City of Stirling

Ordinary Meeting of the 42nd Council

8 September 2026

Minutes

To: The Mayor and Councillors

Here within the Minutes of the Ordinary Meeting of Council of the City of Stirling held Tuesday 8 September 2026 in the City of Stirling Council Chamber, 25 Cedric Street, Stirling.



Stevan Rodic | Chief Executive Officer

Our Vision, Mission and Values

Vision

A sustainable City with a local focus.

Mission

To serve our community by delivering efficient, responsive, safe and sustainable service.

Values

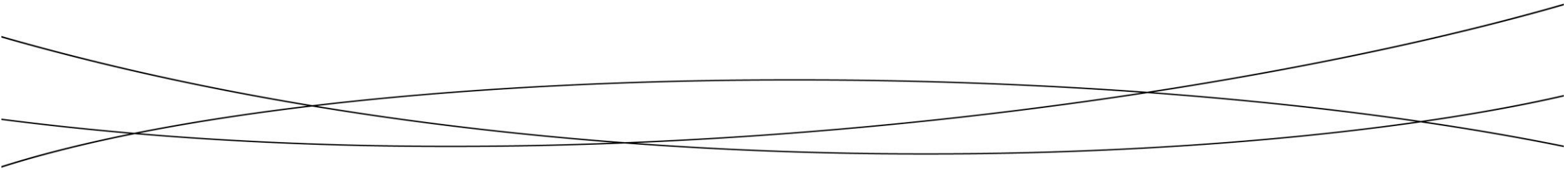
The City of Stirling's core values are:

- Approachable
- Responsive
- Transparent
- Innovative.

Disclaimer

Members of the public should note that in any discussion regarding any planning or other application that any statement or intimation of approval made by any member or officer of the City during the course of any meeting is not intended to be and is not to be taken as notice of approval from the City. No action should be taken on any item discussed at a Council meeting prior to written advice on the resolution of the Council being received.

Any plans or documents contained in this document may be subject to copyright law provisions (*Copyright Act 1998*, as amended) and the express permission of the copyright owner(s) should be sought prior to the reproduction.



Emergency Procedures

The City of Stirling values the health and safety of all visitors to its facilities.

The following evacuation procedures are to be followed in the event that an emergency occurs.

- When the emergency alarm sounds, please remain calm.
- Comply with any instructions given by emergency personnel, including the City's Fire Warden.
- The Fire Warden will assess the immediate area for danger.
- If required, the Fire Warden will instruct all in attendance to evacuate – please follow their directions promptly and calmly. Proceed, as directed to the Assembly Area (evacuation point).
- If you have impaired mobility, the Fire Warden can assist with your safe evacuation.
- Do not re-enter the building until authorised to do so.

The Assembly Area is located on the grassed area near the entrance to the basement carpark from Puccini Court. The Fire Warden will direct you to the correct location in the event of an emergency.

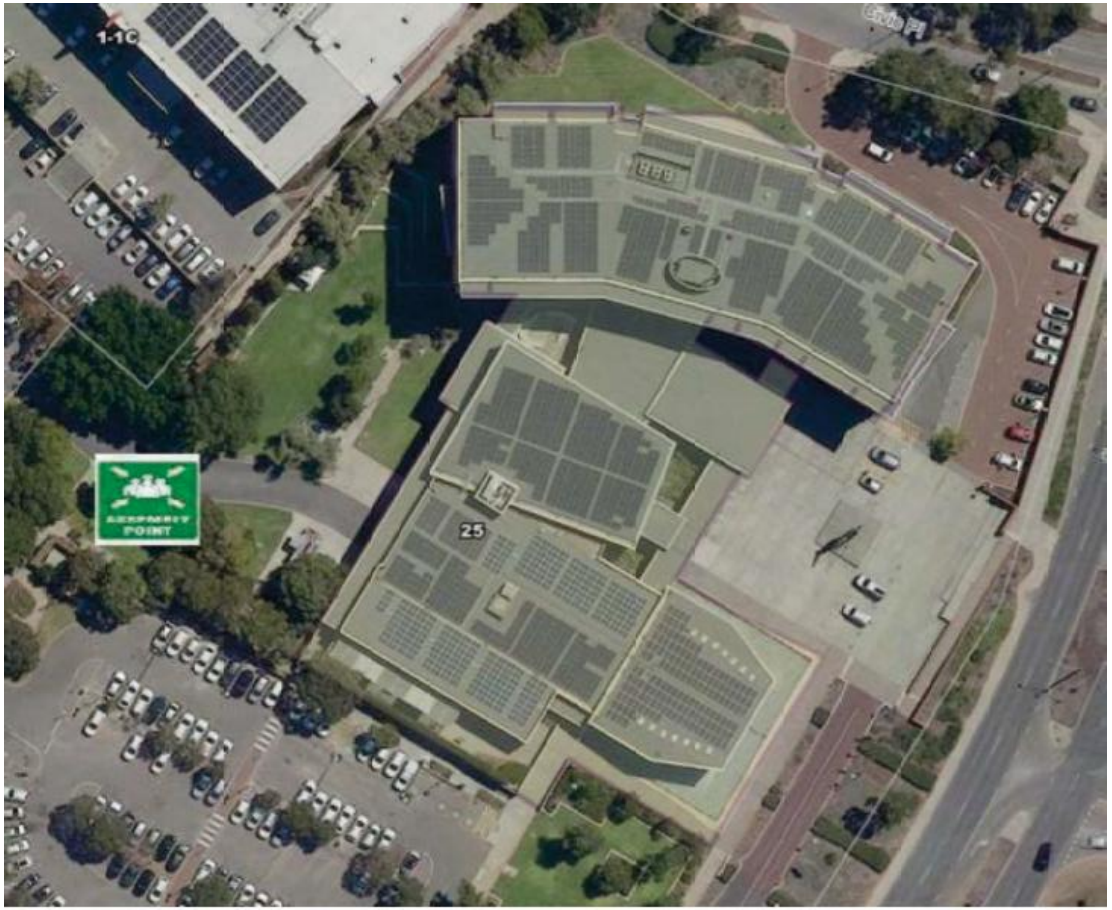

1-1C
25

TABLE OF CONTENTS

ITEM SUBJECT PAGE

1. OFFICIAL OPENING 8
2. ATTENDANCE AND APOLOGIES 8
3. APPROVED LEAVE OF ABSENCE 9
4. DISCLOSURES OF INTEREST 10
5. PETITIONS 10
6. RESPONSES TO PREVIOUS QUESTIONS FROM MEMBERS OF THE PUBLIC TAKEN ON NOTICE 11
   - 6.1 PUBLIC QUESTION TIME - M KNIGHT 11
7. PUBLIC QUESTION TIME 12
   - 7.1 PUBLIC QUESTION TIME - J CROSSWELLER 13
   - 7.2 PUBLIC QUESTION TIME - P PEEBLES 15
   - 7.3 PUBLIC QUESTION TIME - D HOLDER 16
   - 7.4 PUBLIC QUESTION TIME - E BOYLE 17
   - 7.5 PUBLIC QUESTION TIME - M WALKER 18
   - 7.6 PUBLIC QUESTION TIME - M KNIGHT 19
   - 7.7 PUBLIC QUESTION TIME - L STALTARI 21
   - 7.8 PUBLIC QUESTION TIME - C STOJSAVLJEVIC 22
   - 7.9 PUBLIC QUESTION TIME - P COLLINS 24
   - 7.10 PUBLIC QUESTION TIME - K EMERY 26
   - 7.11 PUBLIC QUESTION TIME - R HADLEY 27

7.12 PUBLIC QUESTION TIME - D RANOSCH 29
7.13 PUBLIC QUESTION TIME - K MCDONALD 30
7.14 PUBLIC QUESTION TIME - B JOHNSTON 31

8. APPLICATIONS FOR LEAVE OF ABSENCE 32

9. CONFIRMATION OF MINUTES 33

10. ANNOUNCEMENTS BY THE PRESIDING MEMBER 33
10.1 MAYOR MARK IRWIN - BIRTHDAY ANNOUNCEMENT 33

11. UNRESOLVED BUSINESS FROM PREVIOUS MEETING 33

12. REPORTS AND RECOMMENDATIONS OF COMMITTEES 34
12.1 PLANNING AND DEVELOPMENT COMMITTEE - 1 SEPTEMBER 2026 34
12.1/CF1 DRAFT LOCAL PLANNING SCHEME NO.4: LOCAL PLANNING POLICY - BEAUFORT STREET AND CENTRES IN HERITAGE AREAS - OUTCOMES OF ADVERTISING 34

13. REPORTS FOR CONSIDERATION IN ACCORDANCE WITH CLAUSE 4.2(4) OF THE MEETING PROCEDURES LOCAL LAW 2021 333
13.1 REVIEW OF NEW FOOTPATH POLICY 333
13.2 REVIEW OF CROSSOVER POLICY 363

14. NOTICES OF MOTION FOR CONSIDERATION 388
14.1 PROPOSED NOTICE OF MOTION - COUNCILLOR ELIZABETH RE - INCREASED TIMING FOR PEDESTRIAN CROSSINGS IN SCARBOROUGH AND INNALOO 388
14.2 PROPOSED NOTICE OF MOTION - COUNCILLOR ELIZABETH RE – PEDESTRIAN SAFETY ALONG ELLEN STIRLING BOULEVARD, INNALOO 392

15. NOTICES OF MOTION FOR CONSIDERATION AT THE NEXT MEETING 395

15.1 ARTIFICIAL INTELLIGENCE GOVERNANCE AND INNOVATION WORKING GROUP 395
15.2 ESTABLISHMENT OF A CITY OF STIRLING SCHOOL CIVIC EDUCATION AND COUNCIL TOUR PROGRAM 396
16. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN 398
16.1 MINDARIE REGIONAL COUNCIL ENVIRONMENTAL NOTICES 398
17. NEW BUSINESS OF AN URGENT NATURE 416
18. MATTERS BEHIND CLOSED DOORS 416
19. CLOSURE 417

MINUTES OF THE ORDINARY MEETING OF COUNCIL OF TUESDAY 8 SEPTEMBER 2026 HELD IN CITY OF STIRLING COUNCIL CHAMBER, 25 CEDRIC STREET, STIRLING

1. OFFICIAL OPENING

The Presiding Member declared the Ordinary Meeting of Council open at 6.30pm.

2. ATTENDANCE AND APOLOGIES

ATTENDANCE

Mayor	Mark Irwin AM
Councillors	Councillor Andrea Creado Councillor Michael Dudek Councillor Joe Ferrante Councillor Damien Giudici (until 8.25pm) Councillor Chris Hatton Councillor Daniela Ion Councillor Tony Krsticevic Councillor Suzanne Migdale (until 8.23pm) Councillor Teresa Olow Councillor Rob Paparde Councillor Karlo Perkov Councillor Stephanie Proud JP Councillor Elizabeth Re Councillor Lisa Thornton

Employees	Acting Chief Executive Officer - Michael Quirk Director Infrastructure - Andrew Murphy Director Planning and Development - Amanda Sheers Acting Director Community Development - Peter Mullins Acting Director Corporate Services - Matthew Thomas Acting Manager City Future - Neil Maull Acting Manager Development Services - James Fletcher Acting Manager Engineering Services - Frank Strever Head Community Engagement - James Murphy Service Lead Community Safety Operations - Haydn Farrow Lead Corporate Governance - Toni Fry Lead Governance Officer - Regan Clyde Senior Governance Officer - Leanne Prior Senior Media Advisor - Liam Croy Acting Senior Governance Officer - Cooper Thomas
Public	35
Press	2

APOLOGIES

Chief Executive Officer - Stevan Rodic
Director Corporate Services - Jason Lyon

3. APPROVED LEAVE OF ABSENCE

Nil.

4. DISCLOSURES OF INTEREST

Where a member has disclosed a financial or proximity interest in an item, they must leave the Chamber for consideration of that item.

Where a member has disclosed an impartiality interest in an item, they may remain in the Chamber. The member is required to bring an independent mind to the item and decide impartially on behalf of the City of Stirling and its community.

Planning and Development Committee - 1 September 2026

Councillor Michael Dudek disclosed an Impartial Interest in Item 12.1/CF1 as he owns a unit in the heritage area.

Councillor Daniela Ion disclosed an Impartial Interest in Item 12.1/CF1 as she is a member of the Mount Lawley Society.

Councillor Elizebeth Re disclosed an Impartial Interest in Item 12.1/CF1 as she is a member of the Mount Lawley Society.

Council - 8 September 2026

Councillor Joe Ferrante disclosed an Impartial Interest in Item 12.1/CF1 as he owns a property in the heritage area.

5. PETITIONS

Nil.

6. RESPONSES TO PREVIOUS QUESTIONS FROM MEMBERS OF THE PUBLIC TAKEN ON NOTICE

The responses to questions that were answered during Public Question Time at the previous Council meeting were published in the minutes of that meeting.

6.1 PUBLIC QUESTION TIME - M KNIGHT

The following question was submitted by M Knight, Wembley Downs 6019, prior to the Council Meeting held Tuesday 25 August 2026.

The following question related to Item 12.2/ES3 on the agenda.

Q1. "Regarding the New Footpath Policy, is it designed to consider individual street characteristics specifically? My understanding was that it's quite a broad policy, and I wanted to ensure that there is clearly defined discretion available to be exercised, so it does not contradict the intention of the broader tree preservation policies at both a State and local level. Are there discretionary provisions within the Policy?"

The Mayor referred to the Manager Engineering Services, and also sought clarity on how often a tree would be removed to put a footpath in.

A1. The Manager Engineering Services advised that during his 20 years at the City, many footpaths had been constructed, and to the best of his knowledge, the City had never removed a tree to allow for a footpath to be constructed. The City has always managed to design around any existing trees.

Additional Information

A1. The New Footpath Policy provides a strategic framework for the provision of footpaths across the City and is therefore intended to be broad in its application. Its purpose is to establish consistent principles regarding pedestrian accessibility, safety and network connectivity. However, discretion for individual roads is applied during the detailed design process where site specific factors are considered, such as position of existing trees, landscaping, drainage, utilities, topography, road geometry and other environmental constraints. Through that process, a range of design responses may be considered, including alignment modifications, reduced path widths where justified, specialised construction techniques and other measures aimed at minimising impacts on significant streetscape or environmental features.

7. PUBLIC QUESTION TIME

Public Question Time is included in the live stream. Members of the public are only required to state their name and suburb when addressing the meeting.

Members of the public who wish to ask question/s at the Council meeting are requested to submit these through the City's online Public Question Time submission form (click here).

Councillor Michael Dudek left the meeting at 7.09pm during consideration of item 7, and returned at 7.10pm.

7.1 PUBLIC QUESTION TIME - J CROSWELLER

The following questions were submitted by J Crosweller, Yokine 6060, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"I was run over at the corner of Wordsworth Avenue and Alexander Drive on 7 November. We've got a mobile camera there. Nobody's called me, nobody's contacted me, I have no idea what's going on with this. I had three fractures in my back; I'm still having treatment for my injuries, my dog cost me $8,000 to have his hip fixed, and I haven't heard a thing from anyone. Are we going to get a pedestrian crossing there, please, or something, so that we feel safer, because it's my direct route to the park. I now go further along and walk across because we're too nervous to cross over there anymore."*

A1. The Mayor thanked Ms Crosweller for sharing her story and expressed regret that this situation had happened to her.

The Acting Manager Engineering Services advised that the Near-Miss Technology camera that was installed at the Alexander Drive, Wordsworth Avenue intersection in mid-June 2026 will remain in place for approximately three months. The data will be reviewed by the Road Safety Commission and presented to the City to better understand any risk patterns and determine whether further investigation or safety treatments may be warranted. The technology at this stage is relatively new, so the City is not sure what the final product or recommendations will look like. Both Main Roads WA and the Road Safety Commission, continue to evaluate how this kind of data can best be used to support road safety decision-making.

Q2. *"Are we going to have a pedestrian crossing there? It's taking a long time to actually complete the data. I'm talking from an emotional standpoint, I can't cross over there anymore, and nobody seems to care that it's a dangerous corner. Something has to be done."*

A2. The Mayor advised that the City would reach out to Ms Crosweller to discuss this issue further.

Q3. *"I recently came home and people were servicing cars on the empty block next to me. When I called the Council to ask if a ranger could be sent across to speak to them – since they weren't just fixing cars, they were servicing cars - I was told that it wasn't the ranger's responsibility. It says in the bylaws that no servicing of cars on the road or the verge in the City of Stirling is supposed to be conducted. When I asked the man who was doing it, he told me it was none of my business because it wasn't my block of land. But I didn't buy my house wanting to live next to a commercial workshop, so whose responsibility is it to deal with this?"*

A3. The Acting Director Community Development advised that the City is aware of that particular issue. He apologised that the City provided her with incorrect information - repairing vehicles on a thoroughfare is an offence, so Ms Crosweller was correct. The City has contacted the vehicle repairer in question, and advised them that they cannot do that. They have confirmed that they would comply, so if issue is cited again, the City can be contacted on (08) 9205 8555 to have a ranger attend.

Q4. *"Regarding the Inglewood Pool, the showers are always broken down, so we're told to go and use the outside showers, which isn't very pleasant in the winter. When I ask when they're going to be fixed, I just get told, yes, they're going to be fixed. So, I wrote to the manager of the pool and asked when they're going to be fixed, and he just said that they will be fixed. Also, the ventilation is so bad and there's so much mould inside the showers. I just wondered when maintenance is going to be done because it's dangerous with all the mould there."*

A4. The Acting Chief Executive Officer confirmed that Ms Crosweller was correct in saying that the automatic shower systems the City had been using has been problematic. These systems will be fixed within the next couple of weeks with much simpler shower mechanisms. The exhaust system has already been fixed, which should resolve the mould, so by the end of September, the City would expect the showers and exhaust to be working appropriately.

Additional Information

A2. The City will schedule a meeting with Ms Crosweller to discuss this intersection further.

7.2 PUBLIC QUESTION TIME - P PEEBLES

The following question was submitted by P Peebles, Carine 6020, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"Firstly, I must acknowledge the work done by the City of Stirling in 2021-22 to alleviate the parking issues by students surrounding Carine Senior High School. I acknowledge your contribution and residents are very grateful for your contribution. I also acknowledge that the City of Stirling did not cause this issue. But, unfortunately, the City of Stirling is left to clean up the mess that has been left behind because of this issue.*

Since 2021, Carine Senior High School has undergone a significant expansion, with the number of Year 12 students rising from about 230 to now around 400. And there are now about 140 to 150 students who regularly drive to school.

Despite significant parking spaces available to students, a cohort, for whatever reason, will not use those parking spaces specifically allocated to them. Now around 20 or so students are parking largely in Minerva Way and Etwall Place. The vehicles parking in the streets create dangerous situations, including when large vehicles delivering building materials to houses have not been able to get through.

Will the City of Stirling seriously consider some form of restrictive parking in certain streets surrounding the Carine Senior High School as student parking in certain streets has had a significant negative impact on residents for nigh on six years. It is clear that some students will not use the parking facilities supplied to them and continue to park in the streets and some form of parking restrictions will be the only way to finally resolve this vexing issue."

A1. The Mayor advised that the City would be willing to go to the site and investigate the request.

Additional Information

A1. The City will schedule a meeting with the residents of the affected streets in this area to discuss this parking issue further.

7.3 PUBLIC QUESTION TIME - D HOLDER

The following question was submitted by D Holder, Carine 6020, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"With regard to the P-plater issue that's been going on for nearly six years, is there any other option or avenue, that the Council could look at regarding the whole notion of public street parking being available to all. It's pretty obvious that there's a very select group that are abusing the whole notion of public street parking. Can the Council look at anything that could be amended or just used as a deterrent?"*

A1. The Mayor confirmed that the City is not new to dealing with parking problems, particularly around high schools and that there are alternatives that have been investigated in the past in this area.

The Mayor further advised that the City would be willing to meet with the residents to discuss this further.

Additional Information

A1. The City will schedule a meeting with the residents of the affected streets in this area to discuss this parking issue further.

7.4 PUBLIC QUESTION TIME - E BOYLE

The following questions were submitted by E Boyle, Wembley Downs 6019, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"How often does the City's Four Year Forward Work Program get reviewed and amended, does it fall alongside the annual budget?"*

A1. The Director Infrastructure advised that the Forward Works Program is reviewed annually as part of the development of the City's Annual Budget.

Q2. *"Does this mean that a construction which is originally not in the program during a four-year period would have the potential the following year to be included in the program within that same four-year period?"*

A2. The Mayor confirmed that was correct.

Q3. *"At the previous Ordinary Council Meeting, the Manager Engineering Services advised that 'During his 20 years at the City, many footpaths had been constructed, and to the best of his knowledge, the City had never removed a tree to allow for a footpath to be constructed.' However, it has come to light that in 2022 a tree may have been removed to make way for a footpath at Carnarvon Crescent, Coolbinia - is this true?"*

A3. The Director Infrastructure advised that further investigations have confirmed that a tree adjacent to 52 Carnarvon Crescent, Coolbinia, was removed prior to construction of the footpath. The City's original design proposed a deviation in the path alignment to retain the tree. However, following consideration of the matter at a Council Meeting, Council moved a specific resolution that the tree be removed to maintain the preferred path alignment. A replacement tree was subsequently planted following completion of the works.

At 6.47pm, in accordance with Clause 5.2(14) of the City of Stirling's Meeting Procedures Local Law 2021, the Presiding Member ruled that Public Question Time be EXTENDED.

7.5 PUBLIC QUESTION TIME - M WALKER

The following questions were submitted by M Walker, Wembley Downs 6019, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"Can the City of Stirling please provide the average cost per metre of installing a 1.8m footpath in a cul-de-sac. A range of costs per metre would be adequate as it is understood footpath project costs can vary significantly due to site specific issues such as trees, tree roots, service pit problems, verge slopes, existing streetlights, etc. Estimates obtained on the internet are approximately $150 to $350 per metre but can be higher where more complex issues are encountered. No doubt this information has already been provided to Councillors so that they can be fully informed before they vote on the New Footpath Policy."*

A1. The Director Infrastructure advised that as noted, the cost of constructing a footpath can vary significantly depending on site-specific factors such as verge conditions and services. Based on projects included in the current Annual Budget, the average cost of constructing a 1.8m wide footpath is approximately $300 per lineal metre. The estimated costs of proposed works are assessed and approved by Council through the Annual Budget process.

Q2. *"Online estimates suggest a footpath in Dunrossil Place could exceed $110,000. Can the City of Stirling provide recent contract-based average costs per metre, as we believe Councillors should have a clear understanding of the likely cost to ratepayers before voting in any instance where ratepayers are opposed to a footpath installation. Especially since we had 1,678 people sign our petition to not build one here, which is representative of the whole City of Stirling."*

A2. The Director Infrastructure advised that as outlined previously, the average cost of constructing a 1.8m wide footpath is currently in the order of $300 per lineal metre. In terms of the specific project in Dunrossil Place, it is not on the Forward Works Program, so design has not been completed, and a full estimate has not been undertaken at this time.

7.6 PUBLIC QUESTION TIME - M KNIGHT

The following questions were submitted by M Knight, Wembley Downs 6019, at the Council meeting held Tuesday 8 September 2026.

Q1. *"I note that the Council is including the wording 'a demonstrated need supported by one or more residents' instead of 'a demonstrated need supported by a majority of residents' at Clause 1 of the New Footpath Policy. Does this mean that if there are 80 residents on a cul-de-sac and 79 residents oppose the footpath, one resident's support for the footpath would mean Council can justify the installation of a footpath on that street?"*

A1. The Mayor advised that this was not the intent of the policy wording. What it indicates is that one person can start the discussion for a footpath. The indication would be in terms of equity. For example, if the footpath linked in with public access ways and there was a disabled person on the street who wanted to have equity, that would certainly be given weight in the discussion. The decision is not made on the basis of a majority as there are many other factors which must be considered.

Q2. *"Clause 9 includes 'The City will consult with impacted residents…', 'In accordance with the Community Engagement Policy' which describes 'consult' as an engagement level that typically occurs when 'a decision has been made, and Council wants to either communicate that decision to the community or seek opinions on the decisions.' Would it be more appropriate to use the word 'involve' instead of 'consult', based on the goal of 'involve' being 'to seek input to identify issues, concerns and aspirations to inform decision-making and show how that input has informed the decision'?"*

A2. The Mayor advised that he understood the nuance raised. The City does have an overall Community Engagement Policy which informs all consultation. Whilst it seems appropriate to seek input from residents to inform decision-making, it is the policy that would inform the decision making in terms of that strategic element. The consultation in this case would be to identify street-specific issues that could cause concern for residents, as raised during the meeting and those matters would then be considered.

The Mayor further advised that the City would be comfortable with the wording used in the Policy.

Q3. *"The Agenda at page 319 indicates the Elected Member Workshop inferred that broader community feedback continues to support the provision of new footpaths based on there having been 52 requests for new footpaths on local roads since 2025, compared with four notable objections by way of petitions. This is a false equivalence as the number of residents represented by the 52 requests compared with the number of residents who signed petitions would provide a more genuine comparison. However, my question is how many of these 52 requests were specifically for footpath installations in cul-de-sacs?"*

A3 The Director Infrastructure advised that of the 52 requests received since 2025, eight related to roads with a closed end, or, in other words, a cul-de-sac.

The Mayor further advised that he would expect that the commentary is not meant to diminish community concerns, and the City certainly understand them. But it is also apparent that they are a part of an overall consideration. Council will consider the policy and its overall strategy, weigh up community concerns and the elements within that, and then make a decision during the meeting.

7.7 PUBLIC QUESTION TIME - L STALTARI

The following question was submitted by L Staltari, Duncraig 6023, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"I would like to thank the City, Councillor Hatton and Councillor Perkov in particular for the significant work the City has undertaken in recent years. The situation with parking around Carine Senior High School has significantly improved, but as Mr Peebles shared, there are two particular streets that continue to face significant parking issues. I visited them, they are Etwall Place and Minerva Way.*

My original question was whether the City would be willing to work with residents to resolve this issue. I thank you for being so willing to do so and if I may augment my question, in meeting with residents, could I ask if the City would be willing to bring, for example, a list of alternative bespoke parking restrictions used in other areas of the City to allow a conversation with residents about what might work for the particular nature of Etwall Place and Minerva Way?"

A1. The Mayor advised that the City would always try to work with residents in those surrounding streets. These issues were first raised approximately five or six years ago and at that time Council was committed to working with the residents in this case. There is always a concern that introducing specific parking restrictions in specific streets simply pushes it to the next street. However, work has been undertaken with the school to gain a comprehensive overview and to explore all other options. If there are still issues, the City is certainly open to exploring different parking restrictions, although the response needs to be proportionate.
The Mayor further advised that the Acting Manager Engineering Services would be happy to attend the site.

Additional Information.

A1. The City will schedule a meeting with the residents of the affected streets in this area to discuss this parking issue further.

7.8 PUBLIC QUESTION TIME - C STOJSAVLJEVIC

The following questions were submitted by C Stojsavljevic, Wembley Downs 6019, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"My question was to do with whether we would have some measurable criteria scoring thresholds or a defined procedure to assess pedestrian risk and prioritise our footpaths? It would help to reduce ambiguity if we had more transparent and consistent decisions around some measurable outcomes, so we could actually make a decision on whether Dunrossil Place requires one."*

A1. The Acting Manager Engineering Services initially advised that the footpaths currently programmed for construction are all identified in the adopted 2026/27 Annual Budget and associated Forward Works Program. Dunrossil Place is not included within the current budget or Forward Works Program, and as a result, a detailed site-specific assessment for priority purposes has not been undertaken.

After seeking clarification, the Acting Manager Engineering Services further advised that the City predominantly uses traffic volumes, lengths of roads, road hierarchy, activity centres and closeness to schools and other civic areas to formulate a matrix in order to determine what warrants footpath selection. It is done through a ranking system; however, this may still change as other works such as road resurfacing, Water Corporation work, and other Forward Works that are in parallel, may cause projects to be moved across to other years. While it is not purely ranking based, due to the wide variety of factors to consider, it does play a large role.

Q2. *"With that detailed design assessment, which obviously hasn't taken place at Dunrossil Place because we haven't been put in the list yet, will this include measuring vehicle volume, speed, pedestrian use and movements, incident history and other factors that establish whether a footpath is needed? If detailed design only determines how the footpath is built, when will the underlying need and the pedestrian risk be assessed? And can those results be provided?"*

A2. The Mayor advised that Dunrossil Place was already on the Forward Works Program and was held off because it was the subject of a petition. The Policy is trying to give the opportunity for this sort of environment where residents are able to put forward their case and Council is able to review the New Footpath Policy. The City would be happy to provide further detail in writing to clarify the matter.

Additional Information

A1. The Traffic Management Warrants Policy serves a different purpose to the New Footpath Policy. The Warrants Policy provides a framework to assess, rank and prioritise locations where traffic management treatments may be warranted. In contrast, the New Footpath Policy establishes Council's strategic position regarding the provision of footpaths. While the Policy does not contain a formal scoring or ranking system, the City does consider a range of factors when prioritising footpath projects, including road classification, traffic volumes, pedestrian connectivity, proximity to schools, public transport, shops and community facilities, and available funding.

A2. Detailed design of a proposed footpath location considers a range of site-specific factors, not limited to just construction, including pedestrian demand, accessibility, road and verge characteristics, safety considerations, surrounding land uses and available traffic information. Where relevant, existing data such as vehicle volumes, speeds and incident history may also be reviewed. The purpose of this assessment is to establish both the need for the infrastructure and the most appropriate design response for the location.

7.9 PUBLIC QUESTION TIME - P COLLINS

The following questions were submitted by P Collins, Dianella 6059, at the Council meeting held Tuesday 8 September 2026.

Q1. *"My questions tonight are in relation to Dianella Drive, between Yirrigan Drive and Morley Drive. There's a significant amount of litter in the verges and median strip and an increased amount of litter being dropped by the community on Morley Drive and Alexander Drive. I also note that this litter isn't being picked up when the seated lawn mowers come and mow. Consequently, what we're finding is a shredding of plastic and a shredding of litter. This is not very good for our bird life who are eating it. Does the City of Stirling have anyone employed to pick up litter?"*

A1. The Director Infrastructure advised that the correct procedure is for the litter to be removed before the grass is cut. He further confirmed that he would follow up, as it should not be happening.

Q2. *"At last week's Planning and Development Committee meeting, concern was expressed about the Beaufort Street Local Planning Policy not properly addressing upper floor rear setbacks to new buildings on Beaufort Street overlooking the Residential Heritage Protection Areas. Can Council amend the policy to address this concern by adopting the setback provisions that currently exist in the Beaufort Street Local Development Plan?"*

A2. The Mayor advised that the Item was on tonight's Agenda for Council to consider.

Q3. *"Concerns were also expressed at last week's Planning and Development Committee meeting about building heights in the Beaufort Street Local Planning Policy, exceeding those in the current planning scheme, noting in particular that all of Inglewood is wall-to-wall four storeys. Could Council amend the policy to match the heights to those contained in the current planning scheme?"*

A3. The Mayor advised that the Item is on tonight's Agenda for Council to consider.

Additional Information

A1. This area is maintained through periodic mowing undertaken by contractors engaged by the City to manage the median and verge areas along Dianella Drive. Under the terms of the contract, contractors are required to remove litter prior to undertaking mowing activities.

For the current financial year, Council has endorsed a trial initiative under which the City will engage a Western Australian Disability Enterprise to enhance litter collection at identified litter hot spots across the City. The City is currently progressing the procurement process for this initiative, and this location will be included within the scope of the proposed contract.

In the interim, the City will arrange for the removal of any litter currently present at this location.

7.10 PUBLIC QUESTION TIME - K EMERY

The following question was submitted by K Emery, Carine 6020, at the Council meeting held Tuesday 8 September 2026.

Q1. "I bought my residence in a cul-de-sac with what I think is a reasonable expectation that regular vehicular traffic would be limited to residents. So, my question is, is it not reasonable that residents such as myself expect our cul-de-sacs be off-limits to regular, persistent traffic and parking congestion? I know you've already responded to this so thank you."

A1. The Mayor thanked Mr Emery for his comments.

7.11 PUBLIC QUESTION TIME - R HADLEY

The following questions were submitted by R Hadley, Woodlands 6018, at the Council meeting held Tuesday 8 September 2026.

Q1. *"After the trackless tram fiasco, which has cost ratepayers thousands of dollars, despite Mayor Irwin stating that no ratepayer funds would be spent, we read that light rail is now proposed for Scarborough Beach Road. Ratepayers ask if Mayor Irwin would be allocating $500,000 of ratepayer's funds for a feasibility study? Where are the millions of dollars coming from to pay for this light rail? Mayor Irwin, do you believe that the Federal and State Governments consider that light rail along Scarborough Beach Road is a priority in WA?"*

A1. The Mayor advised that he is not aware of where that has come from. The City has always advocated for mid-tier transit, which could be either light rail or a trackless tram model. You would have to ask the State Government on their view.

Q2. *"Members of the Ewen Street Community Group expressed concern and disbelief for Mr Pluim of Doubleview, who has been waiting 12 years for an upgrade of a laneway. A laneway now scheduled for upgrade in 2030-31 financial year. What constitutes a priority for ratepayers in the City of Choice?"*

A2. The Mayor advised that he had personally met with the resident since then and provided the commitment for the City to work alongside him. It is currently up for the beginning of next year for the City to apply for that laneway to come into the City's ownership so that it can act.

Q3. *"Although ratepayers are aware that Mayor Irwin and President of WALGA has been found guilty of three breaches of the Local Government Act by the Local Government Standards Panel, I raised a complaint against Mark Irwin for his repeated demeaning behaviour in a public forum on 8 July 2026. This matter was raised on 25 August as a confidential item and the minutes state that the Council dismissed the complaint and Mayor Mark Irwin has taken remedial action. Ratepayers want to know what remedial action was taken?"*

A3. The Mayor advised that the first part of the statement is incorrect, as he had not been found guilty of three breaches. The Mayor further advised that in terms of remedial action, further information can be provided in writing outlining what that was and under what part of the legislation the dismissal occurred.

Additional Information

A3. Matters relating to alleged behavioural breaches by Elected Members are dealt with under the City's Code of Conduct for Council Members, Committee Members and Candidates, which is modelled on State legislation. Under clause 13 of the Code of Conduct, a complaint can be dismissed where the local government is satisfied that the alleged behaviour occurred at a Council or Committee Meeting, and either the matter was dealt with by the person presiding over the meeting, or where remedial action was taken in accordance with the City's Meeting Procedures Local Law. In this regard, as an apology was made at the Council meeting held on 9 June 2026, in line with the requirements of the City's Meeting Procedures Local Law, Council was satisfied that the required remedial action had been taken.

7.12 PUBLIC QUESTION TIME - D RANOSCH

The following question was submitted by D Ranosch, Glendalough 6016, at the Council meeting held Tuesday 8 September 2026.

Q1. *"I just want to bring your attention again about parking in Cayley Street. You cannot use the footpath in a wheelchair or anything because cars park over the exits at the car yards. All it needs is some rubber blocks put in there, it's just getting out of control. I ring up the rangers, and nothing is done. They send me a text message saying they've been there at quarter to six in the afternoon, which is when all the traffic's moved. There was one there today, you wheel along the top and cars are parked there right in front of you.*

My next question is about bin days, people are going through all the bins, getting all the aluminium cans and they leave all the rubbish over the footpaths."

A1. The Mayor advised that the Service Lead Community Safety Operations would reach out to Mr Ranosch to discuss this further.

7.13 PUBLIC QUESTION TIME - K MCDONALD

The following questions were submitted by K McDonald, Gwelup 6018, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"We had five residents on our street complain about dog barking, evidence of it over the limit and recordings of such. The Council investigated and sent a letter saying that some residents on our street weren't affected so it can't be that bad. We are directly affected next door, why has the Council dismissed its residents' complaints when the dog barking has clear evidence of being over the limit?"*

A1. The City acknowledges that Ms McDonald and others have experienced genuine frustration and distress arising from the barking that has been reported. The City also recognises and appreciates the considerable time and effort invested in reporting concerns, completing barking diaries and participating in the City's investigation processes over an extended period. Unfortunately, this investigation did not conclude that the behaviour was abnormal or excessive for a dog.

Q2. *"Why is the Dog Act not being upheld by the Council? We have bark records, videos and noise net recordings of barking over six minutes in an hour and 240 barks in a day and the Council has dismissed the evidence in making a dog barking decision."*

A2. Throughout its investigations, the City confirmed that the dog in question does bark. However, the evidence gathered did not establish that the barking exceeded what would generally be regarded as normal or habitual dog behaviour. As a result, the City was unable to satisfy the evidentiary threshold required to support enforcement action under the *Dog Act 1976*.

Q3. *"On your Council page it says unreasonable barking is barking persistently or creates noise to such a degree that it unreasonably interferes with the peace, comfort or convenience of any person in any place. Why isn't the Council removing this from their page if they are not able to actually help five residents that complain?"*

A3. The City would investigate reports of unreasonable barking that satisfy the evidentiary threshold required to support enforcement action under the *Dog Act 1976*. As mentioned previously, the evidence gathered in this particular matter did not establish that the barking exceeded what would generally be regarded as normal or habitual dog behaviour.

7.14 PUBLIC QUESTION TIME - B JOHNSTON

The following questions were submitted by B Johnston, Wembley Downs 6019, prior to the Council meeting held Tuesday 8 September 2026.

Q1. *"Page 332 of the agenda refers to the 'Austroads Guide to Road Design' which recognises that roads with low-speed zones may not require footpaths. As a cost savings measure, why does the proposed footpath policy not allow for the City to make submissions to Main Roads to reduce speed zones in cul-de-sacs in lieu of automatically installing footpaths?"*

A1. The City has previously sought approval from Main Roads WA to introduce lower speed limits on lower-order roads, including some laneways. These requests have not been supported. Consequently, the City must plan and develop its pedestrian network on the basis that the default 50km/h speed limit applicable to most built-up areas will continue to apply unless otherwise approved by Main Roads WA.

Q2. *"Why does the proposed New Footpath Policy remove the requirement for the City to prepare an agreed Schedule of Works prioritising new footpaths by engaging in a risk analysis? The agenda notes it is being removed because that is already a practice of the City, but is that practice mandated in another policy or legislation?"*

A2. As outlined in the Council report, the removal of this wording reflects the City's established processes for developing, assessing and prioritising capital works programs. These processes are already embedded within the City's planning, budgeting and asset management practices and therefore do not need to be separately prescribed within the Policy.

8. APPLICATIONS FOR LEAVE OF ABSENCE

Councillor Michael Dudek requested a leave of absence for the period 14 September 2026 to 18 September 2026 inclusive.

Council Resolution

0926/001

Moved Councillor Paparde, seconded Councillor Giudici

That Council APPROVES Councillor Michael Dudek's request for a leave of absence for the period 14 September 2026 to 18 September 2026 inclusive.

The motion was put and declared CARRIED (15/0).

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

9. CONFIRMATION OF MINUTES

Council Resolution

0926/002

Moved Councillor Migdale, seconded Councillor Olow

That the Minutes of the Ordinary Meeting of Council of 25 August 2026 be confirmed as a true and correct record of proceedings.

The motion was put and declared CARRIED (14/1).

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Thornton and Mayor Irwin.
Against: Councillor Re.

10. ANNOUNCEMENTS BY THE PRESIDING MEMBER

10.1 MAYOR MARK IRWIN - BIRTHDAY ANNOUNCEMENT

"I would like to wish Councillor Migdale the very happiest of birthdays, thank you for blessing us by joining us tonight on your birthday."

11. UNRESOLVED BUSINESS FROM PREVIOUS MEETING

Nil.

12. REPORTS AND RECOMMENDATIONS OF COMMITTEES

12.1 PLANNING AND DEVELOPMENT COMMITTEE - 1 SEPTEMBER 2026

Councillor Michael Dudek disclosed an Impartial Interest in Item 12.1/CF1 as he owns a unit in the heritage area.

Councillor Joe Ferrante disclosed an Impartial Interest in Item 12.1/CF1 as he owns a property in the heritage area.

Councillor Daniela Ion disclosed an Impartial Interest in Item 12.1/CF1 as she is a member of the Mount Lawley Society.

Councillor Elizebeth Re disclosed an Impartial Interest in Item 12.1/CF1 as she is a member of the Mount Lawley Society.

12.1/CF1 DRAFT LOCAL PLANNING SCHEME NO.4: LOCAL PLANNING POLICY - BEAUFORT STREET AND CENTRES IN HERITAGE AREAS - OUTCOMES OF ADVERTISING

Business Unit:	City Future	Service: Schemes, Policies & Heritage
Ward:	Lawley and Inglewood	Location: Beaufort Street and Centres in Heritage Areas
Applicant:	Not Applicable	

Role

Legislative - *Making local laws, policies and planning instruments.*

Moved Councillor Migdale, seconded Councillor Ion

That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council PROCEEDS with 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' in a modified form as shown in Attachment 6, upon gazettal of Local Planning Scheme No.4, subject to the following modification:

a. Figure 19 of Attachment 6 to be amended to show a four storey height for House Number 3 & 5 Nelson Street, Inglewood.

The motion was put and declared LOST (7/8).

For: Councillors Creado, Ferrante, Hatton, Migdale, Paparde, Proud and Mayor Irwin.
Against: Councillors Dudek, Giudici, Ion, Krsticevic, Olow, Perkov, Re and Thornton.

During debate the following motion was FORESHADOWED.

Council Resolution

0926/003

Moved Councillor Giudici, seconded Councillor Re

That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council READVERTISES 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' as shown in Attachment 6 with Figure 19 amended to show a three storey height for the following lots:

a. All lots between Waterford Street and Crawford Street;
b. All lots on the eastern side of Beaufort Street between Crawford Street and Stuart Street; and
c. House Number 3 and 5 Nelson Street.

The motion was put and declared CARRIED (14/1).

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re and Thornton.
Against: Mayor Irwin.

Committee Recommendation

That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council PROCEEDS with 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' in a modified form as shown in Attachment 1, upon gazettal of Local Planning Scheme No.4.

Officer's Recommendation

That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council PROCEEDS with 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' in a modified form as shown in Attachment 1, upon gazettal of Local Planning Scheme No.4.

Purpose

To report on the outcomes of advertising of draft Local Planning Policy – Beaufort Street and Centres in Heritage Areas (draft LPP), seeking Council's resolution to proceed with the draft LPP in modified form (Attachment 1), to come into effect upon gazettal of Local Planning Scheme No.4 (LPS4).

Background

The City is progressing LPS4, which is expected to be gazetted (come into effect) in the second half of 2026. The State Government 'Planning Reform' agenda is to simplify and streamline the State's land use planning system. Simplification of the City's local planning framework includes both the planning scheme itself and associated Local Planning Policies (LPPs). The City has been incrementally reviewing LPPs to ensure they are fit for purpose and ready to use upon the gazettal of LPS4. The intent is that the City's LPPs are aligned with LPS4 by the time it is gazetted.

<u>The Need for Heritage Control Through a Local Planning Policy</u>

The City has received advice from the Department of Planning, Lands and Heritage (DPLH) that heritage areas under draft LPS4 are to be administered through the Heritage Area provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions), supported by an LPP. This approach reflects the contemporary statutory mechanism for the designation and management of heritage areas in Western Australia and is consistent with current State planning guidance.

As a result of this change the existing Special Control Area provision will not be carried over into LPS4. While the Deemed Provisions provide for the use of Special Control Areas within local planning schemes, the DPLH has advised that these are generally only appropriate where additional planning matters need to be addressed beyond the scope of the Heritage Area provisions such as world heritage sites. Although a small number of regional local governments continue to utilise Special Control Areas in a heritage context, these are considered exceptions rather than standard practice in contemporary planning frameworks. DPLH has further advised that such provisions are likely to be phased out over time as local planning schemes are reviewed and replaced to ensure statewide consistency.

Heritage areas designated under previous planning schemes will continue to be recognised under the Deemed Provisions. The draft LPP does not seek to designate a new heritage area; instead it continues to provide the policy framework to guide development within the Beaufort Street Heritage Area. While there is no heritage area mapping within draft LPS4, the draft LPP identifies the extent of the Beaufort Street Heritage Area and establishes the objectives and development requirements applicable to that area.

LPPs provide a framework to guide decision-making and are afforded due regard in the assessment of development applications. Whilst LPP provisions establish the City's preferred planning and design outcomes, they are not intended to preclude innovative or alternative design solutions. Any departure from an LPP provision must be carefully considered and appropriately justified; however, where a proposal demonstrably achieves the objectives and intent of the LPP, it may be supported on its merits notwithstanding a departure from a specific provision.

The draft LPP (Attachment 1) was advertised for public comment in June 2026. The submissions received are summarised later in this report and detailed in Attachment 2.

Figure 1 below illustrates the LPP review process and identifies the current stage following the public advertising period. Council is currently considering whether to proceed with the draft LPP following advertising.

Having regard to the requirements of the Residential Design Codes, the draft LPP is limited to variations of provisions that do not require approval by the Western Australian Planning Commission (WAPC). Therefore, subject to Council adoption, the draft LPP can take effect upon gazettal of LPS4.



Figure 1 - Policy review process

Details

The draft LPP was advertised between 9 June 2026 and 30 June 2026. A total of 165 submissions were received raising a range of matters relating to the draft LPP. A detailed response to each submission is included in Attachment 2. The key themes identified in the submissions are detailed below:

- Building height in centres outside of Beaufort Street
- Building height outside of Beaufort Street
- Demolition by neglect
- LPS3 Special Control Area and Beaufort Street Local Development Plan
- Frontage styles
- Parking and traffic
- Built form and streetscape provisions

During the public consultation process, all submissions were reviewed and considered on their merits. Where a valid planning matter was identified and it was considered that a modification would improve the draft LPP, appropriate amendments are recommended. Conversely, where a submission raised matters that were considered not to warrant changes to the draft LPP, the reasons for retaining the proposed approach have been outlined in this report. This ensures that all feedback received has been given proper consideration, while maintaining a policy framework that is informed by sound planning principles and the strategic objectives of the City.

The City's response to these key themes is outlined below.

Building height in centres outside of Beaufort Street

The draft LPP identifies Centres outside Beaufort Street as having an indicative building height of three storeys. While these Centres are zoned R80 and the Residential Design Codes contemplate an indicative building height of up to four storeys at this density, the draft LPP identifies a three-storey height outcome.

The proposed three-storey outcomes for Centres outside Beaufort Street can be implemented without referral to, or approval from, the WAPC. Under Volume 2 of the Residential Design Codes (which applies to mixed use and multiple dwelling development), building height is a Primary Control that can be augmented through an LPP without WAPC approval.

For single and grouped dwellings, Volume 1 of the Residential Design Codes regulates building height. While changes to standard height provisions would normally require WAPC approval. However, in recognition of the unique character of designated heritage areas the proposed height provisions can be introduced through the LPP without WAPC approval.

The draft LPP's building height provisions will come into effect upon gazettal of LPS4, subject to adoption of this LPP.

Building Height

A recurring theme raised in the submissions was a concern regarding future building height within the heritage area. Many submitters advocated for development heights to be limited to between three and five storeys along Beaufort Street due to the current heights depicted in LPS3 and the character of the area. Submitters expressed a desire for greater certainty regarding future built form and sought assurance that development would remain compatible with the established heritage character and scale of the precinct and the heights depicted within the current Scheme and Beaufort Street LDP.

In response to this feedback, officers recommend the draft LPP be modified to incorporate a map that reflects the building height anticipated under relevant density coding in draft LPS4. This will provide clarity and transparency around anticipated building heights at the applicable density codes across the precinct as indicated in the R-Codes. The density codes for Beaufort Street (R60 and R80) nominate three and four storeys respectively, however, it is important to note these are not 'absolute' heights and can be varied through a development application process and may be approved where a decision maker is satisfied the proposed height is appropriate.

For the majority of sites, heights shown on this map reflect those identified in LPS3. However, some differences occur where properties that were previously identified as three-storeys under LPS3 are proposed to be coded R80 under draft LPS4. At R80 the indicative building height is four-storeys. A comparison of the building heights under LPS3 and the draft LPP is provided in Attachment 5. Officers consider including this map will provide greater clarity for the community and those using the LPP.

To address submissions relating to building height, it is recommended the draft LPP be strengthened through the inclusion of an objective relating to building height. This objective emphasises that any development seeking a merit-based assessment of building height must demonstrate the development respects the established streetscape character of the heritage area, maintains the amenity of adjoining properties, limits impacts such as overshadowing and excessive visual bulk, and avoids adverse impacts on the significance and fabric of the heritage streetscape. Collectively, these changes seek to balance community expectations for greater certainty around building height with the need to maintain consistency between the draft LPP and the development outcomes envisaged by draft LPS4.

During consultation, a number of submitters requested that maximum building heights be included within draft LPS4 or the draft LPP as absolute standards that could not be varied. While this view is understood, it does not align with the contemporary direction of the Western Australian planning framework, which uses a merit-based assessment approach. Under this approach, development is assessed against a range of planning objectives, design principles and desired outcomes, rather than relying solely on strict numerical standards for matters such as height, setbacks and site coverage.

Consequently, it is not considered appropriate to include provisions within either the Scheme or an LPP as absolute controls that remove all discretion. Even where a numerical standard is specified, the planning framework generally provides mechanisms by which an alternative outcome may be considered, provided it can be demonstrated that the relevant objectives are met and that an appropriate planning outcome is achieved. This approach allows for innovation and flexibility in responding to site-specific circumstances while ensuring that development is assessed against the broader intent of the planning framework.

Demolition by Neglect

A number of submissions expressed concern that draft LPS4 and the draft LPP do not specifically address demolition by neglect and sought the retention of provisions previously contained within LPS3. These provisions are not included in LPS4 or the draft LPP as they have been incorporated into the Planning and Development (Local Planning Schemes) Regulations 2015.

The City’s officers acknowledge the importance of ensuring heritage properties are appropriately protected and maintained and note that demolition by neglect remains an ongoing challenge for heritage places across Western Australia. The omission of specific demolition by neglect provisions from the draft LPP and LPS4 does not reduce the City's ability to address deteriorating heritage properties. Under LPS3, the City is able to issue Heritage Conservation Notices requiring landowners to undertake maintenance and conservation works. These provisions now exist in the Planning and Development (Local Planning Schemes) Regulations 2015.

These provisions apply to all local planning schemes in Western Australia and provide a consistent statutory mechanism for local governments to require conservation and maintenance works for heritage-protected places, including properties on the City's Heritage List and places located within a designated Heritage Area. The protection and enforcement abilities afforded by LPS3 will continue, albeit through a different mechanism.

Importantly, the Deemed Provisions carry greater statutory weight than provisions contained within an LPP and provide enforcement powers similar to those previously available under LPS3. These provisions enable the City to issue notices requiring works to be undertaken and, where necessary, allow the local government to undertake works and recover associated costs from the landowner.

A number of submissions expressed concern that draft LPS4 does not retain the specific enforcement provisions previously contained within LPS3, including the ability for non-compliance with a Heritage Conservation Notice to constitute a contravention of the Scheme and attract associated penalties. Submitters considered that the removal of these provisions may reduce the deterrent effect available to the City when addressing demolition by neglect.

These concerns are acknowledged, and investigation into the use of these provisions was undertaken. The findings revealed that these provisions have never been utilised, with no Heritage Conservation Notices issued since their introduction into LPS3 in 2014. Reliance on enforcement-oriented measures is not generally regarded as best practice, and the City's established approach which is consistent with that adopted by comparable local governments, is to prioritise engagement and collaboration with landowners to achieve positive conservation outcomes.

The City actively monitors heritage properties considered at risk of deterioration through its Demolition by Neglect Watchlist. At present, eight properties are included on the watchlist. The circumstances affecting these properties vary and often involve complex matters beyond a simple unwillingness to maintain a building, such as financial or medical hardship and challenges associated with the ongoing costs of heritage building maintenance. There are cases where properties are subject to legal proceedings, including matters before the Federal Court, which can limit the City's ability to pursue compliance action while assets remain frozen or under external control.

The City's preferred approach is to work collaboratively with property owners wherever possible to secure positive conservation outcomes. This often includes providing advice, facilitating interim protection measures such as securing vacant buildings against further damage, and supporting owners in identifying practical pathways for conservation and repair. This approach has proven effective, with several properties having been removed from the City's watchlist in recent years following successful remediation and conservation works.

Comparable local governments were consulted, including the Cities of Subiaco and Vincent and the Town of Victoria Park, all of which manage heritage places within similar urban contexts and face comparable challenges associated with the maintenance of heritage buildings. These discussions confirmed the primary mechanism relied upon to address demolition by neglect is the statutory framework provided through the Planning and Development (Local Planning Schemes) Regulations 2015, particularly the Deemed Provisions relating to heritage conservation notices and maintenance requirements.

Considering the above, the City's position is that demolition by neglect is most appropriately addressed through the existing State Planning Framework and that the inclusion of equivalent provisions within the draft Policy would be unnecessary and duplicative.

Special Control Area and Local Development Plan

A number of submissions raised concerns regarding the omission of the Heritage Special Control Area (SCA) from draft LPS4 and requested that the SCA be reinstated. A number of submissions also advocated for the retention of the former LDP framework in its current form. These matters relate to the broader statutory framework established under draft LPS4 and are beyond the direct scope of the draft LPP however, they warrant consideration given the frequency with which they were raised throughout the consultation process.

The City has received advice from the DPLH that heritage areas under LPS4 are to be established and managed through the Heritage Area provisions contained within the Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions), supported by the LPP. This approach reflects contemporary planning practice across Western Australia and provides a consistent framework for the management of heritage areas. Accordingly, the draft LPP has been prepared rather than an LDP and is intended to provide detailed guidance for development and conservation outcomes within the City's heritage areas.

While the request to retain the former SCA and LDP framework is acknowledged, the City considers the proposed approach to be consistent with the current legislative framework, DPLH guidance and contemporary heritage planning practice, and considers it the most appropriate. The City does not consider that the removal of the SCA results in the loss of heritage protections, as the heritage areas continue to be recognised and managed through the Heritage Area provisions of the Deemed Provisions together with the requirements and guidance contained within the draft LPP.

