Herdsman Glendalough Area
Final Draft

DETAILED AREA PLAN

Prepared for
City of Stirling

Prepared by
Taylor Burrell Barnett

September 2014
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Herdsman Glendalough Area
Detailed Area Plan

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1. INTRODUCTION

This Detailed Area Plan has been prepared by the City of Stirling to fulfil the requirements of Clause 6A.16 of Local Planning Scheme No. 3 and assist in facilitating the growth of the Herdsman Glendalough Area (HGA) as one of Western Australia’s key high density, mixed use employment centres.

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

The Detailed Area Plan will guide the assessment of development and subdivision applications within the subject area, which is outlined in the image opposite.

1.1 BACKGROUND

As a long established urban business park and industrial area, the Herdsman Glendalough locality has been traditionally characterised by showrooms, office buildings, low density residential development and a mixture of light and cottage industrial activities. Whilst this mixture of land uses has propelled the subject area as a key employment generator within the Perth Metropolitan Area, it has resulted in a relatively low density, car based urban environment with poor pedestrian amenity.

The subject area does, however, offer one of the more premier urban redevelopment opportunities within the Perth Metropolitan Area due to its strategic location and accessibility. The Detailed Area Plan provides a development framework which provides a flexible approach to incentivise mixed use development, innovative built form and respect for the public domain.

### HOW TO DETERMINE YOUR DEVELOPMENT POTENTIAL AND DEVELOPMENT REQUIREMENTS IN THE HERDSMAN GLENDALOUGH AREA

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<thead>
<tr>
<th>Step</th>
<th>What?</th>
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<tr>
<td>Step 1</td>
<td>Determine the standard land uses that apply to your property.</td>
<td>Structure Plan – Part 1 • Plan 1 • Table A</td>
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<td>Step 2</td>
<td>Identify any potential additional land uses and/or Special Control Areas (and associated development requirements) that may apply to your property.</td>
<td>Structure Plan – Part 1 • Plan 2 • Sections 1.6.3 and 1.6.4 Detailed Area Plan • Section 4.1.6 Additional Uses</td>
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<td>Step 3</td>
<td>Identify any potential areas of public open space and/or road reserves to be provided.</td>
<td>Structure Plan – Part 1 • Plan 1 • Sections 1.6.5 and 1.6.6</td>
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<td>Step 4</td>
<td>Determine applicable Street Character Type and standard built form requirements (i.e. building height, setbacks) that apply to your property.</td>
<td>Detailed Area Plan • Section 4.1.1 and Street Character Type Plan • Section 4.2 (as applicable)</td>
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<td>Step 5</td>
<td>Determine car parking requirements.</td>
<td>Structure Plan – Part 1 • Section 1.7.2</td>
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<td>Step 6</td>
<td>Identify opportunities for built form bonuses.</td>
<td>Detailed Area Plan • Section 4.1.7 • Sections 4.2.1-4.2.5 (as applicable) – Performance Based Bonus Criteria</td>
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<td>Step 7</td>
<td>Review general development provisions.</td>
<td>Detailed Area Plan • Section 3</td>
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<td>Step 8</td>
<td>Commence design discussions with City of Stirling.</td>
<td>Detailed Area Plan • Section 1.3</td>
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1.2 DETAILED AREA PLAN

ABOUT THE DETAILED AREA PLAN

Prepared on behalf of the City of Stirling (the City), the purpose of this Detailed Area Plan is to ensure the implementation of the vision and principles through individual development and subdivision within the Herdsman Glendalough subject area.

The City promotes and encourages high quality innovative design solutions within the Precinct. While general amenity, architectural quality, accessibility and sustainability are encouraged and facilitated through incentives, the City does not wish to be excessively prescriptive on design issues.

The Detailed Area Plan is therefore intended to be performance based – stating specific design objectives that must be achieved and a related set of performance standards that satisfy the stated objective.

This Detailed Area Plan is divided into four main sections:

- **Part 1 – Introduction**
  A general introduction containing information about the history of the site, definition of the site area and Development Approval.

- **Part 2 – Philosophy**
  Provides guidance on the design philosophy for the study area and should be used to help direct the design outcomes of each development.

- **Part 3 – General Provisions**
  Contains the detailed provisions that are applicable to all developments within the study area.

- **Part 4 – Street Character Type Specific Provisions**
  Contains the specific provisions for individual lots within the identified Street Character Types.

The provisions within Section 3 (General Provisions) are set out with 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**: Performance standards that identify design criteria which will satisfy the specific Objective. Compliance with all of the criteria will, through whatever method, achieve the Objective. However, individual criteria are not mandatory and alternative solutions for complying with the Objective may be considered.
RELATIONSHIP TO THE SCHEME, STRUCTURE PLAN AND CITY POLICIES

This Detailed Area Plan is to be adopted by the City of Stirling under Part 6A.16 of Local Planning Scheme No. 3 and implemented in the assessment of subdivision and development applications. The Detailed Area Plan is to be viewed in the context of the Herdsman Glendalough Area Structure Plan, which is the primary statutory document regulating land use permissibility applicable to the subject area.

Local Planning Policies adopted under the Local Planning Scheme No. 3 may be applicable to the subject area where they do not conflict with the provisions contained within this Detailed Area Plan. In the event of an inconsistency between this Detailed Area Plan and the provisions of a Local Planning Policy, the provisions of this Detailed Area Plan will prevail to the extent of the inconsistency.
DISCRETIONARY CLAUSE

An important provision of this Detailed Area Plan is the opportunity for the applicant(s) or owner(s) to meet the Objective through an alternative solution.

The City may approve a Development Application where the applicant(s) or owner(s) has departed from the recommended 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 Vision and Principles, meets the relevant Objective(s) and the intent of the Acceptable Development Criteria.

Compliance with the recommended performance standards does not guarantee approval. The City may refuse Development Applications that are considered not to be in keeping with the objectives of this Detailed Area 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.

DEFINITIONS

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

GUIDELINE REVIEW

To ensure that this Detailed area Plan remains an effective and useful document throughout the development of the Herdsman Glendalough Area – which may occur over a period of many years – a review will be conducted by the City from approximately every five years and/or as the prevailing Structure Plan is reviewed.
1.3 DESIGN APPROVAL

APPROVAL PROCESS

In providing an efficient and effective assessment and determination process, the City aims to ensure that the built form and architectural outcomes are of a high standard. A staged review, assessment and determination process for Development Applications will permit the efficient and effective processing of applications whilst ensuring developments achieve the required high quality architectural and built form outcomes. This assessment takes into consideration leading edge sustainability, activation and accessibility standards.

The following steps outline the design formulation, submission and approval process required for development within the Precinct.

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<tr>
<td>Developers and their project team (architects at a minimum) are encouraged to meet with the City to discuss design and sustainability concept</td>
<td>Developers lodge a Development Application with the City, addressing the objectives and applicable specific elements of these design guidelines</td>
<td>Developers are encouraged to submit Working Drawings to the City demonstrating compliance with the development approval (plans and conditions)</td>
<td>Developers undertake construction</td>
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<td>Developers are encouraged to provide the City with indicative plans</td>
<td>Developers provide the City with Sustainability Performance Documentation certified by a suitably qualified Sustainability Consultant so that the City can conduct a Sustainability Performance Review</td>
<td>The City refers the Working Drawings to agencies or consultants as required</td>
<td>Ongoing monitoring and building management to ensure compliance with sustainability requirements, design excellence and build quality</td>
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<td>The City obtains the preliminary advice of its appointed Design Review Panel</td>
<td>The City refers the Development Application to other agencies as necessary</td>
<td>Developers lodge a building license with the City. It may be possible to obtain a certificate of design compliance from a private consultant and then submitted to the City for a permit to be issued. The City review is therefore minimised.</td>
<td>The City or private consultant assesses and certifies the working drawings.</td>
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<tr>
<td>The City provides developers with focused feedback</td>
<td>The City obtains the advice of its appointed Design Review Panel</td>
<td>The City issues a Building Licence</td>
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The Herdsman Glendalough Area, 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, high frequency public transport and quality public spaces for the enjoyment of residents and employees.

PHILOSOPHY
2.1 VISION AND PRINCIPLES

The revitalisation of the Herdsman Glendalough Area is an important metropolitan regeneration project. The following information is provided to assist in the creation of developments and assist the applicant(s) or owner(s) in understanding the vision for the completed project.

Three key philosophies fundamental to forming the foundation for the Precinct’s regeneration are:

1. **Movement, traffic and parking throughout the locality**: focused on public transport availability, road connection requirements and the management of existing local parking issues;

2. **Land use and built form opportunities**: focused on the need to increase development potential without unduly impacting upon existing business operations;

3. **Landscaping and the public realm**: focused on the need for improvement of urban amenity for pedestrians and cyclists and the provision of quality urban spaces for employees, residents and visitors.

The vision of the development is:

*The Herdsman Glendalough Area, 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, high frequency public transport and quality public spaces for the enjoyment of residents and employees.*

The key principles of the development are:

- To facilitate the growth of the Precinct as one of Perth’s key employment areas;
- To provide an appropriate framework for future development that integrates new land uses, built form and the public domain while managing the interface between existing light industrial/commercial development;
- To ensure improved public transport infrastructure is well-integrated with new development and the public realm;
- To optimise the relationship between the Precinct and the Herdsman Lake environs; and
- To enable the growth of the residential population to provide vibrancy, intensity and support for public transport.
1. Scarborough Beach Road upgrade (to 42 m wide) to ensure Rapid Transit System is well-integrated with high density built form (14 storey maximum), mixed land uses and public domain development, resulting in a pedestrian friendly environment.

2. Optimise the built environment surrounding the Rapid Transit Stations by integrating high density mixed use development and quality public spaces.

3. Landmark building sites (25 storey maximum) located at key corners of the precinct.

4. New laneway connections adjacent to Scarborough Beach Road to improve distribution of local traffic whilst keeping driveways and servicing out of the street environment.

5. Existing Light Industrial development to be retained and interface respected.

6. Hutton Street extension created as an attractive landscaped street.

7. Potential for taller office/commercial buildings on strategic corner sites along Howe Street, to take advantage of elevated locale and views across Herdsman Lake and beyond.

8. High density/taller mixed use development (25 storey maximum) along Jon Sanders Drive framing Herdsman Lake opposite and taking advantage of views.

9. Mid rise buildings (14 storey maximum) between Scarborough Beach Road and Jon Sanders Drive creating articulation to the Precincts building mass and skyline.

10. New road connections between Scarborough Beach Road and Jon Sanders Drive to improve the movement network for pedestrians, cyclists and vehicles, whilst creating more efficient and manageable development sites.


12. Enhance Herdsman Lake environs optimising its relationship with the Precinct.

13. Streetscape and pedestrian amenity improvements to Selby Street, Hutton Street and Parkland Road.

14. Close (portion of) Hasler Drive to allow development up to Jon Sanders Drive to create an active edge and more intimate built environment, whilst optimising land efficiency.

15. Enhance Walters Drive as a high amenity pedestrian friendly boulevard.

16. Attractive ‘green streets’ connecting Scarborough Beach Road with Herdsman Lake.

17. Network of Civic/Pocket Parks connected via a strong pedestrian network.

18. Future redevelopment of larger sites to incorporate new streets and open spaces.

19. Existing Glendalough Open Space redesigned becoming more user friendly and providing high quality local open space amenity.

