

Shire of Donnybrook-Balingup Clifford Road Design Guidelines



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Shire of Donnybrook-Balingup Clifford Road Design Guidelines

The Donnybrook Clifford Road Design Guidelines have been specifically developed to facilitate the development of land fronting Clifford Road. The Guidelines are to be utilised in conjunction with the relevant Local Planning Scheme, which at the time of preparing the Guidelines was the Shire of Donnybrook-Balingup Town Planning Scheme No. 4.

1.0 Objectives

The objectives of the design guidelines are as follows:

- To encourage high quality, mixed use development that embraces sustainable environmental design principles without compromising on economical returns for the developer;
- To create an urban environment that embraces the Preston River;
- To create an urban environment that blurs the boundaries of the public and private realm;
- To enable the development of a variety of residential options;
- To avoid development that is dominated by car parking;
- To create a pedestrian friendly environment;
- To avoid a detrimental impact on the economic viability of existing businesses fronting South Western Highway; and
- To create an urban environment that is attractive to residents and tourists.

2.0 Development Requiring Council Approval

Development within the policy area requires a formal submission to Council for development approval. Development for the purposes of these guidelines includes, but is not limited to, the following:

- Development of new buildings;
- Significant landscaping;
- Works which affect external appearance of existing buildings;
- Demolition or removal of buildings;
- Construction of additions and outbuildings;
- Erection of a fence; and

3.0 Site Guidelines and Requirements

Aim:

To maintain the existing town centre character of development within the guideline area.

Principles:

- Development of site works to be consistent with surrounding floor levels and to avoid the use of retaining walls creating significant grade differences with Clifford Road.

Requirements:

- (i) Maximum height of finished floor levels to the ground floor to be 300mm above ground level unless a higher level is justified to the satisfaction of the Shire;
- (ii) Appropriate ramping to be incorporated into the design to enable disabled access.

4.0 Proposed Densities

Proposed residential development shall be ancillary to the predominant commercial use of the site and consistent with Provision 7.2 'Mixed Use Development Requirements' of the Residential Design Codes of Western Australia

Where local variations between the R-codes and Guidelines exist, the Guidelines shall prevail.

5.0 Landscaping

Aim:

To protect the existing biodiversity by encouraging the planting of vegetation endemic to the locality.

Principles:

- To utilise indigenous species of flora in landscaping of private landholdings unless approved by the Shire as being of heritage significance;
- To achieve a landscape design that promotes solar access to buildings;
- To encourage the establishment of plantings that have low water requirements and the use of mulch to retain soil moisture;
- To blur the boundaries between private and public property;
- To create safe public environments that encourage pedestrian activity.

Requirements:

- (i) A landscaping plan shall be prepared and submitted with all applications for planning consent within the town centre;
- (ii) Construction fronting public walkways (laneways) to provide seating for pedestrians via Shire approved benches;
- (iii) Only subsoil reticulation systems to be utilised;
- (iv) Stormwater and grey water encouraged to be utilised for reticulation purposes;
- (v) Shade trees to be utilised within the front setback to Clifford Road;
- (vi) Flora with a non-invasive root system are to be planted within the precinct area;
- (vii) Trees shading northern windows to be deciduous;
- (viii) New plantings shall promote safe pedestrian walkways through installation of appropriate species (refer to Figure 1).