This approach is consistent with advice provided by DPLH, which has confirmed that Part 3 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 is the intended contemporary mechanism for designating and managing heritage areas. DPLH further advised that an SCA is not required to establish or manage a heritage area, as Heritage Area provisions are already provided for under the Deemed Provisions and automatically form part of local planning schemes. DPLH noted that SCAs should generally only be used where they address matters beyond the scope of the Local Planning Scheme Regulations.

The City's approach is also consistent with that adopted by a number of metropolitan local governments with contemporary planning schemes, which manages heritage areas without relying on a SCA. DPLH identified this approach as the standard contemporary practice.

It was also suggested in submissions that the draft LPP include a provision enabling the preparation of an LDP for Beaufort Street. The preparation of an LDP as required through LPP provision is an avenue available under the Planning and Development (Local Planning Schemes) Regulations 2015.

While this avenue is technically available, its inclusion in the draft LPP is considered unnecessary as the draft LPP addresses the majority of matters that the existing LDP covers, and would result in duplication of the planning framework. Additionally, an LDP has the same level of weight as the draft LPP and would not provide any additional statutory weight or heritage protection.

As an additional consideration, expressly facilitating future LDPs may encourage site-specific LDPs to be pursued by individual landowners seeking outcomes that differ from the broader heritage objectives of the area. This could result in a fragmented planning framework, inconsistent development outcomes and additional layers of planning control that may reduce clarity and certainty for both the community and decision-makers.

For these reasons, it is considered that the draft LPP provides an appropriate and comprehensive mechanism for managing development within the heritage areas and does not support the inclusion of a specific provision facilitating the preparation of future LDPs.

Frontage Styles

Several submissions sought confirmation that the 'frontage type' provisions previously contained within the Beaufort Street LDP would be retained.

The frontage type provisions contained within the LDP were not originally carried across into the draft LPP; these were considered largely redundant as the architectural style's provisions of the LDP had been incorporated into the draft LPP. These architectural style provisions provide detailed guidance regarding the design characteristics, composition, built form elements and streetscape relationship of development, and were considered to address many of the same matters regulated through the frontage type framework.

Notwithstanding this, in response to submissions received during advertising, the frontage type framework from the LDP has been incorporated into the draft LPP. These provisions replicate the frontage classifications and associated development guidance contained within the existing LDP. This approach ensures continuity in the assessment of development proposals along Beaufort Street while transitioning to the new planning framework under draft LPS4. The City considers that the retention of these frontage type provisions will continue to support appropriate built form and streetscape outcomes that respond to the character of the heritage area.

Parking and Traffic

A number of submissions raised concerns regarding the potential traffic and parking impacts associated with future development. The draft LPP retains the parking provisions previously contained within the Beaufort Street LDP, ensuring continuity in parking requirements within the precinct.

Development applications will continue to be assessed against the applicable planning framework to ensure adequate parking is provided onsite. In addition, larger or more complex development proposals are typically required to submit a Traffic Impact Assessment to evaluate the effects of the development on the surrounding road network. These assessments enable the City to identify potential traffic impacts and, where necessary, require modifications or impose conditions to ensure development can be accommodated without creating unacceptable impacts on the local transport network.

While the draft LPP retains the existing parking provisions, the policy has been strengthened through the inclusion of an objective for non-residential development to support a merits-based assessment of parking outcomes. This objective recognises that parking demand and supply can vary between sites and development types and provides a framework for the City to consider alternative parking arrangements where justified.

As the LPP is a due regard document, applicants may seek for proposals to be assessed on their individual merits having regard to factors such as parking demand, the availability of existing parking supply, site constraints, and the potential for impacts on the surrounding area. This approach provides flexibility while ensuring that development does not create unreasonable parking pressures within the precinct. This applies to non-residential development only, as parking requirements for residential development are prescribed by the applicable Residential Design Codes.

Built Form and Streetscape Provisions

A number of submissions raised concerns that several built form provisions previously contained within the Beaufort Street LDP had not been carried across into the draft Policy. In response, to these valid concerns, a number of amendments are recommended to reflect community expectations and retain key streetscape outcomes.

Nil setback

Several submissions advocated for a nil front setback for commercial development along Beaufort Street to maintain the traditional relationship between buildings and the street, support active frontages and reinforce the established main street character. In response, the draft Policy has been amended to require new commercial development at ground level to generally present directly to the primary street, thereby maintaining the continuous built form and pedestrian-focused streetscape characteristic of the precinct.

Upper floor setback

Submissions also sought stronger controls requiring upper floors to be recessed from traditional buildings. Concerns were raised that upper-level additions could visually dominate heritage buildings and erode the established character of the streetscape. In response, new provisions have been introduced requiring upper floors associated with development on, or adjacent to, buildings constructed prior to 1960 to be setback behind the traditional building form. The City has also strengthened the associated policy objectives to reinforce the expectation that upper levels remain visually subordinate and do not detract from the heritage character of the streetscape. These provisions are intended to improve the distinction between traditional buildings and contemporary additions while reducing the visual prominence of upper-storey development.

Blank facades / elevations

A number of submissions further noted that provisions discouraging blank side walls, previously contained within the LDP, had not been included in the draft LPP. In response, an additional provision has been incorporated requiring exposed side walls of taller development adjoining smaller buildings or vacant sites to be appropriately finished and articulated. This amendment seeks to improve the visual presentation of development and reduce the appearance of large unrelieved wall surfaces within the heritage area.

Setback to Rights of Way

Concerns were also raised regarding the removal of provisions relating to Rights of Way (ROW) setbacks, land ceding and widening requirements. These matters are already addressed through separate statutory and policy mechanisms, including the City's ROW Policy and the ROW Development Contribution Plan, and will continue to apply under draft LPS4. To improve clarity, the draft LPP has been amended to specifically reference the applicable ROW Policy for setback requirements. As the ceding and widening provisions are already addressed elsewhere within the City's planning framework, their duplication within the draft LPP is not considered necessary.

Requirements for awnings

Submissions received also requested the reinstatement of mandatory awning requirements. While the contribution of awnings to the public realm is acknowledged, the City considers that a blanket requirement is not appropriate across all heritage areas due to the variety of architectural styles represented. Instead, the draft LPP retains provisions relating to architectural character, frontage types and streetscape outcomes, which provide guidance on where awnings may be appropriate having regard to the context of the building and surrounding heritage streetscape. Accordingly, a prescriptive requirement for awnings has not been included.

All recommended changes to the draft LPP can be viewed in the tracked change version in Attachment 2.

Mount Lawley Society

During the advertising period, City officers met with representatives of the Mount Lawley Society (MLS) to discuss the draft LPP. During those discussions, in addition to seeking modifications to the draft LPP, the MLS also expressed a view that the transition from LPS3 to LPS4 has eroded planning controls for heritage protection. In addition to changes to the draft LPP, the MLS seeks the:

- Preparation of a new LDP for Beaufort Street;
- Retention of all provisions currently contained within the Beaufort Street LDP and Character Retention Guidelines; and
- Initiation of a scheme amendment to reinstate the Special Control Area previously contained within LPS3.

In support of its position, the MLS noted that the Beaufort Street LDP was adopted following extensive community consultation and that the project received recognition through a Planning Institute of Australia award program. The MLS expressed concern that replacing the Beaufort Street LDP with a Local Planning Policy (LPP) could weaken built form and heritage controls. Both LDP and LPP's are 'due regard' planning instruments, and one does not have greater weight than the other.

Following its preparation, the Beaufort Street LDP received a commendation through the 2016 Planning Institute of Australia (WA) Planning Excellence Awards in the Public Engagement and Community Planning category. The commendation recognised the community engagement process undertaken as part of the project, including the charrette program and associated consultation activities, rather than the Beaufort Street LDP itself. The commendation was awarded in 2016, prior to Council's adoption of the Beaufort Street LDP in 2018.

Notwithstanding, officers have reviewed the MLS submission and recommend amending the draft LPP to retain or strengthen a number of provisions from the existing LDP, including building height mapping, heritage objectives, frontage type controls, upper-storey setback requirements, blank wall treatment provisions, nil setback provisions and references to the City's Rights of Way LPP. These changes are discussed earlier in this report.

Some provisions from the existing LDP have not been carried forward. In particular, incentives linking additional development height to lot amalgamation and the provision of public plazas have not been carried over. Obtaining community benefits such as public plazas are best considered during the development application process, at which time a merits based assessment of a development can be undertaken.

The MLS also raised concerns regarding the removal of precinct character statements and other development provisions contained within the LDP. The character statements in the LDP have been replaced by a more comprehensive heritage analysis in Section 5 of the draft LPP, while matters such as landscaping, communal open space, outdoor living areas and outbuildings are now addressed through the contemporary R-Codes framework and do not require duplication within a local policy.

In relation to the suggestion a Special Control Area be introduced into LPS4, officers advised the MLS that the City was advised by the DPLH that this was unnecessary to facilitate heritage protection. This advice reflects how contemporary planning schemes in the Perth metropolitan area are to be drafted.

The concerns raised by the MLS were carefully considered, however officers do not support requiring the preparation of a new LDP or reinstatement of the former Special Control Area. The review process has resulted in a strengthened draft LPP that retains key aspects of the existing planning framework while remaining consistent with the approach established under LPS4. Officers also consider the Heritage Area provisions of draft LPS4, supported by the draft LPP, provide an appropriate statutory framework for the ongoing protection and management of local heritage values.

Financial Assessment and Implications

The costs associated with the review of the draft LPP are covered within the City Future Business Unit budget.

Stakeholder Engagement

Advertising of the draft LPP was carried out in accordance with the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 and the City’s Public Consultation Policy.

Advertising commenced on 9 June 2026 and concluded on 30 June 2026. Details of the draft LPP, including where to view both an electronic and hard copy, were placed on the City’s website and notices were placed in the City’s Administration Centre and City libraries for the duration of the consultation period.

Letters were distributed to owners and occupiers of properties along Beaufort Street, within the Centres affected by the draft LPP, and to adjoining properties. Correspondence was also sent to recurring applicants within the Heritage Area, as well as to individuals who previously engaged with the City during the advertising of draft LPS4 in relation to Beaufort Street.

A consultation report detailing the consultation undertaken and the main issues raised in submissions is provided in Attachment 4.

During the public advertising period, City officers met with representatives of the Mount Lawley Society (the Society) to discuss the matters raised in their submission and to gain a greater understanding of their concerns. The consultation provided an opportunity to review the Society's recommendations in detail and consider their applicability to the draft LPP. As a result, a number of the Society's suggested amendments have been incorporated into the revised policy, where considered appropriate and consistent with the draft LPP's objectives, resulting in a document that better reflects stakeholder feedback while maintaining the intended policy outcomes.

A summary of the submissions received, and their relative location can be viewed below in Table 1.

SUBMISSION RECEIVED	WITHIN 100M RADIUS OF THE PROPOSED SITE	WITHIN 200M RADIUS OF THE PROPOSED SITE	ALL OTHER AREAS WITHIN THE CITY OF STIRLING	OUTSIDE THE CITY OF STIRLING	TOTAL SUBMISSIONS RECEIVED
SUPPORT	3 (1.8%)	0 (0%)	5 (3%)	1 (0.6%)	9 (5.5%)
OBJECT	51 (30.9%)	34 (20.6%)	66 (40%)	5 (3%)	156 (94.5%)
TOTAL RESPONSES	54 (32.7%)	34 (20.6%)	71 (43%)	6 (3.6%)	165 (100%)

Table 1: Submissions Received

Recommended Action

Under draft LPS4, the existing Beaufort Street LDP and built form controls under LPS3 will no longer apply, creating the need for a replacement framework to guide assessment and decision-making. The draft LPP will provide applicants, assessing officers and decision-makers with a comprehensive assessment tool to consider development proposals along Beaufort Street and within centres located in Heritage Areas. Adoption of the draft LPP will support consistent and transparent decision-making, assist in preserving the significance and character of the heritage areas, and ensure that future development achieves the desired built form outcomes envisioned for the area.

The draft LPP has been advertised for public comment, and the submissions received are detailed in this report and in Attachments 3 and 4. There were 5% of submissions supporting the draft LPP and 95% of submissions objecting. The most common reasons for objecting to the draft Policy were:

- Building height
- Demolition by neglect
- LPS3 Special Control Area and Beaufort Street Local Development Plan
- Frontage styles
- Parking and traffic
- Built form and streetscape provisions

These concerns have been addressed, and some changes are recommended to the draft LPP as a result.

The City's Strategic Community Plan, *Sustainable Stirling 2026–2036*, which was approved (Council Resolution Number 0726/025) at the Council Meeting held 7 July 2026, includes the Built Environment Key Result Area. This includes the objective to "Create unique and liveable neighbourhoods and places", outlining that to achieve this, the City will:

- Prioritise growth along transit corridors and activity centres;
- Improve the quality, liveability and identity of local areas;
- Facilitate and advocate for diverse housing choices for our community; and
- Retain and celebrate the heritage and character of established localities whilst accommodating appropriately located infill development.

By retaining the Beaufort Street precinct's heritage significance and distinctive character, while allowing for increased residential density in accordance with draft LPS4, the proposal supports managed growth within a strategic activity corridor. This approach balances heritage conservation with urban consolidation, enhances the identity and liveability of the area, and contributes to greater housing diversity, consistent with the objectives of the Strategic Community Plan.

The recommended modifications strengthen the draft LPP’s clarity, usability and addresses those valid concerns raised by stakeholders while maintaining the LPP’s strategic intent.

The draft LPP has been advertised for public comment, and it is recommended that Council proceed with the modified draft LPP as shown in Attachment 1, to come into effect upon the gazettal of draft LPS4.

Relevant Policies, Legislation and Council Resolutions

The Regulations identify the process to be followed when new or amended local planning policies are proposed and this process was followed as part of the review of the Policy.

Local Government Act 1995

Meeting Date	Council Resolution Number	Council Resolution
19 May 2026	0526/031	That Council PREPARES 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' for the purpose of public advertising as shown in Attachment 1.
7 July 2026	0726/025	That Council APPROVES the revised City of Stirling Strategic Community Plan, Sustainable Stirling 2026 – 2036, as shown in Attachment 3.

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: A liveable City

Priority: Prioritise growth in activity corridors and centres

Priority: Improve the quality, liveability and identity of local areas

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.

Relevant Documents and Information

Attachments

Attachment 1 - Beaufort Street and Centres in Heritage Areas LPP for adoption (clean version) ⇩

Attachment 2 - Beaufort Street and Centres in Heritage Areas LPP for adoption (with changes highlighted) ⇩

Attachment 3 - Schedule of Submissions ⇩

Attachment 4 - Consultation Outcomes Report ⇩

Attachment 5 - Building Height Comparison Maps ⇩

Attachment 6 - Beaufort Street and Centres in Heritage Areas LPP - Clean Version (Following PD ROW changes - as at 8 September 2026) ⇩

Attachment 7 - Beaufort Street and Centres in Heritage Areas LPP - Tracked Changes (Following PD ROW changes - as at 8 September 2026) ⇩

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

Local Planning Policy – Beaufort Street and Centres in Heritage Areas

1. CITATION

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. This Policy may be cited as Local Planning Policy (LPP) Beaufort Street and Heritage Area Centres.

2. INTRODUCTION

The purpose of this policy is to ensure that the heritage character of Beaufort Street and the adjacent Heritage Areas is retained, protected, and reflected in new development. The Policy provides a framework for the assessment of development applications where the policy applies.

The retention of the heritage buildings, gardens and streetscapes is important in maintaining the character of the area. While many buildings in the area are important in their own right, and are afforded protection, many others contribute to the character of the area. For this reason, new development should respect this existing character and be designed in a way that respects and contributes to the preservation of existing streetscapes and heritage buildings.

A number of architectural styles have been developed and are included within this Policy to demonstrate how protection of the heritage character of the area can be achieved while permitting development to occur.

3. OBJECTIVES

The key objectives of this Policy are to: -

a) Ensure the retention of buildings in areas subject of this policy built prior to 1960, where the architectural style of the building is generally intact, irrespective of whether it would have an impact on the streetscape;

b) To enhance the pedestrian-oriented urban character of Beaufort Street by maintaining the attractiveness of the existing character shopfront buildings whilst providing for intensification above ground floor, and intensification of other sites;

c) Ensure new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;

d) Ensure new buildings embody the architectural styles set out in this policy where appropriate;

e) To ensure that new development and buildings enhance the character, heritage and amenity of Beaufort Street and adjacent Heritage Areas;

f) To ensure the redevelopment or works to existing pre 1960's buildings are in keeping with its original architectural style;

g) To ensure new and refurbished shop fronts reflect the original shop front design, materials and details;

h) Ensure new fencing forward of the building alignment are of a design, material and colour that is complementary to the style and character of the area and building to which they belong;

i) Ensure alterations and additions support environmentally sustainable design which respects the traditional character of the area;

j) To encourage vibrant and attractive commercial and mixed use developments that are well designed, with functional and efficient building and site layouts;

k) To maintain the established streetscape character of areas containing buildings constructed prior to 1960 by ensuring upper floors are visually recessive.

l) To maintain the established and anticipated streetscape character and protect the amenity of adjoining properties through appropriate building heights.;

m) To ensure non-residential development provides an appropriate level of car parking, that reflects parking supply and demand.

4. APPLICATION OF THIS POLICY

This policy applies to all development proposals for properties fronting Beaufort Street, and land zoned Local Centre within the Heritage Areas outside of Beaufort Street, as identified on Figure 1 below.

Where there is an inconsistency between the provisions of this Policy and other Policies the provisions of this Policy prevails.

For built form requirements relating to mixed-use and residential development, please refer to the applicable standards and guidelines set out in the Residential Design Codes and the applicable provisions of this Policy where varied.

Application of the Policy	
Section of the Policy	**What typologies of development it applies to**
Part 6 Demolition and Traditional Buildings	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 7 Architectural Styles and General Provisions	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 8 Commercial Provisions	Applies to solely Commercial (non-residential or mixed-use) development (including additions to traditional buildings) only.
Part 9 Residential and Mixed Use Provisions	Applies to residential and mixed use development (including additions to traditional buildings) only.
Part 10 Private Community Purposes Provisions	Applies to development of sites zoned Private Community Purposes.
Part 11 Exemptions	Applies to all typologies including Residential, Mixed Use and Commercial.



Figure 1 – Areas subject to this Policy (highlighted)

5. HERITAGE AREA ANALYSIS

5.1. History of Beaufort Street and Commercial Areas

Beaufort Street developed as the principal commercial spine serving the residential suburbs of Mount Lawley, Menora, and Inglewood. Its growth was closely tied to the expansion of Perth during

the gold boom era and the introduction of the tramline from Barrack Street Jetty to Walcott Street in 1902, which encouraged commercial activity along the southern end of Beaufort Street.

Early commercial development occurred in two distinct phases:

- 1905–1914: The first wave of shops and mixed-use buildings appeared near Walcott Street, reflecting Federation-era architectural styles such as Federation Free Classical and Queen Anne.
- 1935–1940: A second major phase introduced Inter-War styles, including Art Deco, Functionalist, and Spanish Mission, coinciding with the rise of motor transport and suburban growth.

Key landmarks include:

- Astor Theatre (1914, substantially remodelled 1939) – an iconic entertainment venue showcasing Inter-War Art Deco detailing.
- Beaucott Building (1905, remodelled 1937) – a prominent corner commercial block with Federation and Functionalist influences.
- Commonwealth Bank (1938) – 672a Beaufort Street, Mount Lawley a fine example of Inter-War commercial architecture.
- Civic Hotel (1940) and Inglewood Hotel (1935–36) – social hubs reflecting Spanish Mission and Functionalist styles.
- Mount Lawley News (1910), 668 Beaufort Street, Mount Lawley;
- Civic Theatre (former) (1936), at the corner of Beaufort Street and Dundas Road, Inglewood.

Single-storey shops and corner stores proliferated along Beaufort Street and the Heritage Areas centres during this period, typically modest in scale with rendered brick parapets, recessed entries, and awnings over the footpath. These buildings formed cohesive groups that contributed to the “main street” character of the area.

5.2. Character Statements

South West Precinct

The South West Precinct, between Walcott Street and First Avenue, contains the most active commercial zone in the study area focussed around the Walcott Street intersection.

This south end was the earliest portion of Beaufort Street to develop, encouraged by the construction of the tramline from the Barrack Street Jetty to Walcott Street, completed in 1902.

Buildings in this southern portion reflect three key periods of commercial development in the locality – 1905 to 1914; 1935 to 1940 and the 1970s. From the first two periods, there are richly detailed two-storey and single storey commercial buildings in a variety of styles with nil setbacks, decorative parapets and awnings, focused near Walcott Street. In the 1970s a number of original residential buildings, which flanked the commercial hub were demolished to enable its expansion of commercial activities. Beyond this there are groupings of large Federation Bungalows, mostly converted to office and medical suites, which retain much of their traditional detailing and provide a sprinkling of green with their landscaped front setback areas.

The form and scale rarely exceed two storeys except at Perth College, whose grounds are extensive in this Precinct.

Generally, the finish of traditional buildings in the South West precinct is more finely detailed and of a higher quality than in the Middle and North East Precincts

Middle Precinct

The Middle Precinct, between First and Seventh Avenues, is characterised by a mix of historic residential and low-scale commercial development including a number of intact streetscapes of Inter-War housing styles, and rows of single storey shops with corner stores. Several two-storey blocks of Inter-War flats also contribute to the historic residential character of this precinct. In some instances, former residences have been converted for commercial use, similar to the South West precinct – most notably a group between Central and Sixth Avenues, and near the corner of Third Avenue, though many original residences continue to be used for this purpose.

Generally, the traditional buildings in the Middle Precinct are less finely detailed than those in the South West Precinct.

The Inglewood Hotel represents the only major landmark in the precinct; however, the Inglewood Clock Tower is visible.

In parts of the Middle Precinct, the historic character has been eroded by commercial developments constructed primarily during the 1970s and 1980s. The form of these developments reflects the increasing dominance of car-based transport during that period, with extensive bitumen-sealed parking areas located within front setbacks. Several petrol stations and a car sales yard also contributed to this character, although one site has since been demolished and remains vacant.

Late Twentieth and Early Twenty-first Century townhouse developments also feature throughout the Middle precinct.

North East Precinct

The Northeast Precinct was originally developed primarily in the Inter War period. An article in the Perth Daily News (Saturday 28 March 1936, p.18) described the newly complete Civic Theatre as “a symbol of the rapid development of Inglewood and must inspire confidence in prospective homebuilders”, indicating that the area was in the early stage of development at this time. The Inglewood Clock Town (former Civic Theatre) remains a key local landmark, in addition to the Civic Hotel at the northern end of the Precinct.

The historic character of the Northeast Precinct is primarily characterised by strips of simple single-storey Inter-War shops, and relatively modest single Inter War dwellings. Similarly to the Middle Precinct, the traditional buildings in the Northeast Precinct are less finely detailed than those in the Southwest Precinct.

The historic character of the Precinct has been somewhat eroded by intrusive development in the 1970s, 1980s and 1990s, the southern side of Beaufort between Ninth and Eleventh Avenues; and the area north of Stuart Street (excluding the Civic Hotel).

A trend towards medium density (2 and 3 storey) townhouse and mixed-use infill developments has occurred in the last decade, as Inglewood’s proximity to the City and existing amenities prove attractive to developers.

5.3 Statement of Significance

Beaufort Street and the Heritage Area commercial precincts are of aesthetic, historic, and social significance for the following reasons:

Historic Value

- Demonstrates the evolution of Perth's suburban commercial development from the early 1900s through the mid-20th century.
- Reflects the impact of transport infrastructure (tramline and later motor vehicles) on urban growth and land use.

Aesthetic Value

- Contains a highly intact collection of early 20th-century commercial buildings exhibiting Federation, Inter-War Art Deco, Functionalist, and Spanish Mission styles.
- Maintains traditional "main street" characteristics: zero front setbacks, parapet walls, continuous awnings, and fine-grain shopfronts.

Social Value

- Historically served as a focal point for community life, commerce, and entertainment for residents of Mount Lawley, Menora, and Inglewood.
- Includes landmark buildings such as theatres, hotels, and corner stores that remain important community meeting places.

Representative Value

- Exemplifies the architectural and planning principles of early suburban commercial strips in Western Australia.
- Provides a tangible link to the cultural and economic development of Perth during the gold boom and inter-war periods.

6. DEMOLITION AND TRADITIONAL BUILDINGS

6.1 Retention of Traditional Buildings

For the reasons identified above, a key objective of this Policy is the retention and conservation of traditional buildings built prior to 1960 within the Heritage Areas. To ensure this occurs, the City assess, though a development application process, the merits of demolition of a traditional building separately to considering any future redevelopment proposal.

Development proposals proposing demolition of traditional buildings are to include a written justification for the proposed demolition addressing the points below.

- Provide evidence that the building was constructed from 1960 onward;
- Detail why the building is no longer an intact example of its architectural style (not including additions), addressing its form, scale, materials and detailing;

- Detail (with evidence from a qualified structural engineer or equivalent) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (property owners are responsible for the maintenance of their asset and allowing a property to fall into disrepair will not facilitate an approval for demolition). Only where the building has been identified as an 'intrusive' or 'neutral' place (buildings of more recent design), consideration can be given to varying this requirement.

It should not be assumed that approval will be given for the demolition of traditional buildings.

6.2 Partial Demolition of a Building

Demolition of a minor portion of a traditional building may be considered during assessment of a substantive redevelopment proposal.

The demolition proposal must meet the objectives of this policy, including the retention and conservation of traditional buildings built prior to 1960. Demolition of large portions of a traditional building, or removal of original features from the front façade are unlikely to meet this requirement.

A partial demolition proposal must show the extent of the roof and wall fabric being retained. A practising structural engineer's plan, specification and detail is required to accompany an associated Building Permit application to demonstrate how the structural integrity of the existing structure will be maintained during demolition and building works.

The details are to include and not limited to:

a) Methodology statement of work sequence;
b) Details of proposed connection to the new work;
c) Detail of any support of existing floor, walls and roof structures required;
d) Details of any foundation support required.
e) Additions to traditional buildings

6.3 Additions to Traditional Buildings

All works to traditional buildings constructed prior to 1960 must ensure the retention of the building's traditional character. The provisions of Local Planning Policy – Character Retention Mount Lawley and Menora Heritage Areas or Local Planning Policy – Character Retention Inglewood Heritage Area apply to any works proposed to a traditional residential building, regardless of whether the dwelling is used for commercial purposes and must be consistent with the appropriate architectural style.

No additions to the traditional buildings should occur within the front setback area, unless restoring an original feature in the original architectural style (e.g., a verandah).

7.0 ARCHITECTURAL STYLES AND GENERAL PROVISIONS

7.1 Context and Character Analysis

Development that proposes comprehensive redevelopment of land subject to this Policy must include a written and illustrated context and character analysis which demonstrates:

a) How the proposal preserves the existing and future character of the area;
b) Where colour and material selections has been chosen from showing examples within the area; and
c) Which architectural style and frontage type is proposed demonstrating key elements of the chosen style and how it relates to its streetscape and area.

7.2 Typical Architectural Styles

As an important arterial route into the Perth CBD Beaufort Street is ideally located to contribute to accommodating the City's future population and housing needs. While zoning is in place to facilitate population growth, this needs to be carefully managed to ensure the character of the Heritage Area is maintained.

This Policy identifies the following four architectural styles that illustrate how new development can enhance and respect the heritage, character, and amenity of Beaufort Street:

- Art Deco
- Brick Simple
- Brick Decorated
- Light Classical

These are shown in Appendix 1. All new development within centres and along Beaufort Street should adhere to one of these architectural styles.

7.3 Facades

The following provisions supplement the Architectural Styles:

a) Vertical building façade elements such as columns and windows should run from ground level to the top of the building in a continuous alignment and not be introduced randomly;

b) Horizontal building façade elements such as banding and windows should run the full extent of the building in a continuous alignment and not be in a random arrangement;

c) Curved and angular building façade elements, such as corner features or balconies, should be uniform and be consistent in size and shape and not be introduced randomly;

d) Colours or patterns on facades should follow the symmetry of the building and be traditional in style and not be dispersed randomly across a façade; and

e) Building façades should include sufficient detail in accordance with the nominated architectural style and not be bland and without appropriate detail.

7.4 Typical Frontage Types

Beaufort Street is characterised by a variety of street frontage types. To enhance the street's distinctive character and support a walkable environment, new development should provide a ground-level street interface that contributes to a vibrant and interactive public realm.

All new development, except extensions to buildings constructed prior to 1960, should incorporate one of the mixed-use or residential frontage types identified in Appendix 2.

Extensions to buildings constructed prior to 1960 should conserve and retain the original frontage type.

7.5 Openings

The following provisions supplement the Architectural Styles:

a) All openings and other architectural features should align vertically from floor to floor, except where tops of buildings step back or down to be sympathetic to lower neighbouring buildings; and

b) The component of glazing in any upper floor façade facing a street should be limited to a maximum of 40%.

7.6 Building Height

a) Building heights along Beaufort Street are specified in Appendix 3.

b) Where no building height is specified in Appendix 3, the building height requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code apply.

c) Within the Heritage Areas shown on Figure 1, centres outside Beaufort Street that are not identified in Appendix 3 are limited to a maximum building height of three storeys.

7.7 Blank Side Walls

a) Where new taller buildings or upper floor additions to existing buildings are to be constructed next to an existing smaller building or vacant site, the material finish of the side wall should complement the architectural character of the main building façade(s) and, where practical, the wall is to be visually articulated.

7.8 Additional Styles

b) Additional architectural styles derived from pre-1960's buildings present along Beaufort Street or within the Centres will be considered where the applicant can demonstrate that the design of the building will enhance the heritage, character and amenity of the Streetscape to which it belongs.

c) Proponents wishing to use an additional architectural style should provide a stylistic explanation highlighting how the style will enhance the heritage, character and amenity of the Streetscape to which it belongs.

8 COMMERCIAL PROVISIONS

8.1 Primary Controls

a) All development is to be designed in accordance with the building height, lot boundary setback, plot ratio (where applicable), site cover (where applicable) and overshadowing requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code, unless otherwise specified in this Policy.

b) Buildings are to be set back from the primary street boundary by:

- The average setback of existing dwellings on adjoining properties fronting the same street; or
- The minimum setback required under the R-Codes,

whichever is greater.

c) Notwithstanding Clause 8.1(b) where the ground floor of a development is designed for commercial use, the building is to have a nil setback to the primary street at ground level.

d) Where development is proposed to, or on a site adjoining, a building constructed prior to 1960, any upper floor is to be set back a minimum of 2.5 metres from the predominant building line, or behind the ridge line of the traditional building, whichever is greater (refer to Figure 2).

e) For the purposes of Clauses 8.1 (a) and (b), R-Codes Volume 1 Part C applies to land coded less than R80 and the R-Codes Vol.2 applies to land coded R80 and above.

f) Setbacks to Rights of Way are to be in accordance with the City's Rights of Way Local Planning Policy.

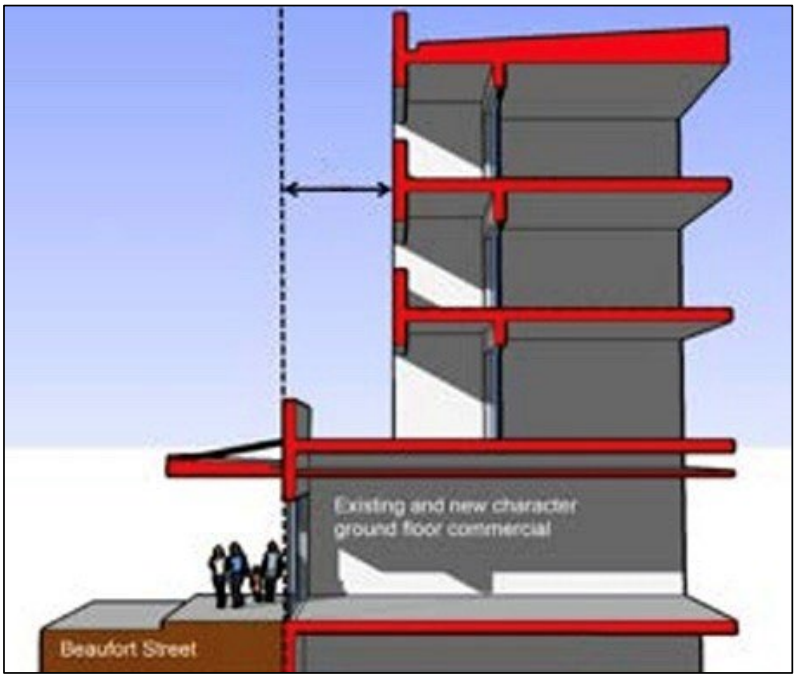


Figure 2 – Upper Floor Setback

8.2 Activation and Access

a) Buildings should address the street with a clearly defined entry point visible and accessible from the street.

b) At the ground level, buildings should address the primary street with a primary entrance and a commercial facade that is transparent over at least 50% of the area of the façade.

c) The facades of buildings facing the public realm should be articulated and avoid expanses of untreated blank walls.

d) The development is to incorporate clear pedestrian paths that are separated from vehicle access and parking areas.

8.3 Built Form and Design

a) Where development introduces new overlooking of adjacent residential properties (i.e. where no overlooking currently exists), the following apply:

- Openings to operational rooms and unenclosed outdoor spaces (such as balconies, decks, verandahs and similar) with a finished floor level of 0.5 meters or more above natural ground level, and which overlook any part of an adjoining residential property behind its street setback line, should either:

i. Setback, in direct line of sight within the cone of vision, from the adjoining lot boundary, within the cone of vision, by of the adjoining residential property, a minimum distance specified as provided in Table 1; or

ii. Be screened to a minimum height of 1.6 metres with a permanent, fixed device that is at least 75% obscure and restricts views into the adjoining property.

Space Type	Density Code of adjoining site	
	Setback (R50 or lower)	Setback (above R50)
Operational rooms	6.0m	4.5m
Unenclosed outdoor spaces	7.5m	6.0m

Table 1: Minimum Setback Distances Within Cone of Vision

8.3 Signage

a) Signage should not cover any architectural features or detailing of a building and should not dominate the shopfront or building frontage.

b) Signage is to be positioned and designed to fit within spaces created by architectural elements on the building, in particular the awnings and pediments.

c) Signage is to be assessed against Local Planning Policy Advertising Signs.

8.4 Landscaping

Landscaping is to be assessed against Local Planning Policy Tree's and Landscaping Non-Residential.

8.5 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), should be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing should reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 3).

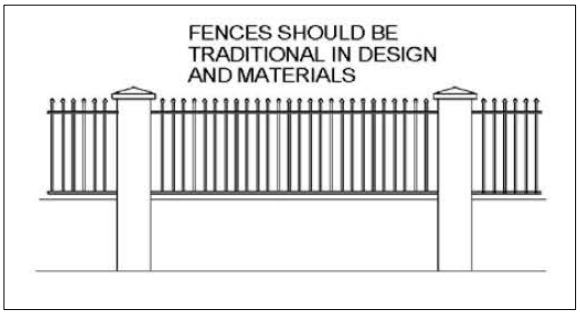


Figure 3 – Example of Open-Style Fencing

8.6 Bin Storage Areas

Bin storage areas in non-residential development are to:

a) have a minimum 10m²* area and 3.5m width;

b) be located behind the building setback line;

c) ensure that adequate space is available on-site for bulk refuse truck access and maneuvering;

d) be screened to a minimum height of 1.8m to prevent visibility from the street;

e) ensure that screening materials match or compliment the building structure; and

f) ensure that all stormwater and effluent drainage is contained on-site.

*Note: *A larger area may be required for the turning of a refuse tuck.*

8.7 Services

a) All service equipment such as air conditioners, plant, lift overruns, antennae etc. should be screened or located to avoid visibility from streets, public spaces, and neighbouring properties.

b) Lift overruns, rooftop plant, solar energy systems and servicing should not exceed 3m above the building and should be set back or integrated to minimise visibility from the public realm.

c) All water from roofs and driveways and other impermeable surfaces should, where possible, be directed to garden areas, sumps, or rainwater tanks within the development site.

8.8 Parking and Access

a) Car parking should be provided on site in accordance with Table 2 which replaces the parking requirements listed in Local Planning Policy Parking and Access.

Land Use	Required Spaces
Non-residential land use (2)	3.5 per 100m² Net lettable area (3)
Shop – 1,000m² or greater in area (2)	5.0 per 100m² Net lettable area (3)
Hotel, Tavern and Small Bar (2)	6.0 per 100m² Net lettable area (3)

Table 2: Car Parking Standards

Notes

1. *Variation of the parking rates listed above should be assessed against the objectives of Local Planning Policy Parking and Access.*
2. *An alfresco area does not require any additional parking spaces.*
3. *Existing or new on-street parking directly adjacent to the site may be calculated in the total parking requirement.*

b) Car parking spaces and maneuvering areas should be provided in accordance with AS2890.1 (as amended) and Local Planning Policy Parking and Access.

c) Rear laneways are to be used for vehicle access if available, or from side streets where rear lane access is not available;

d) Loading docks, overhead doors and other service entries are prohibited on Beaufort Street frontages and should be minimised on other street-facing facades.

9. RESIDENTIAL AND MIXED USE PROVISIONS

All Residential and Mixed Use development are to comply with the applicable Residential Design Codes, except where augmented below.

9.1 Built Form and Design

a) Residential development is to be set back from the street boundary by:

- The average setback of existing dwellings on adjoining properties fronting the same street; or
- The minimum setback required under the R-Codes,

whichever is greater.

b) Where development is proposed to, or on a site adjoining, a building constructed prior to 1960, any upper floor is to be set back a minimum of 2.5 metres from the predominant building line, or behind the ridge line of the traditional building, whichever is greater (refer to Figure 2).

c) Setbacks to Rights of Way should be in accordance with the City's Rights of Way Local Planning Policy.

9.2 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), should be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing should reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 3).

10. PRIVATE COMMUNITY PURPOSES PROVISIONS

10.1 Orientation

a) The portion of the development fronting the street should be orientated towards the street (e.g. entrances, windows and balconies facing the street) to soften the 'institutional' feel of developments and achieve greater consistency with surrounding developments.

10.2 Building Height

a) Development should be restricted to two (2) storeys (6.0 metres wall height) above natural ground level within 10 metres of any residential lot or street boundaries abutting lots coded R50 or below and a maximum of four (4) storeys (12.0 metres wall height) above natural ground level on the remainder of the site.

10.3 Front Setbacks

a) Front setbacks should be 6.0 meters; or

b) Where adjacent sites have a lesser front setback, the setback requirement may match that of the adjacent site.

10.4 Side and Rear Setbacks

a) Where adjacent to residential properties all side and rear setbacks of all development should be calculated in accordance with State Planning Policy 7.3 Residential Design Codes applicable to the abutting property.

b) Where adjoining non-residential uses, setbacks of all development should match the prescribed setbacks of the adjacent and/or adjoining lots.

c) Setbacks to Rights of Way are to be in accordance with the City's Rights of Way Local Planning Policy.

11. EXEMPTIONS FROM REQUIRING DEVELOPMENT APPROVAL

The exemptions listed below do not apply where:

- a referral to the Metropolitan Region Scheme under the Instrument of Delegation is required prior to determination; or
- the bushfire requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 apply.

The following development does not require approval:

a) the works are of a class specified in Column 1 of an item in the Table; and
b) if conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.

Applies to:	Condition(s)
The following Incidental Structures: • Satellite dish; • Air conditioner; • Solar panels; • Flagpole • Pergola or Shade Sail; • Screening; and • Clothes line.	Unless the development is located: • at a place listed on the Heritage List or State Register of Heritage Places.; or • within the front setback area (or attached to the front facing portion of a building including the roof) of land within the Heritage Area.
The following Incidental Structures: • Swimming Pools – below ground for private use only; and • Letterboxes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The erection or installation of a flagpole.	• The height of the flagpole is no more than 6 m above the natural ground level. • The flagpole is no more than 200 mm in diameter. • The flagpole is not used for advertising. • There is no more than 1 flagpole on the lot. The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Fencing	Only where the fence: • Comply with the requirements of the Scheme and the relevant Local Planning Policy, Structure Plan, Activity Centre Plan or Local Development Plan; • Comply with the requirements of the Residential Design Codes where applicable; • Not located within the street setback area of within a Heritage Area; and • Is not located on land included in the Heritage List or State Register of Heritage Places.
The filling of land which complies with all acceptable development requirements of the applicable Residential Design Codes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The demolition or removal of a cubbyhouse.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The installation of a water tank.	• The water tank is not installed in the street setback area of a building. • The volume of the water tank is no more than 5 000 L. • The height of the water tank is no more than — (i) for a tank fixed to a building — the height of the eaves of the building; or (ii) for a tank that is not fixed to a building and is more than 1 m from each boundary of the lot — 2.4 m; or (iii) for a tank that is not fixed to a building and is 1 m or less from a boundary of the lot — 1.8 m.

	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Internal building work that does not materially affect the external appearance of the building.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The modification of windows or new windows to a building.	• Where the modification or new window complies with the deemed-to-comply provisions of the Residential Design Codes. • Replacement is like for like with the same size, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Reroofing of a dwelling	• Replacement is like for like with the same form, pitch, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Construction of a retaining wall	• Compliant with the deemed-to-comply provisions of the Residential Design Codes. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.

12. DEFINITIONS

Unless otherwise provided for in this Policy, definitions have the same meaning as the Residential Design Codes (R-Codes), Local Planning Scheme No.4 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. The following additional definitions apply to this policy.

Operational rooms	*Rooms within non-residential development that are occupied frequently for extended periods of time by users. Examples of operational rooms include offices, consulting rooms, retail areas, manufacturing and production areas, and the like.* *Operational rooms do not include rooms such as kitchens, storerooms, service areas, corridors, stairwells and landings and the like that are not occupied on a frequent basis for extended periods of time.* *Operational rooms shall be determined by the City.*
Service fixtures	*Utilities, equipment, plant or other structures necessary for a building to achieve efficient, comfortable operating outcomes and may include rainwater storage tanks, air conditioning units, communication, power and water infrastructure, letterboxes or other fixtures necessary for the use of the building.*

13. OTHER RELEVANT DOCUMENTS

- Local Planning Scheme No.4 Scheme Text

- Planning and Development (Local Planning Schemes) Regulations 2015
- Residential Design Codes of Western Australia
- City of Stirling Heritage List
- Local Planning Policy – Heritage Area Mount Lawley and Menora
- Local Planning Policy - Heritage Area Inglewood
- State Planning Policy 3.5 Historic Heritage Conservation

APPENDIX 1: ARCHITECTURAL STYLES

Art Deco

The Art Deco style, which began in the 1920's, is inspired by the streamlined styling of modern technology, and was originally a reaction against the motifs and ornamentation of Neo-Classicism. However, Art Deco continues to adhere to the Classical compositional principles of symmetry, harmony and balance.

Compositions of street facades have strong horizontal elements, generally dominated by strong verticals, which run the full height of the façade often extend above the roof or parapet line. These vertical elements are generally located in the centre of the building, and/or at its corners, and/or in a repetitive rhythm of verticals across the entire façade. The style is also characterised by horizontal elements such as balconies, stacked in vertical alignment across several floor levels. Where present, street level canopies and sun protection over windows form strong horizontals within the composition of the street façade.

Street façade/s feature sleek and often cubic forms of fairly smooth apparent masonry, sometimes with corners that curve in plan. These street facades are often decorated in geometric forms or patterns of spheres, polygons, rectangles, trapezoids, chevrons, or sunburst motifs, arranged in symmetrical patterns. Accent materials contrast with the basic masonry walls, and are often made of materials such as terra cotta, dressed stone, aluminium, stainless steel, Bakelite, chrome, or stained glass, sometimes in vivid colours.

Windows, which align vertically across different floors, are generally inset between pilasters. Decorative transom panels are often constructed over the vertical areas between these windows.

Art Deco Style Guide Characteristics

Nominated Art Deco development should embody the style guide characteristics outlined in Figure 4.



Figure 4 – Art Deco Style Guide

Category	No.	Description
Walls	1	Upper storey uniquely expressed by means of setbacks and/or a cantilevered canopy
	2	Predominantly white or light coloured render or painted finish to walls
	3	Ground storey expressed by means of banding or changes in material or texture
	4	Geometric decorative features
	5	Use of curved elements to balconies and building edges
	6	Structure continued to ground to create a strong building base
Roof Form	7	Roof Form Pitched roof or a fat roof behind a raised parapet
Openings	8	Inset balcony spaces or projecting/partly projecting balconies

	9	Horizontal expression to glazing bars in windows
Attached Elements	10	Cantilevered canopy to group windows together
	11	Strong canopy line where there is a ground floor commercial use
	12	Use of solid balcony elements

Brick Simple

The Beaufort Street Activity Corridor Plan conceived this name for a group of styles that is characteristic of Perth, from about 1890 until the Second World War. This nominal style is found in commercial, civic, warehouse and residential buildings, and almost always involves terra cotta-coloured Perth brick with bands and/or accents of light-coloured render. Building massing is relatively simple and apparently sturdy.

The style embraces characteristics of the Federation period, as well as later post-Depression austerity. It is influenced by both the Craftsman style (present in many Mount Lawley dwellings) and the Mission Revival styles of architecture (such as that of Perth College).

Brick Simple Style Guide Characteristics

Brick Simple nominated development should embody the style guide characteristics outlined in Figure 5.

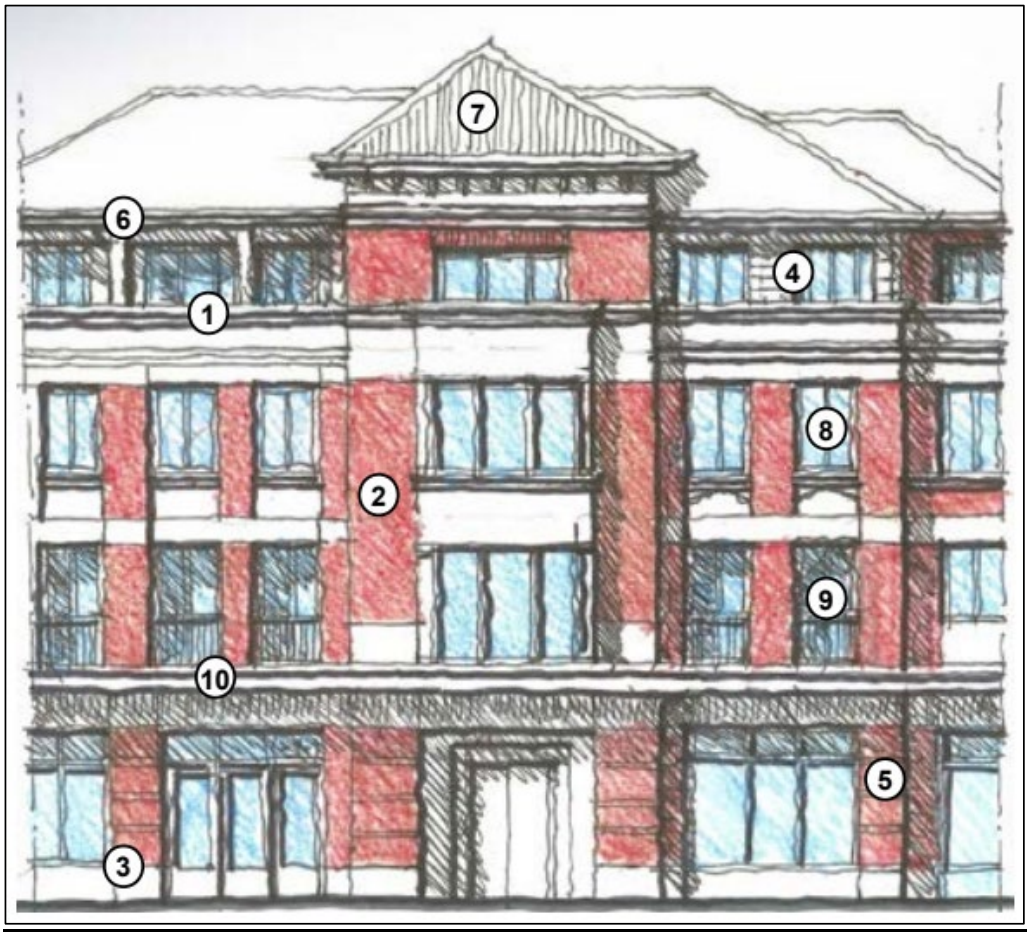


Figure 5 – Brick Simple Style Guide

Category	No.	Description
Walls	1	Upper storey sometimes expressed by means of a setback and colonnade
	2	Predominantly terra cotta brick with white or light coloured rendered bands and spandrel features
	3	Ground storey base expressed by means of banding or changes in material or texture
	4	Upper storey often expressed by means of a change in material (render, timber, etc
	5	Structure continued to ground to create a strong building base
Roof Form	6	Deep eaves to roof, at least 500mm
	7	Pitched roof (tiled or metal) with hips rather than gables between 300 and 400 angle

Openings	8	Vertically proportioned windows
	9	Inset balcony spaces when present
Attached Elements	10	Strong canopy line where there is a ground floor commercial use

Brick Decorated

The Beaufort Street Activity Corridor Plan conceived the name Brick Decorated to cover a range of eclectic but related styles of buildings present on and around Beaufort Street, dating from about 1880 until the Great Depression. Heritage architectural styles within this range include Federation, Arts and Crafts, California Bungalow, and the Victorian styles of Queen Anne, High Victorian, and Victorian Gothic. Walls are typically red brick with white or light-coloured decorative features, though they may in part be rendered. Vertical supporting elements such as posts or columns appear more light weight than in the Brick Simple style and are often more decorated.

These Brick Decorated styles overlap somewhat with those of the Light Classical style, however Brick Decorated varies from Light Classical in two ways. Firstly, Brick Decorated features extensive decorative structural motifs such as brackets, rafter tails, and attached frontage components such as wooden balconies and verandah posts, all of which are of a different material and lighter colour than that of the main wall plane. Secondly, Brick Decorated often involves overall facades that are asymmetrical (with some smaller symmetrical components), as opposed to the rigid overall symmetry of Light Classical.

Brick Decorated Style Guide Characteristics

Brick Decorated nominated development should embody the style guide characteristics outlined in Figure 6.

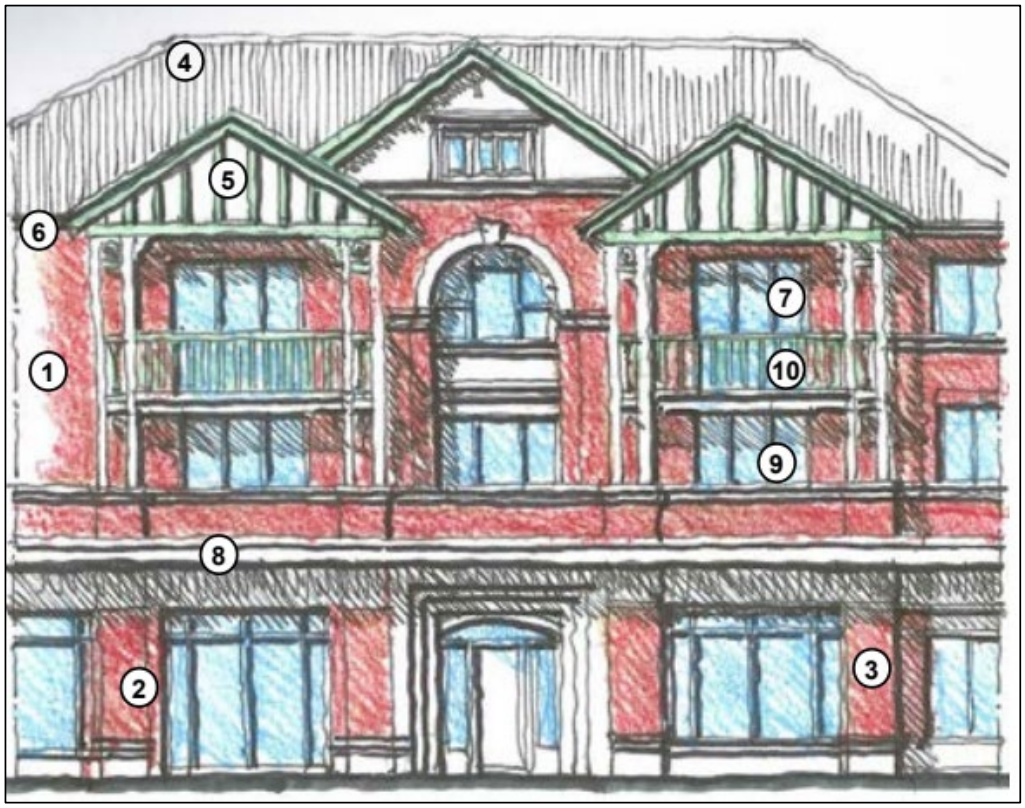


Figure 6 – Brick Decorated Style Guide

Category	No.	Description
Walls	1	Predominantly red brick with white or light coloured decorative features
	2	Building base storey expressed by means of banding or changes in material or texture
	3	Structure expressed to ground to create a strong building base e
Roof Form	4	Pitched roof (tiled or metal), between 300 to 400 angle
	5	Gables with painted timber fretwork
	6	Deep eaves to roof, minimum 400mm
Openings	7	Vertically proportioned windows
Attached Elements	8	Strong canopy line where there is a ground floor commercial use
	9	Projecting balcony spaces usually to property line, except setback minimum 2 metres behind character shopfronts and supported on a lightweight post and beam structure
	10	Vertical balusters in light colours

Light Classical

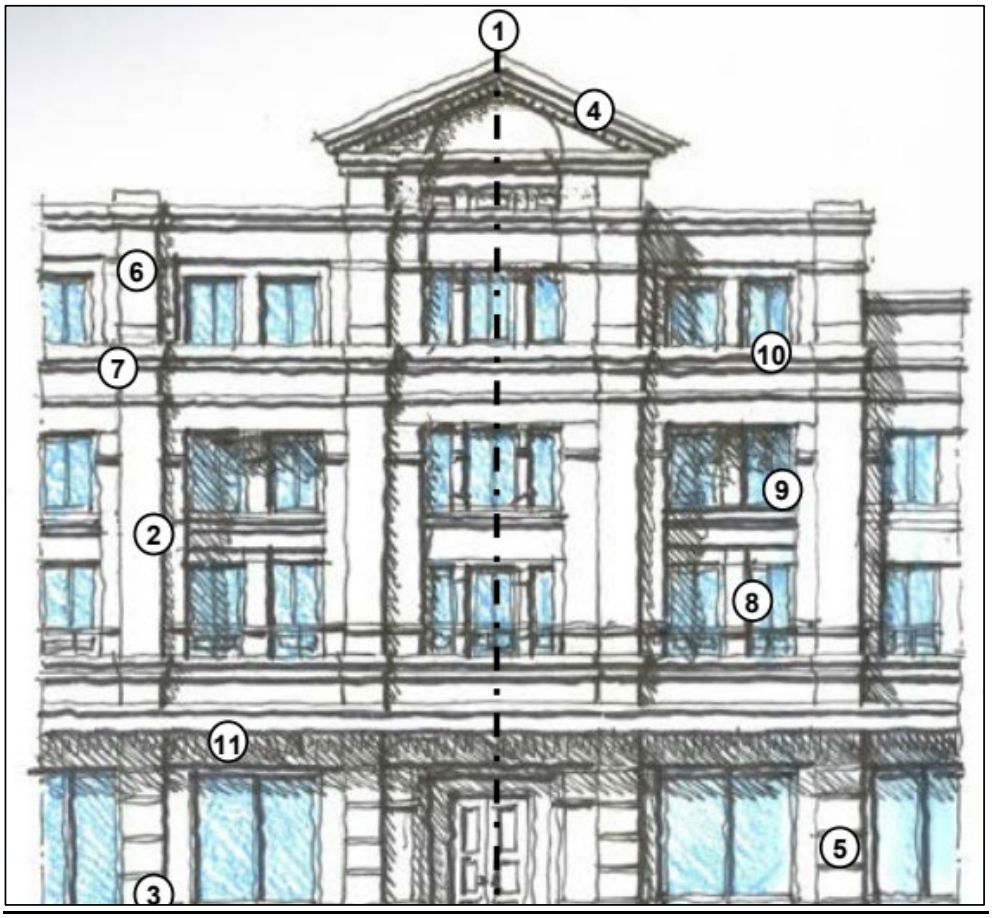
The Beaufort Street Activity Corridor Plan conceived the name of Light Classical to cover a range of eclectic but related styles of buildings present on Beaufort Street, dating from about 1880 until the Depression. Related historic styles include Classical Revival, Romantic Classicism and High Victorian, all of which use overtly classical motifs in their decoration. Buildings are usually symmetrical and well proportioned.