20. Existing Enterprise Park designed to become a focal active civic open space, lined by buildings with active ground floor uses activating and integrating with the adjacent open space.

21. Glendalough Train Station to create a comprehensive, integrated transit-mixed use development outcome that contributes significantly to the surrounding public domain and overall locality.

22. New road connections creating more efficient and manageable development sites within close proximity to Glendalough Train Station, facilitating high quality, high density mixed use/transit orientated development.

23. Freeway Crossings providing connections between key points, whilst helping distribute local traffic.

24. High amenity streetscape upgrades to Main Street supporting an integration of residential, commercial and nodes of retail.

25. New road connections between the (north-western) residential neighbourhood and Scarborough Beach Road to improve the movement network for pedestrians, cyclists and vehicles to/from Glendalough Train Station.

26. Local precinct of integrated Light Industrial and residential streets.

27. Redevelopment of existing residential neighbourhood (4 storey maximum) ensuring a pedestrian friendly, liveable environment through an improved streetscape.

28. Upgrade existing local streets with quality streetscapes including footpaths, furniture, landscaping and street trees.

29. Local parks provided east and west of the freeway providing walkable open space amenity to residents and workers.
2.2 PRECINCT DETAILS

The suite of documents prepared for the Precinct need to inform and control development proposals in a manner that will:

- be easy to understand and administer;
- be flexible enough to encourage and facilitate redevelopment;
- deliver the vision; and,
- comprehensively address the various built form considerations.

This Detailed Area Plan and the accompanying Urban Design and Landscape Strategy categorise the Precinct with regard to the particular characteristics of the existing and possible future streets. This method establishes five different types of street character in the Precinct. Each of the Street Character Types relates to the particular land use, built form, movement network and public domain qualities.

The vision and objectives for the relevant street character types is outlined as follows.
Street Character Type 1 relates to Scarborough Beach Road, Jon Sanders Drive and Harborne Street (south of Scarborough Beach Road). These streets are the well-integrated primary streets that serve as important traffic corridors. The key aim for Street Character Type 1 is to create a grand urban boulevard with a scale that suggests a sense of power and creates striking edges to the Precinct.

The desired outcome is for a more pedestrian-friendly environment to include safe crossing points and the provision of a safe cycling environment. Kings Park Road is a good example of the typology for Jon Sanders Drive and Harborne Street. Scarborough Beach Road is planned to feature high-frequency transit in the central median.

The development vision for Street Character Type 1 is for:

- Diverse mixed-use urban form with office/commercial, shops, residential, restaurants/cafes.
- Buildings and Podiums up to six storeys shall be located close to street edges.
- Upper storeys between 6-10 storeys shall be set back from the street and should comply with development criteria.
- An additional 1-15 storeys may be considered if development bonuses are achieved.
- The streets will be landscaped to provide good tree cover and appealing pedestrian amenity whilst allowing for ground level tenancies to have good exposure to passing traffic.
The development vision for Street Character Type 2 is for:

- Diverse mixed-use urban form that supports residential development.
- Buildings and Podiums up to four storeys shall be located close to street edges.
- Upper storeys between 4-10 storeys shall be set back from the street and should comply with development criteria.
- The narrower Type 2 streets will have a more intense urban quality, as there is less space for trees and soft landscaping. For these streets, a greater focus will be on attractive hard-landscape design outcomes.

Street Character Type 2 streets are predominantly situated in the area between Howe Street and Jon Sanders Dive, with some other Type 2 streets east of the Mitchell freeway. These streets form a secondary movement network which provides access to office and light industrial businesses from the busier Street Character Type 1 streets.

These streets will experience major transformations with buildings lining the streets and improvements to the streetscapes. Most Street Character Type 2 streets will be 20 m wide, and include tree planting, wide footpaths, on-street parking, slower traffic speeds and safe pedestrian crossings. Murray Street in West Perth is an example of an attractively landscaped street that would befit the Type 2 vision.
Street Character Type 3 streets are situated predominantly around Glendalough Train Station and along Main Street. These streets will have the ability to accommodate mixed-use development within low to mid-rise buildings, taking advantage of the proximity to Glendalough Station and the exposure along Main Street. The existing Type 3 streets will be upgraded and, together with future street links, will provide appealing conditions for pedestrians, cyclists, residents and businesses.

The majority of streets will be 20 m wide and comprise street trees, improved pathways, on-street parking, slower traffic speeds and safe pedestrian crossings at intersections.

The vision for Main Street, with a width of 25 m, is to become similar to Beaufort Street in Mount Lawley, with ‘Clearway’ lanes that allow parking outside of peak traffic times and new verge paving and landscaping that responds to mixed-use development.

The development vision for Street Character Type 3 is for:

- Diverse mixed-use urban form that particularly fosters residential development at ground and upper floor levels, and facilitates local retail development in designated locations.
- Buildings and Podiums up to four storeys shall be located close to street edges.
- Upper storeys between 4-10 storeys shall be set back from the street and should comply with development criteria.
- An additional 6 storeys may be considered if development bonuses are achieved. Main Street buildings will be allowed up to five storeys at the street edge, with three storeys adjacent to existing residential development.
- Main Street buildings will be allowed up to five storeys at the street edge, with three storeys adjacent to existing residential development.
- Streets will be characterised by the plentiful tree planting and soft landscaping in the road reserve. This will be enhanced by additional soft landscaping in front yards and in any front building setback of mixed-use developments.
Street Character Type 4 streets are essentially 20 m wide, with room for footpaths on each side, the establishment of more frequent tree planting, and on-street parking. The strategy for Type 4 streets is to redesign sections of streets to create slow-speed (10-30kph), child-safe environments similar to the Home Zone streets in the UK and Woonerf streets in Europe.

Street Character Type 4 streets accommodate residential development, with opportunity for home-based businesses. The development vision for Street Character Type 4 is for:

- The accommodation of greater residential density and an opportunity for home-based businesses; and
- Built form to have a reduced front setback and be up to four storeys high, with new development above two storeys created on larger sites and designed with regard to the amenity of adjacent residences.

As with all streets in the Precinct, removing overhead powerlines in Type 4 streets will significantly improve the ability to create high amenity streetscapes. Verges (some of which will be widened) will be seen with elements such as closely-spaced trees, vegetable gardens, play equipment, visitor parking, seating and shelter.

The City seeks to optimise the streetscape and domestic appeal of Type 4 streets as a great place to live, with a focus on enhanced streetscapes and new street design that enhances the use of the spaces as safe environments for children to play in. Vital to the design and success of the streets will be the involvement of the local residents in shaping the outcomes of their street.
Street Character Type 5 streets accommodate the existing light industrial development. These streets will be upgraded to improve streetscape amenity whilst supporting the function of light industrial businesses and allowing the flexibility for ancillary residential uses above ground level in certain areas.

The streets will have a carriageway that enables large-vehicle access, on-street parking bays, footpaths on each side and street trees that do not affect access into the properties. Brown Street in East Perth is a good example of the type of design outcome that envisaged for Street Character Type 5.

The focus for Howe Street, and the area between Roberts Street and Powell Street, will be for the continuation of light industrial businesses. However, an opportunity will exist for commercial development (subject to performance criteria and acceptance of development bonuses) to be established on the southern side of the various Howe Street corners between King Edward Road and Drake Street.

Cottage industrial enterprises between Roberts Street and MacDonald Street will continue to be fostered, with the added opportunity for low-key, sensitively-incorporated residential use to be added within these Type 5 streets.

Street Character Type 5 streets will be able to accommodate four-storey buildings, which can be located close to the street edge. Large blank facades facing the street need to be avoided. Future development should incorporate small but effective architectural measures to enhance the appearance of the buildings.

Whilst Type 5 streets will have a largely utilitarian function, the incorporation of street trees, wide footpaths and easy-to-maintain verges will serve to create a much more appealing environment than currently exists.
2.3 PARKS & URBAN SPACES

The Precinct will contain range of parks and spaces for people to enjoy for a variety of activities. The Precinct will develop as a community with needs to recreate and socialize. Urban spaces and open space are the elements that will encourage and accommodate community uses. The hierarchy of spaces will not include large spaces for active recreation and sports but will produce smaller spaces that are linked by a robust streetscape offering a series of experiences. Open spaces within the subject area can be categorised as follows:

- **District Park**: Herdsman Reserve
- **Neighbourhood Park**: Glendalough Open Space
- **Local Park**: including Enterprise Park
- **Civic Space**: new spaces
- **Office Gardens**: including the Garden Office Park
- **Incidental Space**: including Glendalough Station forecourt

All new spaces should be characterised by supporting large trees, providing shade and green elements within the urban framework. Due to the urban nature of the area, it is anticipated that Civic Spaces and Incidental Spaces will have minimal grassed areas, if any at all. In these circumstances the importance of good quality trees is increased.
LEGEND

STREET PUBLIC REALM

- HIGH QUALITY PUBLIC DOMAIN EXPERIENCE ALONG SCARBOROUGH BEACH ROAD
- QUALITY LANDSCAPING TO MAJOR CONNECTIONS
- HIGH AMENITY LANDSCAPE TO HIGHER ORDER ROADS
- ENHANCE AMENITY OF LOCAL STREETS
- HIGH QUALITY PEDESTRIAN EXPERIENCE
- ATTRACTIVE 'GREEN STREETS' CONNECTING OPEN SPACES

PARKS & URBAN SPACES PUBLIC REALM

- NETWORK OF CIVIC SPACES
- ENHANCE & CREATE COMMUNITY PARKS
- NODES OF PRIVATE/PUBLIC OFFICE GARDENS
- DISTRICT PARK (HERDSMAN LAKES) ENHANCED TO OPTIMISE USEABILITY
- ENHANCE EXISTING NEIGHBOURHOOD PARKS
2.4 BUILT FORM PHILOSOPHY

Making the Precinct a memorable urban place is a fundamental goal of the Masterplan. A major part of this involves enriching the urban fabric through the composition of building heights and scale, architectural expression, use of materials and innovative design responses, activating the interface between buildings and the public realm, and providing strategically located landmark buildings. The Masterplan seeks to introduce some cohesion to the urban fabric, which helps to improve the status, identity and appeal of the Precinct. A key part of the built form philosophy for the Precinct is to utilise urban typologies to define character areas with common built form characteristic.

Achieving the correct ratio between building height and street width will complement the spatial character of the street. In streets where tall buildings are allowed, this ratio should be achieved by using podium buildings. Tall buildings relate to the street in a number of ways. The lower storeys relate directly to the footpaths and the adjacent public domain, and significantly influence the pedestrian experience along the street.

This lower, street-edge part of the building, known as the podium, is a key element which ensures that the building:

- achieves a desirable pedestrian experience;
- relates appropriately with immediately adjacent buildings; and
- creates a safe, interesting and comfortable streetscape.

The podium provides a sense of enclosure, continuity, and articulation at the pedestrian scale, creating a comfortably proportioned pedestrian environment.

Above the podium is the tower of the tall building. The design, scale and orientation of the tower affects the amount of sunlight and shadows that reach the street, sky views, and wind impacts. Towers also have direct impacts on one another and people living within them.

Matters of light, sky views and privacy must be resolved to ensure that one tall building does not negatively impact another on an adjacent site or prohibit a building from being constructed in the future on an adjacent property.