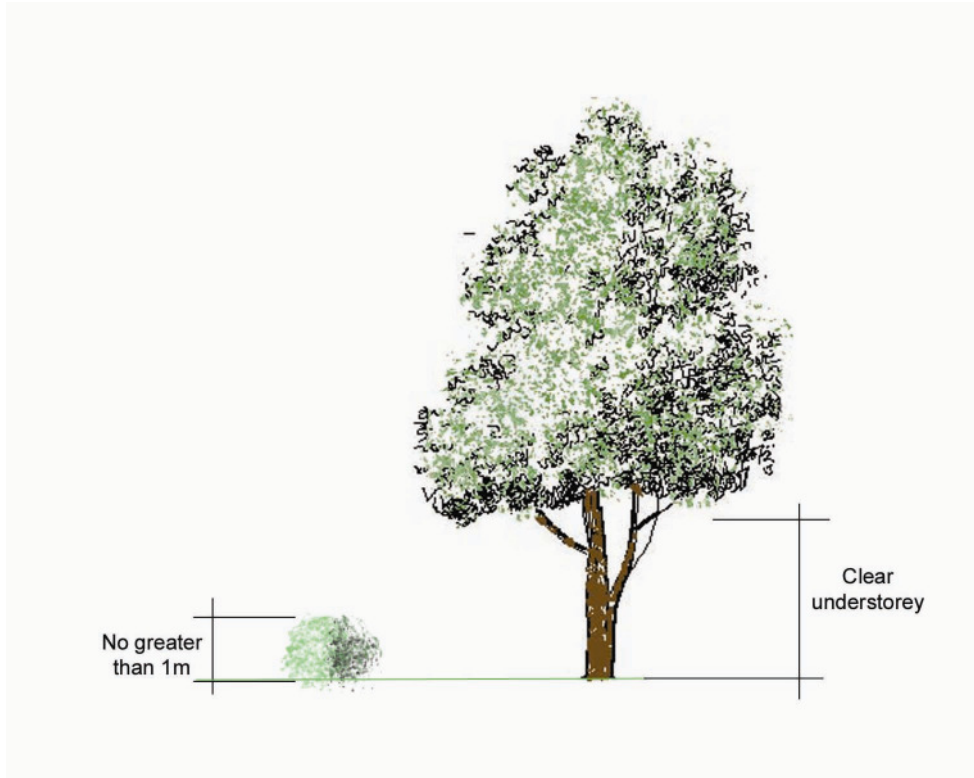


Figure 1. Landscaping example – no mid level planting

6.0 Building Construction and Form

Aim:

To encourage innovative design responding to the environmental issues and character of the site.

To encourage sustainable building design that integrates technologies and materials with minimal environmental impact, responding to the local ecology and climatic conditions.

To create integration and not conflict between residential and non-residential land uses.

Principles:

- To maximise building design that responds to the character of the site;
- To create building form that responds to environmental and energy issues through the use of materials selection, colours, sunshading, eaves overhang etc;
- To enable the creation of buildings that embrace the Preston River foreshore and the town centre;
- To provide a variety of dwelling sizes; and
- Development to respect the existing built form and materials utilised within the town centre.

Requirements:

- (i) Floor levels must be raised a minimum of 100mm above existing ground level;
- (ii) All new development shall be restricted to a maximum three storeys in height;
- (iii) Garages to not be visually intrusive from the street;
- (iv) Car parking for customers and clients of non-residential land uses to be on street or in Council parking on South Western Highway;
- (v) Staff car parking shall not be visible from the street where possible and to be within the property boundaries.
- (vi) All buildings to be constructed must have a portion of non-residential land use;
- (vii) No residential use permitted on the ground floor unless for access;
- (xiii) Setbacks are as per the Residential Design Codes of Western Australia for residential development.
- (ix) Commercial development setback are as follows:
 - a. Ground floor – 3 metres from front boundary with a further 3 metre setback if located with an accessway to the side boundary to create a piazza as per the endorsed Development Guide Plan
 - b. First floor balcony – 1.5 metres from front boundary

- c. Side boundary – nil setback unless on an accessway where buildings to be setback to allow a minimum width of 8 metres for the accessway
 - (x) Construction materials to be reflective of materials utilised within the town centre including:
 - Red face brick
 - Sandstone
 - Colorbond
 - Rendered brick
 - Timber cladding
- and should exclude:
- Limestone look face brick
 - Fibre cement

7.0 Building Materials

Aim:

To reduce the impact of building materials on fossil fuel emissions and resources by supporting the use of low emission materials.

