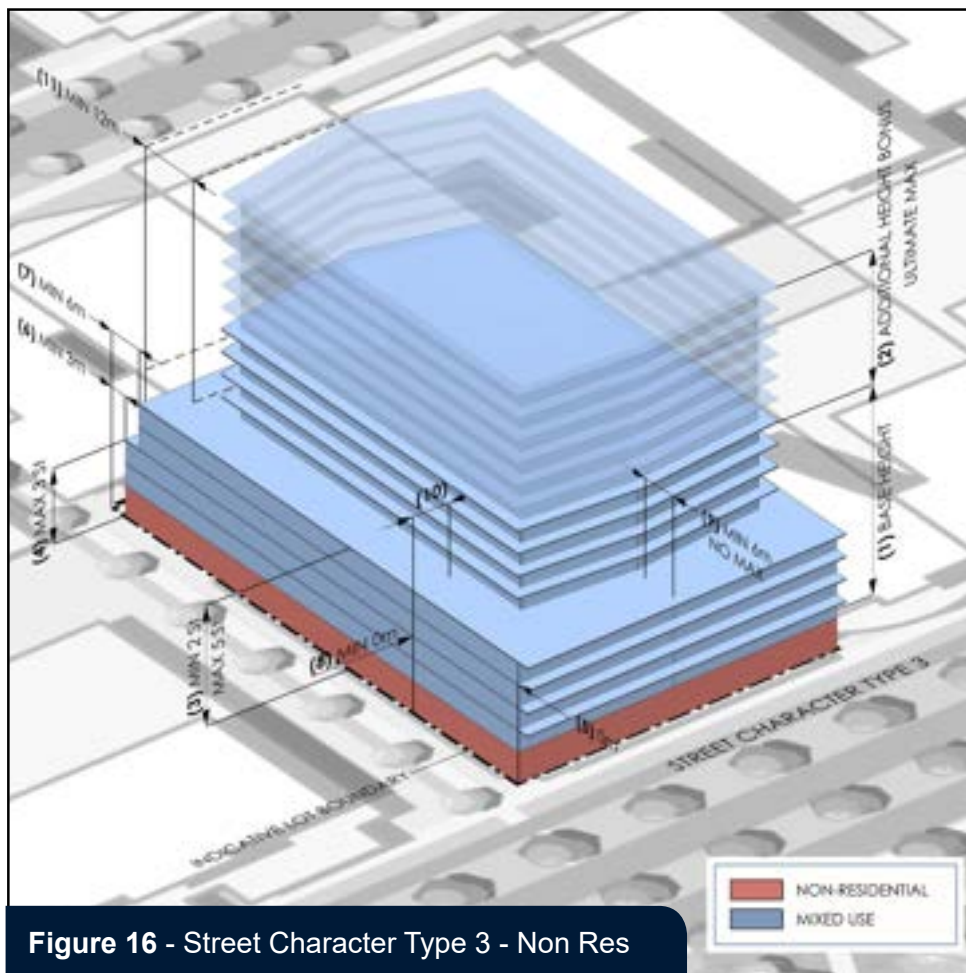
Acceptable Development Criteria

a) All development shall comply with **Table 5** and **Figures 16** and **17**.

PLOT RATIO							
Base Plot Ratio		2.5					
		No. of Bonus Points - Clause 4.1.5					
		0.5	1.0	1.5	2.0	2.5	3+
Bonus Plot Ratio		0.25	0.5	0.75	1.0	1.25	1.5
Ref #	BUILDING HEIGHT						
(2)	Applicable Height Bonus - Storeys (Additional storeys above base height)	1	2	3	4	5	6
(1)	Base Height Limit - Storeys	Varies (Refer Figure 10)					
(3)	Podium Height - Storeys (to street and side/rear boundaries)	<ul style="list-style-type: none"> Minimum 2 storeys Maximum 5 storeys (Max 20.0m) 					
(4)	Podium Height - Storeys (within 6.0m of Right of Way)	Maximum 3 storeys (Max 12.0m)					