The edges of a street are important in determining the degree of interaction between the private domain within buildings and the public domain in the street. The right edge conditions stimulate trade and person-to-person interaction. The ground floor frontages have a far greater impact on the use and enjoyment of a street than the rest of the building.

The edges of a street also determine the scale and character of the street. For example, the height of edge buildings set the proportions of the street cross section and, thus, the sense of containment. The degree of architectural consistency and continuity helps to determine the character of the street.
There are essentially two building typologies that facilitate the creation of lower-scale street edges whilst allowing for taller and intense development of the site. The traditional podium and tower structure is an accepted and widely-recommended built form outcome for major activity centres. This form of building integrates the podium and tower into one clear structure, and allows for different land uses to be provided vertically in the building. Integrated podium buildings are the preferred typology for taller buildings in the Precinct because they provide a suitable balance between establishing a sense of human scale, interest and activity at street level with the creation of a successful degree of enclosure and sense of importance gained from taller buildings having a visible relationship with the street context.

**2.4.1 INTEGRATED PODIUM BUILDINGS**

Examples of integrated podium buildings

Indicative cross-section of integrated podium buildings
2.4.2 COMPONENT BUILDINGS

An alternative building typology that creates lower-scale street edges whilst allowing for taller and intense development of the site is where the low-rise street-front building component is separated from the taller building element. These ‘Component’ buildings are often most beneficial where the transition to existing low-rise areas is best achieved where the taller building element on the adjacent site is significantly set away from the smaller buildings.

Examples of component buildings
Prominent sites are defined by their strategic location and relationship to adjoining public streets and open spaces and consequently by their strong visual impact on the surrounding area. Prominent sites can be understood to include those that terminate on a street, are on street corners or that frame the edge of a major park or public space. The height of buildings should be used to reinforce the legibility and intensity of centres of activity and important Precinct edges. However, tall buildings are not essential to create a landmark impression at key sites – innovative and creative architectural design can achieve prominence for a moderately-scaled building.

Tall buildings on prominent sites will be designed and organised to enhance the location and integrate with the precinct context. These buildings should complement and enhance strategic views and important vistas in the Precinct. On corner sites, the podium part of the building should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends on a street corridor or adjacent to a significant street or public open space, the development should acknowledge the prominence of the site.

These key buildings need to provide a high level of architectural treatment to all frontages that are visible and prominent, and ensure that frontages contribute to the public and pedestrian environment.
3. **GENERAL PROVISIONS**

The general provisions outline the detailed provisions that are applicable to all the developments within the study area.
3.1 BUILT FORM AND DESIGN

3.1.1 BUILDING HEIGHTS

DESIGN INTENT

Maximum building heights are nominated within the street character types of the Precinct. Services such as lift overruns and balustrades and non habitable architectural elements are excluded from the height calculation. It is envisaged that in reality building height will vary (within the maximum) to produce differentiation in built form, provide visual interest and punctuate street corners.

The intent of the podium is to ensure a consistent streetscape and rhythm between buildings on different lots in key locations, ensuring an appropriate street wall environment and enclosure.

OBJECTIVES

• To ensure a harmonious urban form and streetscape.
• To ensure that the height of buildings are consistent with the desired scale in a given locality and do not overly impact on the streetscape or on neighbouring properties.

ACCEPTABLE DEVELOPMENT CRITERIA

• All built form shall generally comply with the maximum height provisions included within Part 4 of this Detailed Area Plan.

Note: Specific provisions with respect to buildings heights are included in Part 4.
3.1.2 BUILDING LAYOUT AND ORIENTATION

DESIGN INTENT
The design of all new developments should take into account solar access, with towers aligned to reduce overshadowing and to take advantage of natural cross ventilation and access to natural light.

OBJECTIVE
To enhance the amenity of residents and workers, habitable rooms in all buildings are to be designed in a manner that maximises solar access and passive ventilation and minimises overshadowing of adjacent buildings.

ACCEPTABLE DEVELOPMENT CRITERIA

- Offices and residential apartments shall be designed so that all living/working areas and balconies have access to northern daylight and winter sunshine wherever possible.
- Private open space for individual dwellings shall be designed in the form of balconies or an appropriate alternative, using an innovative design response.
- External openings shall be designed to provide appropriate shading, considering orientation, glare, etc.
- Office and residential development shall incorporate natural cross ventilation where practical.
- All development shall minimise the extent of east and west facing walls and windows on towers.
- Building facades which are visible from the public domain shall provide visual interest via articulation, differentiation of materials, etc.
ARCHITECTURAL EXPRESSION

3.1.3

DESIGN INTENT

High quality buildings can have a lasting contribution to the quality of the public realm, providing pedestrian friendly streetscapes and contributing to the built fabric of the Precinct. The Precinct should achieve a high standard of architectural design that offers a contemporary aesthetic through a variety of distinctive forms.

Visual interest results from well considered use of a variety of materials and textures and the articulation of the building form and mass. The use of textures, materials and colour should be used to articulate the facade, internal layout and reflect the structure rather than applied as decoration.

Buildings should respond positively to the environment, creating a unique sense of place and generate interest in the city’s streetscape and skyline.

OBJECTIVES

All developments within the Precinct are to generate interesting, innovative and creative architectural expression through built form and exhibit a ‘fine grain’ character at the podium and street level to ensure a quality street edge and reduce building bulk and massing.

ACCEPTABLE DEVELOPMENT CRITERIA

- Architectural features shall be used to articulate the built form and introduce fine-grain elements.
- Built form design shall respond to adjacent buildings, streetscape design and street character type identity when developing a design solution.
- Built form design shall ensure podium developments consider north facing terracing, significant view corridors, and overshadowing to the public realm is minimised.
- Building façades shall be broken into maximum 30 metre modules with distinct design elements.

Buildings are to generate interesting, innovative and creative architectural expression. Buildings to incorporate ‘fine grain’ elements at the podium to ensure a quality street edge.
### DESIGN INTENT

Corner buildings provide a transition between streets and define the public realm at intersections. The design of a building at the corners shall be considered carefully to ensure there is continuity or harmony of materials and detailing to both elevations. The corner may be emphasised by height, form or feature elements such as wrapping balconies.

### OBJECTIVES

To ensure that built form on corner sites reinforces the street edge, provides sufficient truncation by way of design and detail, assists in ameliorating wind conditions and provides a legible and memorable experience.

### ACCEPTABLE DEVELOPMENT CRITERIA

- Where built form has multiple facades to different street typologies, all street fronting facades shall be designed with respect for the public domain and visibility of elevations from the street. It is acceptable, however, for the emphasis and expression of the built form design to relate to the dominant street typology.

- Walls on corner frontages shall be articulated and provide major openings overlooking the public domain. Blank walls to corner frontages shall not be supported.
DESIGN INTENT

Balconies, terraces, courtyards, verandahs and roof gardens provide for private open space, assist to articulate the building facade and are to be a strong feature within the subject area in promoting an urban, outdoor lifestyle. Private outdoor spaces oriented toward the public realm can also provide a people presence, contributing to the liveliness of the place, the opportunity for passive surveillance and the sense of safety of the village. Service areas and clothes drying are not to be visible from the public realm.

OBJECTIVES

To ensure that every residential dwelling is provided with a high quality and usable private open space area as a component of that dwelling.

ACCEPTABLE DEVELOPMENT CRITERIA

- A dwelling or residential building shall have an outdoor living area with direct access from a shared living area and consisting of:
  - A minimum area of 25 m² with a minimum dimension of 3 m for any ground floor dwelling; and
  - A minimum area of 10 m² with a minimum width of 2.4 m for any dwelling above ground floor, and may be in the form of a balcony or rooftop garden.

- An outdoor living area shall not be permitted to be fully enclosed by operable louvers, sliding panels or bifold doors or any other permanent solid fixture.
**DESIGN INTENT**

Design and articulation at street level helps to provide for a vibrant and stimulating pedestrian experience. At street level, the building frontage of residential, commercial and retail tenancies should be designed to address the street via entries, windows and displays. The structural grid of the building should be designed to allow for a range of openings to the street. Fine-grained, street-based retail and commercial tenancies, are encouraged within the Precinct to optimize activation and surveillance of the street.

Sleevng of large format retail is encouraged to allow smaller, more active tenancies to activate the street. Where a residential use fronts the street, living spaces should provide an address via generous windows, openings, balconies and courtyards to encourage active use within this zone and passive surveillance over the street.

**OBJECTIVES**

To create a vibrant and stimulating pedestrian experience through streetscape interaction and passive surveillance provided by window frontages associated with commercial, retail and residential development.

**ACCEPTABLE DEVELOPMENT CRITERIA**

- For non-residential development built form shall front a minimum of 70% of the lot boundary facing the street, with the remaining 30% of the street front lot boundary available for access, car parking and any incidental activities required on site.
- A nil setback for non-residential development is the preferred standard, but some setbacks are permitted at ground floor level to add visual interest to the building, accompany access points and encourage streetscape interaction.
- Where appropriate built form design should accommodate vendor activity being extended into the street area, including alfresco eating areas and/or the display of goods.
- Retail and commercial built form on the ground floor shall incorporate glazing to a minimum of 75% of the street frontage, with a minimum head height of 3.0 m and sills at a height no greater than 500 mm.
- Retail and commercial built form shall incorporate transparent, non-reflective glazing only. Exceptions may be considered in respect of situations where privacy issues require frosted or opaque glazing or to screen service areas or structural elements.
- In addition to the requirement for 75% ground floor glazing, large format retail outlets shall have an architectural treatment and street edge walls to create interest and to break up facades.
- Residential units facing the street shall contain an outdoor living space to this address.
- Entry points shall generally front primary street frontage.
Interesting building facades stimulating pedestrian experience

Articulated building frontages providing both surveillance and interest to the street

Active window frontages that are transparent and address the street

Well designed balconies/outdoor living areas to provide surveillance and contribute positively to the public realm
DESIGN INTENT

Consideration is required to be given in the design of roof tops. The requirement of active open space at roof level provides an opportunity to create a unique sense of place for the study area. Roofs can be used to provide a landmark feature through signage and lighting, which can help define a sense of place within the city context.

In an urban environment, the roof design can often be viewed from afar as part of a skyline. For this reason, the design of the roof should be considered as part of the overall building composition. Service elements should be screened by integrating them into the roof design.

The roofline can be used to reduce large building masses, assist with articulating the building facade and provide an area for passive recreation. The design of the roof should facilitate the use, or future use, of sustainable elements such as green roofs, wind generation, natural ventilation, photovoltaic applications, and other future innovative design solutions.

Sustainable solutions may be permitted within the roof area as more visible elements, subject to design merit.

OBJECTIVE

Roof forms are to be an integral aspect of the overall building design.

ACCEPTABLE DEVELOPMENT CRITERIA

- New towers shall be designed to contribute positively to the skyline through distinctive shaping of the roof and upper floors of the building.
- Roof design shall incorporate plant and lift overruns as an integral component of the built form design.
- Any unsightly rooftop plant and equipment shall be concealed within the built form design.
- Roof gardens shall be incorporated into podium and tower design wherever practical.

DESIGN INTENT

When selecting building materials, claddings and finishes, material longevity and maintenance should be considered within the local context. Material and colour variation can reduce the perceived length and scale of large building elevations where the palette responds to the facade articulation. Where applied finishes and materials are used, carefully consider joint placement and edge details to ensure the overall appearance and finish is realistic and well executed during construction.