Principles:

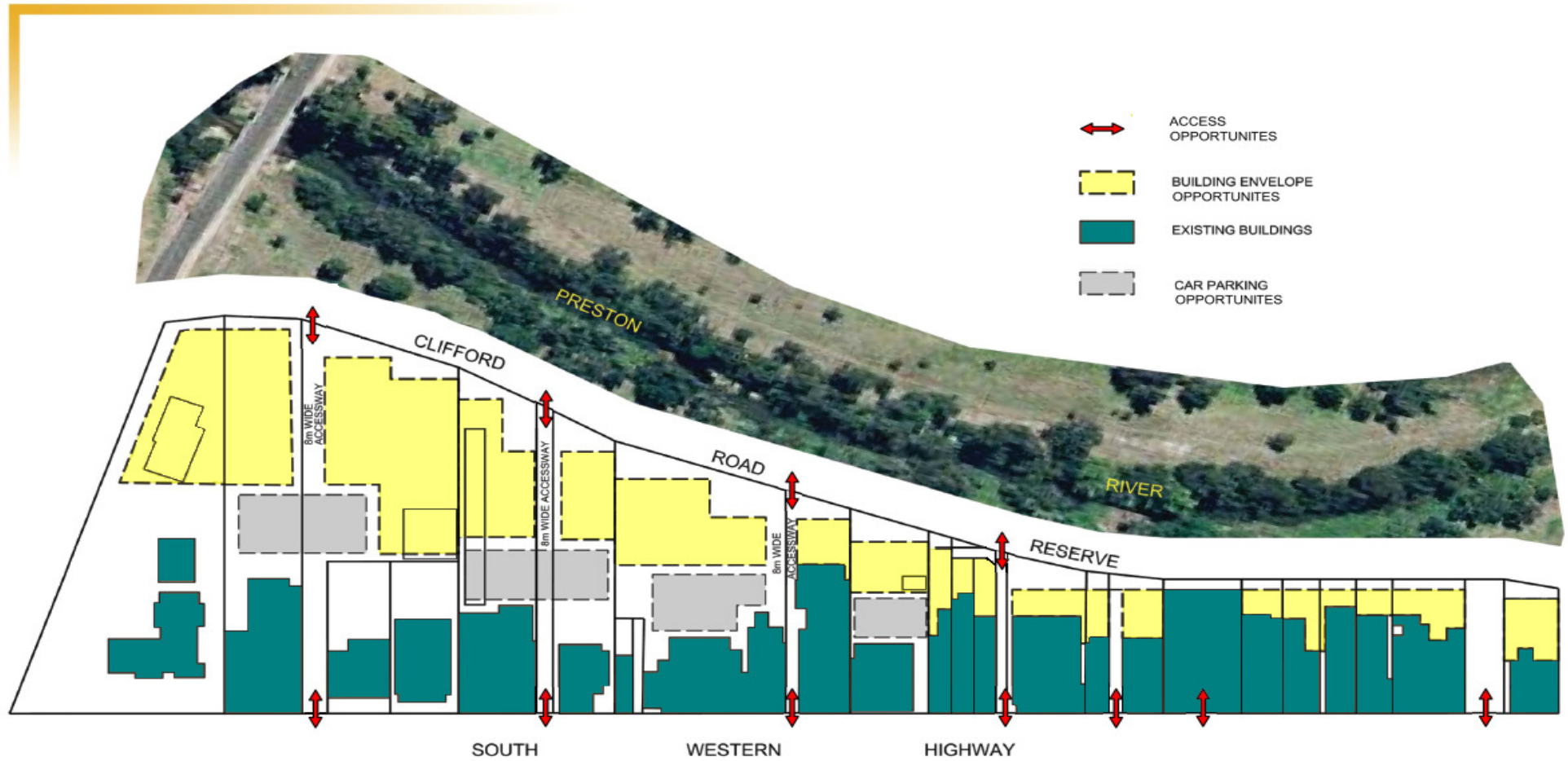
- The use of locally produced materials is preferred to those made internationally;
- Materials produced from Renewable resources are preferred;
- Materials of earthy colours are encouraged;
- Materials of a durable and long lasting nature with low maintenance requirements are encouraged to be utilised.

Requirements:

1. A full building material list to be provided with details on materials provided on submission of an application for planning consent.