Ref #	SETBACKS	
(5)	Podium (to street)	<ul style="list-style-type: none"> Mixed Use or Non-Residential Development - 0m (Refer Section 3.2.1) All development where any Residential Uses are on Ground Floor - Minimum 6.0m
(6)	Podium (to Right of Way) up to 3 storeys	Minimum 3.0m
(7)	Podium (to Right of Way) up to 5 storeys	Minimum 6.0m
(8)	Podium (to side/rear boundary)	Minimum 0m
(9)	Tower (to street)	<ul style="list-style-type: none"> Where only Non-Residential Uses are on Ground Floor - Minimum 6.0m Where any Residential Uses are on Ground Floor - Minimum 12.0m
(10)	Tower (to side/rear boundary)	Refer R-Codes Volume 2 Table 2.7 whereby a wall for a floor containing Non-Residential Uses will be considered as: <ul style="list-style-type: none"> A Non-Habitable Room where facing a floor in another building used for Non-Residential Uses; or A Habitable Room where facing a floor in another building used for Residential Uses.
(11)	Tower (to Right of Way)	Minimum 12.0m

Table 5 - Acceptable Development Criteria - Street Character Type 3



4.2.4 Street Character Type 4

Development Intent

Street Character Type 4 will be developed as a residential area enhancing the current land uses whilst respecting the amenity of adjacent existing residents.

Acceptable Development Criteria

a) All development shall comply with **Table 6** and **Figure 18**.

PLOT RATIO							
Base Plot Ratio (Multiple Dwellings Only)		1					
		No. of Bonus Points - Clause 4.1.5					
		0.5	1.0	1.5	2.0	2.5	3+
Bonus Plot ratio - (Multiple Dwellings Only)		0.25	0.5	0.75	1.0	1.25	1.5
Ref #	BUILDING HEIGHT						
(2)	Applicable Height Bonus - Storeys (Additional storeys above base height - Multiple Dwellings Only)	0	1	1	2	2	2
(1)	Base Height Limit - Storeys	Maximum 2 storeys (8.0m) (Refer Figure 10)					
(3)	Maximum Height (only applies to buildings which achieve the applicable height bonuses - Multiple Dwellings Only)	Maximum 4 storeys (16.0m)					
(4)	Maximum Height 3.0m from of Right of Way - Storeys	Maximum 2 (8.0m)					

Ref #	SETBACKS	
(5)	Primary Street	<ul style="list-style-type: none"> Minimum 3.0m Maximum 6.0m
	Secondary Street	<ul style="list-style-type: none"> Minimum 3.0m
(6)	Side Boundary	<ul style="list-style-type: none"> Minimum 3.0m Grouped Dwellings - R-Codes
(7)	Rear Boundary up to 2 storeys	<ul style="list-style-type: none"> Minimum 6.0m Corner lots minimum 3.0m
(8)	Depth above 2 Storeys (from primary street)	<ul style="list-style-type: none"> Maximum 25.0m Maximum 30.0m for sites with 2.5+ bonus points