Street façade walls are always visibly load-bearing. Street canopies and/or verandahs should ideally have supporting posts or columns and should not be cantilevered over the footpath. However, due to some narrow footpaths and other constraints, this may not always be possible, and therefore cantilevered canopies and verandahs are permitted in those circumstances.

The compositions of the street facades usually involve Golden Rectangles, as used in Classical Greek, Roman and Renaissance architecture. Wall openings including doorways and windows are typically taller than they are wide, by at least 30%.

Light Classical Style Guide Characteristics

Light Classical nominated development should embody the style guide characteristics outlined in Figure 7.



LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

Figure 7 – Light Classical Style Guide

Category	No.	Description
Massing	1	Use of symmetry to express the classical order
Walls	2	Pilasters usually full building height and Use of double-storey order to create an urban scale when buildings are four storey or more
	3	Ground storey expressed by means of banding and/ or changes in material or texture
	4	Incorporation of pediments and other decorative features to break the parapet line and emphasise the main entrance directly beneath
	5	Structure continued to ground to create a strong building base
Roof Form	6	Flat or low-pitched roof behind a raised parapet
Openings	7	Use or classical proportioning and clear expression of a top, middle and base of the building
	8	Inset balcony spaces or loggias, when used
	9	Vertically proportioned windows and balcony openings
	10	Use of traditional decorative mouldings and motifs
Attached Elements	11	Strong canopy line where there is a ground floor commercial use

APPENDIX 2: FRONTAGE TYPES

MIXED USE – FRONTAGE TYPES

Canopy or Posted Verandah Shop Front

Description

This is a conventional shopfront and verandah frontage to provide weather protection and a place for signage with commercial buildings. A storefront provides entrance into individual stores along with display windows to attract the attention of passers-by.

A variation of the conventional shopfront and verandah frontage is where the storefront is provided with a large service window/ door that augments the visual connection between the inside of the shop and patrons within, and passers by outside.

Key elements

Verandah types as follows:

- A canopy verandah for Art Deco and Light Classical Styles; and
    - A canopy or posted verandah for Brick Decorated and Brick Simple Styles.



Figure 8 – Canopy or Posted Verandah Shop Front

Shopfront, Loggia and Canopy or Posted Verandah

Description

This frontage has a verandah and storefront but also has an upper-level loggia, which is a private outdoor space inset behind the principal wall.

Key Elements

A loggia should be provided that is a minimum dimension of 10m².



Figure 9 – Shopfront, Loggia and Canopy or Posted Verandah

Walled Forecourt

Description

A walled forecourt can be a simple but effective street frontage that takes advantage of underutilised setbacks to provide a semi-public courtyard, whilst providing definition to the street line.

This kind of courtyard/garden can provide an outdoor setting for cafes and restaurants and encourage alfresco dining that responds to the Mediterranean climate of Perth.

Key Elements

- The front fence should comply with the relevant fencing section of this Policy; and
- The forecourt should be landscaped appropriately.

Forecourt, Shopfront with Canopy or Posted Verandah

Description

This frontage is a good solution for an existing setback area, and the outdoor activities are weather protected by a verandah.

Alternatively, a shop front may be entirely retractable, to merge the energy of the footpath with that of the shop, without visual distraction.

The extension of the public realm into this kind of establishment may provide a commercial advantage, through visibility and open access.

Key Elements

The shop front may:

- be located on the front property boundary and the forecourt/verandah area may occupy a setback; or
- Be entirely retractable.



Figure 10 – Forecourt, Shopfront with Canopy or Posted Verandah

Colonnade and Shopfront

Description

This is a two-storey street frontage that covers the footpath and provides protection from the sun and rain.

Key Elements

The scale and architectural character of colonnades should be integrated into the nominated architectural style of the building they are a part of.



Figure 11 – Canopy or Posted Verandah Shop Front

RESIDENTIAL – FRONTAGE TYPES

Residential Verandah

Description

A residential frontage that has a double function. If a verandah is shallow, it mediates between the public realm and the private interior. If deep, it may also accommodate a variety of outdoor activities.

Key Elements

- The verandah may:
  - fit between other building protrusions such as bay windows; or
  - may wrap around the building.
- At ground floor level, verandahs may be walled or un-walled; and
- In apartment buildings, the ground floor verandahs may be associated with the building entry, sometimes integrating with a canopy or stairs that may project forward of the building setback line.



Figure 12 – Residential Verandah

Stoop

Description

A stoop is a residential street frontage with a stair and landing threshold between building and public realm that allows dwellings to be close to, but lifted off, the footpath, so that the privacy of their inhabitants is maintained.

Key Elements

- Stoops can be roofed or open to the sky and should be integrated into the site and garden plans of the building they are a part of; and

- A stoop should be a maximum of 1.2m in height above natural ground level.



Figure 13 – Stoop

Open Walled Front Yard

Description

This residential street frontage type can be used to enclose the front yard or garden at the front of ground floor apartments. It is typically designed as a series of piers connected by iron fencing that allows for good visibility into the yard but provides some privacy and sense of security.

Key Elements

- Front fences should be in accordance with fencing section of this Policy; and
- Front setbacks should be landscaped appropriately.



Figure 14 – Open Walled Front Yard

Stair Front Residential

Description

This street frontage type uses stairs as a prominent masonry feature to get to upper level apartments.

Key Elements

- Stair patterns may be symmetrical or asymmetrical;
- Stairs may be combined with recessed balconies or landings; and
- The stairs may project forward of the front setback line.



Figure 15 – Stair Front Residential

Art Deco Frontage with Inset Balconies and Shutters

Description

Typically, many Art Deco apartment buildings in Australia did not have external front balconies.

Key Elements

- A building in the Art Deco style should include translucent shutters that are designed to be in accordance with the art deco style guide characteristics that have horizontal and vertical banding.



Figure 16 – Art Deco Frontage with Inset Balconies and Shutters

APPENDIX 3: BUILDING HEIGHT MAPS

Note: The lots depicted in Appendix 3 with an "P" marked are as per the Private Community Purposes section of this Policy.

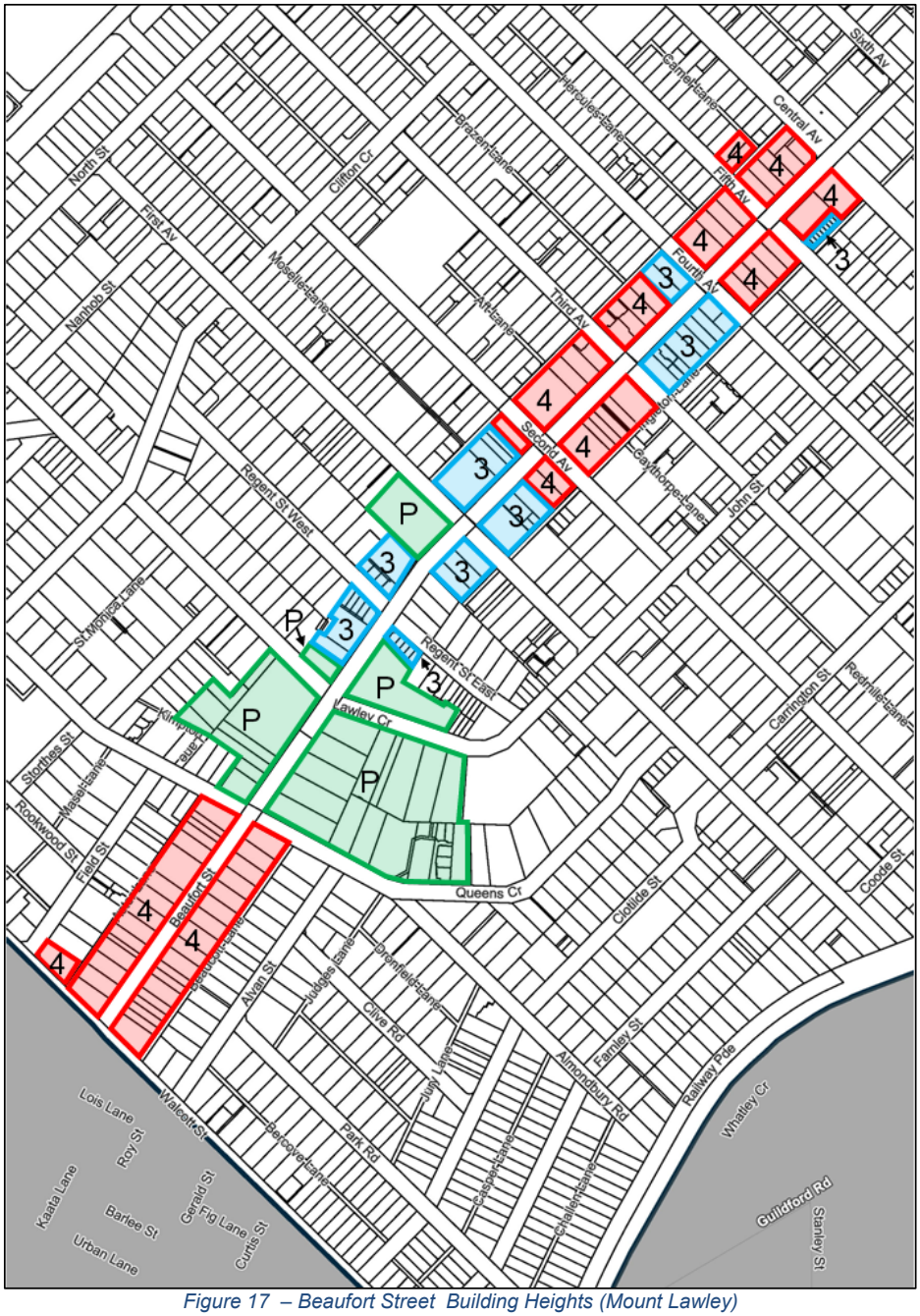


Figure 17 – Beaufort Street Building Heights (Mount Lawley)



Figure 18 – Beaufort Street Building Heights (Inglewood)

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

OFFICE USE ONLY:

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

Local Planning Policy – Beaufort Street and Centres in Heritage Areas

1. CITATION

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. This Policy may be cited as Local Planning Policy (LPP) Beaufort Street and Heritage Area Centres.

2. INTRODUCTION

The purpose of this policy is to ensure that the heritage character of Beaufort Street and the adjacent Heritage Areas is retained, protected, and reflected in new development. The Policy provides a framework for the assessment of development applications where the policy applies.

The retention of the heritage buildings, gardens and streetscapes is important in maintaining the character of the area. While many buildings in the area are important in their own right, and are afforded protection, many others contribute to the character of the area. For this reason, new development should respect this existing character, and be designed in a way that respects and contributes to the preservation of existing streetscapes and heritage buildings.

A number of architectural styles have been developed and are included within this Policy to demonstrate how protection of the heritage character of the area can be achieved while permitting development to occur.

3. OBJECTIVES

The key objectives of this Policy are to: -

a) Ensure the retention of buildings in areas subject of this policy built prior to 1960, where the architectural style of the building is generally intact, irrespective of whether it would have an impact on the streetscape;

b) To enhance the pedestrian-oriented urban character of Beaufort Street by maintaining the attractiveness of the existing character shopfront buildings whilst providing for intensification above ground floor, and intensification of other sites;

c) Ensure new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;

d) Ensure new buildings embody the architectural styles set out in this policy where appropriate;

e) To ensure that new development and buildings enhance the character, heritage and amenity of Beaufort Street and adjacent Heritage Areas;

f) To ensure the redevelopment or works to existing pre 1960's buildings are in keeping with its original architectural style;

g) To ensure new and refurbished shop fronts reflect the original shop front design, materials and details;

h) Ensure new fencing forward of the building alignment are of a design, material and colour that is complementary to the style and character of the area and building to which they belong;

i) Ensure alterations and additions support environmentally sustainable design which respects the traditional character of the area;

j) To encourage vibrant and attractive commercial and mixed use developments that are well designed, with functional and efficient building and site layouts;

k) To ensure upper floors are visually recessive and maintain the established streetscape character of areas containing buildings constructed prior to 1960;

l) To ensure that the building heights respect the established and likely future streetscape character and addresses the amenity of adjoining properties;

m) To ensure non-residential development provides an appropriate level of car parking, reflecting supply and demand.

4. APPLICATION OF THIS POLICY

This policy applies to all development proposals for properties fronting Beaufort Street, and land zoned Local Centre within the Heritage Areas outside of Beaufort Street, as identified on Figure 1 below.

Where there is an inconsistency between the provisions of this Policy and other Policies the provisions of this Policy prevails.

For built form requirements relating to mixed-use and residential development, please refer to the applicable standards and guidelines set out in the Residential Design Codes and the applicable provisions of this Policy where varied.

Application of the Policy	
Section of the Policy	**What typologies of development it applies to**
Part 6 Demolition and Traditional Buildings	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 7 Architectural Styles and General Provisions	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 8 Commercial Provisions	Applies to solely Commercial (non-residential or mixed-use) development (including additions to traditional buildings) only.
Part 9 Residential and Mixed Use Provisions	Applies to residential and mixed use development (including additions to traditional buildings) only.
Part 10 Private Community Purposes Provisions	Applies to development of sites zoned Private Community Purposes.
Part 11 Exemptions	Applies to all typologies including Residential, Mixed Use and Commercial.



Figure 1 – Areas subject to this Policy (highlighted)

5. HERITAGE AREA ANALYSIS

5.1. History of Beaufort Street and Commercial Areas

Beaufort Street developed as the principal commercial spine serving the residential suburbs of Mount Lawley, Menora, and Inglewood. Its growth was closely tied to the expansion of Perth during

the gold boom era and the introduction of the tramline from Barrack Street Jetty to Walcott Street in 1902, which encouraged commercial activity along the southern end of Beaufort Street.

Early commercial development occurred in two distinct phases:

- 1905–1914: The first wave of shops and mixed-use buildings appeared near Walcott Street, reflecting Federation-era architectural styles such as Federation Free Classical and Queen Anne.
- 1935–1940: A second major phase introduced Inter-War styles, including Art Deco, Functionalist, and Spanish Mission, coinciding with the rise of motor transport and suburban growth.

Key landmarks include:

- Astor Theatre (1914, substantially remodelled 1939) – an iconic entertainment venue showcasing Inter-War Art Deco detailing.
- Beaucott Building (1905, remodelled 1937) – a prominent corner commercial block with Federation and Functionalist influences.
- Commonwealth Bank (1938) – 672a Beaufort Street, Mount Lawley a fine example of Inter-War commercial architecture.
- Civic Hotel (1940) and Inglewood Hotel (1935–36) – social hubs reflecting Spanish Mission and Functionalist styles.
- Mount Lawley News (1910), 668 Beaufort Street, Mount Lawley;
- Civic Theatre (former) (1936), at the corner of Beaufort Street and Dundas Road, Inglewood.

Single-storey shops and corner stores proliferated along Beaufort Street and the Heritage Areas centres during this period, typically modest in scale with rendered brick parapets, recessed entries, and awnings over the footpath. These buildings formed cohesive groups that contributed to the “main street” character of the area.

5.2. Character Statements

South West Precinct

The South West Precinct, between Walcott Street and First Avenue, contains the most active commercial zone in the study area focussed around the Walcott Street intersection.

This south end was the earliest portion of Beaufort Street to develop, encouraged by the construction of the tramline from the Barrack Street Jetty to Walcott Street, completed in 1902.

Buildings in this southern portion reflect three key periods of commercial development in the locality – 1905 to 1914; 1935 to 1940 and the 1970s. From the first two periods, there are richly detailed two-storey and single storey commercial buildings in a variety of styles with nil setbacks, decorative parapets and awnings, focused near Walcott Street. In the 1970s a number of original residential buildings, which flanked the commercial hub were demolished to enable its expansion of commercial activities. Beyond this there are groupings of large Federation Bungalows, mostly converted to office and medical suites, which retain much of their traditional detailing and provide a sprinkling of green with their landscaped front setback areas.

The form and scale rarely exceed two storeys except at Perth College, whose grounds are extensive in this Precinct.

Generally, the finish of traditional buildings in the South West precinct is more finely detailed and of a higher quality than in the Middle and North East Precincts

Middle Precinct

The Middle Precinct, between First and Seventh Avenues, is characterised by a mix of historic residential and low-scale commercial development including a number of intact streetscapes of Inter-War housing styles, and rows of single storey shops with corner stores. Several two-storey blocks of Inter-War flats also contribute to the historic residential character of this precinct. In some instances former residences have been converted for commercial use, similar to the South West precinct – most notably a group between Central and Sixth Avenues, and near the corner of Third Avenue, though many original residences continue to be used for this purpose.

Generally, the traditional buildings in the Middle Precinct are less finely detailed than those in the South West Precinct.

The Inglewood Hotel represents the only major landmark in the precinct; however the Inglewood Clock Tower is visible.

In parts of the Middle Precinct the historic character has been undermined by commercial developments, which were constructed primarily in the 1970s and 1980s. The form of these intrusive developments reflects the growing dominance of car transportation at the time, with bitumised car parking common in large set-back areas in front of commercial buildings, several petrol stations and car sales yard (one now demolished, leaving a vacant bitumised site).

Late Twentieth and Early Twenty-first Century townhouse developments also feature throughout the Middle precinct.

North East Precinct

The Northeast Precinct was originally developed primarily in the Inter War period. An article in the Perth Daily News (Saturday 28 March 1936, p.18) described the newly complete Civic Theatre as “a symbol of the rapid development of Inglewood and must inspire confidence in prospective homebuilders”, indicating that the area was in the early stage of development at this time. The Inglewood Clock Town (former Civic Theatre) remains a key local landmark, in addition to the Civic Hotel at the northern end of the Precinct.

The historic character of the Northeast Precinct is primarily characterised by strips of simple single-storey Inter-War shops, and relatively modest single Inter War dwellings. Similarly to the Middle Precinct, the traditional buildings in the Northeast Precinct are less finely detailed than those in the Southwest Precinct.

The historic character of the Precinct has been somewhat eroded by intrusive development in the 1970s, 1980s and 1990s, the southern side of Beaufort between Ninth and Eleventh Avenues; and the area north of Stuart Street (excluding the Civic Hotel).

A trend towards medium density (2 and 3 storey) townhouse and mixed-use infill developments has occurred in the last decade, as Inglewood’s proximity to the City and existing amenities prove attractive to developers.

5.3 Statement of Significance

Beaufort Street and the Heritage Area commercial precincts are of aesthetic, historic, and social significance for the following reasons:

Historic Value

- Demonstrates the evolution of Perth's suburban commercial development from the early 1900s through the mid-20th century.
- Reflects the impact of transport infrastructure (tramline and later motor vehicles) on urban growth and land use.

Aesthetic Value

- Contains a highly intact collection of early 20th-century commercial buildings exhibiting Federation, Inter-War Art Deco, Functionalist, and Spanish Mission styles.
- Maintains traditional "main street" characteristics: zero front setbacks, parapet walls, continuous awnings, and fine-grain shopfronts.

Social Value

- Historically served as a focal point for community life, commerce, and entertainment for residents of Mount Lawley, Menora, and Inglewood.
- Includes landmark buildings such as theatres, hotels, and corner stores that remain important community meeting places.

Representative Value

- Exemplifies the architectural and planning principles of early suburban commercial strips in Western Australia.
- Provides a tangible link to the cultural and economic development of Perth during the gold boom and inter-war periods.

6. DEMOLITION AND TRADITIONAL BUILDINGS

6.1 Retention of Traditional Buildings

For the reasons identified above, a key objective of this Policy is the retention and conservation of traditional buildings built prior to 1960 within the Heritage Areas. To ensure this occurs, the City assess, though a development application process, the merits of demolition of a traditional building separately to considering any future redevelopment proposal.

Development proposals proposing demolition of traditional buildings are to include a written justification for the proposed demolition addressing the points below.

- Provide evidence that the building was constructed from 1960 onward;
- Detail why the building is no longer an intact example of its architectural style (not including additions), addressing its form, scale, materials and detailing;

- Detail (with evidence from a qualified structural engineer or equivalent) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (property owners are responsible for the maintenance of their asset and allowing a property to fall into disrepair will not facilitate an approval for demolition). Only where the building has been identified as an 'intrusive' or 'neutral' place (buildings of more recent design), consideration can be given to varying this requirement.

It should not be assumed that approval will be given for the demolition of traditional buildings.

6.2 Partial Demolition of a Building

Demolition of a minor portion of a traditional building may be considered during assessment of a substantive redevelopment proposal.

The demolition proposal must meet the objectives of this policy, including the retention and conservation of traditional buildings built prior to 1960. Demolition of large portions of a traditional building, or removal of original features from the front façade are unlikely to meet this requirement.

A partial demolition proposal must show the extent of the roof and wall fabric being retained. A practising structural engineer's plan, specification and detail is required to accompany an associated Building Permit application to demonstrate how the structural integrity of the existing structure will be maintained during demolition and building works.

The details are to include and not limited to:

a) Methodology statement of work sequence;
b) Details of proposed connection to the new work;
c) Detail of any support of existing floor, walls and roof structures required;
d) Details of any foundation support required.
e) Additions to traditional buildings

6.3 Additions to Traditional Buildings

All works to traditional buildings constructed prior to 1960 must ensure the retention of the building's traditional character. The provisions of Local Planning Policy – Character Retention Mount Lawley and Menora Heritage Areas or Local Planning Policy – Character Retention Inglewood Heritage Area apply to any works proposed to a traditional residential building, regardless of whether the dwelling is used for commercial purposes and must be consistent with the appropriate architectural style.

No additions to the traditional buildings should occur within the front setback area, unless restoring an original feature in the original architectural style (e.g., a verandah).

7.0 ARCHITECTURAL STYLES AND GENERAL PROVISIONS

7.1 Context and Character Analysis

Development that proposes comprehensive redevelopment of land subject to this Policy must include a written and illustrated context and character analysis which demonstrates:

a) How the proposal preserves the existing and future character of the area;
b) Where colour and material selections has been chosen from showing examples within the area; and
c) Which architectural style and frontage type is proposed demonstrating key elements of the chosen style and how it relates to its streetscape and area.

7.2 Typical Architectural Styles

As an important arterial route into the Perth CBD Beaufort Street is ideally located to contribute to accommodating the City's future population and housing needs. While zoning is in place to facilitate population growth, this needs to be carefully managed to ensure the character of the Heritage Area is maintained.

This Policy identifies the following four architectural styles that illustrate how new development can enhance and respect the heritage, character, and amenity of Beaufort Street:

- Art Deco
- Brick Simple
- Brick Decorated
- Light Classical

These are shown in Appendix 1. All new development within centres and along Beaufort Street should adhere to one of these architectural styles.

7.3 Facades

The following provisions supplement the Architectural Styles:

a) Vertical building façade elements such as columns and windows should run from ground level to the top of the building in a continuous alignment and not be introduced randomly;

b) Horizontal building façade elements such as banding and windows should run the full extent of the building in a continuous alignment and not be in a random arrangement;

c) Curved and angular building façade elements, such as corner features or balconies, should be uniform and be consistent in size and shape and not be introduced randomly;

d) Colours or patterns on facades must follow the symmetry of the building and be traditional in style and not be dispersed randomly across a façade; and

e) Building façades should include sufficient detail in accordance with the nominated architectural style and not be bland and without appropriate detail.

7.4 Typical Frontage Types

Beaufort Street is characterised by a variety of street frontage types. To augment Beaufort Street's special character and to provide the foundation of a walkable environment, the ground-level street interface of new buildings are to be designed to create a vibrant and interactive public realm.

All new development (except extensions to building built prior to 1960) subject to this Policy should adhere to one of the mixed use or residential frontage types outlined in Appendix 2.

All extensions to buildings built before 1960 should conserve and retain the original frontage type.

7.5 Openings

The following provisions supplement the Architectural Styles:

a) All openings and other architectural features should align vertically from floor to floor, except where tops of buildings step back or down to be sympathetic to lower neighbouring buildings; and

b) The component of glazing in any upper floor façade facing a street should be limited to a maximum of 40%.

7.6 Building Height

a) The nominated building heights along Beaufort Street are shown in Appendix 3.

b) Where the height of a building is not depicted in Appendix 3 the building height requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code apply.

c) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 and not shown in Appendix 3, are to be three storeys.

7.7 Blank Side Walls

a) Where new taller buildings or upper floor additions to existing buildings are to be constructed next to an existing smaller building or vacant site, the material finish of the side wall should complement the architectural character of the main building façade(s) and, where practical, the wall is to be visually articulated.

7.8 Additional Styles

b) Additional architectural styles derived from pre-1960's buildings present along Beaufort Street or within the Centres will be considered where the applicant can demonstrate that the design

of the building will enhance the heritage, character and amenity of the Streetscape to which it belongs.

c) Proponents wishing to use an additional architectural style should provide a stylistic explanation highlighting how the style will enhance the heritage, character and amenity of the Streetscape to which it belongs.

8 COMMERCIAL PROVISIONS

8.1 Primary Controls

a) All development is to be designed in accordance with the building height, lot boundary setbacks, plot ratio (if applicable), site cover (if applicable) and overshadowing requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code. Unless otherwise specified in this policy.

b) Buildings to be set back from the primary street boundary by either:

- The average setback of existing dwellings on adjoining properties fronting the same street or
- The minimum setback required under the R-Codes,

whichever is greater.

c) Notwithstanding Clause 8.1(b) where the ground floor of a new development is designed for commercial use, the development is to be constructed to a nil setback at ground level to the primary street.

d) Where works are proposed to a building or is adjacent to buildings constructed prior to 1960, the upper floor is to be set back a minimum of 2.5 metres from the predominant building line or behind the ridge line of the traditional building, whichever is the greater (refer to Figure 2).

e) For the purposes of Primary Controls 8.1 (a) and (b), R-Codes Volume 1 Part C applies to land coded less than R80 and the R-Codes Vol.2 applies to land coded R80 and above.

f) Setbacks to Rights of Ways should be as per the City's Rights of Way Local Planning Policy.



Figure 2 – Upper Floor Setback

8.2 Activation and Access

a) Buildings must address the street with a clearly defined entry point visible and accessible from the street.

b) At the ground level, buildings should address the primary street with a primary entrance and a commercial facade that is transparent over at least 50% of the area of the façade.

c) The facades of buildings facing the public realm should be articulated and avoid expanses of untreated blank walls.

d) The development is to incorporate clear pedestrian paths that are separated from vehicle access and parking areas.

8.3 Built Form and Design

~~a) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 are limited to a maximum of three storeys.~~

a) Where development introduces new overlooking of adjacent residential properties (i.e. where no overlooking currently exists), the following apply:

- Openings to operational rooms and unenclosed outdoor spaces (such as balconies, decks, verandahs and similar) with a finished floor level of 0.5 meters or more above natural ground level, and which overlook any part of an adjoining residential property behind its street setback line, should either:

i. Setback, in direct line of sight within the cone of vision, from the adjoining lot boundary, within the cone of vision, by of the adjoining residential property, a minimum distance specified as provided in Table 1; or

ii. Be screened to a minimum height of 1.6 metres with a permanent, fixed device that is at least 75% obscure and restricts views into the adjoining property.

Space Type	Density Code of adjoining site	
	Setback (R50 or lower)	Setback (above R50)
Operational rooms	6.0m	4.5m
Unenclosed outdoor spaces	7.5m	6.0m

Table 1: Minimum Setback Distances Within Cone of Vision

8.3 Signage

a) Signage should not cover any architectural features or detailing of a building and should not dominate the shopfront or building frontage.

b) Signage is to be positioned and designed to fit within spaces created by architectural elements on the building, in particular the awnings and pediments.

c) Signage is to be assessed against Local Planning Policy Advertising Signs.

8.4 Landscaping

Landscaping is to be assessed against Local Planning Policy Tree's and Landscaping Non-Residential.

8.5 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), must be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing must reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 3).

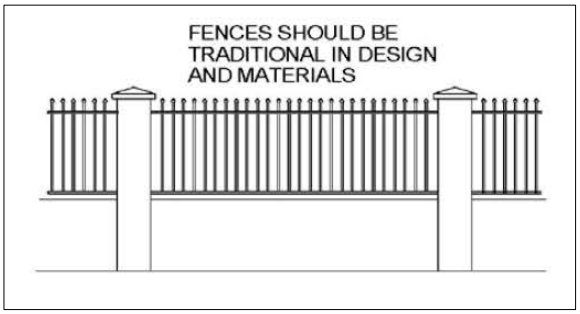


Figure 3 – Example of Open-Style Fencing

8.6 Bin Storage Areas

Bin storage areas in non-residential development are to:

a) have a minimum 10m²* area and 3.5m width;

b) be located behind the building setback line;

c) ensure that adequate space is available on-site for bulk refuse truck access and maneuvering;

d) be screened to a minimum height of 1.8m to prevent visibility from the street;

e) ensure that screening materials match or compliment the building structure; and

f) ensure that all stormwater and effluent drainage is contained on-site.

*Note: *A larger area may be required for the turning of a refuse tuck.*

8.7 Services

a) All service equipment such as air conditioners, plant, lift overruns, antennae etc. must be screened or located to avoid visibility from streets, public spaces, and neighbouring properties.

b) Lift overruns, rooftop plant, solar energy systems and servicing must not exceed 3m above the building and must be set back or integrated to minimise visibility from the public realm.

c) All water from roofs and driveways and other impermeable surfaces should, where possible, be directed to garden areas, sumps, or rainwater tanks within the development site.

8.8 Parking and Access

a) Car parking should be provided on site in accordance with Table 2 which replaces the parking requirements listed in Local Planning Policy Parking and Access.

Land Use	Required Spaces
Non-residential land use (2)	3.5 per 100m² Net lettable area (3)
Shop – 1,000m² or greater in area (2)	5.0 per 100m² Net lettable area (3)
Hotel, Tavern and Small Bar (2)	6.0 per 100m² Net lettable area (3)

Table 2: Car Parking Standards

Notes

1. *Variation of the parking rates listed above should be assessed against the objectives of Local Planning Policy Parking and Access.*
2. *An alfresco area does not require any additional parking spaces.*
3. *Existing or new on-street parking directly adjacent to the site may be calculated in the total parking requirement.*

b) Car parking spaces and maneuvering areas should be provided in accordance with AS2890.1 (as amended) and Local Planning Policy Parking and Access.

c) Rear laneways are to be used for vehicle access if available, or from side streets where rear lane access is not available;

d) Loading docks, overhead doors and other service entries are prohibited on Beaufort Street frontages and should be minimised on other street-facing facades.

9. RESIDENTIAL AND MIXED USE PROVISIONS

All Residential and Mixed Use development are to comply with the applicable Residential Design Codes, except where augmented below.

9.1 Built Form and Design

a) Residential development is to be set back from the street boundary by either:

- The average setback of existing dwellings on adjoining properties fronting the same street; or
- The minimum setback required under the R-Codes,

whichever is greater.

b) Where works are proposed to a building or is adjacent to buildings constructed prior to 1960, the upper floor is to be set back a minimum of 2.5 metres from the predominant building line or behind the ridge line of the traditional building, whichever is the greater. (refer to Figure 2).

~~c) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 are limited to a maximum of three storeys.~~

c) Setbacks to Rights of Ways should be as per the City's Rights of Way Local Planning Policy.

9.2 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), must be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing must reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 3).

10. PRIVATE COMMUNITY PURPOSES PROVISIONS

10.1 Orientation

a) The portion of the development fronting the street should be orientated towards the street (e.g. entrances, windows and balconies facing the street) to soften the 'institutional' feel of developments and achieve greater consistency with surrounding developments.

10.2 Building Height

a) Development should be restricted to two (2) storeys (6.0 metres wall height) above natural ground level within 10 metres of any residential lot or street boundaries abutting lots coded R50 or below and a maximum of four (4) storeys (12.0 metres wall height) above natural ground level on the remainder of the site.

10.3 Front Setbacks

a) Front setbacks should be 6.0 meters; or

b) Where adjacent sites have a lesser front setback, the setback requirement may match that of the adjacent site.

10.4 Side and Rear Setbacks

a) Where adjacent to residential properties all side and rear setbacks of all development should be calculated in accordance with State Planning Policy 7.3 Residential Design Codes applicable to the abutting property.

b) Where adjoining non-residential uses, setbacks of all development should match the prescribed setbacks of the adjacent and/or adjoining lots.

c) Setbacks to Rights of Ways should be as per the City's Rights of Way Local Planning Policy.

11. EXEMPTIONS FROM REQUIRING DEVELOPMENT APPROVAL

The exemptions listed below do not apply where:

- a referral to the Metropolitan Region Scheme under the Instrument of Delegation is required prior to determination; or
- the bushfire requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 apply.

The following development does not require approval:

a) the works are of a class specified in Column 1 of an item in the Table; and
b) if conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.

Applies to:	Condition(s)
The following Incidental Structures: • Satellite dish; • Air conditioner; • Solar panels; • Flagpole • Pergola or Shade Sail; • Screening; and • Clothes line.	Unless the development is located: • at a place listed on the Heritage List or State Register of Heritage Places.; or • within the front setback area (or attached to the front facing portion of a building including the roof) of land within the Heritage Area.
The following Incidental Structures: • Swimming Pools – below ground for private use only; and • Letterboxes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The erection or installation of a flagpole.	• The height of the flagpole is no more than 6 m above the natural ground level. • The flagpole is no more than 200 mm in diameter. • The flagpole is not used for advertising. • There is no more than 1 flagpole on the lot. The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Fencing	Only where the fence: • Comply with the requirements of the Scheme and the relevant Local Planning Policy, Structure Plan, Activity Centre Plan or Local Development Plan; • Comply with the requirements of the Residential Design Codes where applicable; • Not located within the street setback area of within a Heritage Area; and • Is not located on land included in the Heritage List or State Register of Heritage Places.
The filling of land which complies with all acceptable development requirements of the applicable Residential Design Codes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The demolition or removal of a cubbyhouse.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The installation of a water tank.	• The water tank is not installed in the street setback area of a building. • The volume of the water tank is no more than 5 000 L. • The height of the water tank is no more than — (i) for a tank fixed to a building — the height of the eaves of the building; or (ii) for a tank that is not fixed to a building and is more than 1 m from each boundary of the lot — 2.4 m; or (iii) for a tank that is not fixed to a building and is 1 m or less from a boundary of the lot — 1.8 m.

	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Internal building work that does not materially affect the external appearance of the building.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The modification of windows or new windows to a building.	• Where the modification or new window complies with the deemed-to-comply provisions of the Residential Design Codes. • Replacement is like for like with the same size, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Reroofing of a dwelling	• Replacement is like for like with the same form, pitch, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Construction of a retaining wall	• Compliant with the deemed-to-comply provisions of the Residential Design Codes. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.

12. DEFINITIONS

Unless otherwise provided for in this Policy, definitions have the same meaning as the Residential Design Codes (R-Codes), Local Planning Scheme No.4 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. The following additional definitions apply to this policy.

Operational rooms	*Rooms within non-residential development that are occupied frequently for extended periods of time by users. Examples of operational rooms include offices, consulting rooms, retail areas, manufacturing and production areas, and the like.* *Operational rooms do not include rooms such as kitchens, storerooms, service areas, corridors, stairwells and landings and the like that are not occupied on a frequent basis for extended periods of time.* *Operational rooms shall be determined by the City.*
Service fixtures	*Utilities, equipment, plant or other structures necessary for a building to achieve efficient, comfortable operating outcomes and may include rainwater storage tanks, air conditioning units, communication, power and water infrastructure, letterboxes or other fixtures necessary for the use of the building.*

13. OTHER RELEVANT DOCUMENTS

- Local Planning Scheme No.4 Scheme Text

- Planning and Development (Local Planning Schemes) Regulations 2015
- Residential Design Codes of Western Australia
- City of Stirling Heritage List
- Local Planning Policy – Heritage Area Mount Lawley and Menora
- Local Planning Policy - Heritage Area Inglewood
- State Planning Policy 3.5 Historic Heritage Conservation

APPENDIX 1: ARCHITECTURAL STYLES

Art Deco

The Art Deco style, which began in the 1920's, is inspired by the streamlined styling of modern technology, and was originally a reaction against the motifs and ornamentation of Neo-Classicism. However, Art Deco continues to adhere to the Classical compositional principles of symmetry, harmony and balance.

Compositions of street facades have strong horizontal elements, generally dominated by strong verticals, which run the full height of the façade often extend above the roof or parapet line. These vertical elements are generally located in the centre of the building, and/or at its corners, and/or in a repetitive rhythm of verticals across the entire façade. The style is also characterised by horizontal elements such as balconies, stacked in vertical alignment across several floor levels. Where present, street level canopies and sun protection over windows form strong horizontals within the composition of the street façade.

Street façade/s feature sleek and often cubic forms of fairly smooth apparent masonry, sometimes with corners that curve in plan. These street facades are often decorated in geometric forms or patterns of spheres, polygons, rectangles, trapezoids, chevrons, or sunburst motifs, arranged in symmetrical patterns. Accent materials contrast with the basic masonry walls, and are often made of materials such as terra cotta, dressed stone, aluminium, stainless steel, Bakelite, chrome, or stained glass, sometimes in vivid colours.

Windows, which align vertically across different floors, are generally inset between pilasters. Decorative transom panels are often constructed over the vertical areas between these windows.

Art Deco Style Guide Characteristics

Nominated Art Deco development should embody the style guide characteristics outlined in Figure 4.



Figure 4 – Art Deco Style Guide

Category	No.	Description
Walls	1	Upper storey uniquely expressed by means of setbacks and/or a cantilevered canopy
	2	Predominantly white or light coloured render or painted finish to walls
	3	Ground storey expressed by means of banding or changes in material or texture
	4	Geometric decorative features
	5	Use of curved elements to balconies and building edges
	6	Structure continued to ground to create a strong building base
Roof Form	7	Roof Form Pitched roof or a fat roof behind a raised parapet
Openings	8	Inset balcony spaces or projecting/partly projecting balconies

	9	Horizontal expression to glazing bars in windows
Attached Elements	10	Cantilevered canopy to group windows together
	11	Strong canopy line where there is a ground floor commercial use
	12	Use of solid balcony elements

Brick Simple

The Beaufort Street Activity Corridor Plan conceived this name for a group of styles that is characteristic of Perth, from about 1890 until the Second World War. This nominal style is found in commercial, civic, warehouse and residential buildings, and almost always involves terra cotta-coloured Perth brick with bands and/or accents of light-coloured render. Building massing is relatively simple and apparently sturdy.

The style embraces characteristics of the Federation period, as well as later post-Depression austerity. It is influenced by both the Craftsman style (present in many Mount Lawley dwellings) and the Mission Revival styles of architecture (such as that of Perth College).

Brick Simple Style Guide Characteristics

Brick Simple nominated development should embody the style guide characteristics outlined in Figure 5.

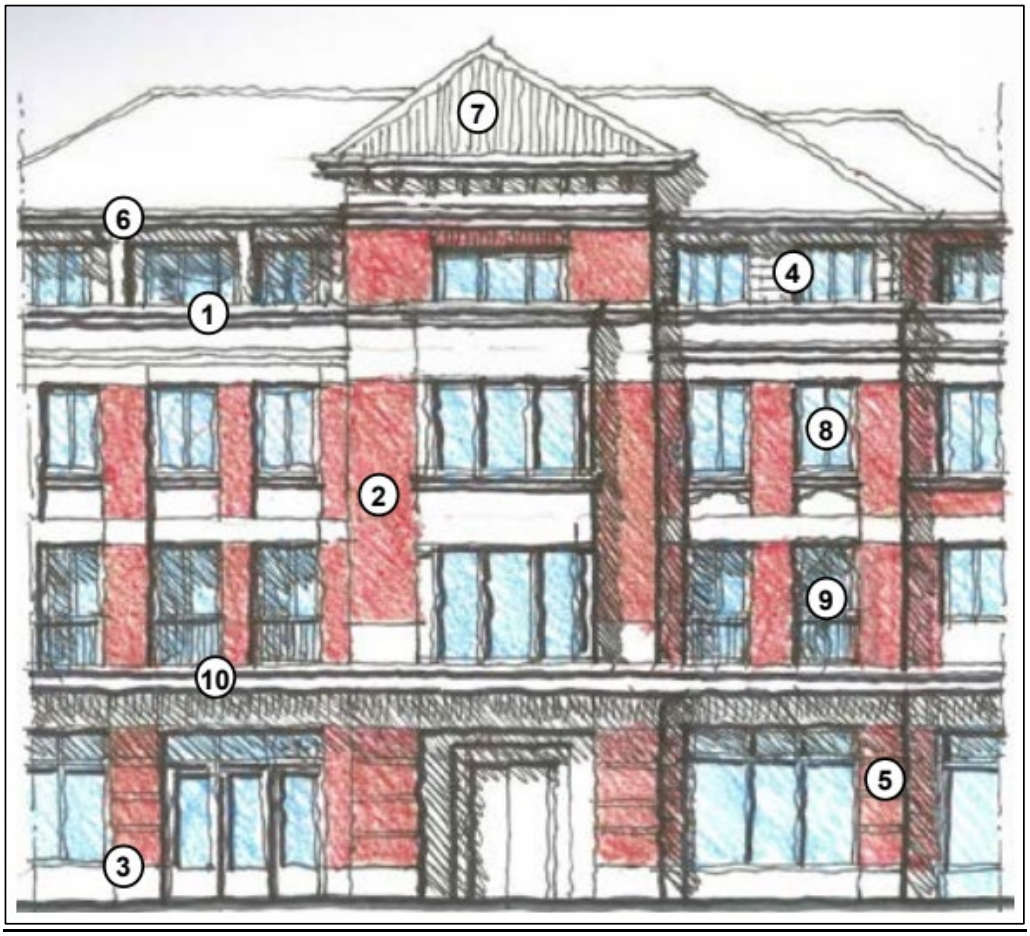


Figure 5 – Brick Simple Style Guide

Category	No.	Description
Walls	1	Upper storey sometimes expressed by means of a setback and colonnade
	2	Predominantly terra cotta brick with white or light coloured rendered bands and spandrel features
	3	Ground storey base expressed by means of banding or changes in material or texture
	4	Upper storey often expressed by means of a change in material (render, timber, etc
	5	Structure continued to ground to create a strong building base
Roof Form	6	Deep eaves to roof, at least 500mm
	7	Pitched roof (tiled or metal) with hips rather than gables between 300 and 400 angle

Openings	8	Vertically proportioned windows
	9	Inset balcony spaces when present
Attached Elements	10	Strong canopy line where there is a ground floor commercial use

Brick Decorated

The Beaufort Street Activity Corridor Plan conceived the name Brick Decorated to cover a range of eclectic but related styles of buildings present on and around Beaufort Street, dating from about 1880 until the Great Depression. Heritage architectural styles within this range include Federation, Arts and Crafts, California Bungalow, and the Victorian styles of Queen Anne, High Victorian, and Victorian Gothic. Walls are typically red brick with white or light-coloured decorative features, though they may in part be rendered. Vertical supporting elements such as posts or columns appear more light weight than in the Brick Simple style and are often more decorated.

These Brick Decorated styles overlap somewhat with those of the Light Classical style, however Brick Decorated varies from Light Classical in two ways. Firstly, Brick Decorated features extensive decorative structural motifs such as brackets, rafter tails, and attached frontage components such as wooden balconies and verandah posts, all of which are of a different material and lighter colour than that of the main wall plane. Secondly, Brick Decorated often involves overall facades that are asymmetrical (with some smaller symmetrical components), as opposed to the rigid overall symmetry of Light Classical.

Brick Decorated Style Guide Characteristics

Brick Decorated nominated development should embody the style guide characteristics outlined in Figure 6.

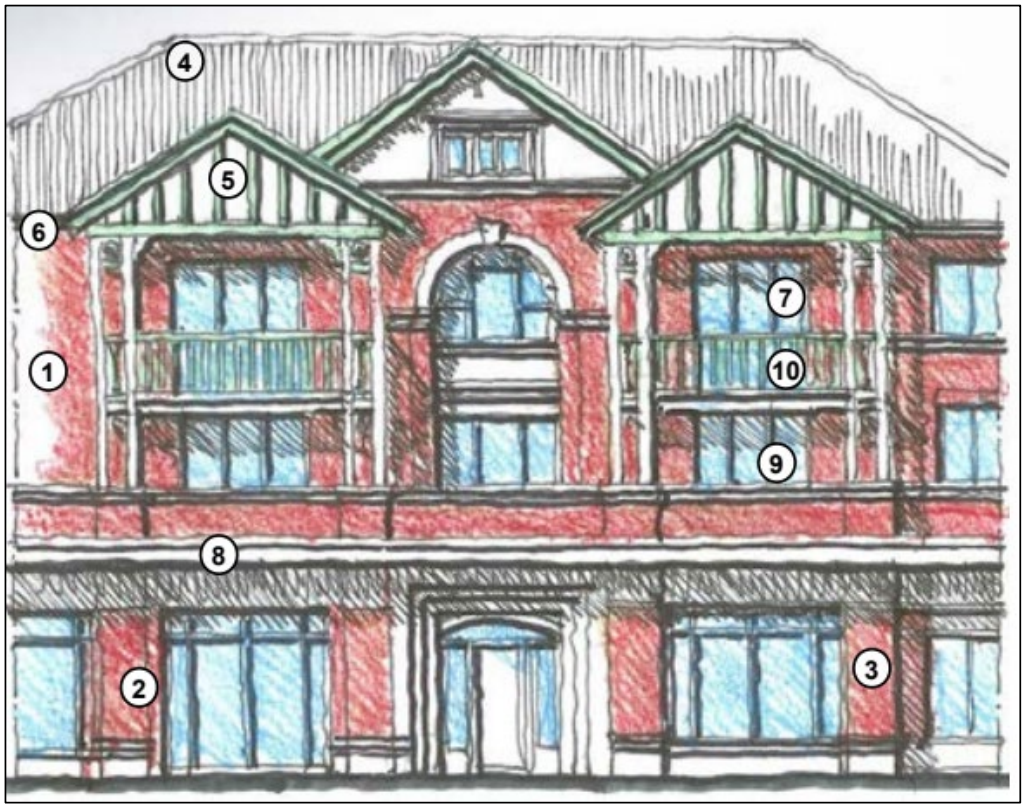


Figure 6 – Brick Decorated Style Guide

Category	No.	Description
Walls	1	Predominantly red brick with white or light coloured decorative features
	2	Building base storey expressed by means of banding or changes in material or texture
	3	Structure expressed to ground to create a strong building base e
Roof Form	4	Pitched roof (tiled or metal), between 300 to 400 angle
	5	Gables with painted timber fretwork
	6	Deep eaves to roof, minimum 400mm
Openings	7	Vertically proportioned windows
Attached Elements	8	Strong canopy line where there is a ground floor commercial use
	9	Projecting balcony spaces usually to property line, except setback minimum 2 metres behind character shopfronts and supported on a lightweight post and beam structure
	10	Vertical balusters in light colours

Light Classical

The Beaufort Street Activity Corridor Plan conceived the name of Light Classical to cover a range of eclectic but related styles of buildings present on Beaufort Street, dating from about 1880 until the Depression. Related historic styles include Classical Revival, Romantic Classicism and High Victorian, all of which use overtly classical motifs in their decoration. Buildings are usually symmetrical and well proportioned.

Street façade walls are always visibly load-bearing. Street canopies and/or verandahs should ideally have supporting posts or columns and should not be cantilevered over the footpath. However, due to some narrow footpaths and other constraints, this may not always be possible, and therefore cantilevered canopies and verandahs are permitted in those circumstances.

The compositions of the street facades usually involve Golden Rectangles, as used in Classical Greek, Roman and Renaissance architecture. Wall openings including doorways and windows are typically taller than they are wide, by at least 30%.

Light Classical Style Guide Characteristics

Light Classical nominated development should embody the style guide characteristics outlined in Figure 7.

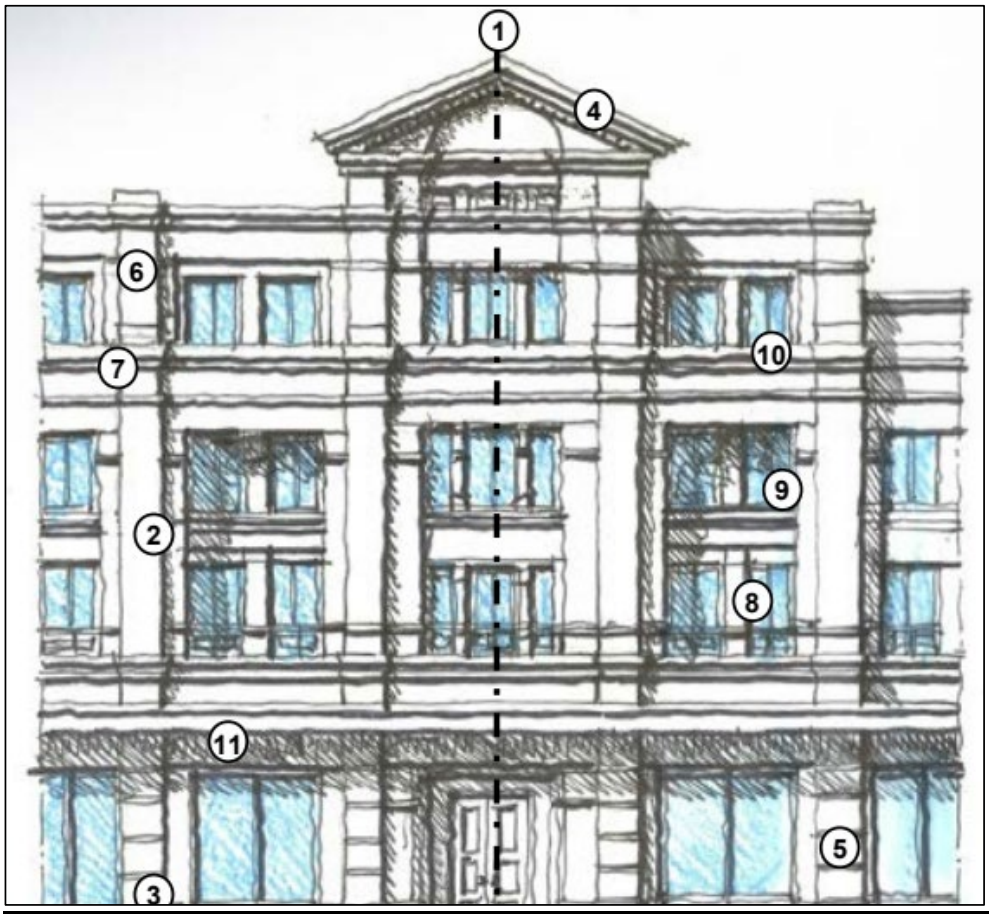


Figure 7 – Light Classical Style Guide

Category	No.	Description
Massing	1	Use of symmetry to express the classical order
Walls	2	Pilasters usually full building height and Use of double-storey order to create an urban scale when buildings are four storey or more
	3	Ground storey expressed by means of banding and/ or changes in material or texture
	4	Incorporation of pediments and other decorative features to break the parapet line and emphasise the main entrance directly beneath
	5	Structure continued to ground to create a strong building base
Roof Form	6	Flat or low-pitched roof behind a raised parapet
Openings	7	Use or classical proportioning and clear expression of a top, middle and base of the building
	8	Inset balcony spaces or loggias, when used
	9	Vertically proportioned windows and balcony openings
	10	Use of traditional decorative mouldings and motifs
Attached Elements	11	Strong canopy line where there is a ground floor commercial use

APPENDIX 2: FRONTAGE TYPES

MIXED USE – FRONTAGE TYPES

Canopy or Posted Verandah Shop Front

Description

This is a conventional shopfront and verandah frontage to provide weather protection and a place for signage with commercial buildings. A storefront provides entrance into individual stores along with display windows to attract the attention of passers-by.