Appendices

Appendix A
Development Guide Plan



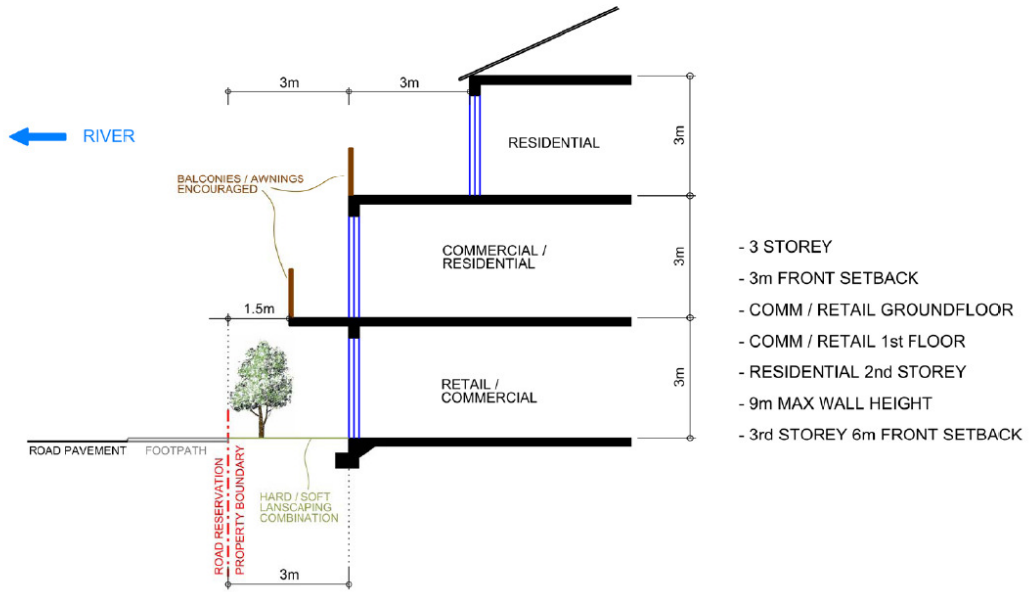
CONCEPT A - DEVELOPMENT GUIDE PLAN
 Clifford Road, Donnybrook

Client: Shire of Donnybrook - Balingup
 Job No: 070038
 Planner: D. Jones
 Scale: 1:1000 @ A3

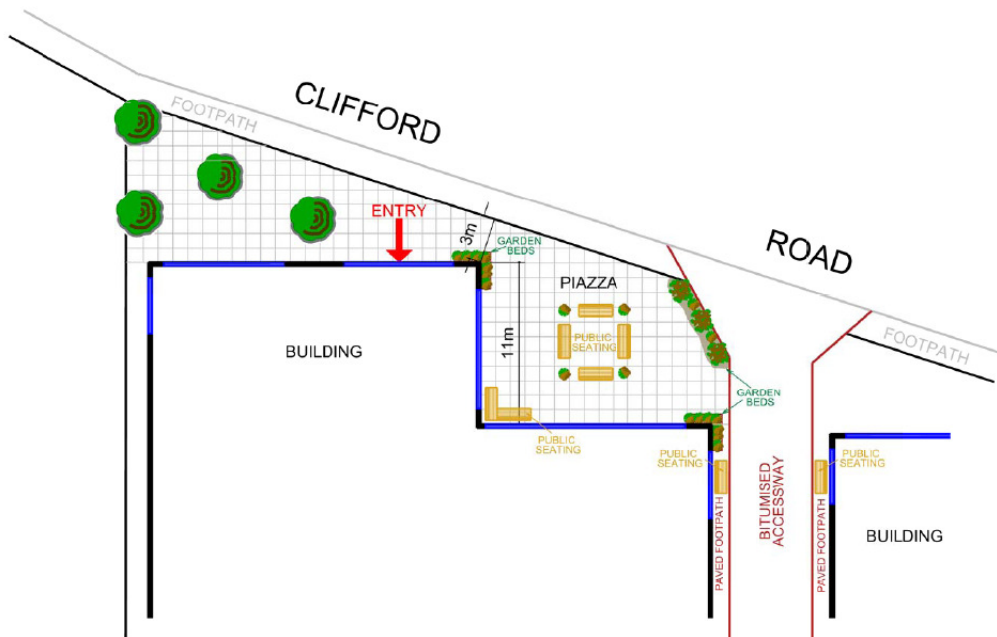


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Appendix B
Design Examples



Example 1: Cross-section of Indicative Uses



Example 2: Piazza Design

Appendix C
Sustainability Assessment

Clifford Road Sustainability Assessment

Introduction

The Clifford Road Sustainable Design Guidelines have been produced to aid building designers and developers in the development of the Clifford Road Town Centre precinct.