OBJECTIVES

- To ensure long life and ease of maintenance for the development;
- To use material and colour application to articulate the building façade and overall design.

ACCEPTABLE DEVELOPMENT CRITERIA

- Each building shall comprise more than one facade material (excluding glazing), with material variation corresponding to surface changes, internal layout, relative street address and feature elements;
- Built form design shall incorporate materials and finishes that are robust, easy to maintain and that have an urban character rather than being domestic or suburban in nature.
- Bright and bold colours should be used as an accent or expression and not as the dominant style so that bright and bold colour does not overpower the built form and dominate the interface with the public realm.
- Green walls and vertical landscaping of building facades are strongly encouraged and shall be incorporated wherever practical.
3.1.9 SUSTAINABILITY

DESIGN INTENT

The City is committed to ensuring that developments within the Precinct achieve a high level of environmentally sustainable design (ESD). ESD encompasses environmental, social and economic aspects of a development. The Precinct will provide mixed-use developments with varied activity including office, residential, commercial, retail and entertainment uses to provide a thriving day/night time urban experience. Good building design makes efficient use of natural resources and energy throughout its full life cycle, including during construction. Sustainability aspects to consider include:

- recycling of materials,
- selection of appropriate and sustainable materials,
- adaptability and reuse of buildings in the future,
- passive solar design principles, efficient appliances and mechanical services,
- soil zones for vegetation and reuse of water.

Note: Please refer to other General Provisions for specific sustainable design objectives to be achieved.

OBJECTIVE

All developments in the Precinct are to be designed to achieve Australian excellence for environmentally sustainable outcomes incorporating innovative design, construction and management principles.

OPTIONAL DEVELOPMENT CRITERIA

Wherever practicable, the site planning and design of proposed development should employ the following sustainable design elements, among others:

- Basic passive design principles;
- Resource efficiency, by minimising energy consumption and optimising the use of natural daylight and cooling breezes;
- Incorporation of renewable energy technology into the built form design;
- Watersensitive design techniques;
- Minimising waste and environmental impact;
- Creating healthy indoor and outdoor environments for building occupants, workers and communities; and
- Making buildings adaptable for future inclusion of additional innovative energy and environmental technologies as they become commercially viable.

Note: The incorporation of sustainability criteria within an individual development may be used in negotiation to vary other standards and requirements of this Detailed Area Plan where suitably justified by an applicant and agreed by the City of Stirling.

Creative sustainable design that provides interest and a point of difference to the street.
3.1.10 ACCESS TO NATURAL LIGHT

DESIGN INTENT
Solar access to new developments and the public realm is an important factor in the achievement of a successful built form outcome. The space between podiums and the footprint of the building towers above are to be designed to permit natural sunlight into the streets and squares and reduce overshadowing.

The Detailed Area Plan encourages environmentally sustainable development. Natural light within the building contributes to pleasant and comfortable environments in which to live and work. Access to natural light reduces reliance on artificial light, improving energy efficiency and amenity. Passive and active design principles are encouraged to minimise the need for artificial summer cooling and winter warming. North facing living spaces should be optimised.

OBJECTIVE
Developments are to be designed to minimise shade on the public realm and neighbouring developments.

ACCEPTABLE DEVELOPMENT CRITERIA
- Any development proposed that exceeds three stories in height is to be accompanied by an overshadowing diagram, demonstrating the potential impact of the buildings shadow on existing and potential surrounding development.
- All built form, inclusive of commercial, retail, industrial and residential development, shall have permanent access to natural light via dedicated windows, doors, skylights and other mechanisms.
- All residential development shall have access to natural light via the incorporation of major openings, as defined by the Residential Design Codes, within the built form design of individual dwellings.
- All new built form shall be orientated to optimise sunlight and outlook and to minimise any impact on adjoining public spaces.
- All new built form shall be designed to avoid overshadowing of adjacent buildings.

3.1.11 ACOUSTICS

DESIGN INTENT
The development of mixed use buildings within a strategic metropolitan activity centre context provides the potential for noise intrusion and emissions, especially considering light industrial activities throughout the area, the locality of Glendalough train station, the proposed rapid transit system and night time activation. Such issues must be addressed at the planning and design stage to ensure that appropriate measures are taken to minimise impacts.

OBJECTIVE
Ensure all developments are designed and constructed to incorporate high performance acoustic attenuation measures and materials.

ACCEPTABLE DEVELOPMENT CRITERIA
- Developments adjacent to major roads and potentially noisy infrastructure and industrial or commercial operations (e.g. transport depot, existing manufacturing, music venues) must include noise attenuation measures such as:
  - An internal layout responsive to the site’s surroundings (e.g. to locate habitable rooms such as bedrooms and primary living areas away from noise sources); and
  - Double glazing to habitable room windows.
- An acoustic report (including a noise management plan) for any noise generating use shall be submitted with development plans at the Development Application stage to demonstrate noise will comply with accepted/relevant standards.
- A proposal for noise sensitive development within 200 m of an existing noise generating use shall be justified by the use of noise reduction techniques in the construction of the building and the design of the development, including the use of insulation and noise reduction glazing. This shall include sensitive development in close proximity to Scarborough Beach road, Jon Sanders Drive and the Mitchell Freeway.
COMMUNAL OPEN SPACE

DESIGN INTENT

Communal open spaces within residential and employment uses provide for valuable recreational opportunities. Areas should be of a size and scale that is usable for both active and passive recreation. The spaces should be attractive and encourage social interaction incorporating seating, paved areas and planting.

OBJECTIVES

To create attractive places for residents and workers to recreate and socialise and to encourage the planting of on-site vegetation for an improved local environment.

ACCEPTABLE DEVELOPMENT CRITERIA

- All residential developments (or residential component of a mixed use development) of over 12 units shall have a communal space of no less than 80 m² with a minimum dimension of 5 m, accessible from a major opening to a habitable room. Space may be in the form of a terrace, courtyard or roof garden.
- Communal space shall include trees, shrubs, lighting and seating.
- Roof top or other communal spaces are encouraged, providing they are an integral part of the design and designed to include useable features such as shelter, seating arrangements, landscaping/gardening opportunities and do not add to the building bulk visible from adjoining secluded private open spaces or habitable room windows in residential zones and fulfil the overlooking requirements in this schedule. Large developments over 10 dwellings should include well designed communal spaces.
3.1.13 DWELLING DIVERSITY

DESIGN INTENT

A dense and diverse residential population will help to bring vibrancy and activity to the Precinct. A mix of dwelling types will cater for a variety of households and a range of built form outcomes. Residential design is to consider a variety of household types including families and the elderly. A variety of dwelling types and floor plans can contribute to a varied and interesting building facade.

The City aims to encourage affordable accommodation for single persons, young professionals and retirees. In addition, the City aims to provide diversity of housing and residential choice by providing adaptable housing.

OBJECTIVE

Developments are required to provide a variety of dwelling types in order to create a diverse, sustainable development with varied activities.

ACCEPTABLE DEVELOPMENT CRITERIA

A residential development (or residential component of a mixed use development) which proposes greater than 12 dwelling units shall provide:

- A minimum of 20% single bedroom dwelling units; and
- A minimum of 60% dwelling units with two or more bedrooms.
**INTENT**

Ensure affordable housing in perpetuity in the Herdsman Glendalough Area to facilitate housing choice and population and housing diversity.

**OBJECTIVE**

To facilitate social diversity by catering for a variety of housing need, income levels and demographic/household typologies through the provision of 10-15% affordable housing across the Structure Plan Area.

**ACCEPTABLE STANDARDS**

The following provisions apply to the residential component of any development in the Precinct:

- Any new development with a residential component of 10 or more residential dwellings shall provide a minimum of 12% of dwellings (rounded down) as affordable dwellings for disposal as either shared equity, social housing or the equivalent (including student accommodation and long term rental). Affordable dwellings shall be sold by the developer to a recognised affordable housing provider at construction cost.

- When more than one affordable dwelling is required to be provided within a development, a range of dwelling types (a mix of one, two and three bedroom units) and sizes shall be provided.

- The affordable dwellings shall be externally finished to the same standard, quality and level of detail as other housing within the development. Internal finishes may be of a lower specification than other dwellings within the development.

- The affordable dwellings shall be integrated and dispersed throughout a development to achieve a mix of building orientation and to avoid the affordable dwellings being located in one part of a development.

**Examples of affordable dwellings**
3.1.15 DWELLING ADAPTABILITY

DESIGN INTENT

The intention in the Herdsman Glendalough Area is to encourage building adaptability to increase the capacity of new buildings to be used for multiple uses and in multiple ways over the life of the building. For example, designing a building with movable walls/partitions allows for different users to change the space. Additionally, using sustainable design allows for a building to adapt to different environments and conditions. Adaptable design also facilitates the retrofitting existing buildings rather than building anew.

OBJECTIVES

Ensure where possible and practical the design and location of built form which is ultimately extendable, flexible, convertible, moveable and recyclable.

ACCEPTABLE DEVELOPMENT CRITERIA

- Demonstrates the provision of Universal Access.
- Provides for future modification, extension and adaptation for additional or alternate uses.
- Mixed use developments must provide flexible building layouts which allow greater adaptability of the floor area of, or tenancies on, the first floor of a building above the ground floor.
- The ground floor of all mixed use developments is to have a minimum floor to ceiling height of 3.6 m in order to provide for flexibility of future use. Above ground level, minimum floor to ceiling heights are 3.3 m for commercial office, 3.6 m for active public uses, such as retail and restaurants, and 2.7 m for residential uses.
- Location of load bearing walls and columns in a regular grid pattern, allowing for the addition or removal of dividing walls for the reconfiguration of floor plans within the building envelope.
- Designing an adaptable floor plan with separate entry points and locating service infrastructure (such as plumbing and gas) in a suitable manner.

Building adaptability (low scale) encouraged to provide land use diversity and choice

Large scale building providing an adaptable ground floor to allow for change between residential and commercial land uses over time
LANEWAYS

3.1.16

DESIGN INTENT

Laneways in an urban environment function primarily to provide vehicular access to private parking areas, service and loading areas. Being a mixed use development there will be a mix of commercial, visitor and residential vehicles that use the laneways. Some limited pedestrian use of laneways is also expected.

Maximum heights to laneways are nominated within the street character types of the Precinct as detailed in the specific guidelines.

To provide a safe environment, development abutting laneways should provide an opportunity for passive surveillance of the laneways through design. Development abutting laneways should be designed with windows and openings from habitable spaces overlooking the laneway. The use of design to create an interesting experience (e.g. graphic/art walls, etc.) is encouraged.

OBJECTIVES

To provide for an interesting and engaging environment allowing for passive surveillance from surrounding development and to ensure the laneway functions foremost as a vehicle and service access zone.

ACCEPTABLE DEVELOPMENT CRITERIA

- Development adjacent to or above laneways shall have windows to commercial floorspace and habitable spaces to encourage passive surveillance and engagement with the laneway.
- Access to private property from a laneway shall be designed to accommodate for streetscape improvements within the laneway, including the introduction of landscaping and parallel parking where possible.

Note: The City's Policy ‘Development abutting rights of ways’ may be applicable in the context of a development fronting onto an existing right of way/laneway.
ELEMENTS OF CULTURAL AND HERITAGE SIGNIFICANCE

INTENT
Wherever possible, elements of cultural and heritage significance should be retained, incorporated and interpreted within the redevelopment sites in order to assist with creating a sense of place and to respect the specific character of the Herdsman Glendalough Area.