Table 6 - Acceptable Development Criteria - Street Character Type 4

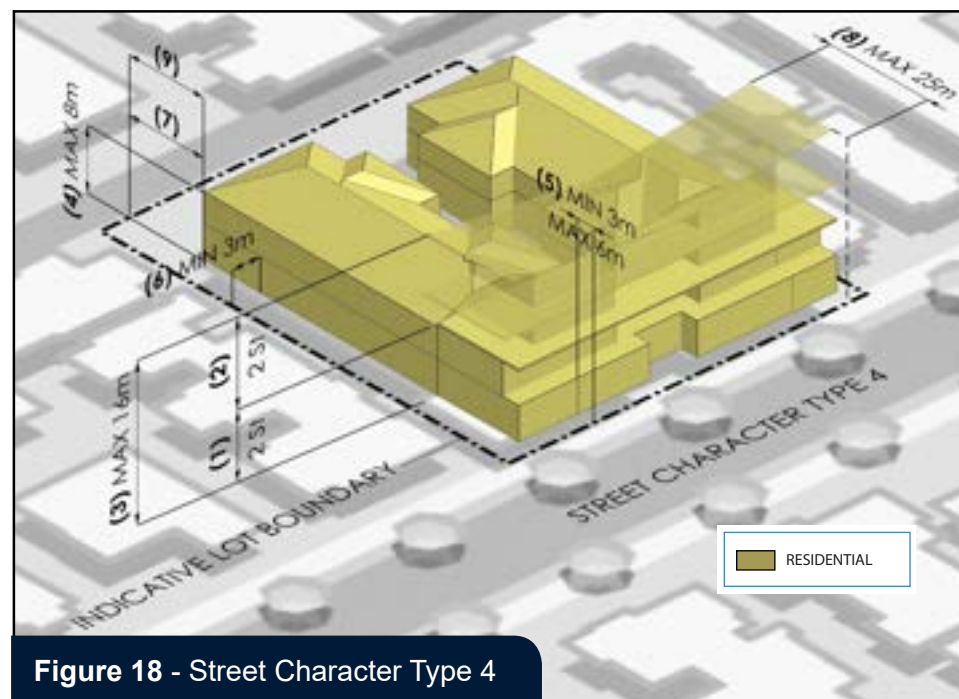


Figure 18 - Street Character Type 4

4.2.5 Street Character Type 5

Development Intent

Street Character Type 5 will be primarily developed for light industrial uses with a focus on supporting the existing industrial areas.

Acceptable Development Criteria

a) All development shall comply with **Table 7** and **Figure 19**.

PLOT RATIO							
Base Plot Ratio		1.0					
		No of Bonus Points - Clause 4.1.5					
		0.5	1.0	1.5	2.0	2.5	3+
Bonus Plot Ratio		0.25	0.5	0.75	1.0	1.0	1.0
Ref #	BUILDING HEIGHT						
(2)	Applicable Height Bonus (Additional storeys above base height)	0	1	1	2	2	2
(1)	Base Height Limit - Storeys	Maximum 3 (12.0m) (Refer Figure 10)					
(3)	Maximum Height - Storeys (only applies to buildings which achieve the applicable height bonuses)	Maximum 5 (20.0m)					
(4)	Maximum Height within 6m of Rights of Way - Storeys	Maximum 3 (12.0m)					

Ref #	SETBACKS	
(5)	Podium to Primary & Secondary Streets	0m (Refer Section 3.2.1)
(6)	Podium to Side/Rear Boundary	Minimum 0m
(7)	Podium to Right of Way up to 3 storeys	Minimum 3.0m
(8)	Podium to Right of Ways above 3 storeys	Minimum 6.0m

Table 7 - Acceptable Development Criteria - Street Character Type 5

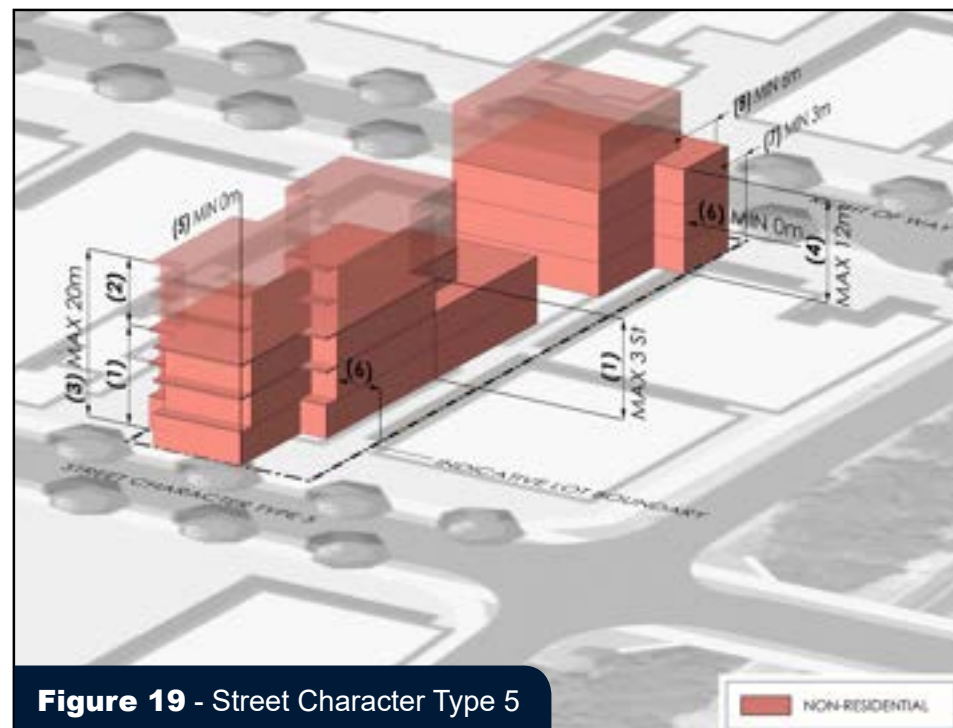


Figure 19 - Street Character Type 5

4.2.6 Street Character Type 6

Development Intent

Street Character Type 6, situated along Main Street, will see mixed use development with buildings having both residential and non-residential components.