A variation of the conventional shopfront and verandah frontage is where the storefront is provided with a large service window/ door that augments the visual connection between the inside of the shop and patrons within, and passers by outside.

Key elements

Verandah types as follows:

- A canopy verandah for Art Deco and Light Classical Styles; and
- A canopy or posted verandah for Brick Decorated and Brick Simple Styles.



Figure 8 – Canopy or Posted Verandah Shop Front

Shopfront, Loggia and Canopy or Posted Verandah

Description

This frontage has a verandah and storefront but also has an upper-level loggia, which is a private outdoor space inset behind the principal wall.

Key Elements

A loggia should be provided that is a minimum dimension of 10m².



Figure 9 – Shopfront, Loggia and Canopy or Posted Verandah

Walled Forecourt

Description

A walled forecourt can be a simple but effective street frontage that takes advantage of underutilised setbacks to provide a semi-public courtyard, whilst providing definition to the street line.

This kind of courtyard/garden can provide an outdoor setting for cafes and restaurants and encourage alfresco dining that responds to the Mediterranean climate of Perth.

Key Elements

- The front fence should comply with the relevant fencing section of this Policy; and
- The forecourt should be landscaped appropriately.

Forecourt, Shopfront with Canopy or Posted Verandah

Description

This frontage is a good solution for an existing setback area, and the outdoor activities are weather protected by a verandah.

Alternatively, a shop front may be entirely retractable, to merge the energy of the footpath with that of the shop, without visual distraction.

The extension of the public realm into this kind of establishment may provide a commercial advantage, through visibility and open access.

Key Elements

The shop front may:

- be located on the front property boundary and the forecourt/verandah area may occupy a setback; or
- Be entirely retractable.



Figure 10 – Forecourt, Shopfront with Canopy or Posted Verandah

Colonnade and Shopfront

Description

This is a two-storey street frontage that covers the footpath and provides protection from the sun and rain.

Key Elements

The scale and architectural character of colonnades should be integrated into the nominated architectural style of the building they are a part of.



Figure 11 – Canopy or Posted Verandah Shop Front

RESIDENTIAL – FRONTAGE TYPES

Residential Verandah

Description

A residential frontage that has a double function. If a verandah is shallow, it mediates between the public realm and the private interior. If deep, it may also accommodate a variety of outdoor activities.

Key Elements

- The verandah may:
  - fit between other building protrusions such as bay windows; or
  - may wrap around the building.
- At ground floor level, verandahs may be walled or un-walled; and
- In apartment buildings, the ground floor verandahs may be associated with the building entry, sometimes integrating with a canopy or stairs that may project forward of the building setback line.



Figure 12 – Residential Verandah

Stoop

Description

A stoop is a residential street frontage with a stair and landing threshold between building and public realm that allows dwellings to be close to, but lifted off, the footpath, so that the privacy of their inhabitants is maintained.

Key Elements

- Stoops can be roofed or open to the sky and should be integrated into the site and garden plans of the building they are a part of; and

- A stoop should be a maximum of 1.2m in height above natural ground level.



Figure 13 – Stoop

Open Walled Front Yard

Description

This residential street frontage type can be used to enclose the front yard or garden at the front of ground floor apartments. It is typically designed as a series of piers connected by iron fencing that allows for good visibility into the yard but provides some privacy and sense of security.

Key Elements

- Front fences should be in accordance with fencing section of this Policy; and
- Front setbacks should be landscaped appropriately.



Figure 14 – Open Walled Front Yard

Stair Front Residential

Description

This street frontage type uses stairs as a prominent masonry feature to get to upper level apartments.

Key Elements

- Stair patterns may be symmetrical or asymmetrical;
- Stairs may be combined with recessed balconies or landings; and
- The stairs may project forward of the front setback line.



Figure 15 – Stair Front Residential

Art Deco Frontage with Inset Balconies and Shutters

Description

Typically, many Art Deco apartment buildings in Australia did not have external front balconies.

Key Elements

- A building in the Art Deco style should include translucent shutters that are designed to be in accordance with the art deco style guide characteristics that have horizontal and vertical banding.



Figure 16 – Art Deco Frontage with Inset Balconies and Shutters

APPENDIX 3: BUILDING HEIGHT MAPS

Note: The lots depicted in Appendix 3 with an "P" marked are as per the Private Community Purposes section of this Policy.

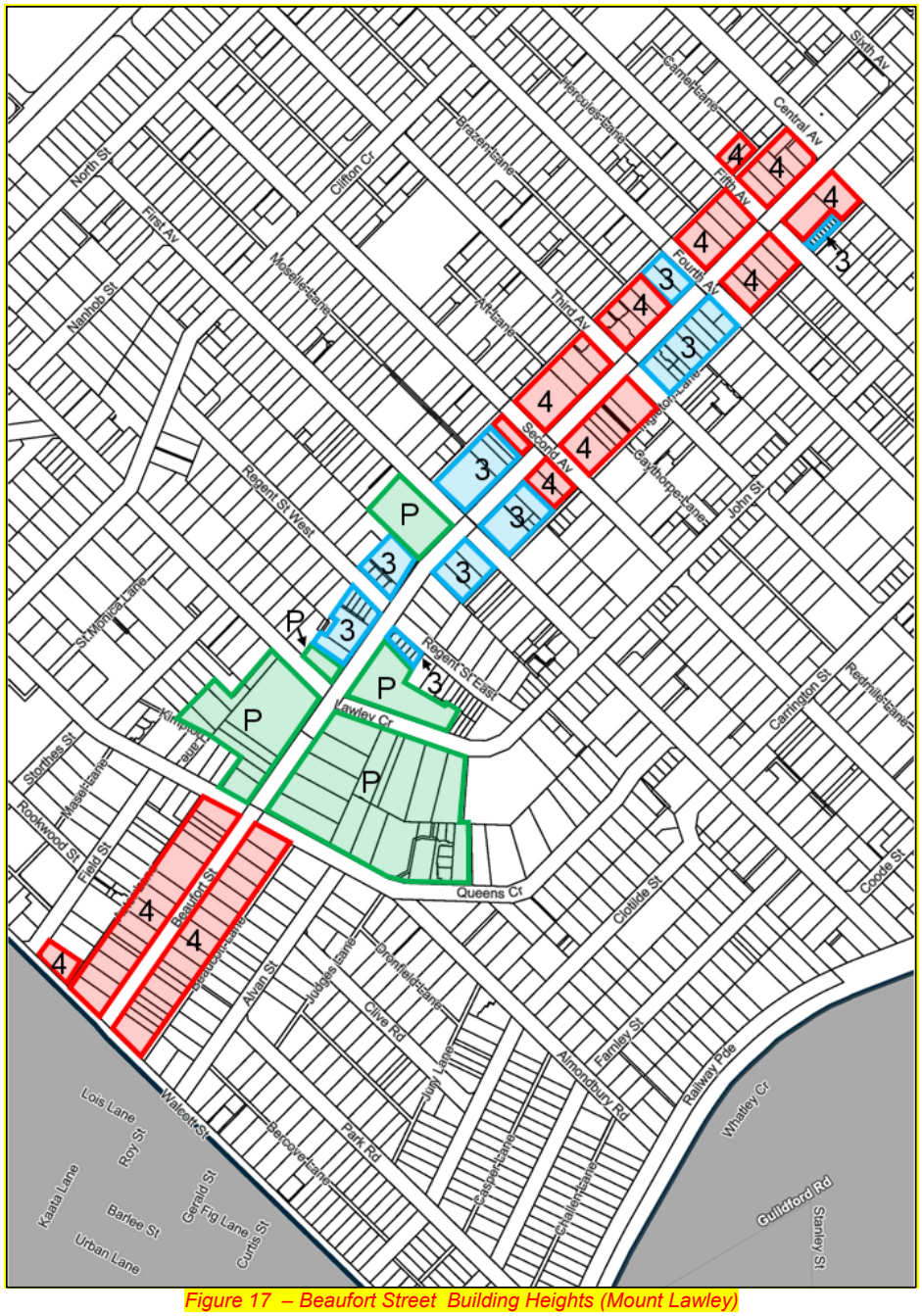


Figure 17 – Beaufort Street Building Heights (Mount Lawley)

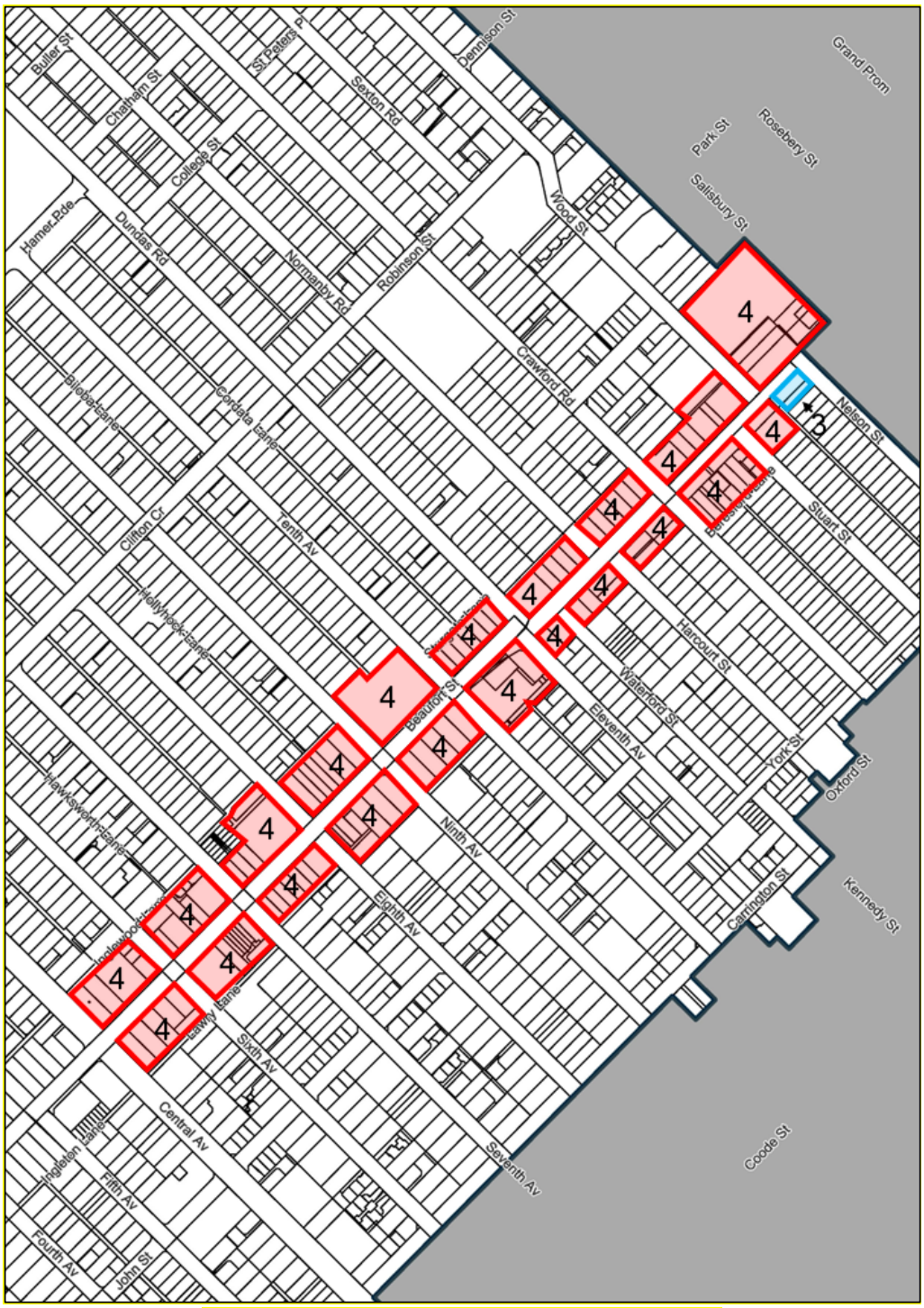


Figure 18 – Beaufort Street Building Heights (Inglewood)

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

OFFICE USE ONLY:

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

Schedule of Submissions – Beaufort Street and Centres Local Planning Policy

No.	Detailed Summary	Officer Response
1	Supports the City's objective to retain and protect pre-1960 heritage buildings and align planning controls with the R-Codes. However, raises concern that the new policy framework under LPS4 may unintentionally restrict the viability and adaptability of short-term rental accommodation (STRA), which is identified as an important economic driver supporting the maintenance and preservation of heritage properties. Requests that STRA be explicitly recognised as a compatible and low-impact use within heritage areas to support ongoing investment and discourage demolition. Also seeks Also flexibility in the application of R-Code requirements, including exemptions or streamlined pathways for minor internal upgrades and non-structural modifications that do not affect the streetscape. Further requests clearer, objective "due regard" assessment criteria within character statements to ensure consistent, predictable decision-making for change-of-use and development applications, and to reduce regulatory uncertainty. Overall, advocates for a balanced approach that protects heritage character while enabling economically viable and adaptive uses.	The matters raised regarding Short-Term Rental Accommodation (STRA) are outside the scope of this Policy. The City's approach to STRA is addressed through its separate STRA policy framework. It is noted that the Beaufort Street corridor is identified as an area where STRA is generally encouraged under the City's existing STRA provisions. Accordingly, the draft heritage policy does not seek to regulate or restrict STRA uses. In relation to flexibility for internal modifications, planning approval is generally not required for works that are wholly internal and do not involve external alterations to a building, provided the property is not included on the City's Heritage List or the State Register of Heritage Places. As such, minor internal upgrades and non-structural modifications are already able to occur without planning approval in many circumstances. The request for greater certainty around change of use applications is also noted. However, applications for a change of use to STRA are not regulated by this policy and are considered under the relevant planning framework applicable to STRA.
2	Supports the City's approach to protecting pre-1960 heritage	The matters raised regarding Short-Term Rental

	character and aligning planning controls with the R-Codes. Emphasises the importance of balancing heritage protection with economic viability and adaptive reuse to ensure long-term conservation outcomes. Identifies short-term rental accommodation (STRA) as a key contributor to funding maintenance and restoration of heritage properties, and requests that STRA be recognised as a compatible, low-impact use within heritage areas. Also seeks flexibility in applying R-Code requirements and a streamlined approval pathway for minor internal upgrades and non-structural additions that do not impact streetscape character. Further requests clearer, objective "due regard" assessment criteria within character statements to improve certainty and consistency in development assessments and reduce reliance on subjective decision-making. Overall, advocates for a balanced policy framework that supports heritage conservation alongside practical, economically viable and adaptive uses.	Accommodation (STRA) are outside the scope of this Policy. The City's approach to STRA is addressed through its separate STRA policy framework. It is noted that the Beaufort Street corridor is identified as an area where STRA is generally encouraged under the City's existing STRA provisions. Accordingly, the draft heritage policy does not seek to regulate or restrict STRA uses. In relation to flexibility for internal modifications, planning approval is generally not required for works that are wholly internal and do not involve external alterations to a building, provided the property is not included on the City's Heritage List or the State Register of Heritage Places. As such, minor internal upgrades and non-structural modifications are already able to occur without planning approval in many circumstances. The request for greater certainty around change of use applications is also noted. However, applications for a change of use to STRA are not regulated by this policy and are considered under the relevant planning framework applicable to STRA.
3	Supports the draft policy, considering it achieves an appropriate balance between protecting heritage character and enabling contemporary development. Endorses the emphasis on high-quality design outcomes that respond to existing streetscape character, as well as alignment with State planning provisions and the R-Codes to improve consistency and transparency in decision-making. While generally supportive, suggests reviewing height provisions to better align with broader urban infill objectives and the role of	In relation to building heights, the concern regarding the need to support broader urban infill objectives and Beaufort Street's role as an activity corridor is acknowledged. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. It is also noted that, as a Local Planning Policy, the

	Beaufort Street as a key activity corridor. Notes that increased height and density may be appropriate in selected locations, provided development remains responsive to heritage character through high-quality design and appropriate transitions.	provisions relating to building height and built form are discretionary rather than mandatory. Where a proposal seeks to vary the preferred height provisions, it will be assessed against the objectives and design outcomes of the policy.
4	Supports the City's objective to retain heritage character and recognises the importance of heritage buildings to local identity and visitor appeal. Emphasises the role of short-term accommodation in supporting the financial viability and ongoing maintenance of heritage properties. Requests that short-term accommodation be recognised as a compatible use within heritage areas, along with a streamlined approval pathway for minor internal upgrades that do not impact heritage character. Also seeks clear and objective assessment criteria to improve certainty for applicants. Overall, advocates for a balanced approach that protects heritage while supporting practical, economically viable uses to ensure long-term preservation.	The matters raised regarding Short-Term Rental Accommodation (STRA) are outside the scope of this Policy. The City's approach to STRA is addressed through its separate STRA policy framework. It is noted that the Beaufort Street corridor is identified as an area where STRA is generally encouraged under the City's existing STRA provisions. Accordingly, the draft heritage policy does not seek to regulate or restrict STRA uses. In relation to flexibility for internal modifications, planning approval is generally not required for works that are wholly internal and do not involve external alterations to a building, provided the property is not included on the City's Heritage List or the State Register of Heritage Places. As such, minor internal upgrades and non-structural modifications are already able to occur without planning approval in many circumstances. The request for greater certainty around change of use applications is also noted. However, applications for a change of use to STRA are not regulated by this policy and are considered under the relevant planning framework applicable to STRA.
5	Objects to the proposal on the basis that it does not adequately recognise the unique heritage character of Beaufort Street compared to other main roads. Strongly opposes increased building heights, stating they are unnecessary and would	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.

	undermine the consistent heritage character that contributes to the area's desirability.	
6	Object to the proposal.	Noted.
7	Objects to the proposed policy, stating it removes key controls from the former Local Development Plan that protected architectural character. In particular, raises concern that the omission of the 3–5 storey height cap will undermine heritage buildings and detract from the character of prominent sites such as the Astor Theatre and Walcott Buildings.	It is also noted that the draft Policy retains the architectural style provisions that were previously contained within the Beaufort Street Local Development Plan. In response to feedback received during consultation, the Policy has additionally been amended to incorporate the frontage style provisions from the former Local Development Plan.
8	Objects to the proposal, advocating for a maximum building height of three storeys to protect amenity and heritage character. Also requests retention and provision of verandahs for pedestrian comfort, increased urban canopy, and consistent heritage and development controls across Mount Lawley and Inglewood as a single precinct.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. It is also noted that the draft Policy retains the architectural style provisions that were previously contained within the Beaufort Street Local Development Plan. In response to feedback received during consultation, the Policy has additionally been amended to incorporate the frontage style provisions from the former Local Development Plan.
9	Requests retention of 3–5 storey limits and requests setbacks to rights of ways where abutting residential.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.

10	Concerned proposal will erode established character.	Noted.
11	Concerned increased development will diminish heritage value and local appeal.	Noted.
12	Requests the need to maintain 3–5 storey development scale.	In relation to building heights, the concern regarding the need to support broader urban infill objectives and Beaufort Street's role as an activity corridor is acknowledged. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
13	Requests the need to maintain 3–5 storey development scale.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
14	Objects to the draft policy on the basis that it weakens heritage protections by removing scheme-level controls (including the Special Control Area and Local Development Plan), resulting in reduced enforceability and reliance on non-binding guidance. Raises concern about the absence of detailed controls (e.g. height limits, setbacks, streetscape provisions), which may enable inappropriate development that undermines heritage character, amenity and streetscape integrity. Also notes inadequate consultation time and lack of effective mechanisms to address demolition-by-neglect for non-State-listed properties. Requests reinstatement of scheme-level protections, restoration of detailed built form controls, and inclusion of stronger enforcement provisions to ensure heritage conservation outcomes are achieved.	It is acknowledged that LPS4 does not carry forward the former Heritage Protection Special Control Area. However, heritage protection continues to be provided through the Heritage Area provisions contained within the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), which apply to properties within designated Heritage Areas and to places included on the City's Heritage List. These provisions provide a consistent statutory framework for heritage protection across Western Australia. In response to concerns regarding built form controls, the Policy has been amended following public consultation to reinstate a number of provisions previously contained within the Beaufort Street LDP, including building heights, frontage treatments and other streetscape-related provisions. The Policy will continue to guide development outcomes within the corridor and ensure consideration is given to heritage character, streetscape presentation, scale and amenity

		during the assessment process. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. The public advertising period was undertaken in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which prescribe a minimum advertising period of 21 days for Local Planning Policies. This is the standard statutory advertising period applied by local governments across Western Australia and was not a reduced or discretionary timeframe determined by the City. The submission's request to reinstate the former Special Control Area and Beaufort Street Local Development Plan is noted; however, the proposed Policy is intended to consolidate and modernise the heritage provisions applicable to the corridor while operating alongside the statutory heritage protections contained within the Scheme and Deemed Provisions.
15	Objects to high-rise development altering heritage character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height

		provisions generally align with the density coding framework that applies along the corridor.
16	Requests retention of existing Local Development Plan framework. The rezoning and changes to the Policy risk undermining the unique character and heritage of Beaufort Street.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Rezoning was addressed through Local Planning Scheme No. 4 and is outside the scope of this Local Planning Policy. The Policy does not alter zoning or density coding.
17	Objects to the draft policy, raising concerns that the removal of height caps and setback controls will result in increased development impacts on adjoining laneways, including parking, traffic, noise and overshadowing. Also considers that replacing scheme-level controls (SCA and LDP) with a Local Planning Policy weakens enforceability and reduces the City's ability to protect heritage character. Further raises concern about reliance on non-binding provisions	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the Planning and Development

	and limited protection against demolition-by-neglect, noting the Heritage Act does not apply to most contributory buildings. Requests reinstatement of scheme-level controls, restoration of detailed built form provisions, and stronger enforcement mechanisms to ensure effective heritage protection.	(Local Planning Schemes) Regulations 2015 (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
18	Expresses a strong personal connection to Beaufort Street and deep concern that proposed planning changes will erode its unique heritage character, contributing to a loss of identity and increasing uniformity across suburbs. They argue that the draft Local Planning Scheme No. 4 weakens heritage protections by removing scheme-level controls such as the Special Control Area and Local Development Plan, replacing them with a Local Planning Policy that carries less legal weight. While not opposing change outright, they urge the Council to strengthen the framework by reinstating these stronger protections, restoring	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed

	height and design controls, and introducing effective measures against demolition by neglect. Overall, it is a heartfelt appeal to preserve the area's character and sense of place for current and future generations.	Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy.
19	The submitter argues that the proposed changes are inadequate and fail to provide necessary guidance on key streetscape elements that manage bulk, scale, and design details. They also state that the existing planning framework is already well accepted by the community and does not require change.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
20	The submitter opposes the proposed weakening of heritage protections, arguing that Beaufort Street's character and success	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas

	rely on its human-scale built form and historically enforced development controls. The submitter is concerned that replacing enforceable scheme-level measures with a policy will allow inappropriate, larger-scale development that erodes the streetscape and increases pressure on surrounding areas. Also raises concern about the short consultation period. She asks the City to reinstate stronger statutory protections, restore detailed height and setback controls, and introduce demolition-by-neglect provisions to ensure the area's heritage character is properly protected.	under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. The public advertising period was undertaken in accordance with the requirements of the *Planning and*

		Development (Local Planning Schemes) Regulations 2015, which prescribe a minimum advertising period of 21 days for Local Planning Policies. This is the standard statutory advertising period applied by local governments across Western Australia and was not a reduced or discretionary timeframe determined by the City. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy.
21	The submitter argues that the proposed planning changes would significantly weaken heritage protections and undermine the established character, scale, and coherence of the Beaufort Street corridor. They express concern that the removal of enforceable scheme-level controls and detailed development standards—such as height caps, setbacks, and streetscape provisions—will allow development that overwhelms heritage buildings and erodes the area incrementally. The submission also highlights that the proposed policy lacks legal weight, provides insufficient protection against demolition by neglect for most heritage properties, and may lead to increased amenity impacts from higher density. The submitter requests reinstatement of stronger statutory controls, restoration of detailed design and scale provisions, and inclusion of effective demolition-by-neglect measures.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. The Policy has also been amended to reintroduce provisions in relation to upper floor setbacks. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
22	The submitter states that Beaufort Street is valued for its heritage character and expresses concern that the proposed project may ignore heritage protections and height limits, ultimately damaging the existing streetscape.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.

23	The submitter argues that the proposed planning changes risk undermining the heritage character that underpins the value and appeal of Mount Lawley and Beaufort Street. They are concerned that replacing enforceable scheme-level controls with a policy weakens legal protections, removes key height and design standards, and leaves most heritage properties vulnerable to inappropriate development and demolition by neglect. The submission calls for reinstating stronger statutory controls, restoring detailed development standards, and improving protections to ensure the area's character and vibrancy are preserved.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
24	The submitter argues that the proposed planning changes would weaken heritage protections and risk undermining the character and human scale of Mount Lawley and Beaufort Street. They express concern that removing enforceable scheme level controls and detailed standards will allow inappropriate higher density development, increase traffic and parking pressure, and leave most heritage properties without effective safeguards. The submission supports strengthening the framework by reinstating stronger statutory controls, restoring detailed design provisions, and improving protections such as measures against demolition by neglect.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area

		and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
25	The submitter opposes the proposed policy changes, arguing they would weaken heritage protections and undermine the character, scale, and functionality of Beaufort Street. They express concern that replacing enforceable scheme level controls with a guidance policy reduces legal protection and will allow	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed

	taller, more intensive development that could negatively impact streetscape character, local businesses, traffic, and amenity. The submission also raises concern about the short consultation period and requests reinstatement of stronger statutory controls, restoration of detailed height and design provisions, inclusion of demolition by neglect protections, and an extension of the consultation timeframe.	Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already

		exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
26	As per submission 25.	As per submission 25.
27	The submitter raises concerns that increased density will worsen traffic and safety around Forrest Park, limiting access for children at an already unsafe intersection. They argue that Mount Lawley's heritage character should be carefully considered in planning decisions, and that additional development, alongside existing pressures from ECU, will strain infrastructure. The submission also emphasises that Beaufort Street functions differently from other main roads, as it supports a more walkable, community focused environment rather than being primarily car dependent.	In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
28	The submitter opposes rezoning to R80, arguing it would lead to overdevelopment, parking shortages, and loss of heritage character. They support maintaining and enhancing the area through preservation and sensitive upgrades to streetscape elements such as pavements, laneways, and shopfronts in keeping with the existing heritage style.	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
29	The submitter opposes high rise development on Beaufort Street and is concerned about the loss of its heritage character. They support retaining the existing development plan and do not want changes made to increase housing at the expense of community supported planning.	The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.

		The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
30	The submitter calls for retention of specific development controls, including height caps of three to five storeys, setbacks to residences adjoining laneways, setbacks above pre-1960 shopfronts, and side street setbacks. They also emphasise design requirements, such as preventing blank walls and providing heritage-style awnings or canopies. In addition, the submitter advocates for enhanced streetscape treatments, including greenery and other elements to soften building bulk and scale and support the community character of the area.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback

		requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
31	The submitter expresses concern about preserving the area's unique historical atmosphere and does not want it to be lost.	Noted.
32	The submitter supports increased density and development along Beaufort Street, arguing it will bring more housing, economic activity, and vibrancy, while maintaining heritage facades. They oppose resistance to development and advocate for building height and density along the corridor.	Noted.
33	The submitter reiterates the Mount Lawley Society's objections, stating that removing height caps, setbacks, blank wall controls, and streetscape requirements would undermine the area's existing heritage character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
34	The submitter opposes the proposed policy, arguing it weakens heritage protections and risks undermining the character and walkability of Beaufort Street. They highlight concern that removing scheme level controls, such as the Special Control Area	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development*

	and the Beaufort Street Local Development Plan, reduces legal enforceability. The submission specifically notes the loss of detailed controls including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, laneway setbacks, and provisions preventing blank walls. The submitter argues this could allow larger scale development that overwhelms the streetscape and increases traffic impacts. They also raise concern that most heritage properties lack protection from demolition by neglect, as Heritage Act mechanisms apply only to State registered places, and note the short consultation period. The submission requests reinstatement of scheme level controls, restoration of the specific height and setback provisions, inclusion of demolition by neglect measures, and an extension of the consultation timeframe.	*(Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been

		superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
35	The submitter argues that Beaufort Street should not be treated like a typical urban corridor and supports a strict height limit of no more than five storeys, preferably lower. They also urge the City to consider the concerns raised by the Mount Lawley Society.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
36	The submitter highlights Mount Lawley's unique character and community value, arguing it should be preserved in its current form rather than changed.	Noted.
37	The submitter emphasises the importance of preserving Mount Lawley's remaining heritage, arguing that Beaufort Street should not be overdeveloped or treated like other major roads. They support maintaining the existing character, small scale retail environment, and heritage protections, warning that losing these qualities would erode the suburb's identity and sense of place.	Noted.
38	The submitter supports retaining the current Beaufort Street Local Development Plan and maintaining height caps of three to five storeys.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
39	The submitter opposes the new policy and supports retaining the current Beaufort Street Local Development Plan, arguing that the proposed changes would harm the heritage landscape and undermine the character of Mount Lawley. They emphasise the need for sensible planning to preserve the area's heritage values and warn that the new plan would result in development that	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As

	does not fit with the existing streetscape.	such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
40	The submitter opposes the proposed policy, arguing it weakens heritage protections and risks undermining the character of Mount Lawley and Beaufort Street. They are concerned that replacing scheme level controls with a Local Planning Policy reduces legal enforceability, particularly as policies cannot impose fines or carry the same weight on appeal. The submission highlights the loss of specific development controls, including height caps of three to five storeys, setbacks above pre 1960 shopfronts, and restrictions on blank walls. The submitter also raises concerns about increased density leading to overshadowing, parking pressure and traffic impacts on surrounding streets. They request reinstatement of the Local Development Plan and a Heritage Protection Special Control Area, restoration of detailed height and setback controls, and inclusion of demolition by neglect provisions within the policy.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.

		In relation to overshadowing, parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
41	The submitter opposes the proposed policy, arguing it weakens heritage protections and risks eroding the character and identity of Mount Lawley and Beaufort Street. They are concerned that replacing the Special Control Area with a guidance policy reduces legal enforceability and leaves most contributory heritage properties without effective protection, particularly against demolition by neglect. The submission highlights the removal of specific controls, including height caps of three to five storeys and setbacks above pre 1960 shopfronts, and warns that larger development could lead to overshadowing, increased traffic and	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance.

	parking pressure, and loss of streetscape character. The submitter requests reinstatement of scheme level controls, restoration of detailed height and setback provisions, and inclusion of demolition by neglect measures within the policy.	Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. In relation to overshadowing, parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places

		on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
42	The submitter supports the existing planning framework, stating it better protects Beaufort Street's heritage character and tourism value, and argues that the proposed rezoning would undermine its unique character.	Rezoning was addressed through Local Planning Scheme No. 4 and is outside the scope of this Local Planning Policy. The Policy does not alter zoning or density coding provisions.
43	The submitter objects that height limits are not clearly restricted and expresses concern that caps are no longer set at three to five storeys.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
44	The submitter strongly opposes changes to the current Beaufort Street Local Development Plan, arguing that the area is a unique heritage precinct that should be protected. They emphasise that it should not be treated as an overdeveloped urban corridor and call for preservation of its heritage character as part of Western Australia's history.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
45	The submitter strongly opposes the proposal, describing it as widely unpopular within the community and a betrayal by the City. They argue it provides no benefit to residents and will negatively impact Mount Lawley's character and overall quality of life.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As

		such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
46	The submitter supports retaining the current Beaufort Street Local Development Plan.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
47	The submitter supports retaining the current Beaufort Street Local Development Plan, arguing that the existing streetscape is valued and that proposed changes would undermine its long established character and uniqueness.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.

48	The submitter argues that the proposal overlooks local concerns about protecting Beaufort Street's character in favour of commercial interests. They call for greater community consultation and suggest holding a public meeting with residents and officials.	The public advertising period was undertaken in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which prescribe a minimum advertising period of 21 days for Local Planning Policies. This is the standard statutory advertising period applied by local governments across Western Australia and was not a reduced or discretionary timeframe determined by the City. The City also met with the Mount Lawley Society during the advertising period to further understand the community concerns.
49	The submitter argues that treating Beaufort Street like a standard urban corridor would damage and undermine its heritage character.	The draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
50	The submitter strongly supports retaining Beaufort Street's current character and opposes changes they believe would damage its heritage, arguing that the area should be preserved as it is and not altered for development.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
51	Planning needs to maintain and enhance current heritage feel, ensure adequate parking as well as increase options for public transport and ensure properties have a decent setback.	Access to Public Transport and their facilities are outside the scope of this Policy. Following consultation street setback and upper floor setback provisions have been amended in line with the

		Beaufort Street LDP.
52	The submitter opposes the proposed policy, arguing it weakens heritage protections and risks undermining the character and economic value of Beaufort Street. They highlight the removal of specific development controls from the previous framework, including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, laneway setbacks, and provisions preventing blank walls. They express concern that replacing these with guidance only reduces enforceability and allows development that could dominate the streetscape, leading to overshadowing, increased traffic and parking pressure. The submission also raises concerns about the lack of effective protection against demolition by neglect for most heritage properties and the short consultation period. The submitter requests reinstatement of the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area at scheme level, restoration of detailed height and setback controls, inclusion of demolition by neglect provisions, and an extension of consultation.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Following consultation street setback and upper floor setback provisions have been amended in line with the Beaufort Street LDP. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.

		Through these measures, the City aims to balance new development with the ongoing protection of Beaufort Street's heritage character and the management of local amenity impacts. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
53	The submitter opposes high rise development, arguing it would harm the existing heritage streetscape and worsen traffic flow and parking issues in the area.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite

		parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. Through these measures, the City aims to balance new development with the ongoing protection of Beaufort Street's heritage character and the management of local amenity impacts.
54	The submitter supports retaining Beaufort Street's heritage character, including maintaining height limits of three to five storeys and setbacks above pre-1960 shopfronts.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
55	The submitter expresses strong support for preserving Beaufort Street's historical character, stating that its heritage aesthetic is a key part of the area's appeal and significance.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
56	The submitter supports retaining the current Beaufort Street Local Development Plan and maintaining specific development controls, including height caps of three to five storeys, setbacks to residences, setbacks above pre 1960	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local*

	shopfronts, prevention of blank walls, and side street setbacks. They also emphasise the importance of detailed streetscape elements to soften building bulk and scale.	*Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
57	The submitter supports retaining the character and visual appeal of Beaufort Street, expressing concern that the proposed changes could undermine and potentially damage its unique heritage qualities.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
58	The submitter highlights that Beaufort Street's unique heritage character is a key factor in attracting residents, visitors, and the local community to the area.	Noted.
59	The submitter supports retaining the current Beaufort Street Local Development Plan, noting that it helps preserve the	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under

	heritage character of Beaufort Street and Mount Lawley and has strong community support.	LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
60	The submitter supports limiting new development to a maximum height of 3 to 5 storeys in order to retain Beaufort Street's heritage character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
61	The submitter argues that the proposal does not adequately protect heritage character and emphasises the need to limit building heights and retain character features such as awnings, ensuring new development respects the existing heritage qualities, particularly in the Inglewood section of Beaufort Street.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
62	The submitter supports retaining the current Beaufort Street Local Development Plan, emphasising its role in preserving the area's unique character and livability, and highlighting their long standing involvement in heritage protection within the community.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is

		consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
63	The submitter opposes the lack of explicit development controls in the new policy, particularly the absence of height caps and setbacks above heritage shopfronts, and raises concern that this may lead to inconsistent development outcomes that undermine Beaufort Street's heritage character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
64	The submitter raises concern that the proposed changes will weaken heritage protections and allow development that is out of scale with the existing streetscape, particularly in terms of height, bulk and setbacks. They highlight the loss of specific controls previously in place, including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, laneway setbacks and provisions preventing blank walls. They argue that replacing scheme level controls with a policy reduces enforceability and leaves most heritage properties without adequate protection, especially regarding demolition by neglect. The submission also raises amenity concerns, including potential wind tunnel effects, overshadowing, traffic and parking impacts. The submitter supports appropriate development but calls for stronger controls, requesting reinstatement of the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area, restoration of detailed height and setback provisions, and inclusion of effective demolition by neglect measures.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding

		framework that applies along the corridor. Following consultation, street setback and upper floor setback provisions have been amended in line with the Beaufort Street LDP. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
65	The submitter emphasises that Mount Lawley has significant heritage value and should be strongly protected, describing it as an outstanding example of interwar architecture. They express concern about the loss of heritage in Perth and call for greater respect and preservation of what remains.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
66	The submitter supports the objective of protecting Beaufort Street's heritage character but raises concerns that the draft	Through these measures, the City aims to balance new development with the ongoing protection of Beaufort

	policy focuses too heavily on stylistic replication, rigid parking requirements, and fixed controls. They advocate for a more flexible, design led approach that distinguishes genuine heritage conservation from imitation, allows greater parking discretion, and supports high quality, context responsive development outcomes.	Street's heritage character and the management of local amenity impacts.
67	The submission supports the protection of Mount Lawley's heritage character and emphasises that the suburb's distinctive identity, established streetscape and successful local business environment are closely linked to its intact heritage fabric. Concern is raised that the heritage protections proposed under draft Local Planning Scheme No. 4 are less enforceable than the existing framework. The submission notes that current protections are supported by Scheme-level controls and the Beaufort Street Local Development Plan, which provide statutory requirements relating to building height, setbacks, built form and streetscape outcomes. It argues that replacing these controls with provisions contained within a Local Planning Policy reduces their legal weight and limits the City's ability to enforce heritage outcomes. The submission also questions reliance on the Heritage Act 2018 as a mechanism to address demolition by neglect, noting that repair order provisions apply only to State Registered heritage places and do not extend to the majority of contributory heritage properties within the Mount Lawley heritage area. Further concern is expressed that some policy provisions operate as guidance only and may have limited ability to influence development outcomes where deemed-to-comply standards are met. While acknowledging that aspects of the draft policy represent an improvement in drafting, the submission considers that stronger and more enforceable heritage protections are required to safeguard the established	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.

	character of the area and manage redevelopment pressures appropriately. The submission seeks the retention of Scheme-level heritage controls, including a Heritage Protection Special Control Area and the Beaufort Street Local Development Plan, the reinstatement of detailed height, setback and built-form requirements, and the introduction of stronger local mechanisms to address demolition by neglect. Overall, the submission requests that the proposed framework be strengthened to provide effective long-term protection of the heritage significance and character of the Mount Lawley heritage area.	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.
68	The submitter supports limiting development to a maximum of six storeys and indicates that setbacks to laneways are acceptable.	While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
69	The submitter objects to the proposal, stating that Beaufort Street's historic character is significant and should be preserved, and that the current plan risks harming the area if these values are lost.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance.

		Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
70	The submitter opposes the proposed changes, emphasising that Beaufort Street is an important heritage street that should be preserved. They argue that altering the planning framework would harm its character, increase traffic, and lead to negative impacts, and therefore do not support the proposal.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. In relation to traffic, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
71	The submitter argues that the proposed framework weakens heritage protections and risks undermining the character, human scale, and long term value of the Beaufort Street corridor. They are concerned that replacing scheme level controls with a Local Planning Policy reduces legal enforceability and leaves most heritage properties without effective protection, particularly in relation to demolition by neglect.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance.

	The submission highlights the loss of specific development controls from the previous framework, including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, laneway setbacks, and controls on blank walls. The submitter warns that without these controls, larger scale development could overshadow heritage buildings, impact views, and diminish the streetscape, with flow on effects for local businesses and amenity. They also raise concerns about broader impacts such as traffic, and emphasise that heritage character is closely tied to economic and community outcomes. The submitter supports strengthening the policy by reinstating the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area, restoring detailed height and setback controls, and introducing effective demolition by neglect provisions.	Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Following consultation, street setback and upper floor setback provisions have been amended in line with the Beaufort Street LDP. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.

		In relation to overshadowing, parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
72	The submitter argues that heritage protections are ineffective if they can be overridden, expressing concern that the proposed changes will undermine community character and lead to a loss of identity, resulting in a less cohesive and less vibrant area.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
73	The submitter opposes high rise development, arguing that Beaufort Street is already busy and that additional height would negatively impact its atmosphere and further increase traffic.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
74	The submitter supports retaining Beaufort Street in its current form, highlighting its role as a valued cultural hub, and expresses concern that increased development and high rise buildings would diminish its character and overall atmosphere.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
75	The submitter opposes the proposed changes, arguing they will erode the heritage character of Mount Lawley and	Following consultation, the policy has been amended to reintroduce the height provisions. These height

	Inglewood and effectively transform the areas into high density extensions of the CBD.	provisions generally align with the density coding framework that applies along the corridor.
76	The submitter emphasises that Beaufort Street's heritage character is closely linked to maintaining building height limits of three to five storeys, arguing that allowing taller development would overwhelm existing heritage buildings and undermine the overall heritage significance.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
77	The submitter raises concerns that the proposal allows too many concessions affecting existing residents and lacks clear restrictions on larger developments, particularly in relation to building height, bulk, and parking impacts.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
78	The submission objects to replacing the existing Beaufort Street Local Development Plan with the draft Beaufort Street and Centres in Heritage Areas Local Planning Policy, arguing that the proposed policy places too much reliance on broad character statements and professional judgement rather than clear, measurable planning controls. The submitter contends that the existing framework provides greater certainty and consistency through specific requirements governing heritage outcomes, whereas the draft policy introduces increased discretion that could result in inconsistent decision-making and incremental loss of heritage significance over time. The submission raises concerns that matters such as demolition, building height, setbacks, façade retention, upper-	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.

	storey additions, materials, contemporary architecture, and shopfront design would be assessed against subjective interpretations of heritage character rather than objective standards. It argues that this approach creates uncertainty, reduces transparency and accountability, and increases the risk of irreversible heritage loss. The submitter also expresses concern that greater discretion may make decisions more susceptible to changing planning philosophies, personal preferences, or external influences. While opposing the replacement of prescriptive controls with character-based assessment, the submission supports a hybrid planning approach that combines clear and enforceable standards for critical heritage matters with performance-based assessment where flexibility is appropriate. It recommends retaining specific controls for issues such as demolition, façade retention, building heights, setbacks, streetscape character, and heritage shopfronts, while allowing greater flexibility for architectural detailing, design innovation, and the integration of contemporary development with heritage fabric. The submission concludes that character statements should supplement, rather than replace, objective heritage controls and urges the City to retain or reintroduce measurable standards to ensure long-term protection of heritage values.	While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This

		ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
79	The submitter argues that the absence of height caps in the proposed framework is a concern and supports reinstating a limit of three to five storeys to prevent overdevelopment, reduce traffic and infrastructure pressures, and maintain the heritage character of the Beaufort Street high street.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
80	The submitter supports retaining the current Beaufort Street Local Development Plan.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
81	The submitter opposes classifying Beaufort Street as an R80 urban corridor and supports retaining specific development controls, including height caps of 3 to 5 storeys, setbacks to	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.

	laneways, side streets and above pre 1960 shopfronts. They also emphasise maintaining provisions for awnings, prevention of blank walls, and detailed streetscape elements to manage bulk and preserve heritage character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
82	The submitter opposes the proposed policy, arguing it weakens heritage protections and risks undermining the character and scale of the Beaufort Street corridor. They are concerned that replacing scheme level controls with a Local Planning Policy reduces enforceability and leaves most heritage properties without effective protection, particularly regarding demolition by neglect. The submission highlights the removal of specific development controls, including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, laneway and side street setbacks, and provisions preventing blank walls. The submitter warns that without these controls, larger scale development could lead to overshadowing, traffic congestion, and parking pressures, particularly given existing constraints and cumulative impacts from major projects such as ECU Inglewood. They request reinstatement of a Heritage Protection Special	While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions

	Control Area and the Beaufort Street Local Development Plan at scheme level, restoration of detailed height and setback controls, and inclusion of effective demolition by neglect provisions to ensure the area's heritage character is properly protected.	relating to primary street and upper floor setbacks have also been amended. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
83	The submission objects to the proposed planning changes affecting Beaufort Street and the Mount Lawley heritage area,	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under

	arguing that they would weaken existing heritage protections rather than strengthen them. The submission contends that replacing the Heritage Special Control Area with Local Planning Policy provisions reduces the level of statutory protection and introduces greater reliance on discretionary decision-making. It argues that effective heritage conservation depends on clear, enforceable controls rather than guidance-based provisions. Concerns are raised that the proposed framework provides insufficient protection against the deterioration of heritage properties, noting that existing legislative mechanisms are not applicable to many locally significant heritage places. The submission asserts that weaker planning controls may increase the risk of heritage buildings declining over time until demolition becomes the only viable option. The submission also argues that allowing development of up to six storeys along Beaufort Street is incompatible with the established character of the area. It contends that taller buildings could diminish the significance of heritage places by overwhelming their streetscape setting and visual context, reducing heritage buildings to façades within larger developments. Further concern is expressed regarding the removal of specific development controls, including height limits, setbacks and built-form requirements. The submission maintains that these controls have historically provided certainty and helped ensure that new development respects the scale and character of the precinct, whereas broader discretionary provisions may lead to inconsistent outcomes. The submission emphasises the heritage significance of Mount Lawley and Beaufort Street, describing the area's value as arising from its collective streetscapes, architectural	LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height

	character, mature trees, traditional shopfronts and relationship between residential and commercial areas. It argues that this character is both a cultural and economic asset that contributes to the attractiveness of the area for residents, visitors and businesses. Additional concerns relate to the potential impacts of increased development intensity, including traffic congestion, parking pressures, overshadowing, reduced privacy and increased demands on local infrastructure. The submission also considers the consultation period inadequate given the significance and complexity of the proposed changes. The submission concludes that the proposed amendments should not proceed in their current form and advocates retaining statutory heritage protections, maintaining mandatory height and setback controls, strengthening measures to protect heritage buildings and undertaking further community consultation before any changes are implemented.	provisions generally align with the density coding framework that applies along the corridor which is 3-4 storeys. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. There are no changes to the existing heritage protections relating to the retention of heritage buildings or the assessment of demolition proposals. Strong controls continue to apply to demolition and the conservation of heritage buildings under the current planning and heritage framework. The architectural styles and frontage types previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation. In relation to parking and traffic, all development applications will continue to be assessed against the City’s planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the

		City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. Visual privacy and overshadowing are either controlled by the relevant Residential Design Codes or the commercial provisions of this Policy.
84	The submitter opposes the proposed policy, arguing it weakens heritage protections and risks undermining the character and scale of Beaufort Street. They are particularly concerned about the loss of detailed development controls, including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, and laneway and side street setbacks, which previously ensured new development complemented the existing streetscape. They also argue that replacing scheme level controls, such as the Heritage Protection Special Control Area, with a Local Planning Policy reduces legal enforceability. Additional concerns include the lack of effective protection against demolition by neglect and the short consultation period. The submitter requests reinstatement of the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area, restoration of the detailed height and setback provisions, and inclusion of demolition by neglect measures to ensure the heritage character is properly protected.	While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the

		City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
85	The submitter expresses concern that many existing heritage protections have been removed from the new policy.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan.

		The Policy is intended to provide clear guidance for development within the heritage areas. The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
86	The submitter opposes the proposed policy, arguing it weakens heritage protections and is incompatible with Beaufort Street's character. They raise concerns about increased density under R80 zoning, particularly six storey development, which they believe would overwhelm the streetscape and worsen traffic and parking pressures. They highlight the removal of specific controls from the previous framework, including height caps of three to five storeys, upper level setbacks above pre 1960 shopfronts, laneway and side street setbacks, blank wall prevention, awning requirements, and streetscape detailing. They also argue that replacing scheme level controls with a Local Planning Policy reduces legal enforceability and leaves most heritage properties without effective protection, especially regarding demolition by neglect. The submitter requests reinstatement of the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area, restoration of detailed height and setback controls, and inclusion of demolition by neglect provisions within the policy.	While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. In relation to parking and traffic, all development applications will continue to be assessed against the

		City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.
87	The submitter supports retaining the existing Local Development Plan, noting it was developed with expert input and has community support. They argue that the proposed	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.

	rezoning would harm the unique Beaufort Street environment and that introducing a high rise corridor is inconsistent with the current plan.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
88	The submitter opposes high rise development and supports keeping Beaufort Street free from taller buildings.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
89	The submitter argues that the proposed changes are unsuitable for the Beaufort Street area, emphasising its unique character and expressing concern that introducing high rise development would detract from its established identity.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
90	The submitter objects to the proposal and supports retaining the current Beaufort Street Local Development Plan.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary

		planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
91	The submitter objects to the proposal and supports retaining the current Beaufort Street Local Development Plan.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
92	The submitter opposes the removal of specific development controls, including height caps, laneway and shopfront setbacks, provisions preventing blank walls, and streetscape requirements such as awnings and landscaping. They argue these elements are essential to preserving the area's heritage character and express concern that their removal will negatively impact the streetscape, including creating issues such as wind tunnel effects.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.

		Elements such as landscaping are covered by either the Residential Design Codes or for commercial development the City's Trees and Landscaping Policy. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
93	The submitter strongly opposes the removal of key development controls, particularly height caps of 3 to 5 storeys, and other elements that support Beaufort Street's heritage character. They argue these controls are essential to maintaining the street's human scale, local feel, and livability, and support accommodating development elsewhere rather than compromising the main street's character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
94	The submitter supports retaining the current Beaufort Street Local Development Plan without changes.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
95	The submitter expresses concern that the draft Local Planning Policy weakens heritage protections that have helped	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under

	preserve the character of the area. They consider the proposed changes a significant reduction in protection compared to the existing framework and are concerned this could lead to the gradual loss of the heritage qualities that make the area distinctive. A key concern relates to the removal of statutory planning controls that currently support heritage conservation along Beaufort Street. The submitter notes that under LPS3, heritage protection was supported by the Heritage Protection Special Control Area, the Beaufort Street Local Development Plan and Local Planning Policy 3.1. In contrast, under the proposed framework, the Special Control Area and Local Development Plan have been removed, leaving only a Local Planning Policy. The submitter argues that a policy carries less legal weight than Scheme provisions, cannot create offences or penalties, and therefore represents a substantial weakening of heritage protections. The submission also raises concerns regarding demolition by neglect. The submitter contends that reliance on provisions of the Heritage Act 2018 is insufficient because repair orders only apply to places included on the State Register of Heritage Places. They note that while a small number of landmark buildings within Mount Lawley and Menora are State registered, the majority of contributory pre-1960 dwellings are not. As a result, the submitter believes there is no effective mechanism to prevent deterioration of these properties and considers that the draft policy does not provide an adequate alternative. The submitter further expresses concern about the omission of detailed built form controls that were previously contained within the Beaufort Street Local Development Plan. They note that controls relating to building height limits, upper-level setbacks, laneway setbacks and the avoidance of blank walls do not appear to have been retained in the draft policy. In	LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.

	their view, the loss of these controls could result in development that is technically compliant but has adverse impacts on the character of Beaufort Street and surrounding heritage areas through increased building bulk, overshadowing, traffic and parking pressures. The submission emphasises the importance of Beaufort Street as both a heritage precinct and a valued commercial and community destination. The submitter considers that its heritage character contributes significantly to the area's identity, attractiveness and economic vitality and argues that once this character is lost it cannot be restored. The submitter supports the overall objective of heritage protection but requests that the City strengthen the proposed framework by reinstating the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area within LPS4, restoring the former height and scale controls, and introducing specific demolition-by-neglect provisions. They also note the relatively short consultation period and request that all submissions be given careful consideration.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
96	The submission objects to aspects of Draft Local Planning Scheme No. 4 and the proposed heritage planning framework for the Beaufort Street corridor. The submitter expresses concern that the proposed changes will adversely affect the surrounding residential streets of Mount Lawley and could result in development outcomes that are inconsistent with the area's established character and amenity. The submission argues that the public consultation period was insufficient given the significance of the proposed changes, particularly the replacement of existing heritage protections and the removal of detailed planning controls previously contained within the Beaufort Street Local Development Plan.	The public advertising period was undertaken in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which prescribe a minimum advertising period of 21 days for Local Planning Policies. This is the standard statutory advertising period applied by local governments across Western Australia and was not a reduced or discretionary timeframe determined by the City. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have

	Concerns are raised regarding the potential impacts of increased building scale and density, including overshadowing, traffic congestion and parking pressures affecting adjoining residential streets. The submitter considers that taller development along Beaufort Street may have adverse impacts on the amenity of nearby residents. The submission also objects to the removal of specific development controls, including setbacks to residences adjoining laneways and side-street setback requirements. It is argued that these provisions helped manage transitions between commercial and residential areas and reduced the impacts of development on neighbouring properties. Further concerns are raised regarding the removal of provisions relating to demolition by neglect and repair orders. The submitter contends that the proposed framework provides weaker protection for heritage properties and may reduce the City's ability to ensure the ongoing maintenance and preservation of older buildings within heritage areas. The submission concludes that the proposed changes weaken existing heritage protections and may lead to adverse impacts on heritage character, residential amenity and the long-term preservation of older buildings within the locality.	also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the

		Regulations. There are no changes to the existing heritage protections relating to the retention of heritage buildings or the assessment of demolition proposals. Strong controls continue to apply to demolition and the conservation of heritage buildings under the current planning and heritage framework.
97	The submitter objects to the proposed changes and requests that the existing Beaufort Street Local Development Plan be retained. They express concern that recent and ongoing development along Beaufort Street and within surrounding areas is negatively affecting the character of the locality. The submitter specifically cites developments in the Inglewood area, including apartments on Ninth Avenue and further development near Coles, as examples of change that they believe has altered the look and feel of the area and impacted community safety. Overall, the submitter considers that additional development is undesirable and wishes to see the existing character of the suburbs and streets preserved.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
98	The submitter supports and adopts the objections raised by the Mount Lawley Society. They are concerned that heritage protections have been progressively downgraded by being moved from statutory Scheme provisions to a Local Development Plan and now to a Local Planning Policy. While acknowledging that all three instruments are matters to which decision-makers must have due regard, the submitter argues that Scheme provisions are subject to more rigorous statutory amendment processes, provide greater certainty to the community, and are generally afforded greater weight by Development Assessment Panels, courts and other planning authorities. The submitter considers that relocating heritage protections	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.

	to lower-order planning instruments makes them more vulnerable to future amendment and undermines longstanding community expectations regarding heritage conservation. They view this as signalling a reduced commitment to heritage protection and request that key heritage controls be reinstated within the local planning scheme.	The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy. The City is committed to the ongoing protection and conservation of Heritage Areas through the contemporary planning framework established by the State Government and in accordance with current State planning guidance.
99	The submitter states that the height of proposed buildings is too high.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
100	The submitter strongly supports retaining the current Beaufort Street Local Development Plan and opposes high-rise development along Beaufort Street. They consider the area to be an attractive and historically significant part of Mount Lawley, and believe the existing planning framework helps preserve its character and historical integrity. The submitter is concerned that any changes to the R80 zoning would permanently and negatively affect the character of the precinct.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is

		consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
101	The submitter considers that building heights should be limited to less than five storeys. They also request more detailed setback requirements, particularly in relation to side streets and laneways.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
102	The submitter objects to the proposed rezoning and planning policy changes for the Beaufort Street Heritage Area. They consider Beaufort Street to be a distinctive heritage precinct whose character, streetscape and mix of historic buildings and local businesses are supported by the existing Local Development Plan. The submitter is concerned that increased building heights and density could result in development that is inconsistent with the existing character of the area. They also believe that the removal of detailed design controls and reduced setback requirements could adversely affect the streetscape, pedestrian amenity and neighbouring residential properties through impacts such as overshadowing, loss of privacy and	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. Visual privacy and overshadowing are either controlled by the relevant Residential Design Codes or the commercial provisions of this Policy.

	visual intrusion. The submitter further argues that the proposed changes may encourage generic development outcomes that diminish the heritage significance and unique identity of the precinct. The submitter supports retaining the existing Beaufort Street Local Development Plan, including its provisions relating to building heights, setbacks, streetscape requirements and heritage-responsive design, and requests that the proposed rezoning be rejected in order to preserve the character, amenity and heritage significance of Beaufort Street.	The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
103	The submitter supports development that thoughtfully integrates contemporary design with heritage buildings. They would like to see a blend of old and new development, and consider that creative architectural and building design can successfully achieve this outcome while respecting the character of the area.	Noted.
104	The submission objects to the proposed policy changes and supports retaining the current planning framework for the precinct. The submitter considers the proposed rezoning would be detrimental to the character of the area and believes it would alter the unique character of the precinct that is valued by both residents and visitors.	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.