OBJECTIVE
To enrich the urban fabric with elements of cultural and heritage significance.

ACCEPTABLE DEVELOPMENT CRITERIA
- Retention of facades of cultural and heritage significance including the Schweppes factory facade.
- Interpretation of the former industrial and agricultural heritage of the area including links to uses such as market gardens, dairy and other significant features, activities and employment purposes.
- Building setback minimum 6.0 meters behind existing facade

Schweppes Factory Facade to be retained
3.2 PUBLIC REALM/STREETSCAPE GUIDELINES

3.2.1 ACTIVE EDGES

DESIGN INTENT

In order to promote a sense of community and vibrancy in the public realm, it is important that development addresses, responds to and activates all streets, laneways, access ways and public open spaces. Inactive uses at ground floor level along pedestrian routes are to be avoided.

OBJECTIVE

Developments are required to activate the street and lane frontages to create a vibrant, diverse, interactive, safe urban environment.

ACCEPTABLE DEVELOPMENT CRITERIA

• All built form shall have a nil setback to any property boundary that fronts a primary or secondary street.
  – Increased setbacks may be considered (to a maximum of 5m) where an applicant can demonstrate that these setbacks provide visual interest, appropriate landscaping and/or facilitate interaction between the built form and the streetscape.
  – Increased setbacks may be considered (to a maximum of 15m) where a publicly accessible private open space area (e.g. Office Park) adjacent to a road reserve is to be provided. Refer Private Open Space Cameo on page 71).

• All built form development addressing Street Character Type 1 shall provide a minimum of 80% activated frontage at street level.

• All built form development addressing Street Character Type 2 shall provide a minimum of 50% activated frontage at street level.

Activated Street Frontages are street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings, which may be achieved through a large variety of uses at ground level with the provision of entry doors, shopfronts, operable doors to cafes and restaurants and major windows.
3.2.2 ENTRY POINTS

DESIGN INTENT

Building entries provide an interface with the public domain and generate ‘people presence’, thereby contributing to the activation of the street. The entry point directs and orientates the visitor and can create a desirable identity for a development. The entry is also the front door for many residential dwellings and therein the residents ‘sense’ or ‘place’ of address in the street. Entries may lead into a common entry foyer or directly into communal open space from the street.

OBJECTIVES

To contribute to variation, orientation and articulation within the streetscape and to provide a clearly defined address at street level for every commercial, industrial, large format retail tenancy, dwelling or group of dwellings.

ACCEPTABLE DEVELOPMENT CRITERIA

• The building entry shall be a clearly identifiable element within the facade design.
• The primary entry to a building’s upper floors shall be accessed and addressed from the primary or secondary street.
• Building design shall provide sheltered, well-lit and highly visible spaces to enter the building, meet and collect mail.
• Development shall provide clear sight lines between the street and the entry foyer space to provide for a safe environment.
• Development shall provide separate entry points for vehicles and pedestrians and for different uses within the building, for example between residential and commercial uses.
• Development shall be designed to accommodate any service and emergency equipment that may need to be located within the lobby space.
• All built form shall have a clearly identified street number.
3.2.3 LANDSCAPE

DESIGN INTENT

The landscape design will be of a scale and nature that relates to the ultimate scale of buildings and spaces. Landscape treatments contribute to the overall character and qualities of the site and its context. The landscape design should enhance the experience of users of the development and provide a valued aesthetic to the broader urban environment.

OBJECTIVES

Create urban landscapes that are sustainable and long lasting and ensure that landscape treatments of developments and private land complement the public realm.

ACCEPTABLE DEVELOPMENT CRITERIA

- A Landscape Plan shall be submitted as a component of a Development Application within the subject area.
- Large tree species shall be specified wherever possible. Native and indigenous species shall be used and selected for the individual site conditions, solar access and wind speed amelioration.
- All development shall integrate planting and soft landscape areas with drainage infrastructure as a means for passive irrigation.
- Non-residential development shall maximise public access to landscaped areas where site and operational security permits.
- Where treatments abut the public realm, paving, furniture and planting treatments shall be coordinated with the streetscape.
3.2.4 PUBLIC ART

DESIGN INTENT

The involvement of artists in the design process of new development can enrich the design response and help to establish a specificity of approach in the development of local cultural and historical themes. Including artists on the design team for private developments is encouraged for the contribution they may make to develop the individual qualities of public streets and spaces.

OBJECTIVE:

Recognise, encourage and interpret the cultural heritage of the City of Stirling and in particular the Herdsman Glendalough Area through the creation of new public spaces and public art integration.

OPTIONAL DEVELOPMENT CRITERIA

• Where possible an applicant should incorporate elements of public art into the design of the built form and site layout, including the use of murals, sculptures and functional items (e.g. gates, seats) that have been designed by an artist.

• The incorporation of advertising or directional signage, regardless of design, shall not be considered as a contribution to public art.

Note: The incorporation of public art within an individual development may be used in negotiation to vary other standards and requirements of this Detailed Area Plan where suitably justified by an applicant and agreed by the City of Stirling.

Public art means an artistic work that:

a) Is permanent in nature, and constructed of materials which may be maintained and repaired if necessary, including metal, wood, plastic, paint or any other durable material;

b) Is either freestanding or integrated into the exterior of a building or other structure;

c) Reflects the local history, culture and/or community of the locality in which it is to be located;

d) Is created and located for public accessibility, either within the public realm or within view of the public realm, such as a street, park, urban plaza or public building; and

e) May take the form of unique functional objects designed by an artist (such as seats or gates), but may not include architectural design, advertising or directional signage or any form of commercial branding.

Examples of public art that enhances the experience of the urban environment whilst contributing to the community and sense of place.
3.2.5 SAFETY

DESIGN INTENT

To produce an urban environment that is safe to use, the urban development should minimise the opportunity for anti-social behaviour and crime and maximise a sense of safety through the responsible design and management of urban spaces and buildings.

OBJECTIVE

The promotion of a secure community through the design of developments and spaces that provide safety and security for all users, residents, employees and visitors.

ACCEPTABLE DEVELOPMENT CRITERIA

- Built form development shall avoid the creation of entrapment areas, blind corners, dead ends, hidden recesses and narrow pathways.
- Built form development shall avoid the creation of long expanses of blank walls.
- A clear line of sight to and from the building shall be maintained between 0.5m and 2.0m above ground level. Vegetation and tree canopies shall be managed to maintain surveillance.
- Rear loading areas shall be secured at night and preferably enclosed to reduce light and noise spill during night loading.
- Loading bay access lanes and other areas that may be dead ends at night shall be secured.
- Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.
3.2.6 WEATHER PROTECTION

DESIGN INTENT

The development of higher density can lead to built form that can accelerate wind. The Detailed Area Plan intends to facilitate opportunities for shelter from wind, rain and hot sun to pedestrians. Awnings and canopies provide weather protection, encourage pedestrian activity and create opportunities for extending retail activities to footpaths such as dining and vendor activities. They also create an intimacy of space. The design of the awning and canopy can provide identity and detail to a building. Awnings and canopies can be used to emphasise corners and define entry foyers to upper levels via accentuated height or a variation in design. High level awnings such as shading over windows are encouraged to add interest and expression to the building’s architecture and improve its energy efficiency. Street Character Type 1 streets within the Precinct are encouraged to provide pedestrian cover.

OBJECTIVES

• To provide continuous shelter along the street edge on street character streets;
• To encourage pedestrian activity as part of an activated built form environment; and
• To define entry points to upper level development.

ACCEPTABLE DEVELOPMENT CRITERIA

• Built form design shall provide shelter over building entries to assist in defining the entry point and protect pedestrians from adverse weather conditions.
• Canopy design shall be create visual interest and be integral to the design and finish of the built form.
• The canopy or awning shall be a minimum of 3 m wide measured from the setback line, or 0.5 m from the kerb edge. It shall be a consistent design within development over a single site;
• The canopy shall have a minimum clearance height of 2.5 m from the footpath;
• The awning shall be within a minimum of 3 m and a maximum of 3.6 m in height, measured from the pavement.
• The use of glazed canopies shall only be proposed where they are designed to reduce glare and air temperature at the street level.
3.2.7 SIGNAGE

DESIGN INTENT

Signage is important for way-finding and for business identification, should be carefully considered in the design of buildings and should be compatible with the desired streetscape character. However, where not appropriately considered, signage can appear as a later addition and have a considerable negative impact on the amenity of the building, surrounding developments and the public realm. Signage should therefore be designed as an integral component of the building design to improve the overall appearance of a building and assist in the navigation of the streetscape. Signage design should consider scale and proportion of the development and information hierarchy within the street context without obscuring or dominating important views.

OBJECTIVES

• To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design; and

• To ensure that signage is planned and integrated into the design and development process and avoids visual clutter.

ACCEPTABLE DEVELOPMENT CRITERIA

• The incorporation of signage within a built form development is to be assessed against the City’s Advertising Signs policy (as amended).
3.2.8 FENCING AND GATES

DESIGN INTENT
To provide secure separation and delineation of private and public spaces in a manner that respects the overall aesthetic quality of new development.

OBJECTIVE
Ensure fencing and gates are incorporated into the design of buildings and spaces in a manner that complements and does not detract from the urban character.

ACCEPTABLE DEVELOPMENT CRITERIA
- Fences installed along the frontage of a property or any secondary street boundary shall not restrict passive surveillance opportunities within the street.
- Fences and gates shall be designed in a manner that positively contributes to the overall streetscape.

Note: The City’s Streetscapes policy (as amended) may be applicable in the assessment of fencing and gates as a component of a Development Application.

3.2.9 DRAINAGE / STORMWATER

DESIGN INTENT
To manage storm water in a manner that creates an urban environment that recharges the groundwater regime without polluting and reduces surface runoff rates. Drainage of the urban area is not to adversely affect the water quality of Herdsman Lake.

OBJECTIVES
- To manage drainage from buildings and infrastructure to meet best practice water sensitive urban water designs.
- The integration of surface drainage with passive irrigation of street and development-related planting.
- The accommodation of all drainage within development sites.

ACCEPTABLE DEVELOPMENT CRITERIA
- An Urban Water Management Plan shall be prepared in accordance with the Herdsman Glendalough District Water Management Strategy and submitted as a component of a Subdivision and/or Development Application within the subject area.
3.3 SERVICE, ACCESS AND PARKING GUIDELINES

3.3.1 PARKING

DESIGN INTENT

The benefits of Transit-Oriented Design (TOD) can be optimised in the Precinct, given the proximity to Glendalough Station, the proposed future Rapid Transit System along Scarborough Beach Road, the provision of public parking stations within close walking distance and the proposal of an extensive network of shared paths. This enables the setting of maximum car parking requirements at a level below that of the City of Stirling Parking Policy and Residential Design Codes. This in turn will support the broader sustainability goals of the project whilst encouraging the use of alternative modes of transport and a reduction of private car use and contribute to the delivery of a more pedestrian friendly environment within the Precinct.

OBJECTIVE

Provide safe parking for residents and workers whilst limiting the number of car bays provided and promoting the utilisation of alternative modes of transport.