Acceptable Development Criteria

a) All development shall comply with **Table 8** and **Figures 20 and 21**.

PLOT RATIO							
Base Plot Ratio (Not Grouped Dwellings)		2.5					
		No. of Bonus Points - Clause 4.15					
		0.5	1	1.5	2.0	2.5	3+
Bonus Plot Ratio - (Not Grouped Dwellings)		0.25	0.5	0.75	1.0	1.25	1.5
Ref #	BUILDING HEIGHT						
(2)	Applicable Height Bonus (Additional storeys above base height - not for grouped dwellings)	0	0	1	1	1	1
(1)	Base Height Limit - Storeys (Refer Figure 10)	<ul style="list-style-type: none"> Maximum 3 - Grouped Dwellings (12m) Maximum 4 - All Other Buildings (16m) 					
(3)	Podium Height - Storeys (to street and side boundaries)	<ul style="list-style-type: none"> Minimum 2 (8m) Maximum 3 (12m) - Grouped Dwellings Maximum 5 (20.0m) - All Other Buildings (with bonus) 					
(4)	Podium Height - Storeys (within 6m of the Right of Way)	<ul style="list-style-type: none"> Maximum 3 (12.0m) 					

Ref #	SETBACKS	
(5)	Podium (to street)	Non-Residential Uses on Ground <ul style="list-style-type: none"> Primary & Secondary St - 0m Residential Uses on Ground <ul style="list-style-type: none"> Minimum 6.0m (Primary St) Minimum 3.0m (Secondary St)
(6)	Podium (to Right of Way) up to 3 storeys	<ul style="list-style-type: none"> Minimum 3m
(7)	Podium (to Right of Way) above 3 storeys	<ul style="list-style-type: none"> Minimum 6m
(N/A)	Rear	<ul style="list-style-type: none"> As per R-Codes.
(8)	Podium (to side boundary)	Non-Residential Uses <ul style="list-style-type: none"> Subject site in shop use area Minimum 0m Subject site in shop use area and adjacent to site outside of shop use area Minimum 3m Subject site outside of shop use area Minimum 3m Residential Uses <ul style="list-style-type: none"> Minimum 3.0m Grouped Dwellings - As per R-Codes