Clifford Road has been constructed to encourage revitalisation of the Donnybrook Town Centre and enable development to front the Preston River.

The Guidelines take into consideration the following policy documents:

- A Sustainability Checklist – Discussion Document (WAPC 2005)
- Subdivision Design – Sustainability Assessment Guidelines (WAPC 2007)
- Hope for the Future – Western Australian State Sustainability Strategy (Government of Western Australia 2003)

The objective of the Guidelines is to ensure that the Donnybrook Town Centre will be an ecologically, environmentally and culturally sustainable development with economic benefits to the developers, business owners and residents within and surrounding the town.

Sustainability Principles

As stipulated in the *Subdivision Design – Sustainability Assessment Guidelines* the foundation principles for Sustainable Development include:

- Long term economic health – whereby the needs of current and future generations are recognised for long term economic health, innovation, diversity and productivity of the earth;
- Equity and human rights – that an environment is created where all people can express their full potential and lead productive lives;
- Biodiversity and ecological integrity – all life is recognised to have intrinsic value and is interconnected and that biodiversity and ecological integrity are part of the irreplaceable life support systems upon which the earth depends;
- Settlement efficiency and quality of life – it is acknowledged that settlements need to reduce their ecological footprint while simultaneously improving their quality of life;
- Community, regions, ‘sense of place’ and heritage – diversity of community and regions are significant for the management of the earth and the critical importance of sense of place and heritage is recognised;
- Net benefit for development – all development should strive to protect net environmental, social and economic benefit for future generations; and
- Common good from planning – planning for the common good requires equitable distribution of public resources (air, water and open space) to

enable ecosystem functions to be maintained and ensure a shared resource is available to all.

Principles for Clifford Road:

The following principles apply to the assessment of the Clifford Road locality:

1. The design of subdivision is to respect the existing nature of the locality by protecting and integrating remnant vegetation into the development area.
2. Preston River should be respected and celebrated within the design by having adequate buffers from development and be accessible to the local and visiting communities.
3. Drainage from the road network is to incorporate riparian vegetation within drainage swales to ensure minimal to negligible contamination of the ground water and surface water system.
4. Residents and visitors to Donnybrook to have the ability to experience the native flora and fauna.
5. The development of Clifford Road development zone will respect the surrounding land uses and not inhibit the functioning of the output that is beneficial to the local and state economy.
6. Developments will be created that ensure passive solar design principles may be easily met (lot dimensions sufficient enough to enable access to northern sunlight, prevailing winds etc).
7. Use of alternate energy sources use to be encouraged for residential and commercial development (ie wind and solar power).
8. Grey water reuse essential in both commercial and residential developments.
9. Creation of a community meeting place that encourages local residents and business owners to embrace the town centre and create a 'sense of place'.
10. Access to current and future telecommunications (telephone, internet) for residents and business owners.

As per the Western Australian Planning Commission's recommendation a Sustainability Checklist has been created and the Structure Plan assessed on that basis. The following section includes the checklist with comments associated where relevant.

Sustainability Goal: Social Advancement Will the proposal...?	Current Practice	Best Practice	Innovation	Comments
Increase the proportion of trips using public transport			x	It is anticipated that the residential development will enable people to utilise bus services to Bunbury or other surrounding towns.
Increase the proportion of cycling trips		x		Localised cycling trips will be encouraged through safe dual use pathways along the foreshore as per the Development Guide Plan.
Increase the proportion of walking trips		x		Dual use path networks will encourage walking within the town centre as per the Development Guide Plan.
Reduce private vehicle kilometres travelled			x	Residents working in the town centre will no longer be required to drive to work.
Reduce sole-occupant car trips			x	Ability for car pooling to other centres such as Bunbury and Balingup.
Improve community safety and security			x	By encouraging development to front onto access ways and public spaces, passive observation will occur, which will deter antisocial behaviour.
Establish a socially diverse community			x	By encouraging a variety of dwelling types (1, 2 and 3 bedrooms) the opportunities for a socially diverse community to be created increases.
Support indigenous communities		x		Integration of indigenous history into the pathway system will highlight the importance of the Aboriginal culture to residents and tourists alike.
Provide education and training opportunities	x			There are no planned education and training projects.
Provide affordable housing		x		Sale prices will be market driven, however