ACCEPTABLE DEVELOPMENT CRITERIA

Criteria to be provide by SKM as a component of the Traffic and Transport Analysis.
DESIGN INTENT

Whilst above ground (multi-storey) car parking is permitted, views of parking structures, particularly multiple consecutive floors, are to be avoided with parking structures being sleeved/faced with other uses. Where this is not possible or practical in rare circumstances, other screening solutions may be acceptable.

OBJECTIVE

Parking structures should not be visible from the public domain

ACCEPTABLE DEVELOPMENT CRITERIA

- Above ground floor parking structures shall be sleeved with other uses such as offices, shops and/or single aspect residential where those uses are permitted within the Structure Plan.
- Where car parking must abut the setback from the public domain it shall be appropriately designed and screened from adjacent or nearby buildings using innovative wall detailing, patterning and vegetation to diversify the building façade.
- Where roof top parking is proposed, it must be appropriately designed and screened from adjacent or nearby buildings using innovative wall detailing, patterning and vegetation to diversify the building façade.

Note: Further provisions relating to sleeved parking contained in Section 3.3.3.
3.3.3 SLEEVED PARKING

DESIGN INTENT

To preserve the streetscape for built form and activated frontages and limit the impact of mass parking areas within the view of the public realm, basement or ‘sleeved’ vehicular parking shall be provided on street frontages to Street Character Types 1-4.

OBJECTIVE

The design of parking facilities shall be integral to the development and be above-ground, sleeved or creatively screened from view to enhance the pedestrian environment.

ACCEPTABLE DEVELOPMENT CRITERIA

- Ground floor and above ground floor parking structures shall be sleeved with other uses, such as office/commercial, shops, retail and/or single-aspect residential.

- Where vehicle access is required to be shared between two sites, vehicle access and parking can only be provided together for a combined maximum dimension of 20 m along the street boundary. Where individual access is provided for a single site, vehicle access and parking shall be a maximum dimension of 13 m along the street. See Vehicle Access cameo on page 53.

- Basement parking shall be to a maximum height of 1.2 m above ground level; and for the purposes of calculating height does not constitute a storey (in such cases, the building height must still comply with the relevant designated height maximum in ‘metres’). Where a residential use is located over a protruding basement parking level (within Street Character Types 3 and 4 only), careful consideration of the street edge and design at the boundary is required.

- Where roof top parking is proposed to meet the car parking provision, it shall be appropriately designed and screened from adjacent or nearby buildings and the street using innovative wall detailing, patterning and vegetation (green wall) to diversify the building façade.

- At-grade parking shall be designed to incorporate shade structures and landscaping along with well defined pedestrian access to and from the parking area.

- Ground floor parking shall not be proposed within the front setback area.

Above ground parking creatively screened from view to enhance streetscape and pedestrian environment
Basement with nil setback to street boundary - residential development only (appropriate screening shall be provided to car parks)

Multi-storey car parks sleeved behind ground floor

Above ground car parks sleeved behind upper floors and shaded
3.3.4 VEHICLE ACCESS

DESIGN INTENT
To ensure provision of safe, secure, accessible and visually acceptable parking for residents and workers, it is important to minimise the visual impact of access to parking areas and garages by incorporating these elements as integral components of the site and building design. Vehicle movement must not compromise pedestrian movement and safety.

Where a laneway exists or is proposed, vehicle access shall be provided via this laneway.

OBJECTIVE
Ensure that the design and location of vehicle access and circulation does not compromise pedestrian movement and safety or the design quality of the building and public spaces.

ACCEPTABLE DEVELOPMENT CRITERIA
- Vehicle access shall be designed and detailed as an integral component of the development and be incorporated into the design treatment of the streetscapes.
- Vehicle crossovers shall be located and designed not to impede pedestrian and cyclist movement and allow for safe and efficient access to the adjoining carriageway.
- Loading, service and car park access areas shall be provided via laneways or at the rear of properties wherever possible.
- Separate entries shall be provided for vehicular and cycle access.
- Wherever possible, buildings shall be constructed up to and above a vehicle accessway.
Controlled vehicle access points and parking areas
3.3.5 BICYCLE PARKING FACILITIES

DESIGN INTENT

Through the provision of convenient end of trip facilities and secure bicycle parking, developments in the Herdsman Glendalough Area will encourage the use of bicycles as a convenient form of transport.

OBJECTIVE

Developments will provide safe and secure bicycle storage and end-of trip facilities to encourage alternative methods of transport.

ACCEPTABLE DEVELOPMENT CRITERIA

- The incorporation of bicycle parking within a built form development is to be assessed against the City’s Bicycle Parking policy (as amended).

Examples of bicycle parking to be provided on site.
### 3.3.6 PEDESTRIAN ACCESS

**DESIGN INTENT**

Development will be designed to cater for pedestrian access as a priority to ensure that each development makes a contribution to the walkability of the locality and the ease of access to development within the locality.

**OBJECTIVE**

Developments will provide safe and secure access for pedestrians to main entrances of development and vehicle parking areas.

**ACCEPTABLE DEVELOPMENT CRITERIA**

- Development Applications shall identify and justify pedestrian access to and within a proposed development.
- Development shall provide a dedicated pedestrian access to the front entrance, including access for persons with disabilities;
- Pedestrian access to vehicle parking areas shall be separated from vehicle movement areas.

### 3.3.7 CROSSOVERS

**DESIGN INTENT**

Development will be designed to minimise the extent of crossovers within streets such that the streetscape is primarily used for pedestrian activity, on-street car parking and landscaping.

**OBJECTIVE**

Developments will provide dedicated access to development areas from the public street, but will minimise the prevalence of crossovers within the streetscape.

**ACCEPTABLE DEVELOPMENT CRITERIA**

- Development shall aim to share crossovers with adjacent landholdings wherever possible. See Vehicle Access cameo on page 55.
- Crossovers shall be located to avoid key vehicle parking, landscape or pedestrian walkways.
- A maximum of one crossover per lot shall be proposed.
3.3.8 SERVICE ACCESS AND FACILITIES

**DESIGN INTENT**
Development will be designed to cater for the delivery and pickup of goods to and from the site.

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

**ACCEPTABLE DEVELOPMENT CRITERIA**
- Development shall identify the access and parking arrangements for service delivery vehicles, including vehicle swept paths and dedicated parking/standing locations adjacent to storage areas.

3.3.9 STORAGE AREA/RUBBISH COLLECTION ENCLOSURES

**DESIGN INTENT**
Development shall be designed to cater for the storage of goods and rubbish on site in areas sheltered from the weather and outside of public viewing areas.

**OBJECTIVE**
Development shall provide dedicated and purpose built structures for the storage of goods, bins and rubbish on site.

**ACCEPTABLE DEVELOPMENT CRITERIA**
- Development Applications shall identify the location and structure of dedicated goods and rubbish storage areas directly accessible or adjacent to the pathway of rubbish removal vehicles.
- Dedicated goods and rubbish storage areas are to be located on site and are not to be visible from the public realm.
3.3.10 LIGHTING

DESIGN INTENT
Lighting of a building facade can enhance legibility and safety within the public realm and can create a sense of place and be a form of public art.

OBJECTIVES
• To provide a safe and secure environment at night.
• To enhance the built form and public realm.
• To create interest in the public realm and to highlight built form.

ACCEPTABLE DEVELOPMENT CRITERIA
• Lighting shall be incorporated under awnings and colonnade structures.
• Lighting shall enhance residential and commercial entries for safe and convenient night time use.

Examples of appropriate lighting to provide a safe and secure environment and enhance the built form and public realm
3.3.11 SHOPPING TROLLEYS

DESIGN INTENT

To restrict the use of shopping trolleys to the retail outlet that provides them and to deter their migration off site into the public realm.

OBJECTIVES

To minimise public nuisances caused through the abandonment of shopping trolleys in locations remote from the retail outlet that provides them for customers.

ACCEPTABLE DEVELOPMENT CRITERIA

• All car parks and service areas to retail facilities shall be designed to include storage and parking for shopping trolleys which is convenient and with direct access to car parking and taxi collection areas.
• All paths, ramps and access ways allowing egress from the perimeter of a location utilising trolleys shall have preventative wheel grills and associated barriers.
• Pavement and kerb levels shall allow for easy access of shopping trolleys at key crossing points to car parking areas
• Appropriate management plans shall be prepared at the time of Development Application submission.

Examples of shopping trolley treatments to minimise public nuisance
The specific provisions outline the detailed development requirements for each Street Character Type, including lot area, plot ratio, land-use and built form, in terms of setbacks and building height.
4.1 SPECIFIC PROVISIONS

4.1.1 STREET CHARACTER TYPE

The specific guidelines relevant to a particular site will be determined based on the relevant street character type for that particular lot. Street character applicability shall be determined as a component of the Development Application, with a street character type allocated on page 61, and all lots with existing or proposed frontage to identified streets are to be developed in accordance with the applicable Street Character Type provisions.

Where a site is located on a corner fronting two different street character types, the following provisions shall apply:

a) Building height at the street edge may be at the highest level of the two Street Character Types for a maximum of 30 m along the other Street Charter Type frontage of the lot;

b) Maximum building height on a lot may be at the highest level of the two Street Character Types for a maximum distance of 50 m along the lower order Street Character Type frontage of the lot;

c) Lots with Street Character Types 1 and 2 frontages may contain ground floor land uses applicable under Street Character Type 1 for the entire lot; and

d) Lots with Street Character Types 1 or 2 frontage and Street Character Type 3 frontage shall contain ground floor land uses applicable to Street Character Types 1 or 2 for a minimum of 15 m and maximum of 30 m of the Street Character Type 3 frontage.
In conjunction with the defined setbacks, building heights to podium structures and towers have been defined to control the physical and visual amenity of development within the Herdsman Glendalough Area. The control of building heights will ensure the desired character and proportions of the streets, whilst permitting a strong built-form expression that will provide the opportunity for new landmark buildings to serve as legibility markers in the precinct.

In order to control building height from a streetscape and cityscape perspective, building heights are controlled based on a ‘podium height’ and a ‘tower height’, with the overall building height calculated as the sum of the podium and tower height.

The overall height of built form within a Street Character Type is to be restricted by a base height limit, which will apply in all cases, and an ultimate height limit, which takes into account bonus height allowances achievable via development performance criteria.

<table>
<thead>
<tr>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) PODIUM HEIGHT</td>
</tr>
<tr>
<td>(2) BASE HEIGHT LIMIT</td>
</tr>
<tr>
<td>(3) ULTIMATE MAXIMUM HEIGHT LIMIT (SUBJECT TO BONUS CRITERIA)</td>
</tr>
<tr>
<td>(4) TOWER HEIGHT</td>
</tr>
</tbody>
</table>
4.1.3 PLOT RATIO

Plot ratio has been used as a means to control the bulk of built form development and 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 for all users of public and private space.

It should be noted that the definition and calculation of Plot Ratio to be applied to development within the Herdsman Glendalough Area shall be generally consistent with the definition listed in the City of Stirling’s Local Planning Scheme No. 3 with the exception of the following:

a) Areas used exclusively for the parking of wheeled vehicles above natural ground level that are associated solely with providing parking for residential dwellings within the same development shall be excluded from the plot ratio calculation;

b) Residential and/or non-residential floor space that:
   i. Is above ground level in a podium building; and
   ii. Is located along the street edge; and
   iii. Has a maximum dimension of 12 m from the front edge of the building that abuts a road reserve, pedestrian access way or open space reserve;

shall be excluded from the plot ratio calculation.
Setbacks have been used to establish the distance of buildings from front, side and rear boundaries to ensure the amenity of adjoining developments and the public realm, as well as to define built form proportions to the street and streetscape character. Setbacks to applicable street character types can be found in sections 4.2.1-4.2.5. Tower side/rear boundary setbacks for street character types 1-3 are further explained below, subject to all other criteria within the DAP.