		The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
105	The submission expresses strong support for the protection of the heritage character of Mount Lawley, Inglewood and Beaufort Street, while acknowledging that appropriately designed new development can have a place within the precinct. The submitter is particularly concerned about large-scale apartment development that they consider to be out of character with the existing built form and heritage values of the area. The submission argues that the proposed framework weakens heritage protections by removing the Heritage Protection Special Control Area from the Scheme and relying on a Local Planning Policy. The submitter considers that Scheme-level controls carry greater legal weight and provide stronger protection against unauthorised demolition and the gradual loss of heritage character. Concern is also raised that the Heritage Act 2018 only provides repair and enforcement mechanisms for State-registered heritage places and therefore offers limited protection for the broader stock of contributory heritage buildings within the heritage areas. The submitter further notes that detailed built form controls previously contained within the Beaufort Street Local Development Plan, including height limits, upper-level setbacks, laneway setbacks and controls on blank walls, have not been carried into the proposed framework. They are concerned that the absence of these controls could allow development that overwhelms heritage buildings and diminishes the character of Beaufort Street and Inglewood. The submission requests that the City reinstate the Beaufort	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not

	Street Local Development Plan and a Heritage Protection Special Control Area within LPS4, restore the previous height and scale controls, and introduce demolition-by-neglect provisions to provide stronger protection for heritage properties. The submitter emphasises the importance of preserving the heritage character of Mount Lawley, Inglewood and Beaufort Street for future generations.	considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
106	The submitter supports retaining the existing policy controls, including the current height limits of three to five storeys.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
107	The submitter states that Beaufort Street's Art Deco character is unique and contributes significantly to the identity of Mount Lawley. They are concerned that changes to the streetscape would diminish the area's character and result in the suburb losing its distinctiveness. The submitter considers it important to retain the character of Beaufort Street and preserve Perth's heritage suburbs for future generations.	The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework this includes Art Deco. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
108	The submission acknowledges the City's long history of heritage conservation initiatives but expresses concern that the draft Local Planning Policy does not adequately retain the development controls previously contained within the Beaufort Street Local Development Plan. The submitter considers this will reduce the effectiveness of managing the height, scale and character of development along Beaufort Street and within heritage area centres. The submission notes that the former Local Development Plan contained detailed controls relating to building heights, upper-level setbacks, setbacks to laneways and side streets, awning requirements, frontage types and the prevention of blank walls. The submitter argues that these controls have not	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-

	been sufficiently replicated in the draft policy and requests that they either be retained through the Local Development Plan or incorporated into the replacement policy. The submitter also raises concerns regarding an apparent inconsistency between the draft policy's three-storey height limit and the R80 zoning, which permits greater development intensity. They request that this inconsistency be resolved. The submission further recommends that the policy differentiate between District, Neighbourhood and Local Centres, and include provisions relating to parking and traffic management. Finally, the submitter supports reinstating a Heritage Protection Special Control Area within LPS4, arguing that Scheme-level controls carry greater statutory weight than a Local Planning Policy. They also seek clarification regarding how the City will ensure that significant development applications affecting heritage areas are appropriately considered where assessment occurs at the State level.	way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. We do not believe it is necessary to differentiate between the types of centres within the Policy as the provisions are the same. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance.

		Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
109	The submitter objects to the Local Development Plan, stating that it will destroy the unique amenity of the Beaufort Street precinct.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.
110	The submitter requests that the existing arrangements be retained and that no changes be made.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan.

		The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
111	The submission supports both heritage conservation and future growth, acknowledging the importance of protecting and preserving heritage buildings within the community. The submitter recognises that population growth will create increasing demand for housing, infrastructure and commercial development, and expresses strong support for the proposed Local Planning Policy changes as an appropriate balance between preserving heritage values and accommodating future development needs.	Noted.
112	The submission raises concerns regarding building heights on either side of Beaufort Street.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
113	The submission supports stronger redevelopment and increased density along the Beaufort Street corridor, arguing that the current emphasis on heritage conservation has limited opportunities to revitalise the area. The submitter considers that greater building heights, reduced development constraints and high-quality redevelopment would improve the streetscape, public amenity and overall vitality of the precinct. The submission recommends that heritage protections focus on specifically identified properties of heritage significance rather than broad age-based retention requirements. The submitter supports redevelopment of existing dwellings where the replacement development represents an improvement over the existing built form and suggests the	The submission supports increased redevelopment opportunities, greater building heights and additional flexibility for development along the Beaufort Street corridor. The City notes these comments; however, the purpose of this review has been to transition the existing heritage protections and planning framework into a contemporary policy format, rather than undertake a fundamental review of development potential, density coding, land use permissibility or the heritage significance of individual properties. The suggestion that heritage protections should apply only to specifically identified heritage buildings is acknowledged. While a review of contributory and non-contributory buildings within the heritage areas may be a

	City provide incentives and flexible provisions to encourage the incorporation of heritage elements into new developments. The submitter also supports building heights that are more consistent with adjoining sections of Beaufort Street within the City of Vincent and considers that additional height should be permitted for developments demonstrating outstanding architectural quality. They believe the policy should place greater emphasis on facilitating higher-density housing and provide more flexibility for a broader range of land uses that contribute to activity along the corridor. Additional recommendations include adopting maximum parking caps rather than minimum parking requirements, providing incentives for heritage retention where appropriate, incorporating examples of high-quality contemporary development within heritage areas, allowing greater flexibility where supported by heritage assessments, and identifying suitable locations for very high-density development on larger sites within the precinct.	valuable future exercise, it falls outside the scope of the current policy review. The current project is focused on implementing the heritage area framework consistent with the existing planning approach rather than reassessing the heritage value of individual properties. In relation to building heights, following consultation the Policy has been amended to reintroduce height provisions that generally reflect those that align with the density coding framework along the corridor. While the Policy contains preferred development standards, it does not prevent applicants from proposing development that exceeds those standards. Where variations are sought, applicants are required to demonstrate how the proposal satisfies the relevant objectives of the Policy, including consideration of matters such as heritage character, streetscape outcomes, amenity, overshadowing, visual impacts and compatibility with the surrounding context. The City acknowledges the submitter's support for parking reform; however, the parking provisions contained within the Policy have been carried forward from the existing planning framework. The City has not undertaken a detailed parking study of the Beaufort Street corridor that would justify a move from minimum parking requirements to parking caps. Any significant change to the parking framework should be supported by robust evidence and area-specific analysis to demonstrate that the proposed approach would achieve appropriate planning and transport outcomes. The submission's comments regarding Local Planning Scheme No. 4, density coding, zoning and broader redevelopment opportunities are also noted. However, amendments to the Scheme itself fall outside the scope of this Local Planning Policy review.

		The City considers that the amended Policy provides an appropriate balance between facilitating redevelopment and investment along the Beaufort Street corridor while continuing to protect the recognised heritage character and streetscape qualities of the heritage areas.
114	The submitter objects to the proposed rezoning and Local Planning Policy, arguing that they will change and destroy the unique character of Beaufort Street. The submitter considers Beaufort Street to have a distinctive character that should be preserved.	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.
115	The submission objects to the proposed heritage policy framework, arguing that it weakens existing heritage protections and could negatively affect the character of Mount Lawley, Inglewood and the Beaufort Street corridor. The submitter is particularly concerned about the removal of the Heritage Protection Special Control Area from LPS4, arguing that Scheme-level controls carry greater statutory weight, stronger enforcement mechanisms and greater influence in appeal processes than a Local Planning Policy. The submission also raises concerns regarding demolition by neglect, stating that the Heritage Act 2018 only applies repair-order powers to State-registered heritage places and therefore does not adequately protect the broader stock of contributory heritage buildings within the heritage areas. The submitter considers that the draft policy does not provide an effective alternative mechanism to address this issue. Further concern is expressed regarding the loss of detailed development controls previously contained within the Beaufort Street Local Development Plan, including three to five storey height limits, upper-level setbacks, laneway and side-street setbacks, and controls preventing blank walls. The submitter believes that removing these controls could result in development that overwhelms the existing heritage	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local*

	streetscape and established scale of Beaufort Street. The submitter also notes that some provisions of the draft policy operate as guidance rather than mandatory requirements and considers this a reduction in the effectiveness of the heritage framework. The submission requests that the City reinstate the Heritage Protection Special Control Area and Beaufort Street Local Development Plan within LPS4, restore the former height and setback controls, introduce demolition-by-neglect provisions, and undertake broader community consultation on the proposed changes.	*Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
116	The submission objects to the proposed rezoning and associated policy changes, primarily due to concerns about increased building heights. The submitter notes that the existing Beaufort Street Local Development Plan contained explicit height caps of three storeys in Mount Lawley and four storeys in Inglewood, supported by R60 and R-AC0 zoning provisions. The submission is concerned that the proposed rezoning of	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.

	Beaufort Street and various Centres and Neighbourhood Centres would permit substantially greater building heights and development intensity that are not in keeping with the character of the area. The submitter considers increased building height to be the most significant and permanent impact of the proposed changes.	
117	The submission objects to the proposed heritage framework, arguing that it weakens existing heritage protections without sufficient justification. The submitter contends that Scheme-level heritage protections under LPS3 have been replaced by weaker policy-based controls under LPS4, reducing their statutory weight and enforceability. The submission specifically raises concerns about the removal of the Heritage Protection Special Control Area and the omission of provisions previously contained in LPS3 relating to owner responsibilities for preventing demolition by neglect and consequences for failing to comply with repair notices. The submitter argues that these changes diminish the effectiveness of heritage protection measures. Further concern is expressed regarding the loss of detailed development controls previously contained within the Beaufort Street Local Development Plan, including height caps, upper-level setbacks, laneway and side-street setbacks, and controls on blank walls. The submitter believes that the removal of these controls could result in development that is out of scale with the existing character of Beaufort Street and surrounding heritage areas. The submission requests that the City reinstate the Heritage Protection Special Control Area and Beaufort Street Local Development Plan within LPS4, restore the former height, setback and streetscape controls, and incorporate stronger demolition-by-neglect provisions within the planning framework.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance

		and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy.
118	The submitter supports retaining the current Beaufort Street Local Development Plan and does not support its removal or replacement.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.

		The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
119	The submission objects to the proposed rezoning and Local Development Plan changes and supports retaining the existing Beaufort Street Local Development Plan. The submitter considers that the current planning framework appropriately balances development opportunities with the protection of the precinct's heritage character. The submission notes that the existing plan contains important controls relating to building height, setbacks, streetscape presentation, awnings and the interface with neighbouring residential areas. The submitter believes these controls have helped ensure that new development is compatible with the established character of Beaufort Street while still allowing for growth. The submitter is concerned that the proposed changes would weaken these protections and adversely affect the heritage character, streetscape, amenity and liveability of the precinct. They consider that the existing planning framework already provides sufficient opportunities for development and request that it be retained.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have

		also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
120	The submitter is concerned that removing height limits and upper-level setback requirements above heritage shopfronts will diminish the distinctive character of the Beaufort Street precinct. They argue that these controls are important in maintaining the area's unique heritage appeal and believe the proposed changes prioritise consistency with other parts of Perth at the expense of local character.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
121	The submission objects to the proposed heritage framework and considers that it weakens existing protections for the Beaufort Street corridor and surrounding heritage areas. The submitter is concerned that increasing development intensity and removing existing height controls will lead to greater traffic, parking pressure, overshadowing and impacts on the character and amenity of neighbouring heritage streets. The submission argues that the proposed framework does not adequately retain key controls previously contained within	In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.

	the Beaufort Street Local Development Plan, including three to five storey height caps, upper-level setbacks above heritage shopfronts, laneway and side-street setbacks, and controls on blank walls. The submitter considers that these provisions are important in ensuring that new development remains compatible with the established scale and character of Beaufort Street. The submission also raises concerns about the removal of the Heritage Protection Special Control Area and the reduced statutory weight of the proposed Local Planning Policy compared to Scheme-level controls. The submitter further argues that the proposed framework provides weaker protections against demolition by neglect than those available under LPS3. The submission requests that the City reinstate the Beaufort Street Local Development Plan and Heritage Protection Special Control Area, restore the previous height, setback and streetscape controls, introduce stronger demolition-by-neglect provisions, and undertake more extensive community consultation before finalising the proposed changes.	Overshadowing is either controlled by the relevant Residential Design Codes or the commercial provisions of this Policy. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.

		The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
122	The submitter is concerned that the proposed removal of height caps could result in excessive building heights along Beaufort Street, adversely affecting the streetscape and character of the corridor. They consider that building heights should be limited to a maximum of five storeys and believe the proposed changes would worsen existing issues associated with Beaufort Street as a major thoroughfare.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
123	The submitter supports retaining the current Beaufort Street Local Development Plan and opposes its removal or replacement.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is

		consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
124	The submitter supports the preservation and maintenance of heritage buildings, considering them important for retaining the area's history and character. They oppose the loss of heritage buildings and believe high-rise development should be concentrated within the Perth CBD rather than heritage precincts.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. There are no changes to the existing heritage protections relating to the retention of heritage buildings or the assessment of demolition proposals. Strong controls continue to apply to demolition and the conservation of heritage buildings under the current planning and heritage framework.
125	The submitter objects to development that would allow six-storey buildings along Beaufort Street, expressing concern that increased building heights would adversely affect the character of the precinct and create an overly enclosed streetscape. The submitter supports preserving the heritage character of Beaufort Street for future generations.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
126	The submission supports the overall intent of protecting heritage areas but raises concerns that the proposed framework weakens existing heritage protections. The submitter is particularly concerned about the removal of the Heritage Protection Special Control Area and the replacement of Scheme-level controls with a Local Planning Policy, which they consider carries less statutory weight and enforceability.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary

	The submission also expresses concern about the loss of detailed development controls previously contained within the Beaufort Street Local Development Plan, including height caps of three to five storeys, setback requirements, controls on blank walls, awnings and other streetscape elements. The submitter believes these controls are important for maintaining the established scale and character of Beaufort Street and preventing development that could overwhelm the heritage streetscape. The submitter requests that the City reinstate the Heritage Protection Special Control Area and the Beaufort Street Local Development Plan, restore the previous height and built form controls, and ensure that the proposed heritage framework retains the same level of protection as the existing planning framework.	planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate,

		having regard to the character of the building and surrounding streetscape.
127	The submitter supports retaining the current Beaufort Street Local Development Plan and objects to the proposed rezoning and Local Planning Policy changes. They do not support the replacement of the existing planning framework.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
128	The submitter values Beaufort Street for its heritage character, architecture and village-style atmosphere, and considers it an attractive destination for walking, shopping, dining, photography and public transport use. They note that the street is distinctive within Perth and contributes to the identity and appeal of the area. The submitter requests that the character, aesthetic qualities and heritage-conscious nature of Beaufort Street be preserved.	The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
129	The submitter objects to the proposed rezoning and Local Planning Policy, stating that the changes will negatively impact the unique character of Beaufort Street. The submitter considers the existing character of the street to be an important attribute that should be preserved.	Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.
130	The submitter objects to the proposed rezoning and Local	Changes to draft Local Planning Scheme No.4 are outside

	Planning Policy, expressing concern that the changes will erode the unique character of Beaufort Street. The submitter values the area's heritage character and states that the preservation of this character is a key reason for living in the locality.	the ability and scope of this Policy including applicable zones and codes.
131	The submission objects to the proposed LPS4 framework, arguing that it weakens existing heritage protections and provides less certainty than the current planning framework. The submitter considers that the existing Beaufort Street Local Development Plan under LPS3 contains clear and enforceable controls relating to building heights, setbacks, awnings, streetscape presentation and protection of adjoining residential areas, whereas the proposed policy framework is viewed as less specific and less effective. The submission raises concerns that LPS4 will reduce protection against demolition by neglect, weaken heritage conservation outcomes and diminish the distinctive character of Beaufort Street, potentially affecting its attractiveness to visitors, local businesses and the broader community. The submitter considers that the existing framework appropriately balances heritage preservation and development and notes that residents are already subject to clear requirements regarding the maintenance and presentation of their properties. The submitter requests that the Beaufort Street Local Development Plan and Heritage Protection Special Control Area be retained or reinstated, that the existing height and scale controls be preserved, and that stronger demolition-by-neglect provisions from LPS3 be carried forward into the new planning framework.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on

		the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
132	The submitter emphasises the importance of maintaining the heritage character of Mount Lawley and is concerned that inappropriate development could negatively affect the area's unique character. They support restrictions on building heights and the retention of character buildings wherever possible. The submitter also expresses concern that some controls contained within the current Development Plan	There are no changes to the existing heritage protections relating to the retention of heritage buildings or the assessment of demolition proposals. Strong controls continue to apply to demolition and the conservation of heritage buildings under the current planning and heritage framework.

	appear to be removed under the proposed Local Planning Policy.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.
133	The submitter supports retaining the current Beaufort Street Local Development Plan, arguing that it provides stronger protection for the character and heritage values of Beaufort Street and is more consistent with the surrounding suburbs. The submitter objects to the proposed rezoning, considering it incompatible with the character of this part of the City of Stirling and likely to undermine the heritage protection area. The submission emphasises that Beaufort Street is a distinctive and valuable precinct within the City and should be protected to preserve its unique character and heritage significance.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes.
134	The submission raises concerns that the proposed framework would weaken existing heritage protections along Beaufort Street and within the surrounding heritage areas. While acknowledging some improvements within the draft policy, the submitter is concerned that the replacement of the Heritage Protection Special Control Area, Beaufort Street	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As

	Local Development Plan and existing heritage policy with a single Local Planning Policy reduces the statutory weight and enforceability of heritage controls. The submission argues that protections against demolition by neglect have been weakened, noting that provisions previously contained within LPS3 relating to owner responsibilities and enforcement consequences have not been carried forward into LPS4. The submitter considers that this creates a gap in the protection of heritage places. The submitter also expresses concern about the loss of detailed development controls previously contained within the Beaufort Street Local Development Plan, including three to five storey height caps, upper-level setbacks, laneway setbacks, controls on blank walls, awnings and streetscape requirements. They believe that removing these controls could result in development that is inconsistent with the established scale and character of Beaufort Street and surrounding heritage areas. The submission requests that the City reinstate the Heritage Protection Special Control Area and Beaufort Street Local Development Plan, restore the former height, setback and streetscape controls, introduce stronger demolition-by-neglect provisions, and allow additional community consultation on the proposed changes.	such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. Following consultation, the policy has been amended to reintroduce the height provisions. These height

		provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
135	The submission focuses on the condition of the heritage clock tower at the corner of Beaufort Street and Dundas Road in Inglewood. The submitter considers the clock tower to be an important heritage landmark and a significant part of the area's identity but is concerned about its deteriorating condition, including visible cracking and splitting. The submission raises concerns about both the preservation of the structure and potential safety risks associated with its continued deterioration. The submitter requests that the clock tower be professionally assessed, repaired, restored and repainted, and that the clock be returned to working order. The submission also seeks ongoing maintenance and inspection of the structure to ensure its long-term	The City will engage with the owners of the Inglewood Clock Tower to address this. This is outside the scope of the Policy.

	preservation as a heritage asset and local landmark.	
136	The submitter objects to high-rise development within the Beaufort Street heritage area and requests that proposals allowing taller buildings be rejected in order to protect the heritage character of the precinct.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.
137	The submission objects to the proposed heritage framework, arguing that it weakens the existing planning controls that have helped preserve the character of Beaufort Street and the surrounding heritage areas. The submitter is particularly concerned about the removal of the Heritage Protection Special Control Area and the replacement of multiple heritage planning instruments with a single Local Planning Policy, which they consider has less statutory weight and enforceability. The submission also raises concerns about the loss of detailed development controls previously contained within the Beaufort Street Local Development Plan, including three to five storey height caps, upper-level setbacks, laneway and side-street setbacks, and controls on blank walls. The submitter believes that removing these controls could result in taller and bulkier development that adversely affects the established character of the corridor. Further concerns are raised regarding the reduced strength of demolition-by-neglect provisions under the proposed framework, with the submitter noting that certain owner obligations and enforcement mechanisms contained within LPS3 have not been carried forward. The submission requests that the City reinstate the Heritage Protection Special Control Area and Beaufort Street Local Development Plan, restore the previous height and built form controls, strengthen demolition-by-neglect provisions, and undertake broader community consultation before finalising the proposed changes.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated

		these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
138	The submitter supports retaining the existing Beaufort Street Local Development Plan and rejects the proposed Local Planning Policy. They do not support replacing the current planning framework and request that the original development plan remain in place.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas.

		The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
139	The submission acknowledges the City's history of supporting heritage conservation but expresses concern that the proposed LPS4 framework and removal of the Beaufort Street Local Development Plan will weaken development controls and reduce the effectiveness of protecting the character of Beaufort Street and surrounding heritage areas. The submitter supports retaining the Beaufort Street Local Development Plan and argues that many of its important provisions have not been carried into the draft Local Planning Policy, including controls relating to building heights, setbacks, upper-storey step-backs above heritage shopfronts, awnings, blank walls and frontage treatments. The submitter requests that these controls be incorporated into the new policy. The submission also seeks stronger provisions to ensure adequate parking and traffic management for new developments and recommends that the policy better distinguish between District, Neighbourhood and Local Centres. Concern is raised regarding an apparent inconsistency between the proposed three-storey height cap for Centres and the R80 zoning, as well as inconsistencies with information previously published by the City. Finally, the submitter requests clarification on how development applications determined by the Western Australian Planning Commission will be managed within heritage areas and recommends that public spaces, such as plazas and parks, be incorporated into future development outcomes.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the

		surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The submission raises concerns regarding the assessment of major development applications within heritage areas. It should be noted that some development applications are determined by bodies outside of the City's control, including Development Assessment Panels (DAPs) and the State Development Assessment Unit (SDAU). For DAP applications, the City prepares a Responsible Authority Report (RAR) which includes a detailed assessment of the proposal against the applicable planning framework and recommendations for determination. Decisions are then made by the DAP, which comprises three independent specialist members and two elected councillors. For applications assessed through the SDAU pathway, the City's role is more limited, as it acts only as a referral agency. In these cases, assessment and determination powers rest with the State Government, and the weight afforded to the City's planning framework is determined by the relevant State decision-maker. These assessment pathways are established under State planning legislation and apply across Western Australia, rather than being specific to the Beaufort Street heritage areas. Consequently, the proposed Local Planning Policy cannot alter or influence the operation of these State-administered assessment and approval processes.
140	The submission acknowledges the City's longstanding commitment to heritage conservation but argues that the proposed LPS4 framework weakens the planning controls that currently protect Beaufort Street and the surrounding heritage areas.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As

	The submitter is particularly concerned about the removal of the Heritage Protection Special Control Area and its replacement with a Local Planning Policy, which they consider has less statutory weight and enforcement capability. They support reinstating the Special Control Area within LPS4. The submission also objects to the revocation of the Beaufort Street Local Development Plan, arguing that important controls relating to building heights, setbacks, upper-storey step-backs, awnings, blank walls and frontage design have not been adequately carried forward into the draft policy. The submitter requests that these controls be retained through the Local Development Plan or incorporated into the replacement policy. Further concerns are raised regarding an apparent inconsistency between the proposed three-storey height limit for Centres and the R80 zoning, the treatment of major development applications assessed by the Western Australian Planning Commission, and the lack of distinction between District, Neighbourhood and Local Centres within the policy. The submission also advocates for adequate parking and traffic management requirements and the inclusion of public spaces such as plazas and parks. The submitter requests that the Heritage Protection Special Control Area and Beaufort Street Local Development Plan be reinstated, that the detailed corridor controls be retained, and that the identified inconsistencies within the draft framework be resolved before the policy is finalised.	such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The reference to a preferred maximum building height of three storeys within Local Centres has been included because these centres are generally characterised by smaller landholdings and are located within a suburban context, rather than functioning as major activity corridors such as Beaufort Street. The provision is intended to recognise the more localised scale and character of these centres and to encourage development outcomes that are compatible with their surrounding residential environments. It should be noted, however, that the inclusion of this provision is subject to approval by the Western Australian Planning Commission as part of the policy review process. Accordingly, the provision may only be

		retained in the final Policy if supported by the Commission. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The submission raises concerns regarding the assessment of major development applications within heritage areas. It should be noted that some development applications are determined by bodies outside of the City's control,

		including Development Assessment Panels (DAPs) and the State Development Assessment Unit (SDAU). For DAP applications, the City prepares a Responsible Authority Report (RAR) which includes a detailed assessment of the proposal against the applicable planning framework and recommendations for determination. Decisions are then made by the DAP, which comprises three independent specialist members and two elected councillors. For applications assessed through the SDAU pathway, the City's role is more limited, as it acts only as a referral agency. In these cases, assessment and determination powers rest with the State Government, and the weight afforded to the City's planning framework is determined by the relevant State decision-maker. These assessment pathways are established under State planning legislation and apply across Western Australia, rather than being specific to the Beaufort Street heritage areas. Consequently, the proposed Local Planning Policy cannot alter or influence the operation of these State-administered assessment and approval processes.
141	The submission emphasises the importance of preserving the human-scaled Federation-era character of Beaufort Street, Mount Lawley and Inglewood. The submitter is concerned that larger and taller developments would disrupt the established streetscape, diminish the area's distinctive heritage character and adversely affect the qualities that attract residents, visitors and businesses to the precinct. The submission also raises concerns that increased building scale and density could lead to greater overshadowing, parking demand and traffic impacts within surrounding heritage streets, affecting the amenity of nearby residential areas. The submitter considers that the consistency and integrity of the heritage streetscape should be protected, as these qualities cannot be restored once lost.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. Visual privacy and overshadowing are either controlled by the relevant Residential Design Codes or the commercial provisions of this Policy. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex

		proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
142	The submission objects to the proposed heritage framework, arguing that it weakens protections for the Beaufort Street corridor and places its character and heritage values at risk. The submitter is particularly concerned about the removal of detailed built form controls previously contained within the Beaufort Street Local Development Plan, including three to five storey height caps, upper-level setbacks, laneway setbacks and controls on blank walls. They believe the loss of these provisions could allow development that overwhelms the established scale and character of the precinct. The submission also raises concerns about the removal of the Heritage Protection Special Control Area and the replacement of existing Scheme-level controls with a Local Planning Policy, which the submitter considers has less statutory weight and enforceability. The submitter argues that this reduces the effectiveness of heritage protection measures and weakens the City's ability to manage future development pressures. The submitter believes Beaufort Street's heritage character is a key contributor to its economic vitality, community identity and attractiveness as a destination. They request that the City reinstate the Beaufort Street Local Development Plan and Heritage Protection Special Control Area, restore the previous height and setback controls, and strengthen provisions relating to demolition by neglect.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been

		superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
143	The submitter strongly supports retaining the current Beaufort Street Local Development Plan and considers that the existing planning framework has successfully balanced development with the protection of the street's heritage character, identity, liveability and sense of community. The submitter requests that the current plan be retained and that any future changes ensure development remains compatible with the established character and amenity of the area.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
144	The submitter supports retaining the existing height caps of three to five storeys and maintaining the current heritage protections and requirements that apply within Mount Lawley.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor.

145	The submission objects to the proposed LPS4 framework and supports retaining the existing Beaufort Street Local Development Plan, including the current three to five storey height limits. The submitter is concerned that allowing taller development behind retained heritage facades would still result in buildings that dominate the streetscape and diminish the human-scaled character of Beaufort Street. The submission argues that Beaufort Street's value lies in its consistent Federation-era streetscape and believes that larger buildings behind heritage facades would undermine the area's character, scale and visual appeal. The submitter opposes façade-retention approaches where substantial new development is constructed behind heritage buildings and instead supports the retention of heritage buildings in their entirety. The submitter requests that the Beaufort Street Local Development Plan and Heritage Protection Special Control Area be reinstated and that the existing height and scale controls under LPS3 be retained.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. The submission's preference for retaining heritage buildings in their entirety, rather than relying on façade retention outcomes, is noted. The Policy seeks to ensure that new development responds appropriately to the heritage character of the area and includes objectives relating to streetscape presentation, built form, scale and heritage context. Following consultation, the Policy has also been amended to reintroduce height provisions and amend setback requirements to better reflect the existing planning framework.

		While the Policy contains preferred development standards, applicants may still propose alternative development outcomes where they can demonstrate consistency with the relevant objectives. In such cases, consideration is given to matters including heritage character, streetscape impacts, amenity, scale, bulk and compatibility with the surrounding built form. The assessment of whether a heritage building should be retained in whole or in part will continue to be considered on a case-by-case basis having regard to the significance of the place and the requirements of the City's heritage framework.
146	The submitter objects to the proposed changes and expresses concern that planning decisions are negatively affecting local communities. They are opposed to the proposed direction and consider it detrimental to the character and quality of their community.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
147	The submission objects to the proposed heritage framework, arguing that it weakens existing protections for Beaufort Street and the surrounding heritage areas. The submitter is particularly concerned about the removal of the three to five	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local*

	storey height caps and associated setback controls previously contained within the Beaufort Street Local Development Plan. They consider these controls essential to ensuring that heritage buildings remain the dominant feature of the streetscape and that new development does not overwhelm the established character of Mount Lawley and Inglewood. The submission also raises concerns regarding the removal of the Heritage Protection Special Control Area and the replacement of Scheme-level controls with a Local Planning Policy. The submitter argues that this reduces the statutory weight and enforceability of heritage protections and weakens the City's ability to manage development and demolition by neglect. The submitter requests that the City reinstate the Beaufort Street Local Development Plan and Heritage Protection Special Control Area, restore the existing height and setback controls, strengthen demolition-by-neglect provisions, and allow additional time for community consultation before finalising the proposed framework.	*Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
148	The submitter supports retaining the existing mix of residential and commercial development along Beaufort Street, including its established architectural character. They advocate for future development to be designed in a	The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect

	sympathetic manner that complements the existing built form and preserves the urban village character and identity of the Beaufort Street precinct.	and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.
149	The submission objects to the proposed heritage framework, arguing that it weakens existing protections for Beaufort Street and the surrounding heritage areas. The submitter is concerned that replacing the Heritage Protection Special Control Area and Beaufort Street Local Development Plan with a Local Planning Policy reduces the statutory weight and enforceability of heritage controls. The submission also raises concerns about the loss of specific built form controls previously contained within the Beaufort Street Local Development Plan, including three to five storey height caps, upper-level setbacks above heritage shopfronts, laneway and side-street setbacks, and controls relating to blank walls and awnings. The submitter considers these controls essential to maintaining the scale, character and distinctiveness of Beaufort Street and preventing development that overwhelms the heritage streetscape. Further concerns are raised regarding the reduced strength of demolition-by-neglect provisions under the proposed framework. The submitter requests that the City reinstate the Heritage Protection Special Control Area and Beaufort Street Local Development Plan, restore the previous height and built form controls, and strengthen demolition-by-neglect provisions to provide greater protection for heritage places.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within

		the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
150	The submitter objects to the removal of the Heritage Protection Special Control Area and existing height and scale controls. They consider the character, streetscape and architectural qualities of Beaufort Street and the surrounding Mount Lawley and Inglewood heritage areas to be important contributors to the area's social and cultural identity. The submitter is concerned that the proposed framework weakens existing heritage protections and could result in	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under

	adverse impacts on local character and streetscape outcomes. They support reinstating the Beaufort Street Local Development Plan and Heritage Protection Special Control Area within LPS4 and request that the existing Beaufort Street corridor controls relating to building height and scale be retained. The submitter considers that increased density can be achieved without removing these protections.	LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
151	The submitter supports retaining the current Beaufort Street Local Development Plan and requests that the existing built form controls be maintained. Specifically, they support retaining the current height limits of three to five storeys, existing setback requirements to sidewalks, side streets, laneways and above pre-1960 shopfronts, provisions preventing blank walls, awning requirements, and streetscape elements designed to reduce perceived building bulk and scale.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with

		the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
152	The submission objects to replacing the existing Beaufort Street Local Development Plan with the proposed Beaufort Street and Centres in Heritage Areas Local Planning Policy. The submitter argues that the current Local Development Plan provides clear, enforceable and transparent controls that effectively protect heritage buildings and streetscapes, while the proposed policy relies too heavily on broad character statements and subjective professional judgement.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance.

	The submission raises concerns that increased discretion in decision-making could lead to inconsistent outcomes and irreversible heritage loss through the demolition or alteration of buildings, façades and streetscapes. It contends that existing provisions relating to building heights, setbacks, façade retention, upper-storey additions, contemporary architectural design, colours, shopfronts and signage should be retained because they provide certainty and objective heritage protection. The submitter acknowledges that the current Local Development Plan already includes some discretionary elements but considers that its detailed precinct-specific controls and design requirements provide a much stronger level of certainty than the proposed policy. The submission concludes that character statements alone are too broad to adequately constrain decision-makers and recommends that the City retain the detailed provisions of the existing Local Development Plan.	Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. The architectural styles and frontage types previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation.

		The submitter notes that the existing Local Development Plan contains both prescriptive and discretionary elements and considers that its detailed precinct-specific controls provide greater certainty than the proposed policy. However, it is important to note that a Local Planning Policy provides both assessment provisions and supporting objectives, allowing decision-makers to consider the intent and desired outcomes of a requirement where a variation is proposed. This enables a more holistic assessment of development proposals while still ensuring that heritage outcomes are achieved. In contrast, Local Development Plans are generally more prescriptive and do not typically include objectives to guide the assessment of variations. The proposed policy therefore provides a framework that balances clear development standards with assessment criteria and objectives, allowing flexibility to respond to site-specific circumstances while maintaining consistency with the recognised heritage character of an area. Character statements are intended to guide decision-making alongside the policy's provisions and objectives, rather than operate as standalone controls. As such, the proposed policy is considered capable of providing an appropriate level of guidance and protection for heritage values while facilitating a more comprehensive assessment process.
153	The submitter objects to the proposed Beaufort Street Development Plan and supports retaining the current Beaufort Street Local Development Plan. They are concerned that the proposed changes would allow development that is too tall and bulky for the surrounding area, resulting in a streetscape that is out of scale with the existing character of Beaufort Street. The submission expresses concern that planning direction is	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions

	increasingly focused on maximising development intensity rather than maintaining the qualities that make Beaufort Street an attractive place to live, visit and walk. The submitter supports continued growth but believes it should occur in a way that respects the established character and liveability of the area. The submitter requests that the existing Local Development Plan be retained, including its controls relating to building heights, upper-level setbacks above older shopfronts, setbacks to properties adjacent to laneways, side street setbacks, prevention of blank walls, awning requirements and detailed streetscape provisions. They consider these measures important for maintaining an attractive, pedestrian-friendly environment and ensuring new development remains appropriately scaled and compatible with the character of Beaufort Street.	previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.

154	The submission objects to the proposed heritage framework under Draft Local Planning Scheme No. 4, arguing that it significantly weakens existing heritage protections by replacing scheme-level controls with a Local Planning Policy. The submitter contends that the current framework provides stronger legal protection through multiple planning instruments, while the proposed approach relies too heavily on policy guidance that may have less regulatory weight and enforcement capability. A key concern is the removal of the Heritage Protection Special Control Area and the associated reduction in enforcement mechanisms relating to the maintenance of heritage properties. The submission argues that existing provisions addressing demolition by neglect should be retained to ensure owners remain accountable for preserving heritage places and to prevent deterioration leading to demolition. The submission also raises concerns about the removal of detailed development controls currently contained within the Beaufort Street Local Development Plan. In particular, it highlights the loss of 3–5 storey height caps, upper-level setbacks above pre-1960 shopfronts, laneway and side-street setbacks, requirements relating to blank walls, awnings and streetscape detailing. The submitter considers these provisions important for maintaining the established scale, character and appearance of the Beaufort Street corridor and surrounding heritage areas. Further concerns are expressed regarding the potential for taller and denser development to adversely affect heritage character, overshadowing, access to sunlight and breezes, tree canopy, traffic congestion, parking demand and overall residential amenity. The submission argues that development exceeding the existing height limits would be out of scale with	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.

	the area's historic built form and could diminish the distinctive character of the Beaufort Street streetscape. The submission further contends that planning policies provide less certainty than scheme provisions and may be more difficult to rely upon in development assessment and appeal processes. It argues that the proposed framework increases discretion and reduces the City's ability to enforce heritage outcomes. The submitter also emphasises the cultural and architectural significance of the Mount Lawley and Inglewood heritage areas, arguing that heritage loss is irreversible and that strong protections should be retained before development pressures increase. Concerns are additionally raised regarding the consultation period, which is considered insufficient given the significance of the proposed changes. The submission recommends reinstating the Beaufort Street Local Development Plan and Heritage Protection Special Control Area, retaining the existing 3–5 storey height caps and setback controls, and carrying over provisions relating to demolition by neglect and maintenance of heritage properties into the new planning framework.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. Visual privacy and overshadowing are either controlled by the relevant Residential Design Codes or the commercial provisions of this Policy. In relation to parking and traffic, all development applications will continue to be assessed against the City’s planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The submission raises concerns regarding the potential loss of tree canopy and associated impacts on amenity. However, it should be noted that the retention and provision of trees on private land are regulated through

		other planning mechanisms, including the Residential Design Codes and the City's Trees and Landscaping (Non-Residential) Policy, rather than through the proposed Beaufort Street and Centres in Heritage Areas Local Planning Policy. In addition, street trees are managed and protected as City assets under the City's Local Laws. As such, the matters relating to tree canopy protection and landscaping are addressed through separate regulatory frameworks and are not governed by the proposed Policy. The architectural styles and frontage types previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation. The protections against demolition of pre 1960 buildings has remained the same within the new Policy.
155	The submitter supports retaining the current height limits of three to five storeys to protect the character of the area. They also support the provision of awnings along Beaufort Street to provide shade and improve pedestrian comfort. The submitter is concerned that a number of heritage and streetscape protections currently contained within the Beaufort Street Local Development Plan have not been carried forward into the draft policy.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements

		contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
156	The submitter supports the objections and concerns raised by the Mount Lawley Society and considers the proposed changes would adversely affect the character of Mount Lawley. The submitter supports retaining the current Beaufort Street Local Development Plan and opposes its replacement.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
157	The submitter supports the comments and objections raised by the Mount Lawley Society and advocates for retaining the current Beaufort Street Local Development Plan. They support preserving and enhancing the heritage character of the area and express concern about increased building heights, building bulk and the potential for blank walls.	Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended.

	The submitter also raises concerns about traffic impacts along Beaufort Street, stating that further intensification should not increase traffic volumes. They support measures to reduce vehicle and truck traffic, maintain lower traffic speeds, and improve pedestrian accessibility, noting that crossing Beaufort Street on foot is already difficult.	The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary.
158	The submission objects to the proposed Beaufort Street and Centres in Heritage Areas Local Planning Policy, arguing that it does not provide an equivalent level of heritage protection to the existing planning framework and that it represents a weakening of the controls currently applying to the Beaufort Street corridor and surrounding heritage areas. The submitter contends that statements suggesting the existing Beaufort Street Local Development Plan controls are being carried forward are misleading because key supporting mechanisms, particularly the Heritage Protection Special Control Area, are not proposed to continue under Local Planning Scheme No. 4. A primary concern relates to the removal of detailed built form controls currently contained within the Beaufort Street Local Development Plan and associated scheme provisions. The submission seeks the retention of explicit building height	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and

	limits along Beaufort Street, noting that the draft policy includes height limits for centres but not for Beaufort Street itself. The submitter also supports retaining requirements relating to nil setbacks to street frontages, upper-storey setbacks for development adjoining pre-1960 buildings, laneway setbacks, laneway widening provisions, limits on blank walls, traditional shopfront design elements, minimum floor-to-floor heights, car parking design requirements and precinct-specific character statements. The submission argues that these detailed controls are important for maintaining the main street character of Beaufort Street, protecting heritage streetscapes, managing transitions between new development and adjoining residential areas, and addressing issues such as overlooking and visual bulk. It further contends that provisions relating to public realm improvements, including height incentives linked to public plaza outcomes, should be retained. The submitter also seeks amendments to a number of policy objectives and provisions, including stronger protections against demolition of heritage buildings and clarification regarding the relationship between the policy and Residential Design Codes. More broadly, the submission argues that a Local Planning Policy cannot provide the same level of statutory weight, enforceability or protection as scheme-level controls and maintains that both a Local Development Plan and a Heritage Protection Special Control Area should be retained. The submitter considers that heritage requirements are best embedded within the planning scheme itself to ensure certainty, consistency and enforceability. The submission concludes that heritage protections should be strengthened through the retention of existing planning mechanisms rather than relying solely on policy provisions.	Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. Visual privacy and overshadowing are either controlled by the relevant Residential Design Codes or the

		commercial provisions of this Policy. The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations. There are no changes to the existing heritage protections relating to the retention of heritage buildings or the assessment of demolition proposals. Strong controls continue to apply to demolition and the conservation of heritage buildings under the current planning and heritage framework. The submitter contends that provisions relating to public realm improvements, including height incentives linked to the provision of public plazas, should be retained. However, these provisions were removed because they

		have not proven to be practical or effective in facilitating redevelopment outcomes. The delivery of a public plaza generally requires the amalgamation of multiple properties and the dedication of a substantial portion of a development site to public open space. Given the costs associated with site acquisition, amalgamation and the loss of developable land, this incentive has not been substantially utilised and does not appear to be financially viable from a development perspective. Accordingly, it is not recommended that these provisions be reinstated. Notwithstanding this, the removal of the incentive provisions does not prevent developers from voluntarily incorporating public plazas, public realm improvements or other community benefits as part of a development proposal where considered appropriate.
159	The submitter values Beaufort Street's heritage character and considers it one of Perth's few entertainment, dining and retail precincts that has retained its historic appeal and visual quality. The submitter is concerned that the proposed changes would lead to development that detracts from the area's character, including impacts on heritage landmarks such as the Astor Theatre. They also express concern about increased traffic and parking pressures resulting from additional development and support preserving the beauty and heritage character of Mount Lawley.	In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. The architectural styles and design principles previously outlined in the Beaufort Street Local Development Plan have been carried across into the new framework. This ensures that new development is still required to reflect and complement the established heritage character of the area, maintaining consistency in built form and streetscape presentation. The Astor Theatre is included on the State Register of

		Heritage Places. As a result, any development application relating to this site, or development proposed in close proximity to it, will be referred to the Heritage Council of Western Australia for review and comment as part of the assessment process.
160	The submitter considers Beaufort Street to be central to the character and heritage of Mount Lawley and Inglewood and opposes changes that they believe would diminish its distinctive character and community appeal. The submission supports all concerns identified elsewhere in the consultation and urges the City to discontinue the proposed changes, arguing that Beaufort Street's heritage character should be preserved for the benefit of the community.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice.
161	The submission objects to the proposed heritage framework, arguing that it weakens existing protections for Beaufort Street and the surrounding heritage areas. The submitter is particularly concerned about the replacement of the Heritage Protection Special Control Area, Beaufort Street Local Development Plan and existing heritage policy with a single Local Planning Policy, which they consider has less statutory weight and enforceability. The submission raises concerns about the loss of detailed development controls previously contained within the	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local

	Beaufort Street Local Development Plan, including three to five storey height caps, upper-level setbacks above pre-1960s shopfronts, laneway and side-street setbacks, controls on blank walls, and awning requirements. The submitter considers these controls important for maintaining the scale, character and streetscape of Beaufort Street and Inglewood. The submission also argues that the proposed framework provides weaker protections against demolition by neglect than those available under LPS3 and raises concerns regarding the limited consultation period. The submitter requests that the City reinstate the Heritage Protection Special Control Area and Beaufort Street Local Development Plan, restore the previous height and built form controls, strengthen demolition-by-neglect provisions, and provide greater opportunity for community consultation.	Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. While the former LPS3 included provisions relating to

		Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.
162	The submission objects to the proposed changes, arguing that they weaken heritage protections for Beaufort Street and the Mount Lawley and Inglewood Heritage Areas. The submitter considers the proposed Local Planning Policy to be less effective than the existing framework and requests that the Beaufort Street Local Development Plan and a Heritage Protection Special Control Area be reinstated. The submission raises concerns about the removal of explicit height caps and setback controls, arguing that taller development could overwhelm heritage buildings and worsen traffic and parking pressures. The submitter supports retaining the existing height and built form controls. The submission also expresses concern that protections against demolition by neglect have been weakened, noting that owner obligations and enforcement provisions currently contained within the Scheme have not been carried forward. The submitter requests that these protections be retained and strengthened within the new framework.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. Following consultation, the policy has been amended to reintroduce the height provisions. These height

		provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the

		Regulations.
163	The submission objects to the proposed Beaufort Street and Centres in Heritage Areas Local Planning Policy and the broader heritage framework proposed under Draft Local Planning Scheme No. 4. The submitter argues that the removal of the Heritage Protection Special Control Area and Beaufort Street Local Development Plan significantly weakens heritage protections by replacing statutory controls with a Local Planning Policy, which is considered to have less legal weight and enforceability. A key concern is that scheme-level provisions relating to building heights, demolition by neglect, and detailed built form controls cannot be effectively replicated through a planning policy. The submission argues that important controls currently contained within the Beaufort Street Local Development Plan should be retained, including 3–5 storey height caps, upper-storey setbacks above pre-1960 shopfronts, laneway and side-street setbacks, awning requirements, blank wall controls, frontage design requirements and other streetscape provisions that contribute to the heritage character of Beaufort Street. The submission maintains that these controls should remain within a Local Development Plan because they provide clear, binding development standards and greater certainty for applicants, decision-makers and the community. It also raises concerns that the proposed framework increases discretion and could result in development that is out of scale with the established heritage character of the area. Further concerns relate to the removal of existing demolition by neglect provisions, with the submitter arguing that current scheme-based obligations and enforcement mechanisms should be retained to discourage the deliberate deterioration of heritage buildings.	The City has received advice from the Department of Planning, Lands and Heritage that heritage areas under LPS4 are to be managed through the Heritage Area provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions), supported by a Local Planning Policy. As such, a Local Planning Policy is the contemporary planning mechanism for managing heritage areas and is consistent with current State planning guidance. Accordingly, the draft Policy has been prepared as a Local Planning Policy rather than a Local Development Plan. The Policy is intended to provide clear guidance for development within the heritage areas. The request to retain the former Special Control Area and Local Development Plan is noted; however, the City considers the proposed approach to be consistent with the current legislative framework and contemporary heritage planning practice. The submitter notes that the existing Local Development Plan contains both prescriptive and discretionary elements and considers that its detailed precinct-specific controls provide greater certainty than the proposed policy. However, it is important to note that a Local Planning Policy provides both assessment provisions and supporting objectives, allowing decision-makers to consider the intent and desired outcomes of a requirement where a variation is proposed. This enables a more holistic assessment of development proposals while still ensuring that heritage outcomes are achieved. In contrast, Local Development Plans are generally more prescriptive and do not typically include objectives to guide the assessment of variations. The proposed policy

	The submission also identifies potential impacts associated with increased development intensity, including traffic congestion, parking demand, overshadowing, wind effects, governance of major developments, public realm outcomes and residential amenity. The submitter considers that these issues have not been adequately addressed within the proposed policy framework. In addition, the submission refers to community feedback gathered during consultation, arguing that concerns about heritage protection, building height, amenity impacts, loss of character, weakened planning controls and the consultation process itself are widespread and strongly held across the local community. The submission concludes that the City should retain stronger heritage protections by reinstating the Beaufort Street Local Development Plan and Heritage Protection Special Control Area, restoring existing height and built form controls, retaining demolition by neglect provisions, and strengthening the proposed policy to ensure the long-term protection of the heritage character and identity of the Beaufort Street corridor and surrounding heritage areas.	therefore provides a framework that balances clear development standards with assessment criteria and objectives, allowing flexibility to respond to site-specific circumstances while maintaining consistency with the recognised heritage character of an area. Character statements are intended to guide decision-making alongside the policy's provisions and objectives, rather than operate as standalone controls. As such, the proposed policy is considered capable of providing an appropriate level of guidance and protection for heritage values while facilitating a more comprehensive assessment process. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and

		surrounding streetscape. In relation to parking and traffic, all development applications will continue to be assessed against the City's planning framework to ensure that adequate onsite parking is provided. In addition, larger or more complex proposals are typically required to submit a traffic impact assessment, which evaluates the expected effects on the surrounding road network. These assessments enable the City to determine whether a proposal would result in unacceptable traffic impacts and to impose conditions or require design changes where necessary. Visual privacy and overshadowing are either controlled by the relevant Residential Design Codes or the commercial provisions of this Policy. Changes to draft Local Planning Scheme No.4 are outside the ability and scope of this Policy including applicable zones and codes. While the former LPS3 included provisions relating to Heritage Conservation Notices, these have been superseded by Clause 13 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These provisions apply to all heritage-protected places, including places on the City's Heritage List and properties located within a Heritage Area. As such, mechanisms already exist within the current legislative framework to require maintenance and conservation works where necessary, and it is not considered necessary to duplicate these provisions within the Local Planning Policy. As they are currently covered and have more statutory weight under the Regulations.

		The submission raises concerns regarding the assessment of major development applications within heritage areas. It should be noted that some development applications are determined by bodies outside of the City's control, including Development Assessment Panels (DAPs) and the State Development Assessment Unit (SDAU). For DAP applications, the City prepares a Responsible Authority Report (RAR) which includes a detailed assessment of the proposal against the applicable planning framework and recommendations for determination. Decisions are then made by the DAP, which comprises three independent specialist members and two elected councillors. For applications assessed through the SDAU pathway, the City's role is more limited, as it acts only as a referral agency. In these cases, assessment and determination powers rest with the State Government, and the weight afforded to the City's planning framework is determined by the relevant State decision-maker. These assessment pathways are established under State planning legislation and apply across Western Australia, rather than being specific to the Beaufort Street heritage areas. Consequently, the proposed Local Planning Policy cannot alter or influence the operation of these State-administered assessment and approval processes.
164	The submission expresses concern that the proposed planning framework removes a number of detailed development controls previously contained within the Beaufort Street Local Development Plan, including three to five storey height limits, setbacks to laneways and heritage shopfronts, controls on blank walls, side-street setbacks, awning requirements and streetscape design measures. The submitter is concerned that the omission of these controls creates uncertainty regarding the assessment of future development and reduces protection of the streetscape.	The Astor Theatre is included on the State Register of Heritage Places. As a result, any development application relating to this site, or development proposed in close proximity to it, will be referred to the Heritage Council of Western Australia for review and comment as part of the assessment process. Following consultation, the policy has been amended to reintroduce the height provisions. These height provisions generally align with the density coding framework that applies along the corridor. Provisions relating to primary

	The submission also raises concerns that taller development adjacent to and behind State heritage-listed buildings could diminish the character of Beaufort Street. The submitter considers the area's significance to be derived from its continuous, human-scale Federation-era streetscape and believes that future development should complement rather than dominate heritage buildings and the established character of the precinct.	street and upper floor setbacks have also been amended. The setbacks to rights-of-way are regulated through the City's Right of Way Policy. The setback provisions previously included in the Beaufort Street LDP duplicated these existing requirements. To provide greater clarity for applicants, the Policy has been amended to specifically reference the City's Right of Way Policy, confirming that any development adjacent to a right-of-way is to comply with the setback requirements contained within that policy. As awnings are not characteristic of all architectural styles represented within the heritage areas, the former prescriptive awning requirements have been removed. The Policy instead retains architectural and frontage style provisions to guide where awnings may be appropriate, having regard to the character of the building and surrounding streetscape.
165	The submission supports the City's objective of conserving the heritage significance of Beaufort Street and heritage area centres, including the protection of traditional buildings, streetscapes and the historic main street character that contributes to the precinct's identity. However, it argues that the draft policy moves beyond heritage conservation into inappropriate stylistic prescription by requiring new development to adopt one of four nominated historical architectural styles. The submission contends that this approach is inconsistent with accepted heritage practice, including the Burra Charter, which promotes new development that respects heritage significance while remaining identifiable as contemporary work. It argues that imitation architecture often results in poor-quality pastiche that weakens character, whereas well-designed contemporary infill can contribute positively to heritage settings through scale, rhythm, proportions, materials and streetscape response without replicating historic styles.	The City notes your comments regarding the parking provisions. The parking standards contained within the draft policy have been carried forward from the existing planning framework and were not the subject of any detailed parking or demand studies as part of the preparation of this policy. As such, there is currently no evidence base that would support a broad amendment to these provisions through this policy review. It is important to note, however, that the policy is a due regard document and its provisions are discretionary rather than mandatory. Where an applicant seeks an alternative approach to the parking provisions, the City is able to consider the merits of that approach against the objectives of the policy, including whether an appropriate level of parking is provided having regard to anticipated parking demand and the likelihood of creating parking pressures within the surrounding area.