				density incentives for affordable housing will be considered.
Provide a diversity of housing product			x	Strict design guidelines will ensure sustainable development will occur, however housing variety is encouraged if it meets sustainable development principles.
Provide flexibility of housing product			x	Flexibility will only be granted if it will reduce negative impacts on the environment and local community.
Increase home-based employment			x	There will be no restrictions on home based businesses operating if it may be proven that there is negligible impact on the local amenity.
Increase employment of Aboriginal people	x			There is no plan to target specifically Aboriginal people for employment within the development area.
Reduce urban sprawl			x	The proposal is to encourage residential development within a mixed use environment in the centre of the Donnybrook townsite. The provision of residential accommodation will reduce the requirement of new housing on the fringes of the townsite.
Prevent co-location of incompatible land uses			x	It is proposed to create a harmonious and integrated town centre with a variety of compatible land uses coexisting.
Provide open space with the principles of universal design			x	Open space provision incorporates sensitive land uses and ecosystems while providing the opportunity for revegetation and improving recreational lifestyle and bringing the community and tourists to appreciate the Preston River foreshore

				environs.
Provide community facilities that comply with the principles of universal design			x	Community facilities will be able to be utilised easily by residents, business owners and visitors.
Improve community health outcomes		x		Passive recreation is being encouraged via the upgrading of the Preston River foreshore.
Integrate land use and transport		x		Linkages between the bus service and development within the precinct will be developed to encourage greater use of bus services.
Identify, acknowledge, protect, enhance manage and promote indigenous heritage			x	Interpretive walks being investigated as well as community facilities which make residents and visitors aware of the traditional owners of the locality.
Identify, acknowledge, protect, enhance manage and promote cultural heritage			x	Interpretive walks being investigated as well as community facilities which make residents and visitors aware of the European history of the locality.
Identify, acknowledge, protect, enhance manage and promote natural heritage			x	Landscaping opportunities for showcasing indigenous flora are being investigated.
Establish Community Networks			x	The Shire is keen to promote the establishment of various community groups within the precinct.
Form partnerships with the community			x	The local community will be consulted during the advertising process.
Invest in community decision making capacity building		x		
Support community creativity and vitality		x		
Facilitate visual amenity			x	Due to the intrinsic beauty of the Preston River foreshore every effort will be made to have minimal negative visual impact via

				development due to strict design guidelines.
Facilitate amenity and 'sense of place'			x	The development of the precinct will lead to the community identifying with the town centre with an increased ownership and pride of the integration of the foreshore with the town centre.

Sustainability Goal: Economic prosperity Will the proposal...?	Current Practice	Best Practice	Innovation	Comment
Create jobs (short and long term)			x	The construction phase will employ workers and the commercial land uses will provide long term employment
Establish new enterprises		x		Town centre expansion and opportunity for home based businesses
Increase revenue flow (direct and indirect) to State and local government		x		Development of new properties will increase rates to local government. Stamp duty from land sales will benefit State Government. Registration of businesses and associated taxes will benefit local, State and Federal Governments
Provide advanced communications technology and infrastructure		x		Developers will be encouraged to investigate opportunities to utilise latest communications technology within development
Provide employment to the unemployed		x		Possibility local unemployed people will be given jobs during construction or to work in the town centre
Deliver more benefits than costs			x	The lifestyle created living in the town centre and taking advantage of the natural benefits of the site coupled with the services provided in the town centre will outweigh any costs due to construction
Avoid risk of damage from physical processes		x		Any development must give due consideration to surrounding land uses
Promote sustainability through the use of economic			x	Developer incentives will be provided via