**SETBACKS**

Tower side/rear setbacks to habitable and non-habitable rooms
Building envelopes have been defined through plans and sections, to represent the permitted extent of the overall building zone within which proposed developments can be located, within their respective Street Character Types.

Tower coverage within building envelope can be achieved in different ways.
Further to the applicable Street Character Type Specific Guidelines (section 4.2); all development incorporating a ‘Shop’ or ‘Showroom’ Additional Use shall comply with the following development provisions.

**SHOP OBJECTIVE**

To ensure an appropriate size of shop within a development in accordance with the Retail Needs Assessment associated with the Local Structure Plan.

<table>
<thead>
<tr>
<th>SHOP ADDITIONAL USE TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Shop Plot Ratio*</td>
</tr>
<tr>
<td>Maximum Shop Gross Floor Area**</td>
</tr>
<tr>
<td><strong>PODIUM HEIGHTS (Storeys)</strong></td>
</tr>
<tr>
<td>Maximum Shop Height</td>
</tr>
<tr>
<td>Minimum Overall Height</td>
</tr>
</tbody>
</table>

* Applies only to lots not fronting Main Street.

**SHOWROOM OBJECTIVE**

To limit the size of a showroom use within a development to ensure it does not dominate the urban landscape.

<table>
<thead>
<tr>
<th>SHOWROOM ADDITIONAL USE TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PLOT RATIO</strong></td>
</tr>
<tr>
<td>Maximum Showroom</td>
</tr>
<tr>
<td>Minimum Office/Commercial</td>
</tr>
<tr>
<td><strong>PODIUM HEIGHTS (Storeys)</strong></td>
</tr>
<tr>
<td>Maximum Showroom Height</td>
</tr>
<tr>
<td>Minimum Overall Height</td>
</tr>
</tbody>
</table>

* Where a development incorporates a minimum of 0.1 plot ratio of residential development, an additional 0.5 plot ratio of showroom is permitted.
In order to achieve the high quality built form and public realm outcomes proposed for the Herdsman Glendalough Area, the City of Stirling will require the cooperation of a number of private landowners. This cooperation is primarily required to facilitate:

a) The creation of residential development within mixed use areas which are historically dominated by non-residential development;

b) The creation of new public road connections throughout currently constrained areas; and

c) The creation of high quality public space in areas devoid or deficient of such areas.

As part of an incentive based approach, the City will provide additional development potential to landowners that development a minimum component of residential dwellings and/or identified landowners that cede and develop land associated with the creation of new roads and/or new public open space areas.

The relevant bonuses applicable to each Streetscape Character Type are outlined in Section 4.2 in the following format:

### Performance Based Bonus Criteria

<table>
<thead>
<tr>
<th>Development Bonus Scenario</th>
<th>Applicability</th>
<th>Requirement</th>
</tr>
</thead>
</table>
| Residential development provided | Where a development provides an integrated component of residential development in a multiple dwelling (apartment) format. | For Street Character Type 1-3, a Development Application shall:  
  - Incorporate a minimum of 12 residential units as an integrated component of the built form.  
For Street Character Type 5, refer to Section 1.6.3 Additional Use Classifications – Multiple Dwelling of the Herdsman Glendalough Area Local Structure Plan. |
| Private Open Space provided and developed | Where a development provides and develops a private space available for public use where the area provided and developed is equal to or greater than 100 m² (refer cameo opposite). | A Development Application shall:  
  - Identify portions of land to be provided and developed for private space available for public use, and outline the standard to which this land is to be developed as a condition of approval; and  
  - An easement on Title (or other similar mechanism) will be required to enable public access to open space on private land. |
| Road ceded and developed | Where a development cedes and develops a public road where the area ceded is equal to or greater than 100 m². | A Development Application shall:  
  - Identify portions of land to be ceded and developed for public road, and outline the standard to which this land is to be developed as a condition of approval; and  
  - Be accompanied by a subdivision application to cede the identified portions of land to the Crown for the purpose of a road reserve. |
4.1.8 VARIATIONS TO PLOT RATIO AND/OR BUILDING

The City may vary the plot ratio and/or building height requirements where it is satisfied that the application demonstrates that it is consistent with the Detailed Area Plan Vision and Principles and will achieve the desired outcomes identified in the Detailed Area Plan Objectives and Acceptable Development Criteria.
4.2 STREET CHARACTER TYPES

4.2.1 STREET CHARACTER TYPE 1

DEVELOPMENT INTENT
Street Character Type 1, along Scarborough Beach Road, Jon Sanders Drive and Harborne Street (south of Scarborough Beach Road), will generally be developed as mixed use areas with office/commercial/retail uses at street level creating a vibrant active streetscape and high rise residential apartments above providing passive surveillance of public open spaces and public roads.

LAND USE PERMISSIBILITY
Land use permissibility shall be in accordance with Table A: Use Class Permissibility Table of Part 1 of the Herdsman Glendalough Area Local Structure Plan. Where there is an inconsistency between the land use distribution outlined for Street Character Type 1 opposite and the Land Use Permissibility specified in the Local Structure Plan, the Land Use Permissibility specified in the Local Structure Plan shall prevail to the extent of the inconsistency.

PERFORMANCE BASED BONUS CRITERIA
The relevant performance based criteria to achieve bonus plot ratio and/or height for a development within Streetscape Character Type 1 is outlined in the Specific Building Requirements table opposite and further explained in Section 4.1.7.

KEY LOCATION BONUS CRITERIA
In addition to the performance based bonus criteria, development of sites within Street Character Type 1 identified on the Building Heights Plan as being permitted to have building heights up to 25 storeys must achieve all of the following outcomes in order to achieve the additional height:

a) Development of buildings above 16 storeys must occur on sites with a minimum area of 5000 m².

b) Building height above 16 storeys must be residential.

c) The building must be created as the ‘Integrated Podium Building’ typology and not the ‘Component Building’ typology.

d) 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.

Large format retail designed appropriately to address and activate the street and public realm

Mixed use podium at street edge with tower set back
### SPECIFIC BUILDING REQUIREMENTS

#### PLOT RATIO

<table>
<thead>
<tr>
<th>Maximum Overall Plot Ratio</th>
<th>No. ofBonuses Achieved*</th>
<th>Key Location Bonus**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nil</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum Non Residential Plot Ratio</th>
<th>Key Location Bonus**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.5^</td>
</tr>
</tbody>
</table>

#### BUILDING HEIGHT

<table>
<thead>
<tr>
<th>Ref #</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Base Height Limit</td>
</tr>
<tr>
<td>(2)</td>
<td>Applicable Height Bonus (Additional storeys above base height)</td>
</tr>
<tr>
<td>(3)</td>
<td>Podium Height (to street and side/rear boundaries)</td>
</tr>
<tr>
<td>(4)</td>
<td>Podium Height (to laneway)</td>
</tr>
</tbody>
</table>

* Available subject to Performance Based Bonus Criteria (refer section 4.1.7).  
** Available subject to Key Location Bonus Criteria (refer opposite).  
^ 1.0 Minimum Non Residential Plot Ratio applies should the Residential Bonus be achieved; or a site is located within the Special Control Area – Mandated Residential (refer Structure Plan, Plan 1).  
^^ A further additional 1 storey permitted should the Residential Bonus be achieved (refer section 4.1.7); or a site is located within the Special Control Area – Mandated Residential (refer Structure Plan, Plan 1).

#### SETBACKS

<table>
<thead>
<tr>
<th>Ref #</th>
<th>Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5)</td>
<td>Podium (to street)</td>
</tr>
<tr>
<td>(6)</td>
<td>Podium (to laneway) up to 3 storeys</td>
</tr>
<tr>
<td>(7)</td>
<td>Podium (to laneway) between 4-6 storeys</td>
</tr>
<tr>
<td>(8)</td>
<td>Podium (to side/rear boundary)</td>
</tr>
<tr>
<td>(9)</td>
<td>Tower (to street)</td>
</tr>
<tr>
<td>(10)</td>
<td>Tower (to side/rear boundary)</td>
</tr>
<tr>
<td></td>
<td>Tower (to laneway)</td>
</tr>
</tbody>
</table>

* Minimum setback of 50% of the building height applies, should the adjacent land be identified on the Building Heights Plan as ‘Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criteria)’, replacing setback/s specified under section 4.1.4.  
** Minimum setback of 50% of the building height applies, should the laneway be directly adjacent to land identified on the Building Heights Plan as ‘Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criteria)’. This setback to be calculated from the tower to the lane boundary of the land identified as ‘Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criteria)’.  
Note: Setbacks to streets and laneways are to final road reserve boundaries.

---

**INDICATIVE LAND USE DISTRIBUTION**

- **PODIUM (GROUND FLOOR)**: Office/Commercial, Shops, Restaurant/Cafe, Large Format Retail, Parking  
- **PODIUM (ABOVE GROUND FLOOR)**: Residential, Office/Commercial, Serviced Apartment, Hotel, Parking  
- **TOWER**: Residential, Office/Commercial, Serviced Apartment, Hotel
4.2.2 STREET CHARACTER TYPE 2

DEVELOPMENT INTENT

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

LAND USE PERMISSIBILITY

Land use permissibility shall be in accordance with Table A: Use Class Permissibility Table of Part 1 of the Herdsman Glendalough Area Local Structure Plan. Where there is an inconsistency between the land use distribution outlined for Street Character Type 2 opposite and the Land Use Permissibility specified in the Local Structure Plan, the Land Use Permissibility specified in the Local Structure Plan shall prevail to the extent of the inconsistency.

PERFORMANCE BASED BONUS CRITERIA

The relevant performance based criteria to achieve bonus plot ratio and/or height for a development within Streetscape Character Type 2 is outlined in the Specific Building Requirements table opposite and further explained in Section 4.1.7.
SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>PLOT RATIO</th>
<th>No. of Bonuses Achieved*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nil</td>
</tr>
<tr>
<td>Maximum Overall Plot Ratio</td>
<td>2.5</td>
</tr>
<tr>
<td>Minimum Non Residential Plot Ratio</td>
<td>1.5^</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ref #</th>
<th>BUILDING HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Base Height Limit Varies (Refer Building Heights Plan)</td>
</tr>
<tr>
<td>(2)</td>
<td>Applicable Height Bonus (Additional storeys above base height)</td>
</tr>
<tr>
<td>(3)</td>
<td>Podium Height (to street and side/rear boundaries) Minimum 2 storeys; Maximum 4 storeys up to a maximum of 17m, subject to National Construction Code requirements</td>
</tr>
<tr>
<td>(4)</td>
<td>Podium Height (to laneway) Maximum 3 storeys up to a maximum of 12m, within 6m of a Laneway</td>
</tr>
</tbody>
</table>

* Available subject to Performance Based Bonus Criteria (refer section 4.1.7).
^ 1.0 Minimum Non Residential Plot Ratio applies should the Residential Bonus be achieved; or a site is located within the Special Control Area – Mandated Residential (refer Structure Plan, Plan 1).
^^ A further additional 1 storey permitted should the Residential Bonus be achieved (refer section 4.1.7); or a site is located within the Special Control Area – Mandated Residential (refer Structure Plan, Plan 1).