	The submission also notes an inconsistency within the draft policy, which recognises Beaufort Street's role in accommodating future growth and intensification while simultaneously restricting redevelopment through narrow stylistic requirements. It argues that development should be assessed against contextual and heritage performance criteria rather than prescribed architectural styles. Concerns are also raised regarding parking provisions, which are considered overly restrictive and potentially incompatible with heritage lots, retained buildings and strategic redevelopment sites. The submission argues that substantial existing public parking and on-street parking resources reduce the need for strict on-site parking requirements and that excessive parking provisions risk discouraging redevelopment, undermining heritage conservation outcomes and perpetuating vehicle-dominated urban form. The submission further contends that the policy's approach to height and density remains overly control-led. It argues that fixed limits can produce poorer heritage outcomes than carefully designed discretionary proposals and that additional height or density may be appropriate where heritage fabric is retained and design quality is high. Assessment should therefore focus on heritage impact, urban design merit, contextual fit, amenity and conservation outcomes rather than rigid numerical standards. To address these concerns, the submission recommends replacing stylistic requirements with performance-based design criteria that allow either contemporary or traditional architectural expression where proposals respond appropriately to heritage significance and are clearly identifiable as new work. It also recommends introducing explicit discretion to reduce or waive parking requirements	In addition, all development applications continue to be assessed against the City's broader planning framework to ensure adequate onsite parking is provided. Larger or more complex developments are generally required to submit a traffic impact assessment to evaluate the potential effects on the surrounding road network. This allows the City to determine whether a proposal would generate unacceptable traffic impacts and, where necessary, require amendments or impose conditions to address identified issues. The City also notes your comments regarding the architectural style provisions and references to the Burra Charter. While the draft policy identifies a number of architectural styles that have historically contributed to the character of the area, these provisions have been carried forward from the existing Local Development Plan and are intended to provide examples of architectural responses that have been demonstrated to be compatible with the established character of Beaufort Street and the surrounding heritage areas. They are not intended to be an exhaustive list of acceptable design approaches. As with the remainder of the policy, these provisions are discretionary and proposals that adopt an alternative architectural expression may still be considered on their merits. In such cases, assessment is undertaken against the policy's objectives, including whether the proposal enhances the character, heritage values and amenity of Beaufort Street and the adjoining heritage areas. The City also notes that community consultation undertaken over many years has consistently demonstrated a strong desire for the distinctive character of the area to be retained and reinforced.

	for heritage and strategic redevelopment sites where proposals retain heritage fabric, provide high-quality urban design and can rely on existing parking supply. Finally, it recommends a design-led approach to height and density that enables variations where proposals deliver superior heritage conservation, architectural quality and public realm outcomes. In summary, the submission supports the protection of Beaufort Street's heritage significance but argues that the draft policy should focus on contextual design, flexible parking assessment and design-led discretion rather than stylistic imitation, rigid parking standards and prescriptive built form controls. It maintains that authentic heritage conservation is achieved by respecting heritage significance while allowing high-quality contemporary development that contributes to the precinct's long-term renewal.	The City further notes your comments regarding height and density. The draft policy does not impose fixed height limits beyond those already established through the applicable Residential Design Codes. These controls already provide a level of discretion where appropriate. The policy is intended to guide how development responds to heritage context rather than introduce new mandatory height restrictions. In addition, the policy includes objectives that support consideration of variations where a proposal can demonstrate an appropriate response to established streetscape character, adjoining amenity, overshadowing, visual bulk and heritage significance. As such, building height outcomes are not assessed solely against numerical standards but also against broader heritage and urban design considerations. More broadly, the City notes that the draft policy is intended to function as a due regard document that provides guidance for development within heritage areas. Its purpose is to assist in protecting the heritage significance and character of these precincts while continuing to accommodate new development that is complementary to its context. The policy therefore seeks to balance heritage conservation with opportunities for reinvestment and renewal through a merits-based assessment process.

Local Planning Policy – Beaufort Street and Centres in Heritage Areas

Consultation Outcomes Report June 2026

Background

The City of Stirling has prepared a new draft Local Planning Scheme No. 4 (LPS4) to guide development of the City's growing and diverse community. LPS4 will replace the City's existing Local Planning Scheme No. 3 (LPS3) to become the primary statutory document of the City's planning framework to guide how land within the City is developed. The proposed new Scheme is based on the recommendations of the City's Local Planning Strategy and the requirements of the State Government's statutory and strategic planning framework.

The preparation of draft LPS4 and associated planning instruments has been guided by the following fundamental principles:

- A reduction in complexity of the Scheme and broader planning framework
- Consistency with the State planning framework
- Provision of an easier to navigate and understand planning framework to deliver the objectives and actions of the City's approved Local Planning Strategy.

The City undertook consultation of draft LPS4 from 18 October 2024 to 24 January 2025. The outcomes of advertising were presented to the 10 June 2025 Council meeting and Council resolved to support draft Local Planning Scheme No.4 with proposed modifications to address issues raised in submissions.

Project

Alongside the development of draft LPS4, the City is undertaking an incremental review of its existing Local Planning Policies (LPPs). This review aims to simplify the City's local planning framework and ensure policies are contemporary, fit for purpose and ready for implementation once LPS4 is gazetted. This report details the consultation outcomes for the following LPP.

Local Planning Policy – Beaufort Street and Centres in Heritage Areas

The draft policy aims to strike a balance between protecting the character of these well-loved places and allowing for thoughtful, contemporary development. The policy is being developed as part of the City's transition to Local Planning Scheme No.4 (LPS4), which is expected to come into effect in the second half of 2026.

The draft policy replaces the existing Beaufort Street Local Development Plan with a simplified framework that aligns with state planning requirements, while still responding to what the community values most. To help shape the draft policy, the City sought community perspectives, which revealed strong support for retaining traditional buildings, especially those built before 1960, and discouraging their demolition.
There was also strong support for new development to reflect the architectural styles that give Beaufort Street its character, such as Art Deco and Federation-era influences. At the same time, the community expressed moderate support for contemporary designs, provided they respond to the existing character through elements like materials, colours and detailing. These insights have been carried through into the draft policy, which places a strong emphasis on protecting the street's heritage character while allowing some flexibility for new development.

Key features of the draft policy include:

- Retaining and protecting traditional buildings and architectural styles
- Providing clear guidance on how new development should respond to heritage character
- Introducing heritage area analysis and character statements to support decision-making
- Simplifying planning requirements by aligning development standards with the state's Residential Design Codes (R-Codes)
- Removing duplicated or overly complex provisions from the previous planning framework.

The policy also removes a number of older requirements – such as precinct-specific rules and site-specific provisions – to create a more consistent and streamlined approach.

Importantly, while the policy provides clear guidance, it operates within the broader planning framework where decision-makers must have “due regard” to relevant policies, codes and plans when assessing development applications.

Consultation

The consultation period for this project was from 9 June to 30 June 2026.

In alignment with the consultation procedures outlined in this Policy, the consultation included:

- **Project webpage** – the page received 887 visits during the consultation period (Attachment 1).
- **News article** – a news article providing information about the project received 85 views (Attachment 2).
- **Social media** – one post on the City’s Facebook page (via the What’s Open format) achieved a total of 1,775 views (Attachment 3).
- **Letter** – 2,200 properties received a letter if they were located within a 200m radius of the affected proposed areas (Attachment 4).
- **Newsletter** – an email was sent to 334 recipients, who commented on the previous community consultation for the overview of Beaufort Street planning framework and 47 business or organisation stakeholders within the affected heritage area (Attachment 4).
- **Submissions** – the opportunity to participate was extended to all stakeholders, including individuals both within and outside the City, through the City’s online Community Consultation Submission Form (Attachment 5). Those who required an alternative format or needed support to complete a submission could contact the City on (08) 9205 8555.

A total of 165 submissions were received between 9 June and 30 June 2026. Out of the 165 total submissions, 13 written submissions were received from stakeholders.

All submissions received were verified using the provided address, and data quality procedures consistent with best practice were undertaken.

The summary table that consolidates the community support and opposition by proximity to the project location is listed below. This approach provides consistency in how submissions are reviewed and interpreted by Council.

Table Summary: Submissions received – relative locations

Submissions received	Within 100m radius of proposed site	Within 200m radius of proposed site	All other areas within the City of Stirling	Outside of the City of Stirling	Total submissions received
Support	3 (1.8%)	0 (0%)	5 (3.0%)	1 (0.6%)	9 (5.5%)
Object	51 (30.9%)	34 (20.6%)	66 (40.0%)	5 (3.0%)	156 (94.5%)
Total responses	54 (32.7%)	34 (20.6%)	71 (43.0%)	6 (3.6%)	165 (100%)

Summary of support for the proposal: Feedback raised

The supporting submissions were centred on the importance of retaining Beaufort Street's heritage character, with all responses referencing the value of protecting traditional buildings, streetscapes, facades or local identity. Some also framed heritage protection as needing to be balanced with growth, practical use and economic viability.

Feedback Reference	Number of comments*	Feedback theme	Description
1	9	Heritage character and building retention	Support protection of traditional buildings, heritage streetscapes, facades and local character as important to areas identity, amenity and sense of place.
2	7	Balancing heritage protection with growth and economic use	Desire for heritage controls to work alongside practical growth, investment and viable economic uses, rather than preventing change or long-term use of older buildings.
3	4	Clear and consistent assessment criteria	Request for transparent, objective and predictable assessment criteria so owners, operators and applicants have greater certainty under the new policy framework.
4	4	Height, density and housing growth	Some support increased height and density along Beaufort Street and activity corridors to enable more housing, vibrancy, infrastructure and commercial activity, while retaining heritage elements.
5	3	Short-term rental viability and visitor economy	Some raise that short-term rental accommodation can be a compatible, low-impact use that helps fund upkeep of heritage homes and supports local cafes, businesses and tourism.
6	3	Adaptive reuse and minor modernisation flexibility	Some desire flexibility for internal upgrades, minor modernisations and non-structural changes that maintain heritage streetscape value, while allowing buildings to remain functional.
7	1	Streamlined planning controls and R-Code alignment	One specifically mentioned support for simplifying and modernising planning controls through stronger alignment with State planning provisions and R-Codes.
8	1	Maintenance, restoration and safety of heritage assets	One raised a concern about deterioration of a heritage clock tower landmark and asks for inspection, repair, restoration and maintenance to address safety and presentation.

***Please note that respondents may have touched on multiple feedback themes.**

Summary of objections to the proposal: Feedback raised

The responses from those who object are driven by not viewing the draft policy as a like-for-like replacement for the existing planning framework. Most concerns centre on the perceived loss of Beaufort Street's heritage character and human scale, with mentions to retain or reinstate the current Local Development Plan, Special Control Area, height caps, setbacks and other detailed design controls. Objectors also raised practical amenity impacts, such as traffic, parking, overshadowing and pressure on adjoining residential streets, alongside concerns that a Local Planning Policy would have weaker legal and enforcement weight than scheme-level controls.

Feedback Reference	Number of comments*	Feedback theme	Description
1	122	Loss of heritage character and streetscape identity	Concerns the proposal would erode Beaufort Street's distinctive heritage character, Federation-era streetscapes, human scale and sense of place.
2	93	Height, density and bulk are excessive	Objections to taller, denser or bulkier buildings, including six-storey/high-rise outcomes, considering them out of scale with Beaufort Street and nearby heritage areas.
3	89	Retain current Beaufort Street Local Development Plan / Special Control Area	Prefer to retain existing Beaufort Street Local Development Plan and/or Heritage Protection Special Control Area, perceiving these documents provide clearer and stronger protection than the draft policy.
4	72	Local economy, tourism and destination appeal	Beaufort Street's heritage character is linked to its cafes, small businesses, visitor appeal, tourism potential and role as a distinctive local high street, which should be considered and not diminished.
5	68	Setbacks, awnings and detailed design controls should remain	There are some specific built-form controls the community want retained, including laneway and side-street setbacks, upper-storey setbacks, awnings, blank-wall controls, shopfront/frontage controls and streetscape detailing.
6	54	Traffic, parking and local amenity impacts	Concerns around practical amenity, such as increased traffic, parking pressure, congestion, overshadowing, privacy impacts, wind-tunnel effects, loss of light, breeze and tree canopy, and pressure on local streets and infrastructure.
7	51	Policy has weaker legal weight / enforceability	Replacing scheme-level controls with a Local Planning Policy is seen to weakens enforceability, transparency and the City's ability to refuse or defend decisions, especially on appeal.

8	38	Demolition by neglect protections are inadequate	Concerns the draft policy does not adequately address demolition by neglect, particularly because Heritage Act repair-order mechanisms are seen as applying only to State Register places rather than most contributory buildings.
9	29	Consultation process was too short	Mentions the consultation period being three weeks does not provide adequate opportunity to understand, discuss and respond to the proposed changes.
10	13	Support compatible growth / design-led flexibility	Rather than opposing all changes, some support growth or contemporary development where it is high-quality, context-sensitive, design-led and compatible with heritage values.

***Please note that respondents may have touched on multiple feedback themes.**

Attachment one – project webpage

Draft LPS4 and Local Planning Policies Review



Open date
09 June 2026

Closing date
30 June 2026

Last update date: 30 June 2026

Get involved here

The City of Stirling has prepared a new draft Local Planning Scheme No. 4 (LPS4) to guide development of the City's growing and diverse community.

LPS4 will replace the City's existing Local Planning Scheme No. 3 (LPS3) to become the primary statutory document of the City's planning framework to guide how land within the City is developed.

The proposed new Scheme is based on the recommendations of the City's Local Planning Strategy and the requirements of the State Government's statutory and strategic planning framework.

The preparation of draft LPS4 and associated planning instruments has been guided by the following fundamental principles:

- A reduction in complexity of the Scheme and broader planning framework
- Consistency with the State planning framework
- Provision of an easier to navigate and understand planning framework to deliver the objectives and actions of the City's approved Local Planning Strategy.

The City undertook consultation of draft LPS4 from 18 October 2024 to 24 January 2025. The outcomes of advertising were presented to the 10 June 2025 Council meeting and Council resolved to support draft Local Planning Scheme No.4 with proposed modifications to address issues raised in submissions.

Alongside the development of draft LPS4, the City is undertaking an incremental review of its existing Local Planning Policies (LPPs). This review aims to simplify the City's local planning framework and ensure policies are contemporary, fit for purpose and ready for implementation once LPS is gazetted.

All current planning policies adopted by the City under LPS or the Local Government act are available under the Planning legislations and documents.

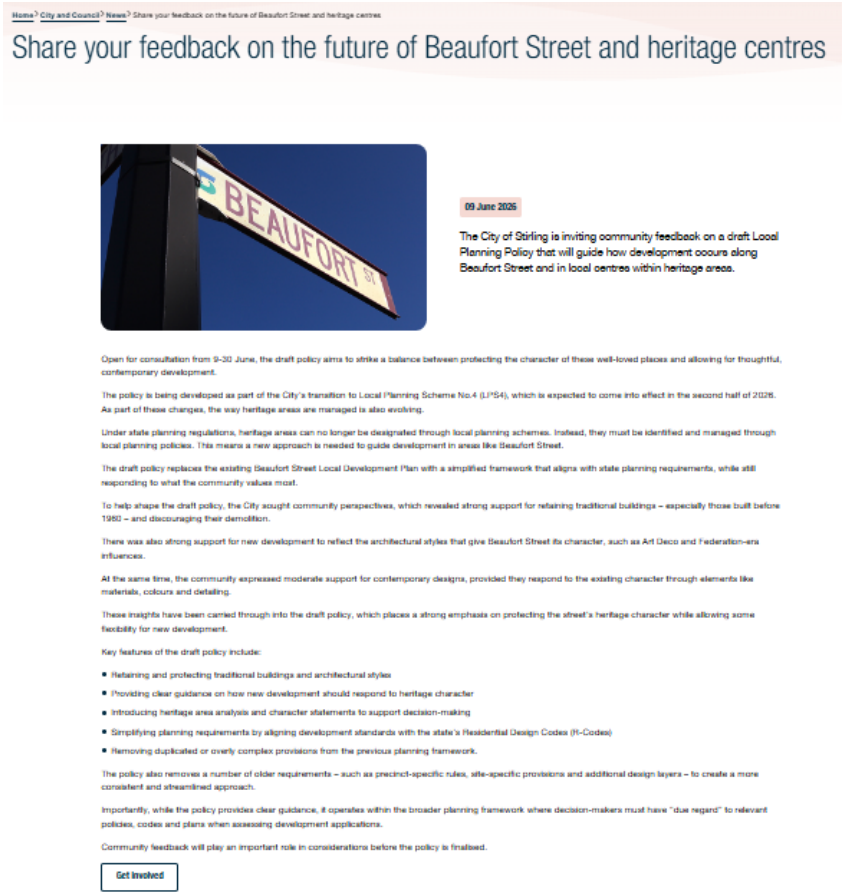
This page provides an updated list of both open and closed consultations related to LPS4 and the Local Planning Policies review.

Get involved here

Share your feedback on the draft local planning policies on or before 30 June 2026.

Lodge a submission

Attachment two – news article



Home > City and Council > News > Share your feedback on the future of Beaufort Street and heritage centres

Share your feedback on the future of Beaufort Street and heritage centres

09 June 2025

The City of Stirling is inviting community feedback on a draft Local Planning Policy that will guide how development occurs along Beaufort Street and in local centres within heritage areas.

Open for consultation from 9-30 June, the draft policy aims to strike a balance between protecting the character of these well-loved places and allowing for thoughtful, contemporary development.

The policy is being developed as part of the City's transition to Local Planning Scheme No.4 (LPS4), which is expected to come into effect in the second half of 2026. As part of these changes, the way heritage areas are managed is also evolving.

Under state planning regulations, heritage areas can no longer be designated through local planning schemes. Instead, they must be identified and managed through local planning policies. This means a new approach is needed to guide development in areas like Beaufort Street.

The draft policy replaces the existing Beaufort Street Local Development Plan with a simplified framework that aligns with state planning requirements, while still responding to what the community values most.

To help shape the draft policy, the City sought community perspectives, which revealed strong support for retaining traditional buildings – especially those built before 1960 – and discouraging their demolition.

There was also strong support for new development to reflect the architectural styles that give Beaufort Street its character, such as Art Deco and Federation-era influences.

At the same time, the community expressed moderate support for contemporary designs, provided they respond to the existing character through elements like materials, colours and detailing.

These insights have been carried through into the draft policy, which places a strong emphasis on protecting the street's heritage character while allowing some flexibility for new development.

Key features of the draft policy include:

- Retaining and protecting traditional buildings and architectural styles
- Providing clear guidance on how new development should respond to heritage character
- Introducing heritage area analysis and character statements to support decision-making
- Simplifying planning requirements by aligning development standards with the state's Residential Design Codes (R-Codes)
- Removing duplicated or overly complex provisions from the previous planning framework.

The policy also removes a number of older requirements – such as precinct-specific rules, site-specific provisions and additional design layers – to create a more consistent and streamlined approach.

Importantly, while the policy provides clear guidance, it operates within the broader planning framework where decision-makers must have "due regard" to relevant policies, codes and plans when assessing development applications.

Community feedback will play an important role in considerations before the policy is finalised.

Get involved

Attachment three – social media post

City of Stirling
June 9 at 12:06 PM ·

WHAT'S OPEN | Discover City projects currently open for submissions

Community consultation typically occurs when a project or program decision has been made, and the City wants to seek opinions on that decision prior to commencement.

The projects and programs currently open for submissions include:
- Local Planning Policy - Beaufort Street and Centres in Heritage Areas
- Local Planning Policy - Non-Residential Development in Residential and Community Purpose Zones
- Tyler St and Cape St – Proposal to Permanently Close
- Differential Rates.

Submissions will be considered by officers in the decision-making process and the outcomes shared on Shaping our City project pages.

GET INVOLVED - https://www.stirling.wa.gov.au/shapingourcity See less



Attachment four – letter / newsletter

City of Stirling
City of Choice

Administration Centre
25 Cedric Street Stirling WA 6021

Telephone (08) 9205 8555
Enquiries www.stirling.wa.gov.au/enquiries
Web www.stirling.wa.gov.au
/citystirlingwa

Enquiries: *Ronni Howe – 08 9205 8555*

5 June 2026

Dear Sir/Madam

Draft Local Planning Policy – Beaufort Street and Centres in Heritage Areas
Suburbs: Mount Lawley, Menora and Inglewood

The City of Stirling is inviting community feedback on a draft Local Planning Policy that will guide how development occurs along Beaufort Street and in local centres within heritage areas.

Open for consultation from 9 to 30 June 2026, the draft policy aims to strike a balance between protecting the character of these well-loved places and allowing for thoughtful, contemporary development.

The policy is being developed as part of the City's transition to Local Planning Scheme No.4 (LPS4), which is expected to come into effect in the second half of 2026. As part of these changes, the way heritage areas are managed is also evolving.

Under State planning regulations, heritage areas can no longer be designated through local planning schemes. Instead, they must be identified and managed through local planning policies. This means a new approach is needed to guide development in areas like Beaufort Street.

The draft policy replaces the existing Beaufort Street Local Development Plan with a simplified framework that aligns with State planning requirements, while still responding to what the community values most.

To help shape the draft policy, the City sought community perspectives which showed strong support for retaining traditional buildings – especially those built before 1960 – and discouraging their demolition. There was also strong support for new development to reflect the architectural styles that give Beaufort Street its character, such as Art Deco and Federation-era influences.

These insights have been carried through into the draft policy, which places a strong emphasis on protecting the street's heritage character while allowing some flexibility for new development.

Key features of the draft policy include:

- Retaining and protecting traditional buildings and architectural styles
- Providing clear guidance on how new development should respond to heritage character
- Introducing heritage area analysis and character statements to support decision-making
- Simplifying planning requirements by aligning development standards with the State's Residential Design Codes (R-Codes)
- Removing duplicated or overly complex provisions from the previous planning framework
- Removing a number of older requirements – such as precinct-specific rules, site-specific provisions and additional design layers – to create a more consistent and streamlined approach.

Importantly, while the policy provides clear guidance, it operates within the broader planning framework where decision-makers must have "due regard" to relevant policies, codes and plans when assessing development applications.

Further detail on these changes is available on the City's website, www.stirling.wa.gov.au/city-and-council/shaping-our-city/search-all-projects/draft-local-planning-scheme-no-4, and in the minutes of the Ordinary Council Meeting held 19 May 2026 which are also available on the City's website.

Community Feedback

The City encourages residents to review and share feedback on the draft Beaufort Street and Centres LPP before 30 June 2026. To learn more and lodge a submission, visit the City's webpage, www.stirling.wa.gov.au/city-and-council/shaping-our-city/search-all-projects/draft-local-planning-scheme-no-4. If you would like to participate in this consultation using an alternative format or if you need support to lodge a submission, please contact the City on (08) 9205 8555.

Individuals who lodge a submission will receive project updates on the outcome of the consultation. Regular updates will also be published on the project page. We anticipate that the Policy will be presented to Council for final adoption at the August 2026 Council Meeting.

Yours sincerely

Neil Maull
Coordinator Schemes Policies and Heritage

Attachment five – community consultation submission form

Community Consultation Submission Form

Your Submission Details

*What project would you like to provide comment on?

After considering the likely impact of this proposal, do you?*

- Support the proposal
- Object to the proposal

*What feedback on the proposal would you like to share for consideration in the decision-making process?

If you have prepared a written submission or would like to attach any additional documents please upload below

Upload Files | Or drop files

Uploaded files

FILENAME	EXTENSION	SIZE

I agree to the terms and conditions and I consent to the collection and use of my personal information as outlined in

Local Planning Scheme No.3 – Heights under Clause 6.6.6

Properties highlighted in yellow represent sites where the mapped building height has changed.



Local Planning Policy – Beaufort Street and Centres in Heritage Areas




Grand Prom
Park St
Rosebery St
Salisbury St
Wood St
Dennison St
St Peters Pl
Butler St
Chatham St
College St
Sexton Rd
Hamer Pde
Dundas Rd
Normanby Rd
Robinson St
Crawford Rd
Nelson St
Stuart St
Clifton Cr
Tenth Av
Hollyhock Lane
Beaufort St
Hancourt St
Wallaford St
Eleventh Av
York St
Oxford St
Ninth Av
Eighth Av
Carrington St
Kennedy St
Sixth Av
Central Av
Seventh Av
Coode St
Fifth Av
Fourth Av
John St
4
3

Local Planning Policy – Beaufort Street and Centres in Heritage Areas

1. CITATION

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. This Policy may be cited as Local Planning Policy (LPP) Beaufort Street and Heritage Area Centres.

2. INTRODUCTION

The purpose of this policy is to ensure that the heritage character of Beaufort Street and the adjacent Heritage Areas is retained, protected, and reflected in new development. The Policy provides a framework for the assessment of development applications where the policy applies.

The retention of the heritage buildings, gardens and streetscapes is important in maintaining the character of the area. While many buildings in the area are important in their own right, and are afforded protection, many others contribute to the character of the area. For this reason, new development should respect this existing character, and be designed in a way that respects and contributes to the preservation of existing streetscapes and heritage buildings.

A number of architectural styles have been developed and are included within this Policy to demonstrate how protection of the heritage character of the area can be achieved while permitting development to occur.

3. OBJECTIVES

The key objectives of this Policy are to: -

a) Ensure the retention of buildings in areas subject of this policy built prior to 1960, where the architectural style of the building is generally intact, irrespective of whether it would have an impact on the streetscape;

b) To enhance the pedestrian-oriented urban character of Beaufort Street by maintaining the attractiveness of the existing character shopfront buildings whilst providing for intensification above ground floor, and intensification of other sites;

c) Ensure new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;

d) Ensure new buildings embody the architectural styles set out in this policy where appropriate;

e) To ensure that new development and buildings enhance the character, heritage and amenity of Beaufort Street and adjacent Heritage Areas;

f) To ensure the redevelopment or works to existing pre 1960's buildings are in keeping with its original architectural style;

g) To ensure new and refurbished shop fronts reflect the original shop front design, materials and details;

h) Ensure new fencing forward of the building alignment are of a design, material and colour that is complementary to the style and character of the area and building to which they belong;

i) Ensure alterations and additions support environmentally sustainable design which respects the traditional character of the area;

j) To encourage vibrant and attractive commercial and mixed use developments that are well designed, with functional and efficient building and site layouts;

k) To ensure upper floors are visually recessive and maintain the established streetscape character of areas containing buildings constructed prior to 1960;

l) To ensure that the building heights respect the established and likely future streetscape character and addresses the amenity of adjoining properties;

m) To ensure non-residential development provides an appropriate level of car parking, reflecting supply and demand.

4. APPLICATION OF THIS POLICY

This policy applies to all development proposals for properties fronting Beaufort Street, and land zoned Local Centre within the Heritage Areas outside of Beaufort Street, as identified on Figure 1 below.

Where there is an inconsistency between the provisions of this Policy and other Policies the provisions of this Policy prevails.

For built form requirements relating to mixed-use and residential development, please refer to the applicable standards and guidelines set out in the Residential Design Codes and the applicable provisions of this Policy where varied.

Application of the Policy	
Section of the Policy	**What typologies of development it applies to**
Part 6 Demolition and Traditional Buildings	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 7 Architectural Styles and General Provisions	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 8 Commercial Provisions	Applies to solely Commercial (non-residential or mixed-use) development (including additions to traditional buildings) only.
Part 9 Residential and Mixed Use Provisions	Applies to residential and mixed use development (including additions to traditional buildings) only.
Part 10 Private Community Purposes Provisions	Applies to development of sites zoned Private Community Purposes.
Part 11 Exemptions	Applies to all typologies including Residential, Mixed Use and Commercial.



Figure 1 – Areas subject to this Policy (highlighted)

5. HERITAGE AREA ANALYSIS

5.1. History of Beaufort Street and Commercial Areas

Beaufort Street developed as the principal commercial spine serving the residential suburbs of Mount Lawley, Menora, and Inglewood. Its growth was closely tied to the expansion of Perth during

the gold boom era and the introduction of the tramline from Barrack Street Jetty to Walcott Street in 1902, which encouraged commercial activity along the southern end of Beaufort Street.

Early commercial development occurred in two distinct phases:

- 1905–1914: The first wave of shops and mixed-use buildings appeared near Walcott Street, reflecting Federation-era architectural styles such as Federation Free Classical and Queen Anne.
- 1935–1940: A second major phase introduced Inter-War styles, including Art Deco, Functionalist, and Spanish Mission, coinciding with the rise of motor transport and suburban growth.

Key landmarks include:

- Astor Theatre (1914, substantially remodelled 1939) – an iconic entertainment venue showcasing Inter-War Art Deco detailing.
- Beaucott Building (1905, remodelled 1937) – a prominent corner commercial block with Federation and Functionalist influences.
- Commonwealth Bank (1938) – 672a Beaufort Street, Mount Lawley a fine example of Inter-War commercial architecture.
- Civic Hotel (1940) and Inglewood Hotel (1935–36) – social hubs reflecting Spanish Mission and Functionalist styles.
- Mount Lawley News (1910), 668 Beaufort Street, Mount Lawley;
- Civic Theatre (former) (1936), at the corner of Beaufort Street and Dundas Road, Inglewood.

Single-storey shops and corner stores proliferated along Beaufort Street and the Heritage Areas centres during this period, typically modest in scale with rendered brick parapets, recessed entries, and awnings over the footpath. These buildings formed cohesive groups that contributed to the “main street” character of the area.

5.2. Character Statements

South West Precinct

The South West Precinct, between Walcott Street and First Avenue, contains the most active commercial zone in the study area focussed around the Walcott Street intersection.

This south end was the earliest portion of Beaufort Street to develop, encouraged by the construction of the tramline from the Barrack Street Jetty to Walcott Street, completed in 1902.

Buildings in this southern portion reflect three key periods of commercial development in the locality – 1905 to 1914; 1935 to 1940 and the 1970s. From the first two periods, there are richly detailed two-storey and single storey commercial buildings in a variety of styles with nil setbacks, decorative parapets and awnings, focused near Walcott Street. In the 1970s a number of original residential buildings, which flanked the commercial hub were demolished to enable its expansion of commercial activities. Beyond this there are groupings of large Federation Bungalows, mostly converted to office and medical suites, which retain much of their traditional detailing and provide a sprinkling of green with their landscaped front setback areas.

The form and scale rarely exceed two storeys except at Perth College, whose grounds are extensive in this Precinct.

Generally, the finish of traditional buildings in the South West precinct is more finely detailed and of a higher quality than in the Middle and North East Precincts

Middle Precinct

The Middle Precinct, between First and Seventh Avenues, is characterised by a mix of historic residential and low-scale commercial development including a number of intact streetscapes of Inter-War housing styles, and rows of single storey shops with corner stores. Several two-storey blocks of Inter-War flats also contribute to the historic residential character of this precinct. In some instances former residences have been converted for commercial use, similar to the South West precinct – most notably a group between Central and Sixth Avenues, and near the corner of Third Avenue, though many original residences continue to be used for this purpose.

Generally, the traditional buildings in the Middle Precinct are less finely detailed than those in the South West Precinct.

The Inglewood Hotel represents the only major landmark in the precinct; however the Inglewood Clock Tower is visible.

In parts of the Middle Precinct the historic character has been undermined by commercial developments, which were constructed primarily in the 1970s and 1980s. The form of these intrusive developments reflects the growing dominance of car transportation at the time, with bitumised car parking common in large set-back areas in front of commercial buildings, several petrol stations and car sales yard (one now demolished, leaving a vacant bitumised site).

Late Twentieth and Early Twenty-first Century townhouse developments also feature throughout the Middle precinct.

North East Precinct

The Northeast Precinct was originally developed primarily in the Inter War period. An article in the Perth Daily News (Saturday 28 March 1936, p.18) described the newly complete Civic Theatre as “a symbol of the rapid development of Inglewood and must inspire confidence in prospective homebuilders”, indicating that the area was in the early stage of development at this time. The Inglewood Clock Town (former Civic Theatre) remains a key local landmark, in addition to the Civic Hotel at the northern end of the Precinct.

The historic character of the Northeast Precinct is primarily characterised by strips of simple single-storey Inter-War shops, and relatively modest single Inter War dwellings. Similarly to the Middle Precinct, the traditional buildings in the Northeast Precinct are less finely detailed than those in the Southwest Precinct.

The historic character of the Precinct has been somewhat eroded by intrusive development in the 1970s, 1980s and 1990s, the southern side of Beaufort between Ninth and Eleventh Avenues; and the area north of Stuart Street (excluding the Civic Hotel).

A trend towards medium density (2 and 3 storey) townhouse and mixed-use infill developments has occurred in the last decade, as Inglewood’s proximity to the City and existing amenities prove attractive to developers.

5.3 Statement of Significance

Beaufort Street and the Heritage Area commercial precincts are of aesthetic, historic, and social significance for the following reasons:

Historic Value

- Demonstrates the evolution of Perth's suburban commercial development from the early 1900s through the mid-20th century.
- Reflects the impact of transport infrastructure (tramline and later motor vehicles) on urban growth and land use.

Aesthetic Value

- Contains a highly intact collection of early 20th-century commercial buildings exhibiting Federation, Inter-War Art Deco, Functionalist, and Spanish Mission styles.
- Maintains traditional "main street" characteristics: zero front setbacks, parapet walls, continuous awnings, and fine-grain shopfronts.

Social Value

- Historically served as a focal point for community life, commerce, and entertainment for residents of Mount Lawley, Menora, and Inglewood.
- Includes landmark buildings such as theatres, hotels, and corner stores that remain important community meeting places.

Representative Value

- Exemplifies the architectural and planning principles of early suburban commercial strips in Western Australia.
- Provides a tangible link to the cultural and economic development of Perth during the gold boom and inter-war periods.

6. DEMOLITION AND TRADITIONAL BUILDINGS

6.1 Retention of Traditional Buildings

For the reasons identified above, a key objective of this Policy is the retention and conservation of traditional buildings built prior to 1960 within the Heritage Areas. To ensure this occurs, the City assess, though a development application process, the merits of demolition of a traditional building separately to considering any future redevelopment proposal.

Development proposals proposing demolition of traditional buildings are to include a written justification for the proposed demolition addressing the points below.

- Provide evidence that the building was constructed from 1960 onward;

- Detail why the building is no longer an intact example of its architectural style (not including additions), addressing its form, scale, materials and detailing;
- Detail (with evidence from a qualified structural engineer or equivalent) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (property owners are responsible for the maintenance of their asset and allowing a property to fall into disrepair will not facilitate an approval for demolition). Only where the building has been identified as an 'intrusive' or 'neutral' place (buildings of more recent design), consideration can be given to varying this requirement.

It should not be assumed that approval will be given for the demolition of traditional buildings.

6.2 Partial Demolition of a Building

Demolition of a minor portion of a traditional building may be considered during assessment of a substantive redevelopment proposal.

The demolition proposal must meet the objectives of this policy, including the retention and conservation of traditional buildings built prior to 1960. Demolition of large portions of a traditional building, or removal of original features from the front façade are unlikely to meet this requirement.

A partial demolition proposal must show the extent of the roof and wall fabric being retained. A practising structural engineer's plan, specification and detail is required to accompany an associated Building Permit application to demonstrate how the structural integrity of the existing structure will be maintained during demolition and building works.

The details are to include and not limited to:

a) Methodology statement of work sequence;
b) Details of proposed connection to the new work;
c) Detail of any support of existing floor, walls and roof structures required;
d) Details of any foundation support required.
e) Additions to traditional buildings

6.3 Additions to Traditional Buildings

All works to traditional buildings constructed prior to 1960 must ensure the retention of the building's traditional character. The provisions of Local Planning Policy – Character Retention Mount Lawley and Menora Heritage Areas or Local Planning Policy – Character Retention Inglewood Heritage Area apply to any works proposed to a traditional residential building, regardless of whether the dwelling is used for commercial purposes and must be consistent with the appropriate architectural style.

No additions to the traditional buildings should occur within the front setback area, unless restoring an original feature in the original architectural style (e.g., a verandah).

7.0 ARCHITECTURAL STYLES AND GENERAL PROVISIONS

7.1 Context and Character Analysis

Development that proposes comprehensive redevelopment of land subject to this Policy must include a written and illustrated context and character analysis which demonstrates:

a) How the proposal preserves the existing and future character of the area;
b) Where colour and material selections has been chosen from showing examples within the area; and
c) Which architectural style and frontage type is proposed demonstrating key elements of the chosen style and how it relates to its streetscape and area.

7.2 Typical Architectural Styles

As an important arterial route into the Perth CBD Beaufort Street is ideally located to contribute to accommodating the City's future population and housing needs. While zoning is in place to facilitate population growth, this needs to be carefully managed to ensure the character of the Heritage Area is maintained.

This Policy identifies the following four architectural styles that illustrate how new development can enhance and respect the heritage, character, and amenity of Beaufort Street:

- Art Deco
- Brick Simple
- Brick Decorated
- Light Classical

These are shown in Appendix 1. All new development within centres and along Beaufort Street should adhere to one of these architectural styles.

7.3 Facades

The following provisions supplement the Architectural Styles:

a) Vertical building façade elements such as columns and windows should run from ground level to the top of the building in a continuous alignment and not be introduced randomly;

b) Horizontal building façade elements such as banding and windows should run the full extent of the building in a continuous alignment and not be in a random arrangement;

c) Curved and angular building façade elements, such as corner features or balconies, should be uniform and be consistent in size and shape and not be introduced randomly;

d) Colours or patterns on facades must follow the symmetry of the building and be traditional in style and not be dispersed randomly across a façade; and

e) Building façades should include sufficient detail in accordance with the nominated architectural style and not be bland and without appropriate detail.

7.4 Typical Frontage Types

Beaufort Street is characterised by a variety of street frontage types. To augment Beaufort Street's special character and to provide the foundation of a walkable environment, the ground-level street interface of new buildings are to be designed to create a vibrant and interactive public realm.

All new development (except extensions to building built prior to 1960) subject to this Policy should adhere to one of the mixed use or residential frontage types outlined in Appendix 2.

All extensions to buildings built before 1960 should conserve and retain the original frontage type.

7.5 Openings

The following provisions supplement the Architectural Styles:

a) All openings and other architectural features should align vertically from floor to floor, except where tops of buildings step back or down to be sympathetic to lower neighbouring buildings; and

b) The component of glazing in any upper floor façade facing a street should be limited to a maximum of 40%.

7.6 Building Height

a) The nominated building heights along Beaufort Street are shown in Appendix 3.

b) Where the height of a building is not depicted in Appendix 3 the building height requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code apply.

c) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 and not shown in Appendix 3, are to be three storeys.

7.7 Blank Side Walls

a) Where new taller buildings or upper floor additions to existing buildings are to be constructed next to an existing smaller building or vacant site, the material finish of the side wall should complement the architectural character of the main building façade(s) and, where practical, the wall is to be visually articulated.

7.8 Right of Way Setbacks

a) Setbacks to Right of Ways are to be as per Figure 2 and Table 1.

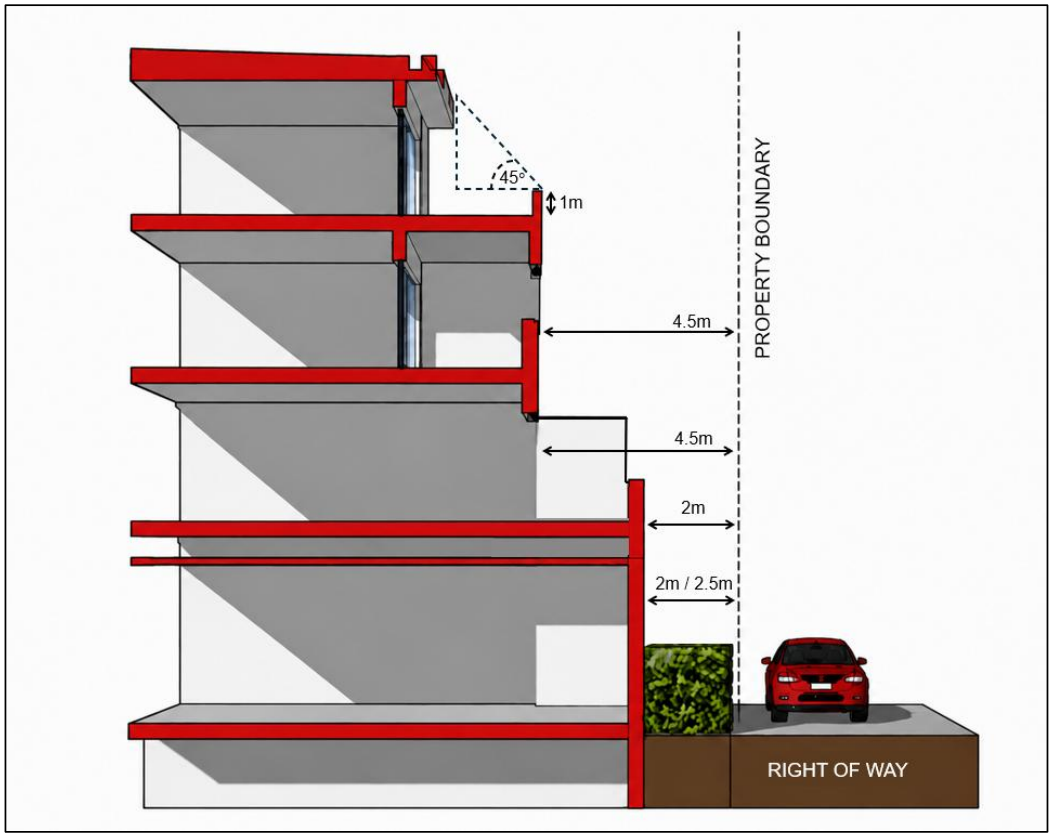


Figure 2: Right of Way Setbacks

Scenario	Minimum Setback
Ground floor development with no windows or doors facing a right of way	2m from the right of way street boundary
Ground floor development with habitable room windows facing a right of way	2.5m from the right of way street boundary
First floor balconies facing a right of way	2m from the right of way street boundary
First floor development facing a right of way	4.5m from the right of way street boundary
Second floor development (including with windows or	4.5m from the right of way street boundary

balconies) facing a right of way	
Development above the second floor	Storeys above the second storey are to be progressively recessed from the rear laneway so that, when a line is projected at 45° from a point 1 metre above the finished floor level at the applicable storeys setback line, no part of the roof extends beyond that line, as shown in Figure 2.

Table 1:Right of Way Setbacks

7.9 Additional Styles

b) Additional architectural styles derived from pre-1960's buildings present along Beaufort Street or within the Centres will be considered where the applicant can demonstrate that the design of the building will enhance the heritage, character and amenity of the Streetscape to which it belongs.

c) Proponents wishing to use an additional architectural style should provide a stylistic explanation highlighting how the style will enhance the heritage, character and amenity of the Streetscape to which it belongs.

8 COMMERCIAL PROVISIONS

8.1 Primary Controls

a) All development is to be designed in accordance with the building height, lot boundary setbacks, plot ratio (if applicable), site cover (if applicable) and overshadowing requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code. Unless otherwise specified in this policy.

b) Buildings to be set back from the primary street boundary by either:

- The average setback of existing dwellings on adjoining properties fronting the same street or
- The minimum setback required under the R-Codes,

whichever is greater.

c) Notwithstanding Clause 8.1(b) where the ground floor of a new development is designed for commercial use, the development is to be constructed to a nil setback at ground level to the primary street.

d) Where works are proposed to a building or is adjacent to buildings constructed prior to 1960, the upper floor is to be set back a minimum of 2.5 metres from the predominant building line or behind the ridge line of the traditional building, whichever is the greater (refer to Figure 3).

e) For the purposes of Primary Controls 8.1 (a) and (b), R-Codes Volume 1 Part C applies to land coded less than R80 and the R-Codes Vol.2 applies to land coded R80 and above.

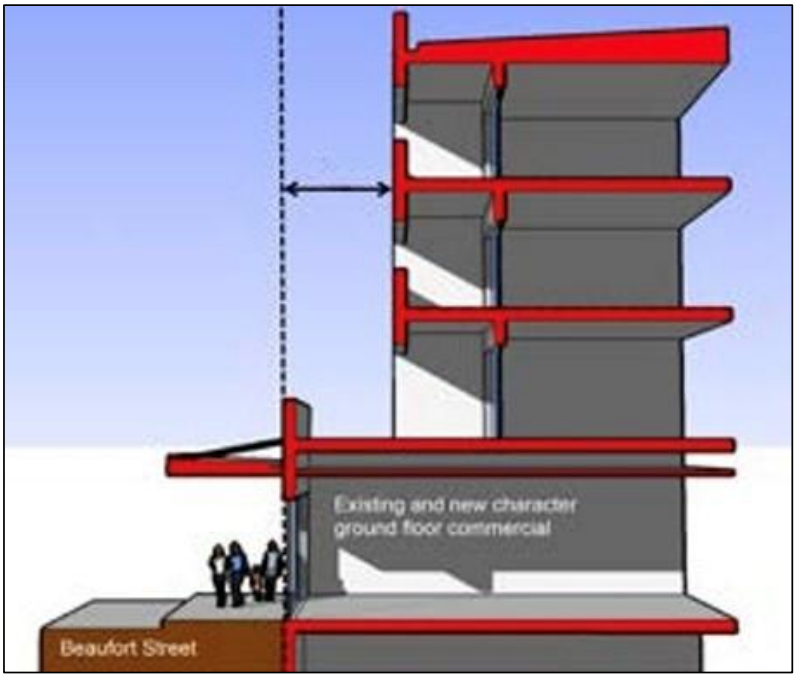


Figure 3 – Upper Floor Setback

8.2 Activation and Access

a) Buildings must address the street with a clearly defined entry point visible and accessible from the street.

b) At the ground level, buildings should address the primary street with a primary entrance and a commercial facade that is transparent over at least 50% of the area of the façade.

c) The facades of buildings facing the public realm should be articulated and avoid expanses of untreated blank walls.

d) The development is to incorporate clear pedestrian paths that are separated from vehicle access and parking areas.

8.3 Built Form and Design

a) Where development introduces new overlooking of adjacent residential properties (i.e. where no overlooking currently exists), the following apply:

- Openings to operational rooms and unenclosed outdoor spaces (such as balconies, decks, verandahs and similar) with a finished floor level of 0.5 meters or more above

natural ground level, and which overlook any part of an adjoining residential property behind its street setback line, should either:

i. Setback, in direct line of sight within the cone of vision, from the adjoining lot boundary, within the cone of vision, by of the adjoining residential property, a minimum distance specified as provided in Table 2; or

ii. Be screened to a minimum height of 1.6 metres with a permanent, fixed device that is at least 75% obscure and restricts views into the adjoining property.

Space Type	Density Code of adjoining site	
	Setback (R50 or lower)	Setback (above R50)
Operational rooms	6.0m	4.5m
Unenclosed outdoor spaces	7.5m	6.0m

Table 2: Minimum Setback Distances Within Cone of Vision

8.3 Signage

a) Signage should not cover any architectural features or detailing of a building and should not dominate the shopfront or building frontage.

b) Signage is to be positioned and designed to fit within spaces created by architectural elements on the building, in particular the awnings and pediments.

c) Signage is to be assessed against Local Planning Policy Advertising Signs.

8.4 Landscaping

Landscaping is to be assessed against Local Planning Policy Tree's and Landscaping Non-Residential.

8.5 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), must be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing must reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 4).

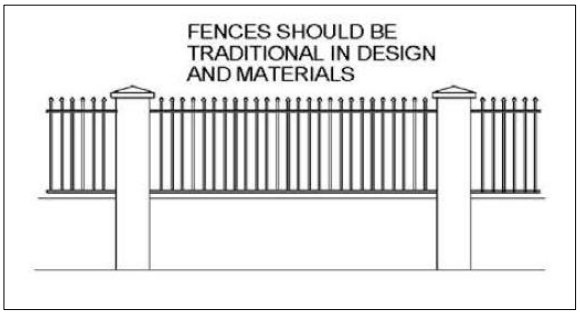


Figure 4 – Example of Open-Style Fencing

8.6 Bin Storage Areas

Bin storage areas in non-residential development are to:

a) have a minimum 10m²* area and 3.5m width;

b) be located behind the building setback line;

c) ensure that adequate space is available on-site for bulk refuse truck access and maneuvering;

d) be screened to a minimum height of 1.8m to prevent visibility from the street;

e) ensure that screening materials match or compliment the building structure; and

f) ensure that all stormwater and effluent drainage is contained on-site.

*Note: *A larger area may be required for the turning of a refuse tuck.*

8.7 Services

a) All service equipment such as air conditioners, plant, lift overruns, antennae etc. must be screened or located to avoid visibility from streets, public spaces, and neighbouring properties.

b) Lift overruns, rooftop plant, solar energy systems and servicing must not exceed 3m above the building and must be set back or integrated to minimise visibility from the public realm.

c) All water from roofs and driveways and other impermeable surfaces should, where possible, be directed to garden areas, sumps, or rainwater tanks within the development site.

8.8 Parking and Access

a) Car parking should be provided on site in accordance with Table 3 which replaces the parking requirements listed in Local Planning Policy Parking and Access.

Land Use	Required Spaces
Non-residential land use (2)	3.5 per 100m² Net lettable area (3)
Shop – 1,000m² or greater in area (2)	5.0 per 100m² Net lettable area (3)
Hotel, Tavern and Small Bar (2)	6.0 per 100m² Net lettable area (3)

Table 3: Car Parking Standards

Notes

1. *Variation of the parking rates listed above should be assessed against the objectives of Local Planning Policy Parking and Access.*
2. *An alfresco area does not require any additional parking spaces.*
3. *Existing or new on-street parking directly adjacent to the site may be calculated in the total parking requirement.*

b) Car parking spaces and maneuvering areas should be provided in accordance with AS2890.1 (as amended) and Local Planning Policy Parking and Access.

c) Rear laneways are to be used for vehicle access if available, or from side streets where rear lane access is not available;

d) Loading docks, overhead doors and other service entries are prohibited on Beaufort Street frontages and should be minimised on other street-facing facades.

9. RESIDENTIAL AND MIXED USE PROVISIONS

All Residential and Mixed Use development are to comply with the applicable Residential Design Codes, except where augmented below.

9.1 Built Form and Design

a) Residential development is to be set back from the street boundary by either:

- The average setback of existing dwellings on adjoining properties fronting the same street; or
- The minimum setback required under the R-Codes,

whichever is greater.

b) Where works are proposed to a building or is adjacent to buildings constructed prior to 1960, the upper floor is to be set back a minimum of 2.5 metres from the predominant building line or behind the ridge line of the traditional building, whichever is the greater. (refer to Figure 3).

9.2 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), must be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing must reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. ‘Blade’ or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 4).

10. PRIVATE COMMUNITY PURPOSES PROVISIONS

10.1 Orientation

a) The portion of the development fronting the street should be orientated towards the street (e.g. entrances, windows and balconies facing the street) to soften the 'institutional' feel of developments and achieve greater consistency with surrounding developments.

10.2 Building Height

a) Development should be restricted to two (2) storeys (6.0 metres wall height) above natural ground level within 10 metres of any residential lot or street boundaries abutting lots coded R50 or below and a maximum of four (4) storeys (12.0 metres wall height) above natural ground level on the remainder of the site.

10.3 Front Setbacks

a) Front setbacks should be 6.0 meters; or

b) Where adjacent sites have a lesser front setback, the setback requirement may match that of the adjacent site.

10.4 Side and Rear Setbacks

a) Where adjacent to residential properties all side and rear setbacks of all development should be calculated in accordance with State Planning Policy 7.3 Residential Design Codes applicable to the abutting property.

b) Where adjoining non-residential uses, setbacks of all development should match the prescribed setbacks of the adjacent and/or adjoining lots.

11. EXEMPTIONS FROM REQUIRING DEVELOPMENT APPROVAL

The exemptions listed below do not apply where:

- a referral to the Metropolitan Region Scheme under the Instrument of Delegation is required prior to determination; or
- the bushfire requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 apply.

The following development does not require approval:

a) the works are of a class specified in Column 1 of an item in the Table; and
b) if conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.