Table 8 - Acceptable Development Criteria - Street Character Type 6

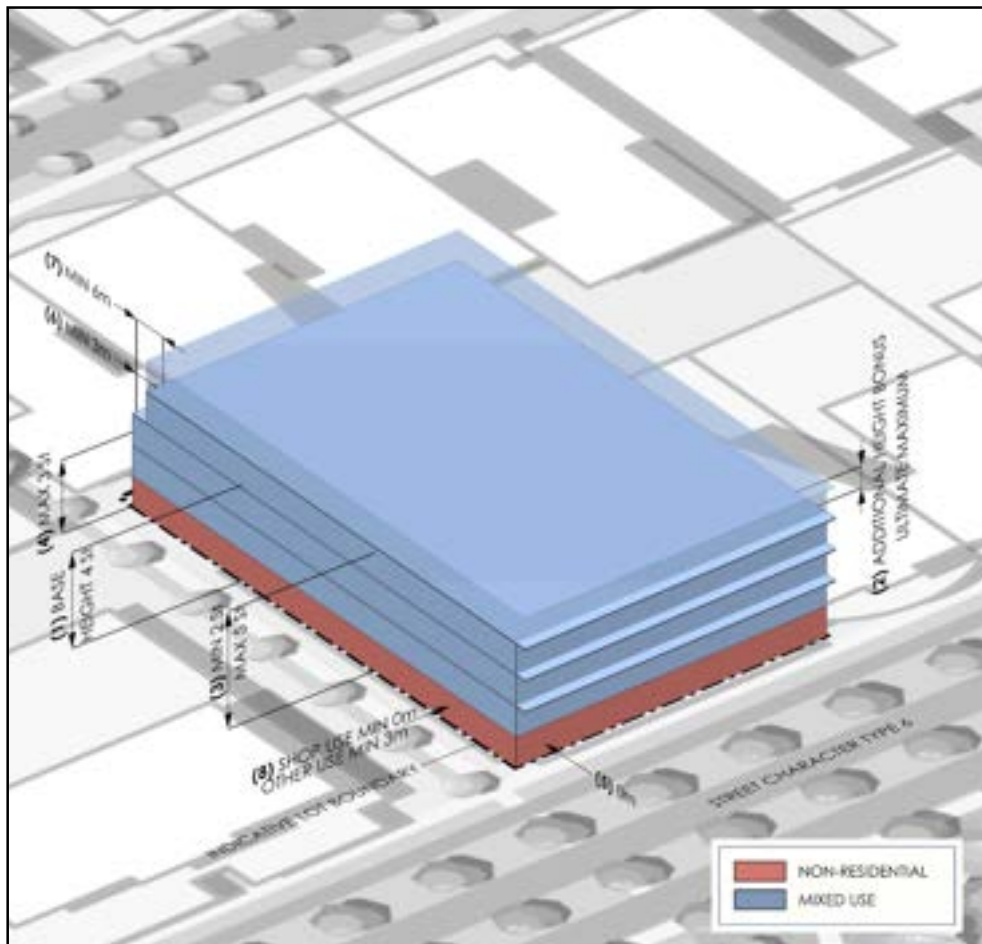


Figure 20 - Street Character Type 6 - Non - Residential Uses

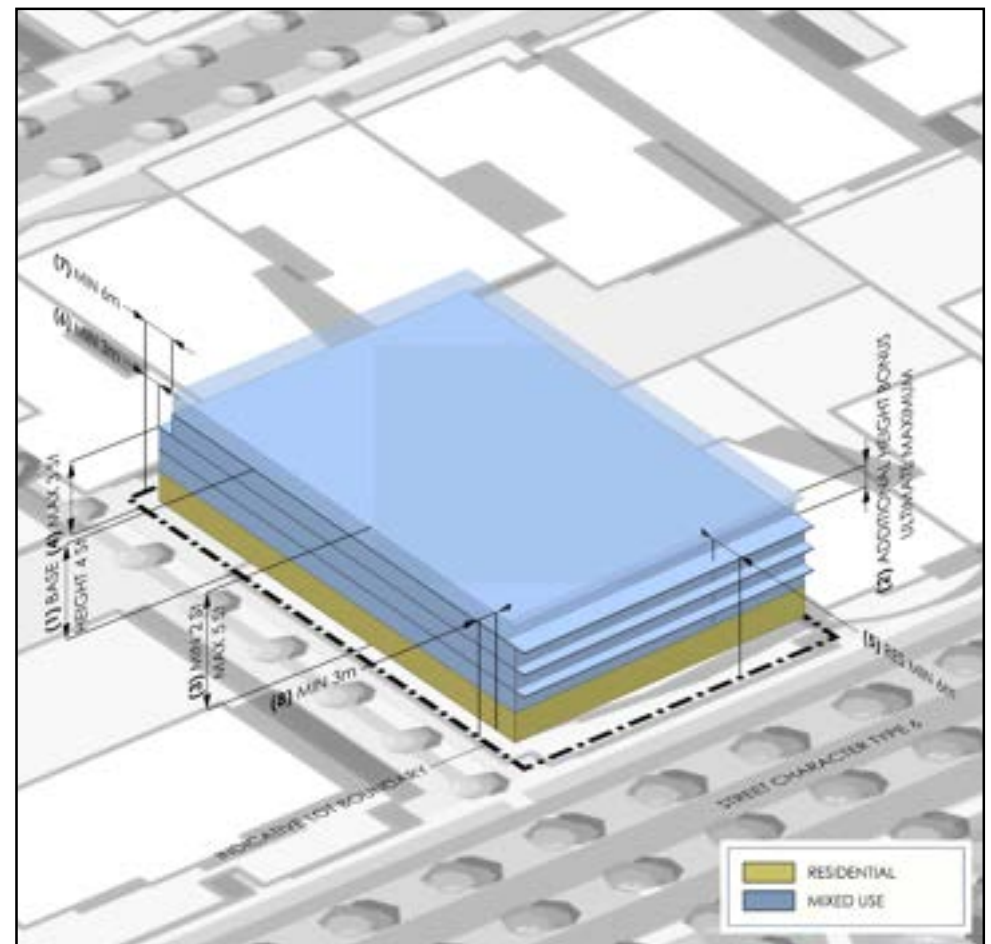


Figure 21 - Street Character Type 6 - Residential Uses