instruments				density bonuses for sustainable development
Sustainability Goal: Environmental prosperity Will the proposal...?	Current Practice	Best Practice	Innovation	Comment
Reduce greenhouse gas emissions			x	Residential dwellings and commercial facilities encouraged to be passive solar designed.
Rehabilitate or remediate degraded land for appropriate future use			x	Drainage into the Preston River will be minimised while water sensitive design principles will be encouraged for use by developers.
Reduce waste disposal to land fill			x	Future residents will be made aware of composting, recycling etc.
Reduce emissions of air pollutants		x		The use of alternative energy sources such as solar power will be encouraged.
Improve indoor air quality		x		Building designers will be required to give due regard to indoor air quality.
Conserve and enhance land that has high biodiversity and/or conservation value			x	The foreshore will be landscaped to meet management plan requirements by the Shire.
Conserve and enhance water resources that have high biodiversity and/or conservation value			x	Reintroduction of riparian vegetation to water courses plus water sensitive drainage design will improve the quality of existing water resources of the Preston River.
Prevent export of pollutants to receiving waters			x	Planting of riparian vegetation to drainage and water courses will reduce the export of pollutants.
Promote natural flow regimes for water resources			x	The Preston River is the nearest water course and any outflow into the river system from development within the town centre will be closely monitored.

Decrease potable water consumption			x	Residents and business owners encouraged to minimise potable water use via use of rainwater tanks, grey water reuse devices etc.
Reduce energy use from non-renewable sources			x	Residents and business owners will be encouraged to utilise alternate energy sources such as wind and solar power and sell excess back to power grid.
Protect flora, fauna and fisheries			x	Remnant vegetation to be protected where possible and use of endemic species encouraged on private land holdings.

Appendix D
Infrastructure Improvement Plan

1.0 Introduction

The Clifford Road Infrastructure Improvement Plan is intended to provide direction in respect to the design, staging and cost of infrastructure installation by the Shire of Donnybrook-Balingup within the Clifford Road Development Guide Plan area.

Such improvements, costings and proposed staging of projects are subject to further scrutiny and as such the information contained within this plan are provided as a benchmark only.

2.0 Pedestrian / Vehicle Linkages

The Clifford Road Development Guide Plan (DGP) identifies strategic vehicle and pedestrian linkages within the precinct. Over the past few years, the Shire has upgraded pedestrian linkages between the Highway and bridge and vehicle parking further south.

Although the DGP identifies several access opportunities, it is considered appropriate for the Shire to initially redevelop linkages in its ownership. Whilst such works are being undertaken it is recommended that negotiations in respect to additional access points in private ownership be considered by the Shire.

In summary, staged redevelopment of linkages will increase permeability and promote connectivity to Clifford Road and the foreshore and it is anticipated that such improvements will provide further impetus for redevelopment along the rear access.



(source Dragonfly Design, Melbourne University)

3.0 Street Furniture Upgrades

It is considered that placement of appropriately designed seating, bins and other street furniture will promote a sense of place along Clifford Road, which will complement both hard and soft features of the surrounding environment.

The installation of 'Clifford Road' signage to promote businesses within the precinct is considered to be an important element of the streetscape as it formalises the area and will minimise any future issues associated with moveable signage in the road reserve. The design and installation of the signage should be the subject of further discussion.



(source: duragraphics, transmax, fuse)

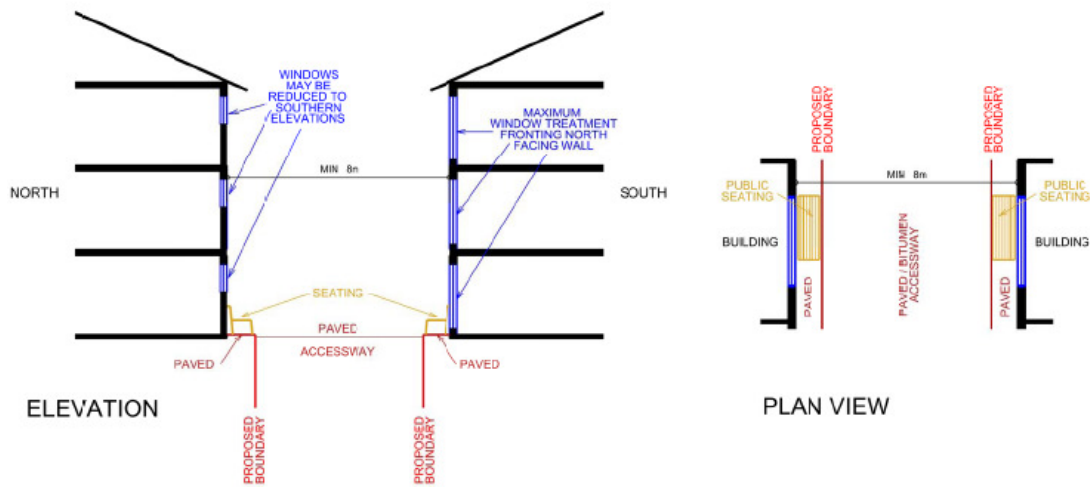
An important contemporary consideration in the development of any central area is the inclusion of public art. Whether it be sculpture pieces, paving treatments or murals such development is critical to facilitating a sense of place and representing cultural and community identity. It is recommended that consideration be given to future projects both in the short and long term development of the precinct.