Applies to:	Condition(s)
The following Incidental Structures: • Satellite dish; • Air conditioner; • Solar panels; • Flagpole	Unless the development is located: • at a place listed on the Heritage List or State Register of Heritage Places.; or

• Pergola or Shade Sail; • Screening; and • Clothes line.	• within the front setback area (or attached to the front facing portion of a building including the roof) of land within the Heritage Area.
The following Incidental Structures: • Swimming Pools – below ground for private use only; and • Letterboxes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The erection or installation of a flagpole.	• The height of the flagpole is no more than 6 m above the natural ground level. • The flagpole is no more than 200 mm in diameter. • The flagpole is not used for advertising. • There is no more than 1 flagpole on the lot. The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Fencing	Only where the fence: • Comply with the requirements of the Scheme and the relevant Local Planning Policy, Structure Plan, Activity Centre Plan or Local Development Plan; • Comply with the requirements of the Residential Design Codes where applicable; • Not located within the street setback area of within a Heritage Area; and • Is not located on land included in the Heritage List or State Register of Heritage Places.
The filling of land which complies with all acceptable development requirements of the applicable Residential Design Codes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The demolition or removal of a cubbyhouse.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The installation of a water tank.	• The water tank is not installed in the street setback area of a building. • The volume of the water tank is no more than 5 000 L. • The height of the water tank is no more than — (i) for a tank fixed to a building — the height of the eaves of the building; or (ii) for a tank that is not fixed to a building and is more than 1 m from each boundary of the lot — 2.4 m; or (iii) for a tank that is not fixed to a building and is 1 m or less from a boundary of the lot — 1.8 m. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Internal building work that does not materially affect the external appearance of the building.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.

The modification of windows or new windows to a building.	• Where the modification or new window complies with the deemed-to-comply provisions of the Residential Design Codes. • Replacement is like for like with the same size, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Reroofing of a dwelling	• Replacement is like for like with the same form, pitch, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Construction of a retaining wall	• Compliant with the deemed-to-comply provisions of the Residential Design Codes. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.

12. DEFINITIONS

Unless otherwise provided for in this Policy, definitions have the same meaning as the Residential Design Codes (R-Codes), Local Planning Scheme No.4 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. The following additional definitions apply to this policy.

Operational rooms	*Rooms within non-residential development that are occupied frequently for extended periods of time by users. Examples of operational rooms include offices, consulting rooms, retail areas, manufacturing and production areas, and the like.* *Operational rooms do not include rooms such as kitchens, storerooms, service areas, corridors, stairwells and landings and the like that are not occupied on a frequent basis for extended periods of time.* *Operational rooms shall be determined by the City.*
Service fixtures	*Utilities, equipment, plant or other structures necessary for a building to achieve efficient, comfortable operating outcomes and may include rainwater storage tanks, air conditioning units, communication, power and water infrastructure, letterboxes or other fixtures necessary for the use of the building.*

13. OTHER RELEVANT DOCUMENTS

- Local Planning Scheme No.4 Scheme Text
- Planning and Development (Local Planning Schemes) Regulations 2015
- Residential Design Codes of Western Australia
- City of Stirling Heritage List
- Local Planning Policy – Heritage Area Mount Lawley and Menora
- Local Planning Policy - Heritage Area Inglewood
- State Planning Policy 3.5 Historic Heritage Conservation

APPENDIX 1: ARCHITECTURAL STYLES

Art Deco

The Art Deco style, which began in the 1920's, is inspired by the streamlined styling of modern technology, and was originally a reaction against the motifs and ornamentation of Neo-Classicism. However, Art Deco continues to adhere to the Classical compositional principles of symmetry, harmony and balance.

Compositions of street facades have strong horizontal elements, generally dominated by strong verticals, which run the full height of the façade often extend above the roof or parapet line. These vertical elements are generally located in the centre of the building, and/or at its corners, and/or in a repetitive rhythm of verticals across the entire façade. The style is also characterised by horizontal elements such as balconies, stacked in vertical alignment across several floor levels. Where present, street level canopies and sun protection over windows form strong horizontals within the composition of the street façade.

Street façade/s feature sleek and often cubic forms of fairly smooth apparent masonry, sometimes with corners that curve in plan. These street facades are often decorated in geometric forms or patterns of spheres, polygons, rectangles, trapezoids, chevrons, or sunburst motifs, arranged in symmetrical patterns. Accent materials contrast with the basic masonry walls, and are often made of materials such as terra cotta, dressed stone, aluminium, stainless steel, Bakelite, chrome, or stained glass, sometimes in vivid colours.

Windows, which align vertically across different floors, are generally inset between pilasters. Decorative transom panels are often constructed over the vertical areas between these windows.

Art Deco Style Guide Characteristics

Nominated Art Deco development should embody the style guide characteristics outlined in Figure 5.



Figure 5 – Art Deco Style Guide

Category	No.	Description
Walls	1	Upper storey uniquely expressed by means of setbacks and/or a cantilevered canopy
	2	Predominantly white or light coloured render or painted finish to walls
	3	Ground storey expressed by means of banding or changes in material or texture
	4	Geometric decorative features
	5	Use of curved elements to balconies and building edges
	6	Structure continued to ground to create a strong building base
Roof Form	7	Roof Form Pitched roof or a fat roof behind a raised parapet
Openings	8	Inset balcony spaces or projecting/partly projecting balconies

	9	Horizontal expression to glazing bars in windows
Attached Elements	10	Cantilevered canopy to group windows together
	11	Strong canopy line where there is a ground floor commercial use
	12	Use of solid balcony elements

Brick Simple

The Beaufort Street Activity Corridor Plan conceived this name for a group of styles that is characteristic of Perth, from about 1890 until the Second World War. This nominal style is found in commercial, civic, warehouse and residential buildings, and almost always involves terra cotta-coloured Perth brick with bands and/or accents of light-coloured render. Building massing is relatively simple and apparently sturdy.

The style embraces characteristics of the Federation period, as well as later post-Depression austerity. It is influenced by both the Craftsman style (present in many Mount Lawley dwellings) and the Mission Revival styles of architecture (such as that of Perth College).

Brick Simple Style Guide Characteristics

Brick Simple nominated development should embody the style guide characteristics outlined in Figure 6.



Figure 6 – Brick Simple Style Guide

Category	No.	Description
Walls	1	Upper storey sometimes expressed by means of a setback and colonnade
	2	Predominantly terra cotta brick with white or light coloured rendered bands and spandrel features
	3	Ground storey base expressed by means of banding or changes in material or texture
	4	Upper storey often expressed by means of a change in material (render, timber, etc
	5	Structure continued to ground to create a strong building base
Roof Form	6	Deep eaves to roof, at least 500mm
	7	Pitched roof (tiled or metal) with hips rather than gables between 300 and 400 angle

Openings	8	Vertically proportioned windows
	9	Inset balcony spaces when present
Attached Elements	10	Strong canopy line where there is a ground floor commercial use

Brick Decorated

The Beaufort Street Activity Corridor Plan conceived the name Brick Decorated to cover a range of eclectic but related styles of buildings present on and around Beaufort Street, dating from about 1880 until the Great Depression. Heritage architectural styles within this range include Federation, Arts and Crafts, California Bungalow, and the Victorian styles of Queen Anne, High Victorian, and Victorian Gothic. Walls are typically red brick with white or light-coloured decorative features, though they may in part be rendered. Vertical supporting elements such as posts or columns appear more light weight than in the Brick Simple style and are often more decorated.

These Brick Decorated styles overlap somewhat with those of the Light Classical style, however Brick Decorated varies from Light Classical in two ways. Firstly, Brick Decorated features extensive decorative structural motifs such as brackets, rafter tails, and attached frontage components such as wooden balconies and verandah posts, all of which are of a different material and lighter colour than that of the main wall plane. Secondly, Brick Decorated often involves overall facades that are asymmetrical (with some smaller symmetrical components), as opposed to the rigid overall symmetry of Light Classical.

Brick Decorated Style Guide Characteristics

Brick Decorated nominated development should embody the style guide characteristics outlined in Figure 7.

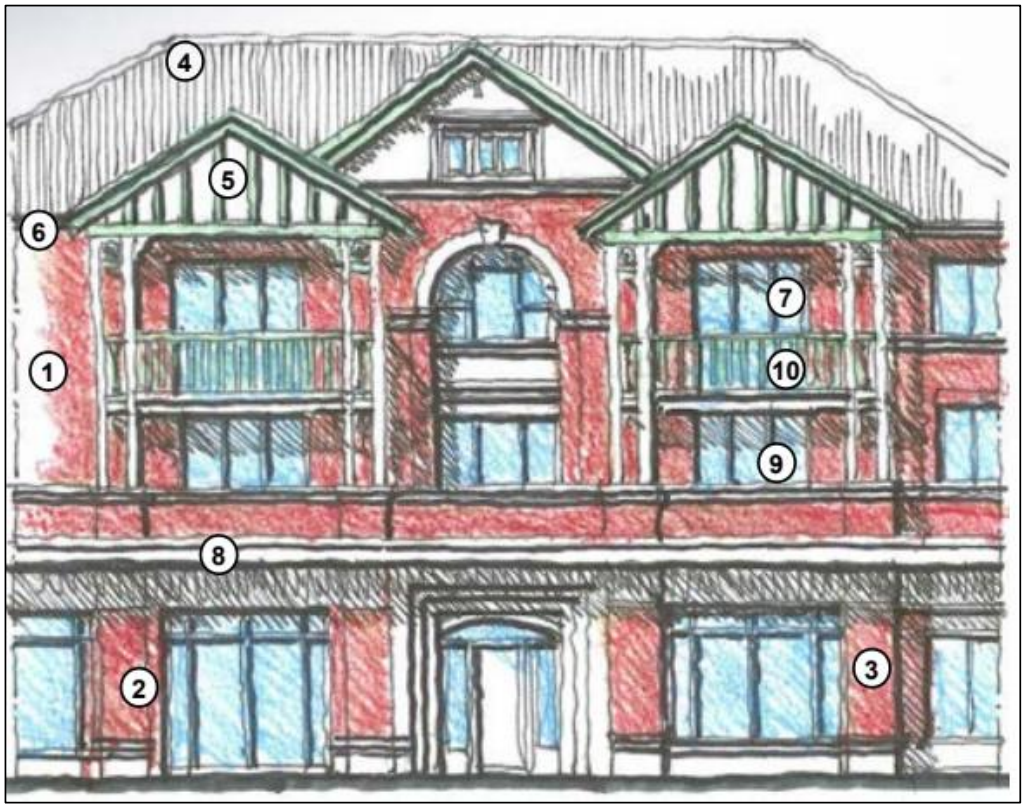


Figure 7 – Brick Decorated Style Guide

Category	No.	Description
Walls	1	Predominantly red brick with white or light coloured decorative features
	2	Building base storey expressed by means of banding or changes in material or texture
	3	Structure expressed to ground to create a strong building base e
Roof Form	4	Pitched roof (tiled or metal), between 300 to 400 angle
	5	Gables with painted timber fretwork
	6	Deep eaves to roof, minimum 400mm
Openings	7	Vertically proportioned windows
Attached Elements	8	Strong canopy line where there is a ground floor commercial use
	9	Projecting balcony spaces usually to property line, except setback minimum 2 metres behind character shopfronts and supported on a lightweight post and beam structure
	10	Vertical balusters in light colours

Light Classical

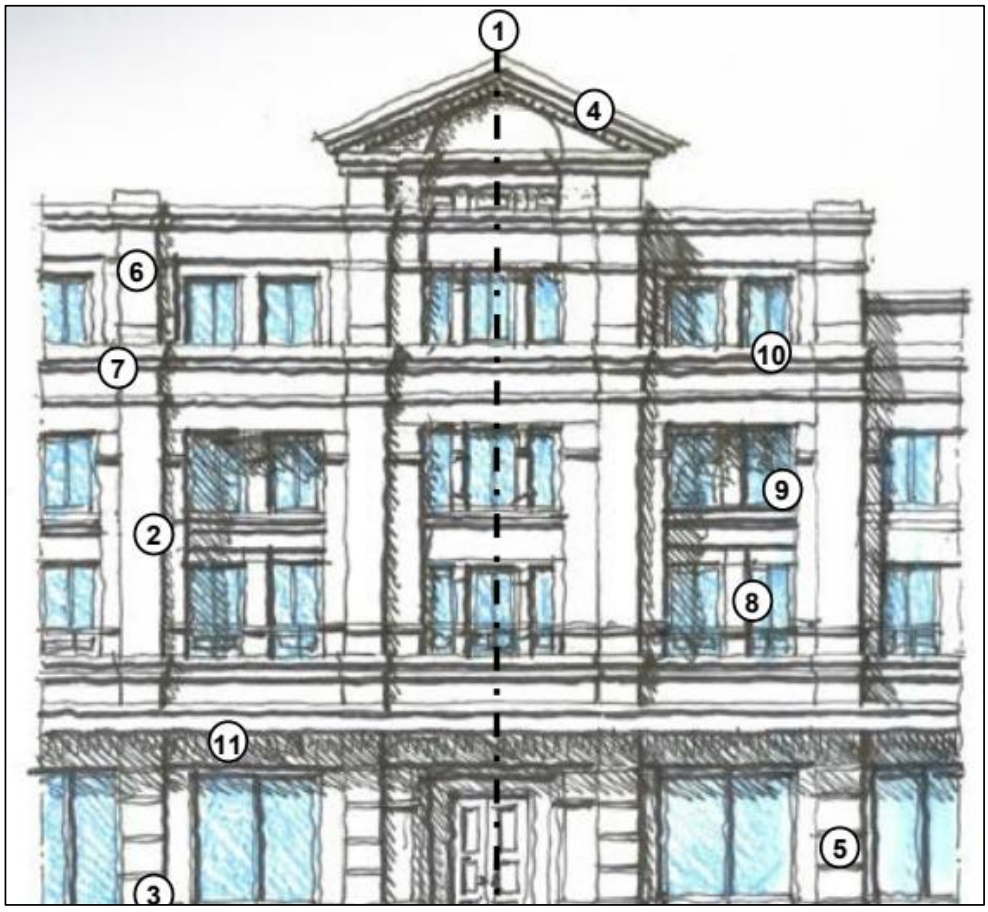
The Beaufort Street Activity Corridor Plan conceived the name of Light Classical to cover a range of eclectic but related styles of buildings present on Beaufort Street, dating from about 1880 until the Depression. Related historic styles include Classical Revival, Romantic Classicism and High Victorian, all of which use overtly classical motifs in their decoration. Buildings are usually symmetrical and well proportioned.

Street façade walls are always visibly load-bearing. Street canopies and/or verandahs should ideally have supporting posts or columns and should not be cantilevered over the footpath. However, due to some narrow footpaths and other constraints, this may not always be possible, and therefore cantilevered canopies and verandahs are permitted in those circumstances.

The compositions of the street facades usually involve Golden Rectangles, as used in Classical Greek, Roman and Renaissance architecture. Wall openings including doorways and windows are typically taller than they are wide, by at least 30%.

Light Classical Style Guide Characteristics

Light Classical nominated development should embody the style guide characteristics outlined in Figure 8.



LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

Figure 8 – Light Classical Style Guide

Category	No.	Description
Massing	1	Use of symmetry to express the classical order
Walls	2	Pilasters usually full building height and Use of double-storey order to create an urban scale when buildings are four storey or more
	3	Ground storey expressed by means of banding and/ or changes in material or texture
	4	Incorporation of pediments and other decorative features to break the parapet line and emphasise the main entrance directly beneath
	5	Structure continued to ground to create a strong building base
Roof Form	6	Flat or low-pitched roof behind a raised parapet
Openings	7	Use or classical proportioning and clear expression of a top, middle and base of the building
	8	Inset balcony spaces or loggias, when used
	9	Vertically proportioned windows and balcony openings
	10	Use of traditional decorative mouldings and motifs
Attached Elements	11	Strong canopy line where there is a ground floor commercial use

APPENDIX 2: FRONTAGE TYPES

MIXED USE – FRONTAGE TYPES

Canopy or Posted Verandah Shop Front

Description

This is a conventional shopfront and verandah frontage to provide weather protection and a place for signage with commercial buildings. A storefront provides entrance into individual stores along with display windows to attract the attention of passers-by.

A variation of the conventional shopfront and verandah frontage is where the storefront is provided with a large service window/ door that augments the visual connection between the inside of the shop and patrons within, and passers by outside.

Key elements

Verandah types as follows:

- A canopy verandah for Art Deco and Light Classical Styles; and
    - A canopy or posted verandah for Brick Decorated and Brick Simple Styles.



Figure 9 – Canopy or Posted Verandah Shop Front

Shopfront, Loggia and Canopy or Posted Verandah

Description

This frontage has a verandah and storefront but also has an upper-level loggia, which is a private outdoor space inset behind the principal wall.

Key Elements

A loggia should be provided that is a minimum dimension of 10m².



Figure 10 – Shopfront, Loggia and Canopy or Posted Verandah

Walled Forecourt

Description

A walled forecourt can be a simple but effective street frontage that takes advantage of underutilised setbacks to provide a semi-public courtyard, whilst providing definition to the street line.

This kind of courtyard/garden can provide an outdoor setting for cafes and restaurants and encourage alfresco dining that responds to the Mediterranean climate of Perth.

Key Elements

- The front fence should comply with the relevant fencing section of this Policy; and
- The forecourt should be landscaped appropriately.

Forecourt, Shopfront with Canopy or Posted Verandah

Description

This frontage is a good solution for an existing setback area, and the outdoor activities are weather protected by a verandah.

Alternatively, a shop front may be entirely retractable, to merge the energy of the footpath with that of the shop, without visual distraction.

The extension of the public realm into this kind of establishment may provide a commercial advantage, through visibility and open access.

Key Elements

The shop front may:

- be located on the front property boundary and the forecourt/verandah area may occupy a setback; or
- Be entirely retractable.



Figure 11 – Forecourt, Shopfront with Canopy or Posted Verandah

Colonnade and Shopfront

Description

This is a two-storey street frontage that covers the footpath and provides protection from the sun and rain.

Key Elements

The scale and architectural character of colonnades should be integrated into the nominated architectural style of the building they are a part of.



Figure 12 – Canopy or Posted Verandah Shop Front

RESIDENTIAL – FRONTAGE TYPES

Residential Verandah

Description

A residential frontage that has a double function. If a verandah is shallow, it mediates between the public realm and the private interior. If deep, it may also accommodate a variety of outdoor activities.

Key Elements

- The verandah may:
  - fit between other building protrusions such as bay windows; or
  - may wrap around the building.
- At ground floor level, verandahs may be walled or un-walled; and
- In apartment buildings, the ground floor verandahs may be associated with the building entry, sometimes integrating with a canopy or stairs that may project forward of the building setback line.

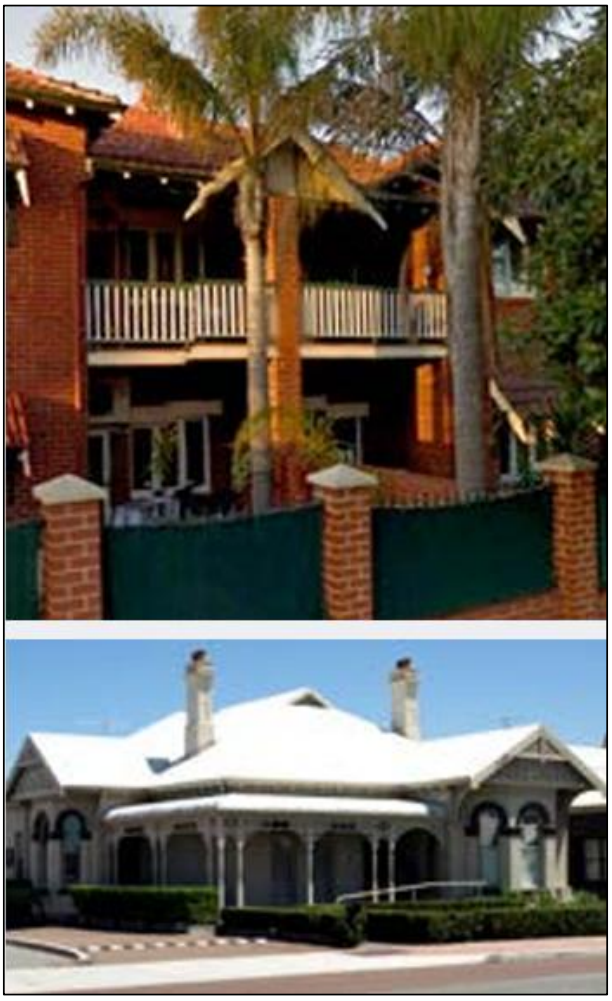


Figure 13– Residential Verandah

Stoop

Description

A stoop is a residential street frontage with a stair and landing threshold between building and public realm that allows dwellings to be close to, but lifted off, the footpath, so that the privacy of their inhabitants is maintained.

Key Elements

- Stoops can be roofed or open to the sky and should be integrated into the site and garden plans of the building they are a part of; and

- A stoop should be a maximum of 1.2m in height above natural ground level.



Figure 14 – Stoop

Open Walled Front Yard

Description

This residential street frontage type can be used to enclose the front yard or garden at the front of ground floor apartments. It is typically designed as a series of piers connected by iron fencing that allows for good visibility into the yard but provides some privacy and sense of security.

Key Elements

- Front fences should be in accordance with fencing section of this Policy; and
- Front setbacks should be landscaped appropriately.



Figure 15 – Open Walled Front Yard

Stair Front Residential

Description

This street frontage type uses stairs as a prominent masonry feature to get to upper level apartments.

Key Elements

- Stair patterns may be symmetrical or asymmetrical;
- Stairs may be combined with recessed balconies or landings; and
- The stairs may project forward of the front setback line.



Figure 16 – Stair Front Residential

Art Deco Frontage with Inset Balconies and Shutters

Description

Typically, many Art Deco apartment buildings in Australia did not have external front balconies.

Key Elements

- A building in the Art Deco style should include translucent shutters that are designed to be in accordance with the art deco style guide characteristics that have horizontal and vertical banding.



Figure 17 – Art Deco Frontage with Inset Balconies and Shutters

APPENDIX 3: BUILDING HEIGHT MAPS

Note: The lots depicted in Appendix 3 with an "P" marked are as per the Private Community Purposes section of this Policy.



Figure 18 – Beaufort Street Building Heights (Mount Lawley)



Figure 19 – Beaufort Street Building Heights (Inglewood)

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

OFFICE USE ONLY:

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

Local Planning Policy – Beaufort Street and Centres in Heritage Areas

1. CITATION

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. This Policy may be cited as Local Planning Policy (LPP) Beaufort Street and Heritage Area Centres.

2. INTRODUCTION

The purpose of this policy is to ensure that the heritage character of Beaufort Street and the adjacent Heritage Areas is retained, protected, and reflected in new development. The Policy provides a framework for the assessment of development applications where the policy applies.

The retention of the heritage buildings, gardens and streetscapes is important in maintaining the character of the area. While many buildings in the area are important in their own right, and are afforded protection, many others contribute to the character of the area. For this reason, new development should respect this existing character, and be designed in a way that respects and contributes to the preservation of existing streetscapes and heritage buildings.

A number of architectural styles have been developed and are included within this Policy to demonstrate how protection of the heritage character of the area can be achieved while permitting development to occur.

3. OBJECTIVES

The key objectives of this Policy are to: -

a) Ensure the retention of buildings in areas subject of this policy built prior to 1960, where the architectural style of the building is generally intact, irrespective of whether it would have an impact on the streetscape;

b) To enhance the pedestrian-oriented urban character of Beaufort Street by maintaining the attractiveness of the existing character shopfront buildings whilst providing for intensification above ground floor, and intensification of other sites;

c) Ensure new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;

d) Ensure new buildings embody the architectural styles set out in this policy where appropriate;

e) To ensure that new development and buildings enhance the character, heritage and amenity of Beaufort Street and adjacent Heritage Areas;

f) To ensure the redevelopment or works to existing pre 1960's buildings are in keeping with its original architectural style;

g) To ensure new and refurbished shop fronts reflect the original shop front design, materials and details;

h) Ensure new fencing forward of the building alignment are of a design, material and colour that is complementary to the style and character of the area and building to which they belong;

i) Ensure alterations and additions support environmentally sustainable design which respects the traditional character of the area;

j) To encourage vibrant and attractive commercial and mixed use developments that are well designed, with functional and efficient building and site layouts;

k) To ensure upper floors are visually recessive and maintain the established streetscape character of areas containing buildings constructed prior to 1960;

l) To ensure that the building heights respect the established and likely future streetscape character and addresses the amenity of adjoining properties;

m) To ensure non-residential development provides an appropriate level of car parking, reflecting supply and demand.

4. APPLICATION OF THIS POLICY

This policy applies to all development proposals for properties fronting Beaufort Street, and land zoned Local Centre within the Heritage Areas outside of Beaufort Street, as identified on Figure 1 below.

Where there is an inconsistency between the provisions of this Policy and other Policies the provisions of this Policy prevails.

For built form requirements relating to mixed-use and residential development, please refer to the applicable standards and guidelines set out in the Residential Design Codes and the applicable provisions of this Policy where varied.

Application of the Policy	
Section of the Policy	**What typologies of development it applies to**
Part 6 Demolition and Traditional Buildings	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 7 Architectural Styles and General Provisions	Applies to all typologies including Residential, Mixed Use and Commercial.
Part 8 Commercial Provisions	Applies to solely Commercial (non-residential or mixed-use) development (including additions to traditional buildings) only.
Part 9 Residential and Mixed Use Provisions	Applies to residential and mixed use development (including additions to traditional buildings) only.
Part 10 Private Community Purposes Provisions	Applies to development of sites zoned Private Community Purposes.
Part 11 Exemptions	Applies to all typologies including Residential, Mixed Use and Commercial.



Figure 1 – Areas subject to this Policy (highlighted)

5. HERITAGE AREA ANALYSIS

5.1. History of Beaufort Street and Commercial Areas

Beaufort Street developed as the principal commercial spine serving the residential suburbs of Mount Lawley, Menora, and Inglewood. Its growth was closely tied to the expansion of Perth during

the gold boom era and the introduction of the tramline from Barrack Street Jetty to Walcott Street in 1902, which encouraged commercial activity along the southern end of Beaufort Street.

Early commercial development occurred in two distinct phases:

- 1905–1914: The first wave of shops and mixed-use buildings appeared near Walcott Street, reflecting Federation-era architectural styles such as Federation Free Classical and Queen Anne.
- 1935–1940: A second major phase introduced Inter-War styles, including Art Deco, Functionalist, and Spanish Mission, coinciding with the rise of motor transport and suburban growth.

Key landmarks include:

- Astor Theatre (1914, substantially remodelled 1939) – an iconic entertainment venue showcasing Inter-War Art Deco detailing.
- Beaucott Building (1905, remodelled 1937) – a prominent corner commercial block with Federation and Functionalist influences.
- Commonwealth Bank (1938) – 672a Beaufort Street, Mount Lawley a fine example of Inter-War commercial architecture.
- Civic Hotel (1940) and Inglewood Hotel (1935–36) – social hubs reflecting Spanish Mission and Functionalist styles.
- Mount Lawley News (1910), 668 Beaufort Street, Mount Lawley;
- Civic Theatre (former) (1936), at the corner of Beaufort Street and Dundas Road, Inglewood.

Single-storey shops and corner stores proliferated along Beaufort Street and the Heritage Areas centres during this period, typically modest in scale with rendered brick parapets, recessed entries, and awnings over the footpath. These buildings formed cohesive groups that contributed to the “main street” character of the area.

5.2. Character Statements

South West Precinct

The South West Precinct, between Walcott Street and First Avenue, contains the most active commercial zone in the study area focussed around the Walcott Street intersection.

This south end was the earliest portion of Beaufort Street to develop, encouraged by the construction of the tramline from the Barrack Street Jetty to Walcott Street, completed in 1902.

Buildings in this southern portion reflect three key periods of commercial development in the locality – 1905 to 1914; 1935 to 1940 and the 1970s. From the first two periods, there are richly detailed two-storey and single storey commercial buildings in a variety of styles with nil setbacks, decorative parapets and awnings, focused near Walcott Street. In the 1970s a number of original residential buildings, which flanked the commercial hub were demolished to enable its expansion of commercial activities. Beyond this there are groupings of large Federation Bungalows, mostly converted to office and medical suites, which retain much of their traditional detailing and provide a sprinkling of green with their landscaped front setback areas.

The form and scale rarely exceed two storeys except at Perth College, whose grounds are extensive in this Precinct.

Generally, the finish of traditional buildings in the South West precinct is more finely detailed and of a higher quality than in the Middle and North East Precincts

Middle Precinct

The Middle Precinct, between First and Seventh Avenues, is characterised by a mix of historic residential and low-scale commercial development including a number of intact streetscapes of Inter-War housing styles, and rows of single storey shops with corner stores. Several two-storey blocks of Inter-War flats also contribute to the historic residential character of this precinct. In some instances former residences have been converted for commercial use, similar to the South West precinct – most notably a group between Central and Sixth Avenues, and near the corner of Third Avenue, though many original residences continue to be used for this purpose.

Generally, the traditional buildings in the Middle Precinct are less finely detailed than those in the South West Precinct.

The Inglewood Hotel represents the only major landmark in the precinct; however the Inglewood Clock Tower is visible.

In parts of the Middle Precinct the historic character has been undermined by commercial developments, which were constructed primarily in the 1970s and 1980s. The form of these intrusive developments reflects the growing dominance of car transportation at the time, with bitumised car parking common in large set-back areas in front of commercial buildings, several petrol stations and car sales yard (one now demolished, leaving a vacant bitumised site).

Late Twentieth and Early Twenty-first Century townhouse developments also feature throughout the Middle precinct.

North East Precinct

The Northeast Precinct was originally developed primarily in the Inter War period. An article in the Perth Daily News (Saturday 28 March 1936, p.18) described the newly complete Civic Theatre as “a symbol of the rapid development of Inglewood and must inspire confidence in prospective homebuilders”, indicating that the area was in the early stage of development at this time. The Inglewood Clock Town (former Civic Theatre) remains a key local landmark, in addition to the Civic Hotel at the northern end of the Precinct.

The historic character of the Northeast Precinct is primarily characterised by strips of simple single-storey Inter-War shops, and relatively modest single Inter War dwellings. Similarly to the Middle Precinct, the traditional buildings in the Northeast Precinct are less finely detailed than those in the Southwest Precinct.

The historic character of the Precinct has been somewhat eroded by intrusive development in the 1970s, 1980s and 1990s, the southern side of Beaufort between Ninth and Eleventh Avenues; and the area north of Stuart Street (excluding the Civic Hotel).

A trend towards medium density (2 and 3 storey) townhouse and mixed-use infill developments has occurred in the last decade, as Inglewood’s proximity to the City and existing amenities prove attractive to developers.

5.3 Statement of Significance

Beaufort Street and the Heritage Area commercial precincts are of aesthetic, historic, and social significance for the following reasons:

Historic Value

- Demonstrates the evolution of Perth's suburban commercial development from the early 1900s through the mid-20th century.
- Reflects the impact of transport infrastructure (tramline and later motor vehicles) on urban growth and land use.

Aesthetic Value

- Contains a highly intact collection of early 20th-century commercial buildings exhibiting Federation, Inter-War Art Deco, Functionalist, and Spanish Mission styles.
- Maintains traditional "main street" characteristics: zero front setbacks, parapet walls, continuous awnings, and fine-grain shopfronts.

Social Value

- Historically served as a focal point for community life, commerce, and entertainment for residents of Mount Lawley, Menora, and Inglewood.
- Includes landmark buildings such as theatres, hotels, and corner stores that remain important community meeting places.

Representative Value

- Exemplifies the architectural and planning principles of early suburban commercial strips in Western Australia.
- Provides a tangible link to the cultural and economic development of Perth during the gold boom and inter-war periods.

6. DEMOLITION AND TRADITIONAL BUILDINGS

6.1 Retention of Traditional Buildings

For the reasons identified above, a key objective of this Policy is the retention and conservation of traditional buildings built prior to 1960 within the Heritage Areas. To ensure this occurs, the City assess, though a development application process, the merits of demolition of a traditional building separately to considering any future redevelopment proposal.

Development proposals proposing demolition of traditional buildings are to include a written justification for the proposed demolition addressing the points below.

- Provide evidence that the building was constructed from 1960 onward;
- Detail why the building is no longer an intact example of its architectural style (not including additions), addressing its form, scale, materials and detailing;

- Detail (with evidence from a qualified structural engineer or equivalent) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (property owners are responsible for the maintenance of their asset and allowing a property to fall into disrepair will not facilitate an approval for demolition). Only where the building has been identified as an 'intrusive' or 'neutral' place (buildings of more recent design), consideration can be given to varying this requirement.

It should not be assumed that approval will be given for the demolition of traditional buildings.

6.2 Partial Demolition of a Building

Demolition of a minor portion of a traditional building may be considered during assessment of a substantive redevelopment proposal.

The demolition proposal must meet the objectives of this policy, including the retention and conservation of traditional buildings built prior to 1960. Demolition of large portions of a traditional building, or removal of original features from the front façade are unlikely to meet this requirement.

A partial demolition proposal must show the extent of the roof and wall fabric being retained. A practising structural engineer's plan, specification and detail is required to accompany an associated Building Permit application to demonstrate how the structural integrity of the existing structure will be maintained during demolition and building works.

The details are to include and not limited to:

a) Methodology statement of work sequence;
b) Details of proposed connection to the new work;
c) Detail of any support of existing floor, walls and roof structures required;
d) Details of any foundation support required.
e) Additions to traditional buildings

6.3 Additions to Traditional Buildings

All works to traditional buildings constructed prior to 1960 must ensure the retention of the building's traditional character. The provisions of Local Planning Policy – Character Retention Mount Lawley and Menora Heritage Areas or Local Planning Policy – Character Retention Inglewood Heritage Area apply to any works proposed to a traditional residential building, regardless of whether the dwelling is used for commercial purposes and must be consistent with the appropriate architectural style.

No additions to the traditional buildings should occur within the front setback area, unless restoring an original feature in the original architectural style (e.g., a verandah).

7.0 ARCHITECTURAL STYLES AND GENERAL PROVISIONS

7.1 Context and Character Analysis

Development that proposes comprehensive redevelopment of land subject to this Policy must include a written and illustrated context and character analysis which demonstrates:

a) How the proposal preserves the existing and future character of the area;
b) Where colour and material selections has been chosen from showing examples within the area; and
c) Which architectural style and frontage type is proposed demonstrating key elements of the chosen style and how it relates to its streetscape and area.

7.2 Typical Architectural Styles

As an important arterial route into the Perth CBD Beaufort Street is ideally located to contribute to accommodating the City's future population and housing needs. While zoning is in place to facilitate population growth, this needs to be carefully managed to ensure the character of the Heritage Area is maintained.

This Policy identifies the following four architectural styles that illustrate how new development can enhance and respect the heritage, character, and amenity of Beaufort Street:

- Art Deco
- Brick Simple
- Brick Decorated
- Light Classical

These are shown in Appendix 1. All new development within centres and along Beaufort Street should adhere to one of these architectural styles.

7.3 Facades

The following provisions supplement the Architectural Styles:

a) Vertical building façade elements such as columns and windows should run from ground level to the top of the building in a continuous alignment and not be introduced randomly;

b) Horizontal building façade elements such as banding and windows should run the full extent of the building in a continuous alignment and not be in a random arrangement;

c) Curved and angular building façade elements, such as corner features or balconies, should be uniform and be consistent in size and shape and not be introduced randomly;

d) Colours or patterns on facades must follow the symmetry of the building and be traditional in style and not be dispersed randomly across a façade; and

e) Building façades should include sufficient detail in accordance with the nominated architectural style and not be bland and without appropriate detail.

7.4 Typical Frontage Types

Beaufort Street is characterised by a variety of street frontage types. To augment Beaufort Street's special character and to provide the foundation of a walkable environment, the ground-level street interface of new buildings are to be designed to create a vibrant and interactive public realm.

All new development (except extensions to building built prior to 1960) subject to this Policy should adhere to one of the mixed use or residential frontage types outlined in Appendix 2.

All extensions to buildings built before 1960 should conserve and retain the original frontage type.

7.5 Openings

The following provisions supplement the Architectural Styles:

a) All openings and other architectural features should align vertically from floor to floor, except where tops of buildings step back or down to be sympathetic to lower neighbouring buildings; and

b) The component of glazing in any upper floor façade facing a street should be limited to a maximum of 40%.

7.6 Building Height

a) The nominated building heights along Beaufort Street are shown in Appendix 3.

b) Where the height of a building is not depicted in Appendix 3 the building height requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code apply.

c) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 and not shown in Appendix 3, are to be three storeys.

7.7 Blank Side Walls

a) Where new taller buildings or upper floor additions to existing buildings are to be constructed next to an existing smaller building or vacant site, the material finish of the side wall should complement the architectural character of the main building façade(s) and, where practical, the wall is to be visually articulated.

7.8 Right of Way Setbacks

a) Setbacks to Right of Ways are to be as per Figure 2 and Table 1.

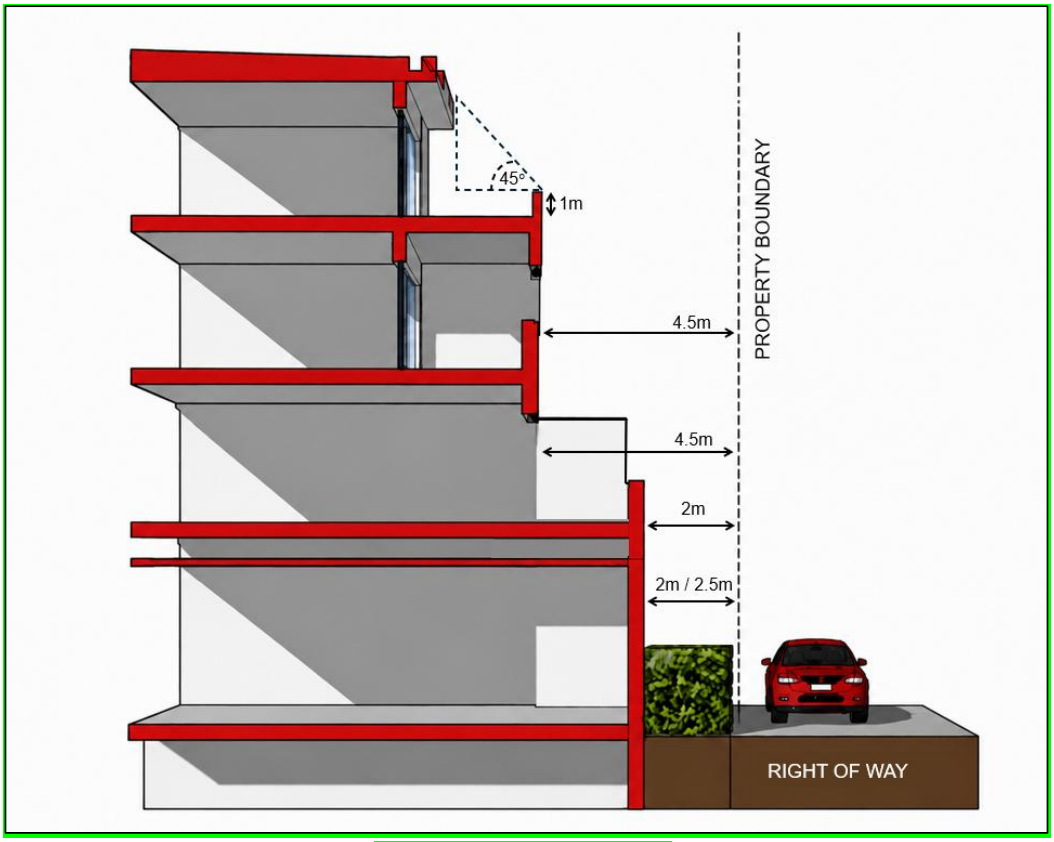


Figure 2: Right of Way Setbacks

Scenario	Minimum Setback
Ground floor development with no windows or doors facing a right of way	2m from the right of way street boundary
Ground floor development with habitable room windows facing a right of way	2.5m from the right of way street boundary
First floor balconies facing a right of way	2m from the right of way street boundary
First floor development facing a right of way	4.5m from the right of way street boundary
Second floor development (including with windows or	4.5m from the right of way street boundary

balconies) facing a right of way	
Development above the second floor	Storeys above the second storey are to be progressively recessed from the rear laneway so that, when a line is projected at 45° from a point 1 metre above the finished floor level at the applicable storeys setback line, no part of the roof extends beyond that line, as shown in Figure 2.

Table 1:Right of Way Setbacks

7.9 Additional Styles

b) Additional architectural styles derived from pre-1960's buildings present along Beaufort Street or within the Centres will be considered where the applicant can demonstrate that the design of the building will enhance the heritage, character and amenity of the Streetscape to which it belongs.

c) Proponents wishing to use an additional architectural style should provide a stylistic explanation highlighting how the style will enhance the heritage, character and amenity of the Streetscape to which it belongs.

8 COMMERCIAL PROVISIONS

8.1 Primary Controls

a) All development is to be designed in accordance with the building height, lot boundary setbacks, plot ratio (if applicable), site cover (if applicable) and overshadowing requirements of the Residential Design Codes (R-Codes) applicable to the assigned density code. Unless otherwise specified in this policy.

b) Buildings to be set back from the primary street boundary by either:

- The average setback of existing dwellings on adjoining properties fronting the same street or
- The minimum setback required under the R-Codes,

whichever is greater.

c) Notwithstanding Clause 8.1(b) where the ground floor of a new development is designed for commercial use, the development is to be constructed to a nil setback at ground level to the primary street.

d) Where works are proposed to a building or is adjacent to buildings constructed prior to 1960, the upper floor is to be set back a minimum of 2.5 metres from the predominant building line or behind the ridge line of the traditional building, whichever is the greater (refer to Figure 3).

e) For the purposes of Primary Controls 8.1 (a) and (b), R-Codes Volume 1 Part C applies to land coded less than R80 and the R-Codes Vol.2 applies to land coded R80 and above.

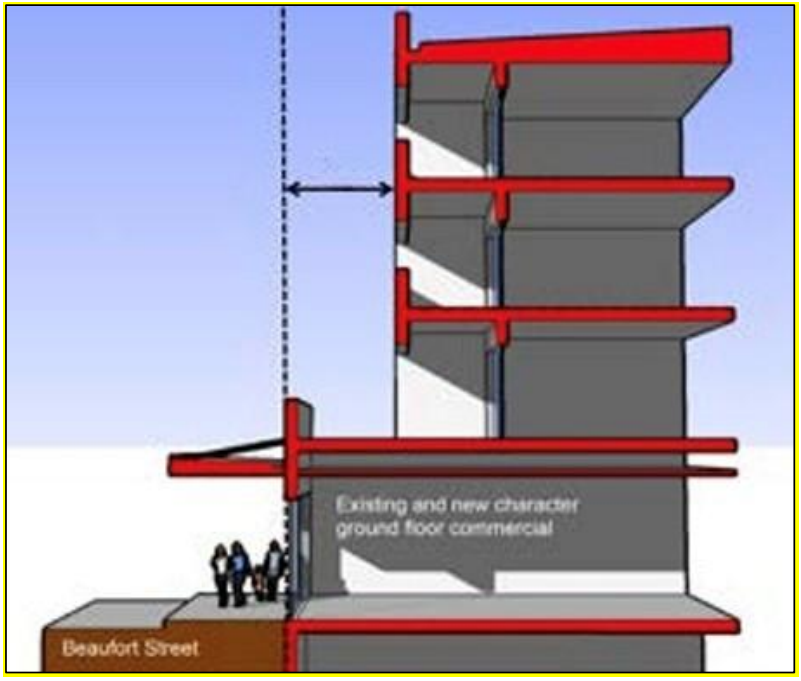


Figure 3 – Upper Floor Setback

8.2 Activation and Access

a) Buildings must address the street with a clearly defined entry point visible and accessible from the street.

b) At the ground level, buildings should address the primary street with a primary entrance and a commercial facade that is transparent over at least 50% of the area of the façade.

c) The facades of buildings facing the public realm should be articulated and avoid expanses of untreated blank walls.

d) The development is to incorporate clear pedestrian paths that are separated from vehicle access and parking areas.

8.3 Built Form and Design

~~a) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 are limited to a maximum of three storeys.~~

a) Where development introduces new overlooking of adjacent residential properties (i.e. where no overlooking currently exists), the following apply:

- Openings to operational rooms and unenclosed outdoor spaces (such as balconies, decks, verandahs and similar) with a finished floor level of 0.5 meters or more above natural ground level, and which overlook any part of an adjoining residential property behind its street setback line, should either:

  i. Setback, in direct line of sight within the cone of vision, from the adjoining lot boundary, within the cone of vision, by of the adjoining residential property, a minimum distance specified as provided in Table 2; or

  ii. Be screened to a minimum height of 1.6 metres with a permanent, fixed device that is at least 75% obscure and restricts views into the adjoining property.

Space Type	Density Code of adjoining site	
	Setback (R50 or lower)	Setback (above R50)
Operational rooms	6.0m	4.5m
Unenclosed outdoor spaces	7.5m	6.0m

Table 2: Minimum Setback Distances Within Cone of Vision

8.3 Signage

a) Signage should not cover any architectural features or detailing of a building and should not dominate the shopfront or building frontage.

b) Signage is to be positioned and designed to fit within spaces created by architectural elements on the building, in particular the awnings and pediments.

c) Signage is to be assessed against Local Planning Policy Advertising Signs.

8.4 Landscaping

Landscaping is to be assessed against Local Planning Policy Tree's and Landscaping Non-Residential.

8.5 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), must be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing must reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 4).

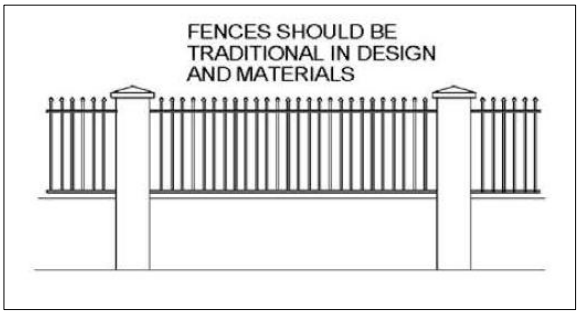


Figure 4 – Example of Open-Style Fencing

8.6 Bin Storage Areas

Bin storage areas in non-residential development are to:

a) have a minimum 10m²* area and 3.5m width;

b) be located behind the building setback line;

c) ensure that adequate space is available on-site for bulk refuse truck access and maneuvering;

d) be screened to a minimum height of 1.8m to prevent visibility from the street;

e) ensure that screening materials match or compliment the building structure; and

f) ensure that all stormwater and effluent drainage is contained on-site.

*Note: *A larger area may be required for the turning of a refuse tuck.*

8.7 Services

a) All service equipment such as air conditioners, plant, lift overruns, antennae etc. must be screened or located to avoid visibility from streets, public spaces, and neighbouring properties.

b) Lift overruns, rooftop plant, solar energy systems and servicing must not exceed 3m above the building and must be set back or integrated to minimise visibility from the public realm.

c) All water from roofs and driveways and other impermeable surfaces should, where possible, be directed to garden areas, sumps, or rainwater tanks within the development site.

8.8 Parking and Access

a) Car parking should be provided on site in accordance with Table 3 which replaces the parking requirements listed in Local Planning Policy Parking and Access.

Land Use	Required Spaces
Non-residential land use (2)	3.5 per 100m² Net lettable area (3)
Shop – 1,000m² or greater in area (2)	5.0 per 100m² Net lettable area (3)
Hotel, Tavern and Small Bar (2)	6.0 per 100m² Net lettable area (3)

Table 3: Car Parking Standards

Notes

1. *Variation of the parking rates listed above should be assessed against the objectives of Local Planning Policy Parking and Access.*
2. *An alfresco area does not require any additional parking spaces.*
3. *Existing or new on-street parking directly adjacent to the site may be calculated in the total parking requirement.*

b) Car parking spaces and maneuvering areas should be provided in accordance with AS2890.1 (as amended) and Local Planning Policy Parking and Access.

c) Rear laneways are to be used for vehicle access if available, or from side streets where rear lane access is not available;

d) Loading docks, overhead doors and other service entries are prohibited on Beaufort Street frontages and should be minimised on other street-facing facades.

9. RESIDENTIAL AND MIXED USE PROVISIONS

All Residential and Mixed Use development are to comply with the applicable Residential Design Codes, except where augmented below.

9.1 Built Form and Design

a) Residential development is to be set back from the street boundary by either:

- The average setback of existing dwellings on adjoining properties fronting the same street; or
- The minimum setback required under the R-Codes,

whichever is greater.

b) Where works are proposed to a building or is adjacent to buildings constructed prior to 1960, the upper floor is to be set back a minimum of 2.5 metres from the predominant building line or behind the ridge line of the traditional building, whichever is the greater. (refer to Figure 3).

~~c) Building heights within centres located in the Heritage Areas outside of Beaufort Street as depicted on Figure 1 are limited to a maximum of three storeys.~~

9.2 Fencing

a) Fences within 6 metres of the street alignment, or between the street alignment and a building (whichever is less), must be visually permeable above 0.75 metres and are to be constructed of a high-quality material such as masonry;

b) Fencing is to be compatible with the style and character of the dwelling in terms of design, detail, and colour;

c) Fencing must reflect a traditional style, incorporating capped piers and infill panels with traditional detailing. 'Blade' or horizontal style infill is not a traditional detail;

d) Open-style fences forward of the predominant building line may be constructed to 1.2m above natural ground level; and

e) The height of open-style fencing may be increased to a maximum of 1.8m above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill in traditional designs (rather than timber picket infill) (refer Figure 4).

10. PRIVATE COMMUNITY PURPOSES PROVISIONS

10.1 Orientation

a) The portion of the development fronting the street should be orientated towards the street (e.g. entrances, windows and balconies facing the street) to soften the 'institutional' feel of developments and achieve greater consistency with surrounding developments.

10.2 Building Height

a) Development should be restricted to two (2) storeys (6.0 metres wall height) above natural ground level within 10 metres of any residential lot or street boundaries abutting lots coded R50 or below and a maximum of four (4) storeys (12.0 metres wall height) above natural ground level on the remainder of the site.

10.3 Front Setbacks

a) Front setbacks should be 6.0 meters; or

b) Where adjacent sites have a lesser front setback, the setback requirement may match that of the adjacent site.

10.4 Side and Rear Setbacks

a) Where adjacent to residential properties all side and rear setbacks of all development should be calculated in accordance with State Planning Policy 7.3 Residential Design Codes applicable to the abutting property.

b) Where adjoining non-residential uses, setbacks of all development should match the prescribed setbacks of the adjacent and/or adjoining lots.

11. EXEMPTIONS FROM REQUIRING DEVELOPMENT APPROVAL

The exemptions listed below do not apply where:

- a referral to the Metropolitan Region Scheme under the Instrument of Delegation is required prior to determination; or
- the bushfire requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 apply.

The following development does not require approval:

a) the works are of a class specified in Column 1 of an item in the Table; and
b) if conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.

Applies to:	Condition(s)
The following Incidental Structures: • Satellite dish; • Air conditioner; • Solar panels;	Unless the development is located: • at a place listed on the Heritage List or State Register of Heritage Places.; or

• Flagpole • Pergola or Shade Sail; • Screening; and • Clothes line.	• within the front setback area (or attached to the front facing portion of a building including the roof) of land within the Heritage Area.
The following Incidental Structures: • Swimming Pools – below ground for private use only; and • Letterboxes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The erection or installation of a flagpole.	• The height of the flagpole is no more than 6 m above the natural ground level. • The flagpole is no more than 200 mm in diameter. • The flagpole is not used for advertising. • There is no more than 1 flagpole on the lot. The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Fencing	Only where the fence: • Comply with the requirements of the Scheme and the relevant Local Planning Policy, Structure Plan, Activity Centre Plan or Local Development Plan; • Comply with the requirements of the Residential Design Codes where applicable; • Not located within the street setback area of within a Heritage Area; and • Is not located on land included in the Heritage List or State Register of Heritage Places.
The filling of land which complies with all acceptable development requirements of the applicable Residential Design Codes.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The demolition or removal of a cubbyhouse.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
The installation of a water tank.	• The water tank is not installed in the street setback area of a building. • The volume of the water tank is no more than 5 000 L. • The height of the water tank is no more than — (i) for a tank fixed to a building — the height of the eaves of the building; or (ii) for a tank that is not fixed to a building and is more than 1 m from each boundary of the lot — 2.4 m; or (iii) for a tank that is not fixed to a building and is 1 m or less from a boundary of the lot — 1.8 m. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Internal building work that does not materially affect the external appearance of the building.	• The works are not located at a place listed on the Heritage List or State Register of Heritage Places.

The modification of windows or new windows to a building.	• Where the modification or new window complies with the deemed-to-comply provisions of the Residential Design Codes. • Replacement is like for like with the same size, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Reroofing of a dwelling	• Replacement is like for like with the same form, pitch, design, materials and colours. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.
Construction of a retaining wall	• Compliant with the deemed-to-comply provisions of the Residential Design Codes. • The works are not located at a place listed on the Heritage List or State Register of Heritage Places.

12. DEFINITIONS

Unless otherwise provided for in this Policy, definitions have the same meaning as the Residential Design Codes (R-Codes), Local Planning Scheme No.4 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. The following additional definitions apply to this policy.

Operational rooms	*Rooms within non-residential development that are occupied frequently for extended periods of time by users. Examples of operational rooms include offices, consulting rooms, retail areas, manufacturing and production areas, and the like.* *Operational rooms do not include rooms such as kitchens, storerooms, service areas, corridors, stairwells and landings and the like that are not occupied on a frequent basis for extended periods of time.* *Operational rooms shall be determined by the City.*
Service fixtures	*Utilities, equipment, plant or other structures necessary for a building to achieve efficient, comfortable operating outcomes and may include rainwater storage tanks, air conditioning units, communication, power and water infrastructure, letterboxes or other fixtures necessary for the use of the building.*

13. OTHER RELEVANT DOCUMENTS

- Local Planning Scheme No.4 Scheme Text
- Planning and Development (Local Planning Schemes) Regulations 2015
- Residential Design Codes of Western Australia
- City of Stirling Heritage List
- Local Planning Policy – Heritage Area Mount Lawley and Menora
- Local Planning Policy - Heritage Area Inglewood

- State Planning Policy 3.5 Historic Heritage Conservation

APPENDIX 1: ARCHITECTURAL STYLES

Art Deco

The Art Deco style, which began in the 1920's, is inspired by the streamlined styling of modern technology, and was originally a reaction against the motifs and ornamentation of Neo-Classicism. However, Art Deco continues to adhere to the Classical compositional principles of symmetry, harmony and balance.