<table>
<thead>
<tr>
<th>Ref #</th>
<th>SETBACKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5)</td>
<td>Podium (to street) Minimum 0m (nil); Maximum 5m, subject to providing an active edge – refer Section 3.2.1</td>
</tr>
<tr>
<td>(6)</td>
<td>Podium (to laneway) up to 3 storeys Minimum 0m (nil); No maximum</td>
</tr>
<tr>
<td>(7)</td>
<td>Podium (to laneway) to 4th storey Minimum 6m; No maximum</td>
</tr>
<tr>
<td>(8)</td>
<td>Podium (to side/rear boundary) Minimum 0m (nil); No maximum, subject to National Construction Code requirements</td>
</tr>
<tr>
<td>(9)</td>
<td>Tower (to street) Minimum 6m; No maximum</td>
</tr>
<tr>
<td>(10)</td>
<td>Tower (to side/rear boundary) Refer section 4.1.4 Setbacks*</td>
</tr>
<tr>
<td></td>
<td>Tower (to laneway) Minimum 6m; No maximum**</td>
</tr>
</tbody>
</table>

* Minimum setback of 50% of the building height applies, should the adjacent land be identified on the Building Heights Plan as Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criterial); replacing setback/s specified under section 4.1.4.
** Minimum setback of 50% of the building height applies, should the laneway be directly adjacent to land identified on the Building Heights Plan as Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criterial). This setback to be calculated from the tower to the laneway boundary of the land identified as Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criterial).

Note: Setbacks to streets and laneways are to final road reserve boundaries.
**STREET CHARACTER TYPE 3**

**DEVELOPMENT INTENT**

Street Character Type 3, situated predominantly around Glendalough Train Station and along Main Street, will generally be developed as mixed uses areas with the opportunity to provide residential uses at street level creating a vibrant active streetscape.

**LAND USE PERMISSIBILITY**

Land use permissibility shall be in accordance with Table A: Use Class Permissibility Table of Part 1 of the Herdsman Glendalough Area Local Structure Plan. Where there is an inconsistency between the land use distribution outlined for Street Character Type 3 opposite and the Land Use Permissibility specified in the Local Structure Plan, the Land Use Permissibility specified in the Local Structure Plan shall prevail to the extent of the inconsistency.

**PERFORMANCE BASED BONUS CRITERIA**

The relevant performance based criteria to achieve bonus plot ratio and/or height for a development within Streetscape Character Type 3 is outlined in the Specific Building Requirements table opposite and further explained in Section 4.1.7.
**SPECIFIC BUILDING REQUIREMENTS**

<table>
<thead>
<tr>
<th>PLOT RATIO</th>
<th>No. of Bonuses Achieved*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nil</td>
</tr>
<tr>
<td>Maximum Overall Plot Ratio</td>
<td>2.5</td>
</tr>
<tr>
<td>Minimum Non Residential Plot Ratio</td>
<td>1.5^</td>
</tr>
</tbody>
</table>

**BUILDING HEIGHT**

<table>
<thead>
<tr>
<th>Ref #</th>
<th>BUILDING HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Base Height Limit</td>
</tr>
<tr>
<td>(2)</td>
<td>Applicable Height Bonus</td>
</tr>
<tr>
<td></td>
<td>0</td>
</tr>
<tr>
<td>(3)</td>
<td>Podium Height (to street and side/rear boundaries)</td>
</tr>
<tr>
<td>(4)</td>
<td>Podium Height (to laneway)</td>
</tr>
</tbody>
</table>

* Available subject to Performance Based Bonus Criteria (refer section 4.1.7).  
^ 1.0 Minimum Non Residential Plot Ratio applies should the Residential Bonus be achieved; or a site is located within the Special Control Area – Mandated Residential (refer Structure Plan, Plan 1).  
^ ^ A further additional 1 storey permitted should the Residential Bonus be achieved (refer section 4.1.7); or a site is located within the Special Control Area – Mandated Residential (refer Structure Plan, Plan 1).  
# Does not apply to any lot that shares a boundary with Main Street.

<table>
<thead>
<tr>
<th>Ref #</th>
<th>SETBACKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5)</td>
<td>Podium (to street)</td>
</tr>
<tr>
<td>(6)</td>
<td>Podium (to laneway) up to 3 storeys</td>
</tr>
<tr>
<td>(7)</td>
<td>Podium (to laneway) to 4th storey</td>
</tr>
<tr>
<td>(8)</td>
<td>Podium (to side/rear boundary)</td>
</tr>
<tr>
<td>(9)</td>
<td>Tower (to street)</td>
</tr>
</tbody>
</table>
| (10)  | Tower (to side/rear boundary) | Refer section 4.1.4 Setbacks*  
|       | Tower (to laneway) | Minimum 6 m; No maximum** |

* Minimum setback of 50% of the building height applies, should the adjacent land be identified on the Building Heights Plan as ‘Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criteria)’; replacing setback/s specified under section 4.1.4.  
** Minimum setback of 50% of the building height applies to the laneway east of Main Street; and applies should the laneway be directly adjacent to land identified on the Building Heights Plan as ‘Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criteria)’. This setback to be calculated from the tower to the laneway boundary of the existing residential east of Main Street; or to the laneway boundary of the land identified as ‘Buildings up to 2 storeys (base height limit)/4 storeys (ultimate maximum height limit - subject to Bonus Criteria)’.  
Note: Setbacks to streets and laneways are to final road reserve boundaries.

**INDICATIVE LAND USE DISTRIBUTION**

Street Character Type 3 Setbacks and Heights
4.2.4 STREET CHARACTER TYPE 4

DEVELOPMENT INTENT
Street Character Type 4 will be developed as a residential area enhancing the current land use whilst respecting the adjacent existing residents.

LAND USE PERMISSIBILITY
Land use permissibility shall be in accordance with Table A: Use Class Permissibility Table of Part 1 of the Herdsman Glendalough Area Local Structure Plan. Where there is an inconsistency between the land use distribution outlined for Street Character Type 4 opposite and the Land Use Permissibility specified in the Local Structure Plan, the Land Use Permissibility specified in the Local Structure Plan shall prevail to the extent of the inconsistency.

PERFORMANCE BASED BONUS CRITERIA

Single or Grouped Dwellings:
Where single or grouped dwellings are proposed, no bonus criteria will be available and the development will be assessed against the Residential Design Codes and the above building requirements.

Multiple Dwellings
Where multiple dwellings are proposed the development will be assessed against the R80 Coding under the Residential Design Codes, provided that the development meets all of the following criteria:

a) All dwellings are provided with a major opening to every habitable room constructed (as per the R-Codes definitions and requirements);

b) A minimum of 50% of the dwellings proposed shall have two or more bedrooms; and

c) Street front dwellings are designed to accommodate passive surveillance from major openings and outdoor living areas to the primary street, secondary street or adjacent public reserve (wherever relevant).

Communal Open Space shall be provided for each development at a standard of 10% of the site area, available for communal use, and to include open areas incorporating shade trees.

High quality residential development providing good frontage, articulation and surveillance

Low-rise residential development creating a quality streetscape
### SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>Ref #</th>
<th>BUILDING HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Maximum Base Height</td>
</tr>
<tr>
<td>(2)</td>
<td>Applicable Height Bonus (Additional Storeys above Base Height)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Top of external Wall</th>
<th>Top of External Wall (concealed roof)</th>
<th>Top of Pitched Roof</th>
</tr>
</thead>
<tbody>
<tr>
<td>(3) Maximum Height</td>
<td>13m</td>
<td>14m</td>
<td>16m</td>
</tr>
<tr>
<td>(4) Maximum Height (to laneway)</td>
<td>Maximum 2 storeys, within 6 m of a Laneway</td>
<td>7m</td>
<td>8m</td>
</tr>
</tbody>
</table>

* Available subject to Performance Based Bonus Criteria (refer opposite) and Building Heights Plan.

<table>
<thead>
<tr>
<th>Ref #</th>
<th>SETBACKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5)</td>
<td>Primary Street</td>
</tr>
<tr>
<td></td>
<td>Secondary Street</td>
</tr>
<tr>
<td>(6)</td>
<td>Side/Rear Boundary</td>
</tr>
<tr>
<td>(7)</td>
<td>Depth to 4th Storey</td>
</tr>
<tr>
<td>(8)</td>
<td>Laneway</td>
</tr>
</tbody>
</table>

---

**INDICATIVE LAND USE DISTRIBUTION**

- RESIDENTIAL

Street Character Type 4 Setbacks and Heights
DEVELOPMENT INTENT

Street Character Type 5, situated adjacent to the existing light industrial zoning, will be primarily developed for industrial uses with a focus on supporting the existing light industrial areas, whilst allowing the flexibility for ancillary residential uses above ground level in certain areas (as identified in the Local Structure Plan).

LAND USE PERMISSIBILITY

Land use permissibility shall be in accordance with Table A: Use Class Permissibility Table of Part 1 of the Herdsman Glendalough Area Local Structure Plan. Where there is an inconsistency between the indicative land use distribution outlined for Street Character Type 5 and the Land Use Permissibility specified in the Local Structure Plan, the Land Use Permissibility specified in the Local Structure Plan shall prevail to the extent of the inconsistency.
## Specific Building Requirements

### Plot Ratio

<table>
<thead>
<tr>
<th>Bonuses Achieved*</th>
<th>Nil</th>
<th>1</th>
<th>1.5^</th>
<th>2</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Overall Plot Ratio</td>
<td>1.0</td>
<td>1.5^</td>
<td>2.0</td>
<td>2.0</td>
<td></td>
</tr>
</tbody>
</table>

### Building Height

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Maximum Base Height</th>
<th>Applicable Height Bonus (Additional storeys above base height)</th>
<th>Top of external Wall</th>
<th>Top of external Wall (concealed roof)</th>
<th>Top of pitched roof</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Primary &amp; Secondary Streets</td>
<td>Varies (Refer Building Heights Plan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td>Side/Rear Boundary</td>
<td>As per Residential Design Codes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>Depth to Ancillary Residential (above ground floor)</td>
<td>Maximum 30m from Primary Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>Laneway</td>
<td>Minimum 0 m (nil); No maximum</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Setbacks

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Minimum 0 m (nil); No maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5)</td>
<td>Primary &amp; Secondary Streets</td>
<td>Minimum 0 m (nil); No maximum</td>
</tr>
<tr>
<td>(6)</td>
<td>Side/Rear Boundary</td>
<td>As per Residential Design Codes</td>
</tr>
<tr>
<td>(7)</td>
<td>Depth to Ancillary Residential (above ground floor)</td>
<td>Maximum 30m from Primary Street</td>
</tr>
<tr>
<td>(8)</td>
<td>Laneway</td>
<td>Minimum 0 m (nil); No maximum</td>
</tr>
</tbody>
</table>

---

* Available subject to Performance Based Bonus Criteria (refer section 4.1.7).
^ 2.0 Plot Ratio applies should the Residential Bonus be achieved (refer section 4.1.7).
^^ A further 1 additional storey permitted should the Residential Bonus be achieved (refer section 4.1.7).
Herdsman Glendalough

DETAILED AREA PLAN