(source: City of Joondalup, EPRA, Hervey Bay Council, Port Macquarie Hastings Council)

4.0 Landscaping Improvements

Landscaping of pedestrian accessways and future carparking areas with native vegetation is both environmentally and economically sustainable. It is considered that the installation of such plantings be the subject of a detailed landscaping plan prepared in association with the Preston River Foreshore Rehabilitation. The incorporation of landscaping and street furniture will provide a highly desirable and walkable area for pedestrians and adequate shade for vehicles.



(source Dragonfly Design, Insitu Planning)

5.0 Preston River Foreshore Rehabilitation

The rehabilitation of the Preston River Foreshore is an ongoing process that requires input from several environmental agencies at a State level. The Shire considers the rehabilitation of the foreshore to be a crucial project to improving the visual amenity of the rear access and ecological integrity of the Preston River.

Further consideration through the preparation of a Preston River Rehabilitation and Landscaping Plan is recommended, to ensure the long-term sustainability of a core under-utilised asset of the Donnybrook Townsite.

6.0 Conclusion

The implementation of the aforementioned infrastructure improvement projects are intended to promote Clifford Road as a contemporary business and commercial precinct with significant development opportunities to improve upon the services and facilities already offered to the Donnybrook community.

The connectivity and walkability of the precinct in addition to well-designed landscaping, furniture and paving treatments are considered to be important components in promoting a desirable sense of place for residents and visitors to the Donnybrook Townsite.

CLIFFORD ROAD / TOWN CENTRE INFRASTRUCTURE IMPROVEMENTS

This cost schedule is based on preliminary information and should therefore be considered as an indicative estimate only. Detailed costing will be undertaken during the annual budget process in the financial year preceding indicative timing of works. Timeframes and staging of the proposed works are dependent upon available funding.

STAGE 1 – UPGRADE PEDESTRIAN / VEHICLE LINKAGES

DESCRIPTION	SCHEDULE	COST
1.1 Upgrading of accessway south of 'Red Rabbit Inn'	2010/2011	\$30,000
1.2 Negotiate formal 8m wide accessway on 52A South Western Highway (Telstra site)	2009/2010	-
1.3 Negotiate pedestrian access with owners of 76 South Western Highway	2009/2010	-
1.4 Construction of accessways outlined at 1.2 and 1.3	2010/2011	\$65,000
TOTAL		\$95,000

STAGE 2 – STREET FURNITURE UPGRADE

DESCRIPTION	SCHEDULE	COST
1.1 Installation of ie. bench seating, bins and water fountains	2010/2011	\$15,000
1.2 Installation of formal 'Clifford Road' signage with consistent design	2009/2010	\$5,000
1.3 Installation of public art pieces along Clifford Road	2011/2012	\$10,000
TOTAL		\$30,000

STAGE 3 – LANDSCAPING IMPROVEMENTS

DESCRIPTION	SCHEDULE	COST
1.1 Preparation of Clifford Road Landscape Plan	2009/2010	\$7,500 (shared with Preston River Foreshore Plan)
1.2 Installation of landscaping in accordance with Landscape Plan	2010/2011	\$20,000
TOTAL		\$27,500

STAGE 4 - PRESTON RIVER FORESHORE REHABILITATION

DESCRIPTION	SCHEDULE	COST
1.1 Preparation of Preston River Foreshore Landscape and Rehabilitation Plan	2009/2010	\$7,500 (cost shared with Clifford Road Plan)
1.2 Implementation of Plan	2010	\$40,000
TOTAL		\$47,500