Compositions of street facades have strong horizontal elements, generally dominated by strong verticals, which run the full height of the façade often extend above the roof or parapet line. These vertical elements are generally located in the centre of the building, and/or at its corners, and/or in a repetitive rhythm of verticals across the entire façade. The style is also characterised by horizontal elements such as balconies, stacked in vertical alignment across several floor levels. Where present, street level canopies and sun protection over windows form strong horizontals within the composition of the street façade.

Street façade/s feature sleek and often cubic forms of fairly smooth apparent masonry, sometimes with corners that curve in plan. These street facades are often decorated in geometric forms or patterns of spheres, polygons, rectangles, trapezoids, chevrons, or sunburst motifs, arranged in symmetrical patterns. Accent materials contrast with the basic masonry walls, and are often made of materials such as terra cotta, dressed stone, aluminium, stainless steel, Bakelite, chrome, or stained glass, sometimes in vivid colours.

Windows, which align vertically across different floors, are generally inset between pilasters. Decorative transom panels are often constructed over the vertical areas between these windows.

Art Deco Style Guide Characteristics

Nominated Art Deco development should embody the style guide characteristics outlined in Figure 5.



Figure 5 – Art Deco Style Guide

Category	No.	Description
Walls	1	Upper storey uniquely expressed by means of setbacks and/or a cantilevered canopy
	2	Predominantly white or light coloured render or painted finish to walls
	3	Ground storey expressed by means of banding or changes in material or texture
	4	Geometric decorative features
	5	Use of curved elements to balconies and building edges
	6	Structure continued to ground to create a strong building base
Roof Form	7	Roof Form Pitched roof or a fat roof behind a raised parapet
Openings	8	Inset balcony spaces or projecting/partly projecting balconies

	9	Horizontal expression to glazing bars in windows
Attached Elements	10	Cantilevered canopy to group windows together
	11	Strong canopy line where there is a ground floor commercial use
	12	Use of solid balcony elements

Brick Simple

The Beaufort Street Activity Corridor Plan conceived this name for a group of styles that is characteristic of Perth, from about 1890 until the Second World War. This nominal style is found in commercial, civic, warehouse and residential buildings, and almost always involves terra cotta-coloured Perth brick with bands and/or accents of light-coloured render. Building massing is relatively simple and apparently sturdy.

The style embraces characteristics of the Federation period, as well as later post-Depression austerity. It is influenced by both the Craftsman style (present in many Mount Lawley dwellings) and the Mission Revival styles of architecture (such as that of Perth College).

Brick Simple Style Guide Characteristics

Brick Simple nominated development should embody the style guide characteristics outlined in Figure 6.



Figure 6 – Brick Simple Style Guide

Category	No.	Description
Walls	1	Upper storey sometimes expressed by means of a setback and colonnade
	2	Predominantly terra cotta brick with white or light coloured rendered bands and spandrel features
	3	Ground storey base expressed by means of banding or changes in material or texture
	4	Upper storey often expressed by means of a change in material (render, timber, etc
	5	Structure continued to ground to create a strong building base
Roof Form	6	Deep eaves to roof, at least 500mm
	7	Pitched roof (tiled or metal) with hips rather than gables between 300 and 400 angle

Openings	8	Vertically proportioned windows
	9	Inset balcony spaces when present
Attached Elements	10	Strong canopy line where there is a ground floor commercial use

Brick Decorated

The Beaufort Street Activity Corridor Plan conceived the name Brick Decorated to cover a range of eclectic but related styles of buildings present on and around Beaufort Street, dating from about 1880 until the Great Depression. Heritage architectural styles within this range include Federation, Arts and Crafts, California Bungalow, and the Victorian styles of Queen Anne, High Victorian, and Victorian Gothic. Walls are typically red brick with white or light-coloured decorative features, though they may in part be rendered. Vertical supporting elements such as posts or columns appear more light weight than in the Brick Simple style and are often more decorated.

These Brick Decorated styles overlap somewhat with those of the Light Classical style, however Brick Decorated varies from Light Classical in two ways. Firstly, Brick Decorated features extensive decorative structural motifs such as brackets, rafter tails, and attached frontage components such as wooden balconies and verandah posts, all of which are of a different material and lighter colour than that of the main wall plane. Secondly, Brick Decorated often involves overall facades that are asymmetrical (with some smaller symmetrical components), as opposed to the rigid overall symmetry of Light Classical.

Brick Decorated Style Guide Characteristics

Brick Decorated nominated development should embody the style guide characteristics outlined in Figure 7.

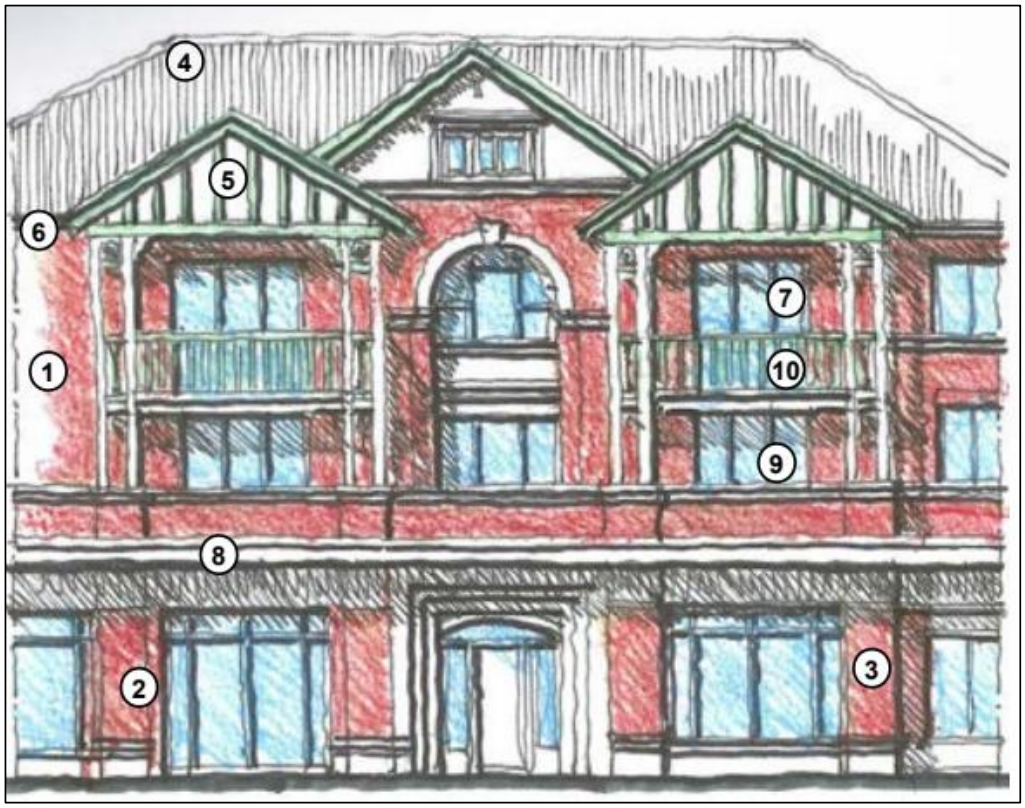


Figure 7 – Brick Decorated Style Guide

Category	No.	Description
Walls	1	Predominantly red brick with white or light coloured decorative features
	2	Building base storey expressed by means of banding or changes in material or texture
	3	Structure expressed to ground to create a strong building base e
Roof Form	4	Pitched roof (tiled or metal), between 300 to 400 angle
	5	Gables with painted timber fretwork
	6	Deep eaves to roof, minimum 400mm
Openings	7	Vertically proportioned windows
Attached Elements	8	Strong canopy line where there is a ground floor commercial use
	9	Projecting balcony spaces usually to property line, except setback minimum 2 metres behind character shopfronts and supported on a lightweight post and beam structure
	10	Vertical balusters in light colours

Light Classical

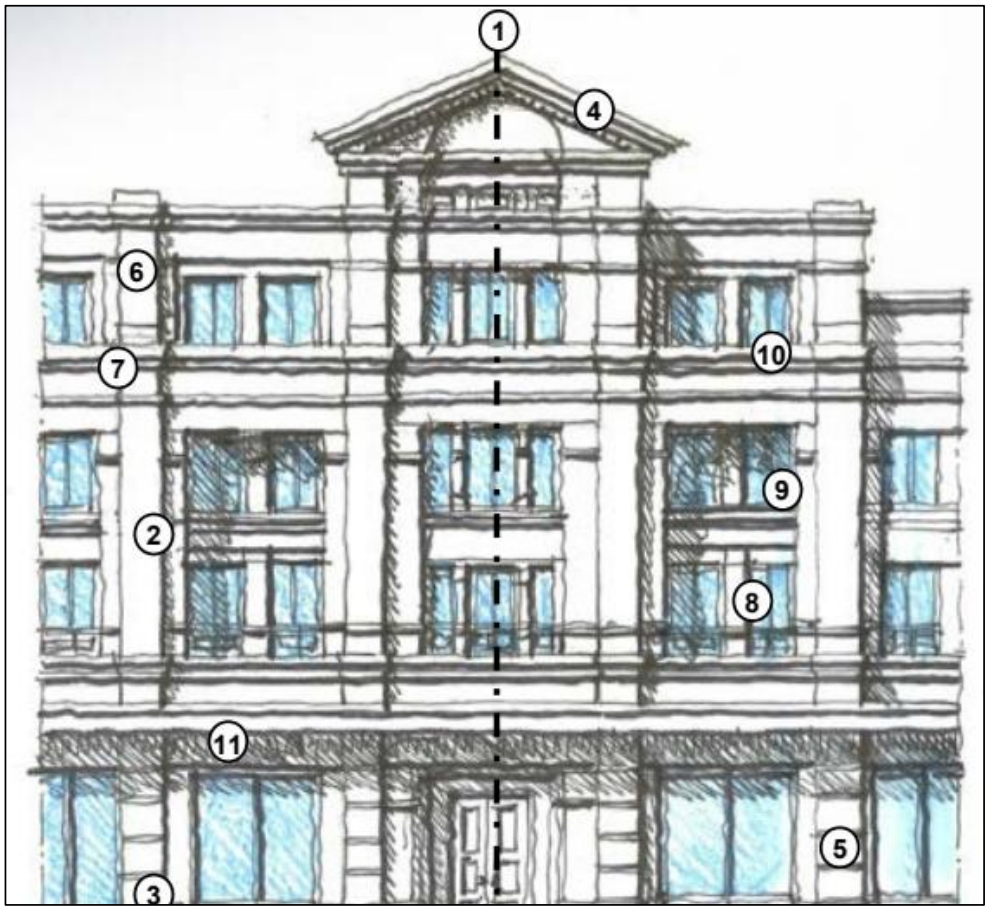
The Beaufort Street Activity Corridor Plan conceived the name of Light Classical to cover a range of eclectic but related styles of buildings present on Beaufort Street, dating from about 1880 until the Depression. Related historic styles include Classical Revival, Romantic Classicism and High Victorian, all of which use overtly classical motifs in their decoration. Buildings are usually symmetrical and well proportioned.

Street façade walls are always visibly load-bearing. Street canopies and/or verandahs should ideally have supporting posts or columns and should not be cantilevered over the footpath. However, due to some narrow footpaths and other constraints, this may not always be possible, and therefore cantilevered canopies and verandahs are permitted in those circumstances.

The compositions of the street facades usually involve Golden Rectangles, as used in Classical Greek, Roman and Renaissance architecture. Wall openings including doorways and windows are typically taller than they are wide, by at least 30%.

Light Classical Style Guide Characteristics

Light Classical nominated development should embody the style guide characteristics outlined in Figure 8.



LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

Figure 8 – Light Classical Style Guide

Category	No.	Description
Massing	1	Use of symmetry to express the classical order
Walls	2	Pilasters usually full building height and Use of double-storey order to create an urban scale when buildings are four storey or more
	3	Ground storey expressed by means of banding and/ or changes in material or texture
	4	Incorporation of pediments and other decorative features to break the parapet line and emphasise the main entrance directly beneath
	5	Structure continued to ground to create a strong building base
Roof Form	6	Flat or low-pitched roof behind a raised parapet
Openings	7	Use or classical proportioning and clear expression of a top, middle and base of the building
	8	Inset balcony spaces or loggias, when used
	9	Vertically proportioned windows and balcony openings
	10	Use of traditional decorative mouldings and motifs
Attached Elements	11	Strong canopy line where there is a ground floor commercial use

APPENDIX 2: FRONTAGE TYPES

MIXED USE – FRONTAGE TYPES

Canopy or Posted Verandah Shop Front

Description

This is a conventional shopfront and verandah frontage to provide weather protection and a place for signage with commercial buildings. A storefront provides entrance into individual stores along with display windows to attract the attention of passers-by.

A variation of the conventional shopfront and verandah frontage is where the storefront is provided with a large service window/ door that augments the visual connection between the inside of the shop and patrons within, and passers by outside.

Key elements

Verandah types as follows:

- A canopy verandah for Art Deco and Light Classical Styles; and
- A canopy or posted verandah for Brick Decorated and Brick Simple Styles.



Figure 9 – Canopy or Posted Verandah Shop Front

Shopfront, Loggia and Canopy or Posted Verandah

Description

This frontage has a verandah and storefront but also has an upper-level loggia, which is a private outdoor space inset behind the principal wall.

Key Elements

A loggia should be provided that is a minimum dimension of 10m².



Figure 10 – Shopfront, Loggia and Canopy or Posted Verandah

Walled Forecourt

Description

A walled forecourt can be a simple but effective street frontage that takes advantage of underutilised setbacks to provide a semi-public courtyard, whilst providing definition to the street line.

This kind of courtyard/garden can provide an outdoor setting for cafes and restaurants and encourage alfresco dining that responds to the Mediterranean climate of Perth.

Key Elements

- The front fence should comply with the relevant fencing section of this Policy; and
- The forecourt should be landscaped appropriately.

Forecourt, Shopfront with Canopy or Posted Verandah

Description

This frontage is a good solution for an existing setback area, and the outdoor activities are weather protected by a verandah.

Alternatively, a shop front may be entirely retractable, to merge the energy of the footpath with that of the shop, without visual distraction.

The extension of the public realm into this kind of establishment may provide a commercial advantage, through visibility and open access.

Key Elements

The shop front may:

- be located on the front property boundary and the forecourt/verandah area may occupy a setback; or
- Be entirely retractable.



Figure 11 – Forecourt, Shopfront with Canopy or Posted Verandah

Colonnade and Shopfront

Description

This is a two-storey street frontage that covers the footpath and provides protection from the sun and rain.

Key Elements

The scale and architectural character of colonnades should be integrated into the nominated architectural style of the building they are a part of.



Figure 12 – Canopy or Posted Verandah Shop Front

RESIDENTIAL – FRONTAGE TYPES

Residential Verandah

Description

A residential frontage that has a double function. If a verandah is shallow, it mediates between the public realm and the private interior. If deep, it may also accommodate a variety of outdoor activities.

Key Elements

- The verandah may:
  - fit between other building protrusions such as bay windows; or
  - may wrap around the building.
- At ground floor level, verandahs may be walled or un-walled; and
- In apartment buildings, the ground floor verandahs may be associated with the building entry, sometimes integrating with a canopy or stairs that may project forward of the building setback line.



Figure 13– Residential Verandah

Stoop

Description

A stoop is a residential street frontage with a stair and landing threshold between building and public realm that allows dwellings to be close to, but lifted off, the footpath, so that the privacy of their inhabitants is maintained.

Key Elements

- Stoops can be roofed or open to the sky and should be integrated into the site and garden plans of the building they are a part of; and

- A stoop should be a maximum of 1.2m in height above natural ground level.



Figure 14 – Stoop

Open Walled Front Yard

Description

This residential street frontage type can be used to enclose the front yard or garden at the front of ground floor apartments. It is typically designed as a series of piers connected by iron fencing that allows for good visibility into the yard but provides some privacy and sense of security.

Key Elements

- Front fences should be in accordance with fencing section of this Policy; and
- Front setbacks should be landscaped appropriately.



Figure 15 – Open Walled Front Yard

Stair Front Residential

Description

This street frontage type uses stairs as a prominent masonry feature to get to upper level apartments.

Key Elements

- Stair patterns may be symmetrical or asymmetrical;
- Stairs may be combined with recessed balconies or landings; and
- The stairs may project forward of the front setback line.



Figure 16 – Stair Front Residential

Art Deco Frontage with Inset Balconies and Shutters

Description

Typically, many Art Deco apartment buildings in Australia did not have external front balconies.

Key Elements

- A building in the Art Deco style should include translucent shutters that are designed to be in accordance with the art deco style guide characteristics that have horizontal and vertical banding.



Figure 17 – Art Deco Frontage with Inset Balconies and Shutters

APPENDIX 3: BUILDING HEIGHT MAPS

Note: The lots depicted in Appendix 3 with an "P" marked are as per the Private Community Purposes section of this Policy.

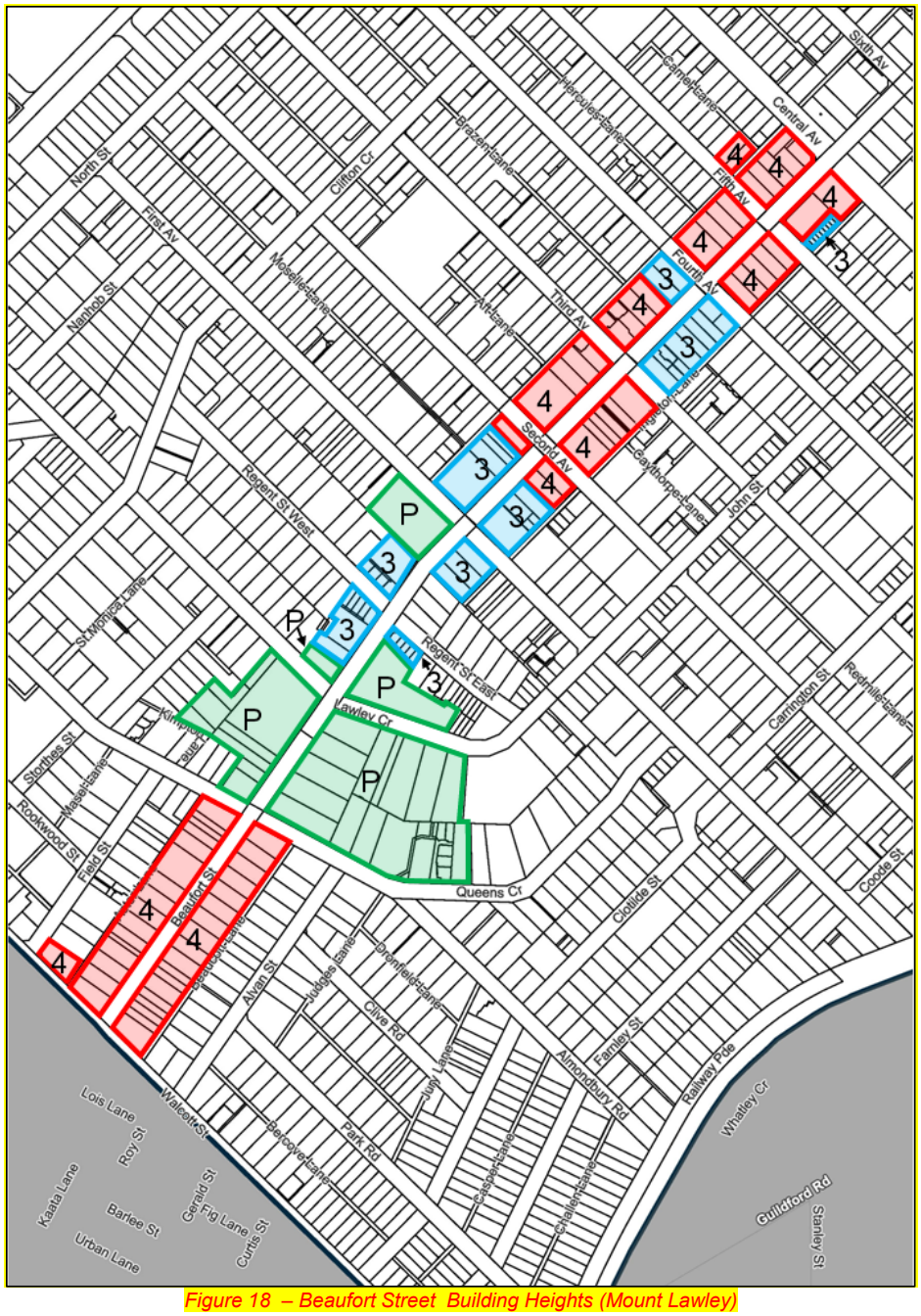


Figure 18 – Beaufort Street Building Heights (Mount Lawley)

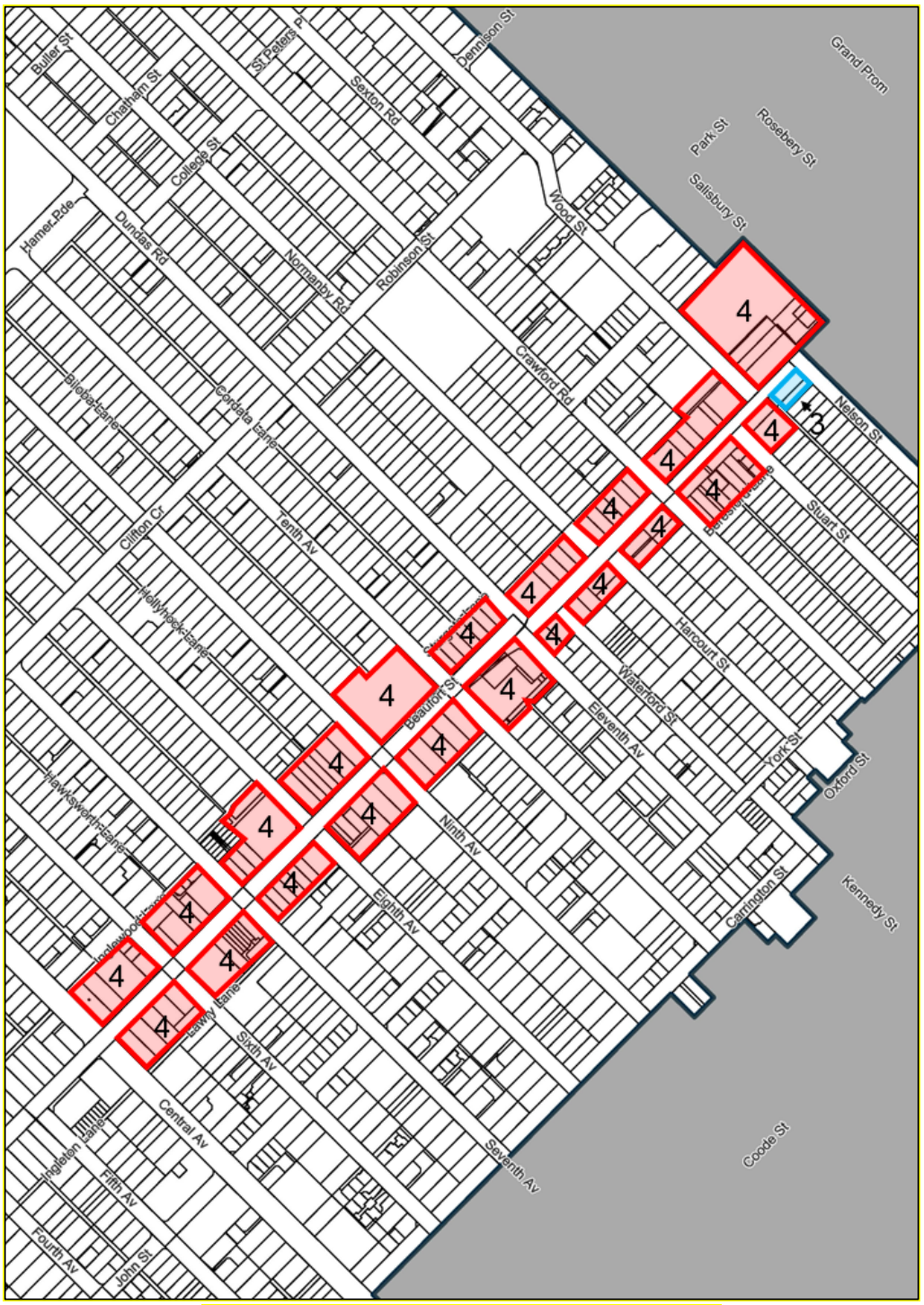


Figure 19 – Beaufort Street Building Heights (Inglewood)

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

OFFICE USE ONLY:

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

Policy Type: Local Planning Policy **Policy Owner: City Future**	**Policy No.** **Latest adopted review date:**

LPP Beaufort Street and Centres in Heritage Areas

City of Stirling Local Planning Scheme No. 4

13. REPORTS FOR CONSIDERATION IN ACCORDANCE WITH CLAUSE 4.2(4) OF THE MEETING PROCEDURES LOCAL LAW 2021

In accordance with Clause 4.2(4) of the City of Stirling Meeting Procedures Local Law 2021, the Chief Executive Officer may include on the agenda of a Council meeting, in an appropriate place within the order of business, any matter which must be decided, or which he considers is appropriate to be decided, by that meeting.

Councillor Michael Dudek left the meeting at 7.54pm during consideration of Item 13.1, and returned at 7.55pm.

13.1 REVIEW OF NEW FOOTPATH POLICY

Business Unit:	Engineering Services	Service: Transport Services
Ward:	City Wide	Location: City Wide
Applicant:	Not Applicable	

Role

Executive - *Governing the City and the community through executive powers.*

Moved Councillor Migdale, seconded Councillor Paparde

That Council ADOPTS the amended 'New Footpath Policy', as shown in Attachment 3 to replace the existing New Footpath Policy.

Discussion ensued.

During debate it was suggested that the following amendment be added.

Moved Councillor Re, seconded Councillor Dudek

AMENDMENT

1. That Council ADOPTS the amended 'New Footpath Policy', as shown in Attachment 3 to replace the existing New Footpath Policy, with the following amendments:

    a. Clause 1. All streets within the city (excluding cul-de-sacs) should have a footpath on at least one side. A footpath within a cul-de-sac road may be considered where the road exceeds 350 metres in length, provides pedestrian access or connection beyond the closed end, and there is a demonstrated need supported by the majority of residents; and

    b. Clause 9. Prior to the construction of a new footpath, the City will consult with impacted residents and consider their views as part of the decision-making process, in accordance with the Community Engagement Policy, with majority of residents in support or not in support of a footpath.

2. That the footpath proposed for Dunrossil Place in Wembley Downs is not to be installed.

The amendment was put and declared LOST (4/11).

For: Councillors Dudek, Ion, Re and Thornton.
Against: Councillors Creado, Ferrante, Giudici, Hatton, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud and Mayor Irwin.

Discussion ensued and a PROCEDURAL was put to vote on the substantive motion.

Procedural Motion

Moved Councillor Krsticevic, seconded Councillor Perkov

That the motion be PUT in accordance with Clause 10.8 of the City of Stirling Meeting Procedures Local Law 2021.

The procedural motion was put and declared LOST (7/8).

For: Councillors Creado, Ferrante, Hatton, Krsticevic, Perkov, Proud, and Mayor Irwin
Against: Councillors Dudek, Giudici, Ion, Migdale, Olow, Paparde, Re and Thornton

During debate it was suggested that the following recommendation be added to the substantive motion.

Moved Councillor Dudek, seconded Councillor Re

AMENDMENT

2. That Council not PROCEED with the footpath on Dunrossil Place within the next five years.

The amendment was put and declared LOST (6/9).

For: Councillors Dudek, Giudici, Ion, Olow, Re and Thornton.
Against: Councillors Creado, Ferrante, Hatton, Krsticevic, Migdale, Paparde, Perkov, Proud and Mayor Irwin.

Council Resolution

0926/004

Moved Councillor Migdale, seconded Councillor Paparde

1. That Council ADOPTS the amended 'New Footpath Policy', as shown in Attachment 3 to replace the existing New Footpath Policy.

The substantive motion was put and declared CARRIED (14/1).

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Thornton and Mayor Irwin.
Against: Councillor Re.

Recommendation

That Council ADOPTS the revised 'New Footpath Policy', as shown in Attachment 1 to replace the existing New Footpath Policy.

(Suggested Alternative Recommendation – refer to end of Additional Information section)

Recommendation

That Council ADOPTS the revised 'New Footpath Policy', as shown in Attachment 1 to replace the existing New Footpath Policy.

(Suggested Alternative Recommendation – refer to end of Additional Information section)

Referred

This item was REFERRED to the Council meeting to be held 8 September 2026 at the Council meeting held 25 August 2026 to allow further consideration by Elected Members.

Additional Information - 8 September 2026

At the Council Meeting held 25 August 2026, Council considered a report on the review of the New Footpath Policy and resolved as follows (Council Resolution Number 0826/029):

That Item 12.2/ES3 – Review of New Footpath Policy be REFERRED to the Council meeting to be held 8 September 2026 to allow consideration of the following amendments to the Policy:

a. Replace the words *"are to"* with the word *"should"* within Policy point Number 1, so that it reads *'All streets within the City (excluding cul-de-sacs) should have a footpath on at least one side'*.
b. Add a Policy point Number 9, which is to read *'All new footpaths are to be consulted with the affected residents to seek support for the implementation of a footpath and their feedback taken into consideration'.*

Amendment to Clause 1

In relation to Part (a) of the Council Resolution, Clause 1 has been revised to reflect Council's requested change, including replacing the words *"are to"* with *"should"* and removing the word *"short"*. The effect of this change is that cul-de-sac roads are excluded from the general requirement that footpaths should be provided on at least one side of all streets within the City.

While this addresses the amendment requested by Council, it is not considered desirable for the Policy to permanently exclude all cul-de-sac roads from future consideration. A blanket exclusion may limit the ability of future residents and future Councils to respond to changing circumstances, including accessibility needs, pedestrian connectivity, infill development, on-street parking pressures and evolving community expectations.

Accordingly, a second sentence has been added to Clause 1 to retain an appropriate level of discretion. This allows a footpath within a cul-de-sac road to be considered where clear qualitative criteria are met and where there is a demonstrated need, including support from one or more abutting residents. The recommended wording for Clause 1 is therefore as follows:

"All streets within the City (excluding cul-de-sacs) should have a footpath on at least one side. A footpath within a cul-de-sac road may be considered where the road exceeds 200 metres in length, provides pedestrian access or connection beyond the closed end, and there is a demonstrated need supported by one or more residents."

This approach gives effect to Council's proposed amendment while ensuring the Policy remains flexible to respond to genuine accessibility, connectivity and community needs within cul-de-sac roads where justified.

Addition of Clause 9

In relation to Part (b) of the Council Resolution, a new Clause 9 has been included to formalise the requirement for the City to consult with impacted residents prior to the construction of a new footpath, and to ensure any feedback received is taken into consideration as part of the decision-making process.

The wording proposed by Council has been refined to improve clarity and to align more closely with Council's Community Engagement Policy. The recommended wording for Clause 9 is therefore as follows:

"Prior to the construction of a new footpath, the City will consult with impacted residents and consider their views as part of the decision-making process, in accordance with the Community Engagement Policy."

This approach is consistent with the City's existing project delivery process, under which affected residents are typically notified and provided with an opportunity to raise concerns or provide feedback before construction proceeds. Including this requirement in the Policy provides greater transparency and assurance that community feedback will continue to be considered, while preserving the City's ability to make decisions having regard to broader pedestrian access, safety, connectivity and infrastructure planning objectives.

Amended New Footpath Policy

The amended New Footpath Policy, including the amended Clause 1 and new Clause 9, is provided in Attachment 3.

Dunrossil Place Footpath

It is noted that this report relates to a broader strategic review of the New Footpath Policy and its application across the City. However, the Notice of Motion submitted by Councillor Re in February 2026 – which initiated the policy review process – specifically sought to remove Dunrossil Place from the program for future footpath construction.

The City does not support a blanket exclusion of Dunrossil Place from future footpath consideration, as this may unnecessarily limit the ability of future residents and Councils to respond to changing community needs and accessibility requirements. However, it is acknowledged that there is currently no urgent requirement to proceed with a footpath at this location.

Accordingly, the provision of a footpath within Dunrossil Place has been deferred and is not currently included within the City's Four-Year Forward Works Program. Any future consideration of a footpath at this location would be subject to the adopted New Footpath Policy, future Council priorities, community consultation requirements and available funding.

Suggested Alternative Recommendation

That Council ADOPTS the amended 'New Footpath Policy', as shown in Attachment 3 to replace the existing New Footpath Policy.

Referred Report

The original report, presented to the Community and Resources Committee meeting on 18 August 2026 and subsequently to Council on 25 August 2026, is provided below.

Purpose

To respond to a Council resolution regarding a review of the New Footpath Policy and to provide Council with information on proposed revisions to the policy.

Details

Policy Background

During the development of the City's first Strategic Community Plan in 2009, there was strong public support for improvements to pedestrian amenity for transport, community connectivity, health, and disability access. This led to the development of strategic initiatives promoting sustainable transport options, including walking, cycling, and public transport.

At the Council Meeting held 2 October 2012, Council adopted the New Footpath Policy (Council Resolution 1012/016). The Policy's primary objective is that all streets within the City of Stirling have a footpath on at least one side of the road. This approach ensures a strategic, fit-for-purpose network that provides safe, accessible pedestrian routes for all community members, linking key destinations and public transport services.

Ongoing engagement through subsequent Strategic Community Plans has consistently reinforced the community's expectation for safe and accessible pedestrian networks. Based on priorities identified, the City's current Strategic Community Plan, *Sustainable Stirling 2026-2036*, includes several important objectives that align with the provision of new footpaths, including:

- *An accessible and connected City:* Connect the community through sustainable and integrated transport networks.
- *A liveable City:* Create unique and liveable neighbourhoods and places.
- *An attractive and well-maintained City:* Ensure City assets meet current and future community needs.
- *An active and healthy City:* Encourage active and healthy lifestyle choices.
- *An inclusive and harmonious City:* Connect communities with their local areas.

Since its adoption, the New Footpath Policy has been subject to periodic review to ensure it remains current and responsive to community needs. Council has subsequently reviewed and endorsed the Policy in 2015, 2018 and 2020.

Benefits of New Footpaths

New footpaths provide a range of benefits for local neighbourhoods by improving pedestrian safety, accessibility, connectivity and amenity. These benefits include:

- *Safety and accessibility:* Provides a safer and more accessible environment for children, older people, parents with prams and people with mobility impairments.
- *Independence and connectivity:* Enables people to move around their neighbourhood more freely and safely, including to public transport, shops, schools and reserves.
- *Health and wellbeing:* Encourages walking and other active transport choices, supporting healthier lifestyles and reducing reliance on vehicle trips for short local journeys.
- *Community interaction:* Supports more walkable neighbourhoods, helping to bring neighbours together and foster a stronger sense of community.
- *Pet access:* Provides a safer space for people to walk pets on a lead, separated from vehicle traffic.
- *Reduced hazards:* Provides a more consistent pedestrian path of travel by reducing reliance on poorly maintained verges and crossovers that may create trip hazards or obstructions.

Recent Petitions

The City recently received petitions from residents to oppose the construction of footpaths along Dunrossil Place in Wembley Downs, and Godin Court in Churchlands. A Notice of Motion was submitted to defer the construction of the footpath along Dunrossil Place (noting that the footpath along Godin Court had already been constructed when the petition was tabled for Godin Court). In considering the Notice of Motion, Council resolved (Council Resolution 0226/009) as follows:

> *"That the review of the New Footpath Policy be REFERRED to a future Elected Member workshop to allow further consideration and discussion."*

The Elected Member workshop was subsequently held on Monday 4 May 2026, as described in the *Stakeholder Engagement* section of this report.

Clause 1 – Primary Statement

The Policy's core position is that all streets within the City, except short cul-de-sacs, should have a footpath on at least one side of the road, which remains an appropriate and valid position. This is consistent with the Department of Transport's *Active Transport Infrastructure Policy*, which recognises walking and other forms of active transport as integral components of the transport system. The policy position also supports the provision of infrastructure that delivers consistent and suitable outcomes for people of all ages and abilities, which is consistent with the recent feedback provided by the community during the development of the City's Strategic Community Plan.

There has been some discussion about whether footpaths are required along cul-de-sac roads. The current Policy recognises this issue by distinguishing between longer cul-de-sac roads and a defined category of 'short cul-de-sac road', which is:

> *"A road that has very low volume and operating speed, one less than 200 metres in length which does not have any continuing pedestrian access or egress beyond the closed end."*

Cul-de-sac roads can provide important pedestrian connections to schools, shops, reserves and public transport. Although a cul-de-sac road closure may reduce traffic volumes, longer cul-de-sac roads can still generate sufficient vehicle movements to make walking within the road unsafe, particularly for vulnerable users such as children, older people, people using wheelchairs and people with prams. For these reasons, the provision of footpaths within longer cul-de-sac roads remains appropriate and consistent with the intent of the Policy.

On this basis, no amendment to remove cul-de-sac roads entirely from the primary statement is proposed. However, to improve clarity and remove potential ambiguity, it is proposed to amend the definition by deleting the reference to 'very low volume and operating speed'. This will ensure the definition is applied more consistently, based on clear criteria such as road length and whether there is continuing pedestrian access or egress beyond the closed end.

Clause 2 – Distributor Roads

On roads classified as Local Distributor and above (under the City's Functional Road Hierarchy), the Policy indicates that a footpath can be considered on both sides, but only where there is residential or commercial frontage access or is providing a strategic link. A footpath on both sides reduces the need for unnecessary crossing movements on higher volume roads, which remains a valid consideration.

On this basis, no amendment to the requirement for footpaths on distributors roads is proposed.

Clause 3 – Path Width and Alignment

The Policy indicates that where the default speed limit for built up areas (50km/h) applies, new paths are to be constructed adjacent to the kerb at a minimum width of 1.8 metres.

The 1.8 metre width is consistent with the suggested minimum width to allow two wheelchairs to pass each other. This is described in *Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling* and the *Australian Standard AS 1428.1 Design for Access and Mobility*. Narrowing the width to 1.2 metres is only considered acceptable for short sections to avoid constraints such as poles, trees, etc.

In major redevelopment areas and activity centres, the desirable minimum path width is 2.4 metres where there are no activated frontages, increasing to 3.0m where adjacent properties are capable of activation (commercial, shopping, alfresco). This remains consistent with the State Government's *Liveable Neighbourhoods* Guidelines.

On this basis, no amendment to the minimum path widths is proposed.

The preferred alignment for new footpaths is adjacent to the kerb, which is an approach that provides a number of safety and operational benefits. In particular, it improves the visibility of pedestrians to passing motorists and supports passive surveillance along the street. It also reduces the risk of conflicts between pedestrians and vehicles reversing from driveways, particularly where high boundary walls, fences or other obstructions may limit sightlines between drivers and path users.

On this basis, no amendment to the preferred alignment is proposed.

Clause 4 – Interface with Crossovers

The Policy requires all new footpaths to be constructed continuously through existing crossovers. This approach provides a consistent pedestrian path of travel and supports a number of safety, accessibility and maintenance benefits, including:

- *Best practice:* Provides a consistent approach with the WALGA *Crossover Guidelines* (2016), established practice across Western Australia, and comparable requirements adopted interstate and internationally.
- *Pedestrian priority:* Reinforces the priority of pedestrians over vehicles under the *Road Traffic Code*. Interruptions to the footpath at each crossover can create the perception that vehicles have priority over pedestrians.
- *Accessibility:* Provides a continuous and more accessible path of travel by avoiding sudden level changes, steep crossfalls and irregular surfaces at driveway crossings.
- *Reduced obstruction risk:* Reduces the likelihood that pedestrians will be forced onto the road due to vehicles parking across crossovers.
- *Reduced trip and fall risk:* Ensures the footpath is maintained as part of the City's path network, rather than relying on individual property owners to maintain the crossing area to a consistent standard.
- *Network legibility:* Provides a uniform footpath surface that is easier to identify and navigate, particularly for children, older people and people with vision impairments.

On this basis, no amendment to the requirement for footpaths to continue through existing crossovers is proposed.

Clause 6 – New Subdivisions

The Policy currently requires footpaths to be provided on both sides of every street in new subdivisions where there is direct property access. While this approach is generally consistent with the intent of the State Government's *Liveable Neighbourhoods* guidelines, it was discussed at the Elected Member workshop and considered to be an onerous requirement, particularly as the same standard does not apply to existing residential areas.

It is therefore proposed to amend the Policy to allow a footpath on the second side of the road to be considered rather than being mandatory, while maintaining the minimum requirement for a footpath on one side of the road.

General Revisions

Clause 9, which refers to further information being available in Department of Transport guidelines, remains accurate. However, this information does not need to be repeated in the Policy, as the relevant guidance is already captured in the *Relevant Management Practices / Documents* section.

Clause 10, which refers to an agreed schedule of works being prepared and prioritised based on risk, also remains accurate. However, this reflects the City's normal process for developing and prioritising capital works programs and does not need to be expressly stated in the Policy.

On this basis, it is proposed to delete Clauses 9 and 10 from the Policy.

Financial Assessment and Implications

The construction of all footpaths is approved by Council as part of the annual budget process.

Stakeholder Engagement

An Elected Member workshop was held on 4 May 2026 to allow further discussion on the background and development of the New Footpath policy. The workshop included a presentation by officers that covered the following issues:

- Background for the development of the New Footpath Policy
- Development of the supporting Strategic Footpath Program and prioritisation of new footpaths
- Benefits of footpaths to the community
- Process for informing residents
- Review of the technical elements of the Policy
- Justification of footpaths within cul-de-sac roads
- The impact of footpaths on crossovers
- Requests and complaints received regarding new footpaths.

Since 2025, the City has received 52 requests for new footpaths on local roads, compared with four notable objections received in the form of petitions. This indicates that, while some residents may have concerns about the impact of footpath construction on adjoining property verges, broader community feedback continues to support the provision of new footpaths to improve neighbourhood connectivity, accessibility and pedestrian safety.

No further feedback was received from Elected Members following the workshop. Accordingly, the changes reflected in the revised Policy are considered to appropriately respond to the matters discussed during the workshop.

Options Summary

The following options were considered, presented in the order in which they are recommended.

OPTIONS	
1.	That Council ADOPTS the revised 'New Footpath Policy', as shown in Attachment 1 to replace the existing New Footpath Policy.
2.	That Council RETAINS the existing New Footpath Policy.

Recommended Action

The New Footpath Policy has been reviewed following the Elected Member Workshop, with a number of revisions made to address the feedback received and improve the clarity and application of the Policy. The resulting Policy retains the City's strategic position on the provision of new footpaths, while incorporating appropriate amendments to ensure it remains practical, consistent and responsive to the matters raised. It is therefore recommended that Council endorses the revised New Footpath Policy.

Relevant Policies, Legislation and Council Resolutions

Local Government Act 1995

Meeting Date	Council Resolution Number	Council Resolution
10 February 2026	0226/009	*"That the review of the New Footpath Policy be REFERRED to a future Elected Member workshop to allow further consideration and discussion."*
25 August 2026	0826/029	*"That Item 12.2/ES3 – Review of New Footpath Policy be REFERRED to the Council meeting to be held 8 September 2026 to allow consideration of the following amendments to the Policy:* *a. Replace the words "are to" with the word "should" within Policy point Number 1, so that it reads 'All streets within the City (excluding cul-de-sacs) should have a footpath on at least one side'.* *b. Add a Policy point Number 9, which is to read 'All new footpaths are to be consulted with the affected residents to seek support for the implementation of a footpath and their feedback taken into consideration'."*

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: Connect the community through sustainable and integrated transport networks

Priority: Provide and maintain safe and accessible roads and parking

Priority: Provide a safe network of cycleways and pathways to link people and places

Priority: Advocate for improved public transport options to enhance activity and reduce reliance on vehicle use

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.
Asset Stewardship & Financial Sustainability	If asset lifecycle, prioritisation and long-term funding are not aligned to service objectives and future delivery commitments, reliability and affordability will deteriorate, compromising service outcomes and financial sustainability.
Health, Safety & Wellbeing	If the WHS Management System, including safe systems of work, contractor management, and verification of critical controls, is not designed, implemented and verified, people may be harmed (physical or psychosocial), leading to serious injury or fatality, regulatory action and loss of trust.

Relevant Documents and Information

Attachments

Attachment 1 - Revised New Footpath Policy (Final Version) ⇩

Attachment 2 - Revised New Footpath Policy (With Tracked Changes) ⇩

Attachment 3 - Amended New Footpath Policy (Final Version) ⇩

Attachment 4 - Amended New Footpath Policy (With Tracked Changes) ⇩

Available for viewing at meeting

Nil.

Linked Documents

City of Stirling Strategic Community Plan - Sustainable Stirling 2026-2036

New Footpath Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Infrastructure**			
Responsible Business Unit/s	**Engineering Services**			
Responsible Officer	**Manager Engineering Services**			
Affected Business Unit/s	**Facilities, Projects and Assets** **Development Services** **Parks and Sustainability**			

Objective

This policy provides a statement highlighting the provision of a 'fit for purpose' strategic footpath network to enable safe pedestrian access, free of discrimination for all users within the community, to destination facilities and linking to the wider public transport network.

This is fundamental to increasing the use of 'active transport' (walking, cycling and public transport) on which future developments within the City and wider metropolitan area are predicated.

Scope

This policy applies to all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians walking in the carriageway, and extends to all new subdivisions, redevelopment areas, activity centres and locations where the changes in usage impact on pedestrian demand.

Supporting documentation:

Austroads Guide to Road Design – Part 6a (Pedestrian and Cyclist Paths) – Section 2.2.2 states: "*In general, all roads should have some type of walking facility out of the vehicle path. An exception may be categories of road that have a very low volume and low operating speed (i.e. < 40 km/h) such as minor access roads.*"

Liveable Neighbourhoods (adopted by West Australian Planning Commission as operational policy) also identifies that streets should have "*improved pedestrian access and amenity based on development fronting and overlooking wide footpaths along both sides of most streets*". While this should be a prerequisite for all future development, the same objectives and requirements are achievable whenever existing streets are modified and, ultimately, could be retrofitted to most existing streets.

In addition, where parks and reserves provide a significant barrier to pedestrian movement, paths are required as part of the strategic network.

Policy

1. All streets within the City (excluding short cul-de-sacs) are to have a footpath on at least one side.

2. A road that is Local Distributor and above should have a footpath on each side where there is residential (or commercial pedestrian) frontage access or it is providing a strategic link.

3. Where the default speed limit (50 km/h) for built up areas applies, new paths are to be constructed adjacent to the kerb at a minimum width of 1.8m. In exceptional circumstances narrower paths, minimum width 1.2m, may be located closer to the property boundary to suit existing path provision or streetscapes.

4. In accordance with the Crossover Policy, all new footpaths constructed by the City will be constructed through existing crossovers in order to maintain the visual and physical continuity of the path along the street.

5. Where higher speed limits apply the prevailing streetscape shall be taken into account and appropriate measures designed to maintain both the amenity and pedestrian safety of the street, with such measures being included in the budgeted cost of construction of the footpath.

6. For all new subdivisions, footpath provision should be generally consistent with the principles of Element 2 of Liveable Neighbourhoods. A footpath shall be provided on at least one side of every street. The provision of a footpath on the opposite side of the street may be required where warranted, having regard to pedestrian demand, street function, connectivity, surrounding land use, access to destinations, and the need to provide a safe and continuous pedestrian network.

7. In major redevelopment areas and activity centres, footpath provision shall be in accordance with Elements 2 (Movement network) and 7 (Activity centres and employment) of Liveable Neighbourhoods as well as applicable Design Guidelines and Local Planning Provisions. The desirable minimum footpath width is 2.4m (under exceptional circumstances a minimum 2.0m) where there are no activated frontages, increasing to 3.0m or more where adjacent properties are capable of activation (commercial, shopping and alfresco).

8. Where paid parking is implemented, because adjacent verges are no longer only available for vehicles parking in front of their own property, this disconnects the supply (of parking places) from demand (the premises that are visited). This results in substantial pedestrian movements that require the provision of footpaths to create a functional path network. This must be an integral part of the paid parking strategy where footpath provision is assessed and provided in accordance with the requirements of Liveable Neighbourhoods appropriate to the characteristics of the area.

Definitions

Short Cul-de-Sac means a road that is less than 200 metres in length and does not have any continuing pedestrian access or egress beyond the closed end.

Local Distributor means part of the City of Stirling's Functional Road Hierarchy, and 'distributes' traffic within a suburb from higher to lower category roads. Indicative traffic volumes are from 3000 to 7000 vehicles per day.

Relevant management practices/documents

Crossover Policy
City of Stirling Functional Road Hierarchy
Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
Integrated Transport Strategy
Footpath Installation – Information Sheet
Liveable Neighbourhoods (West Australian Planning Commission)
Planning and Designing for Pedestrians: Guidelines (Department of Transport)

Legislation/local law requirements

Road Traffic Code 2000
Disability Discrimination Act 1992
City of Stirling Thoroughfares and Public Places Local Law 2009

Office use only				
Relevant delegations	Not applicable			
Initial Council adoption	**Date**	2 October 2012	**Resolution #**	1012/016
Last reviewed	**Date**	18 August 2026	**Resolution #**	TBC
Next review due	**Date**	2028		

New Footpath Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Infrastructure**			
Responsible Business Unit/s	~~**Engineering Design**~~**Engineering Services**			
Responsible Officer	~~**Manager Engineering Design**~~**Manager Engineering Services**			
Affected Business Unit/s	~~**Engineering Operations**~~ **Facilities, Projects and Assets** **Development Services** **Parks and Sustainability**			

Objective

This policy provides a statement highlighting the provision of a 'fit for purpose' strategic footpath network to enable safe pedestrian access, free of discrimination for all users within the community, to destination facilities and linking to the wider public transport network.

This is fundamental to increasing the use of 'active transport' (walking, cycling and public transport) on which future developments within the City and wider metropolitan area are predicated.

Scope

This policy applies to all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians walking in the carriageway, and extends to all new subdivisions, redevelopment areas, activity centres and locations where the changes in usage impact on pedestrian demand.

Supporting documentation:

Austroads Guide to Road Design – Part 6a (Pedestrian and Cyclist Paths) – Section 2.2.2 states: "*In general, all roads should have some type of walking facility out of the vehicle path. An exception may be categories of road that have a very low volume and low operating speed (i.e. < 40 km/h) such as minor access roads.*"

Liveable Neighbourhoods (adopted by West Australian Planning Commission as operational policy) also identifies that streets should have "*improved pedestrian access and amenity based on development fronting and overlooking wide footpaths along both sides of most streets*". While this should be a prerequisite for all future development, the same objectives and requirements are achievable whenever existing streets are modified and, ultimately, could be retrofitted to most existing streets.

In addition, where parks and reserves provide a significant barrier to pedestrian movement, paths are required as part of the strategic network.

Policy

1. All streets within the City (excluding short cul-de-sacs) are to have a footpath on at least one side.

2. A road that is Local Distributor and above should have a footpath on each side where there is residential (or commercial pedestrian) frontage access or it is providing a strategic link.

3. Where the default speed limit (50 km/h) for built up areas applies, new paths are to be constructed adjacent to the kerb at a minimum width of 1.8m. In exceptional circumstances narrower paths, minimum width 1.2m, may be located closer to the property boundary to suit existing path provision or streetscapes.

4. In accordance with the Crossover Policy, all new footpaths constructed by the City will be constructed through existing crossovers in order to maintain the visual and physical continuity of the path along the street.

5. Where higher speed limits apply the prevailing streetscape shall be taken into account and appropriate measures designed to maintain both the amenity and pedestrian safety of the street, with such measures being included in the budgeted cost of construction of the footpath.

6. For all new subdivisions ~~the minimum level of~~, footpath provision should be ~~in accordance with~~ generally consistent with the principles of Element 2 of Liveable Neighbourhoods. A footpath ~~is required on both sides of every street where there is direct property access~~shall be provided on at least one side of every street. ~~The absolute minimum of a footpath on only one side, is only acceptable where there is no property access and the omitted path would not interrupt a pedestrian link which otherwise would require crossing the road to maintain continuity~~The provision of a footpath on the opposite side of the street may be required where warranted, having regard to pedestrian demand, street function, connectivity, surrounding land use, access to destinations, and the need to provide a safe and continuous pedestrian network.

7. In major redevelopment areas and activity centres, footpath provision shall be in accordance with Elements 2 (Movement network) and 7 (Activity centres and employment) of Liveable Neighbourhoods as well as applicable Design Guidelines and Local Planning Provisions. The desirable minimum footpath width is 2.4m (under exceptional circumstances a minimum 2.0m) where there are no activated frontages, increasing to 3.0m or more where adjacent properties are capable of activation (commercial, shopping and alfresco).

8. Where paid parking is implemented, because adjacent verges are no longer only available for vehicles parking in front of their own property, this disconnects the supply (of parking places) from demand (the premises that are visited). This results in substantial pedestrian movements that require the provision of footpaths to create a functional path network. This must be an integral part of the paid parking strategy where footpath provision is assessed and provided in accordance with the requirements of Liveable Neighbourhoods appropriate to the characteristics of the area.

~~9. For further information on acceptable footpath provision, and minimum width criteria, reference should be made to the Department of Transport's *Planning and Designing for Pedestrians: Guidelines* and, in particular, Section 7.1 Path Widths.~~

~~10. The City shall prepare each year, an agreed schedule of works whereby new path provision is prioritised on the basis of the risk of not having a footpath and the likelihood of pedestrians being exposed to that risk.~~

Definitions

Short Cul-de-Sac means a road that ~~has very low volume and operating speed, one~~ is less than 200 metres in length ~~which~~ and does not have any continuing pedestrian access or egress beyond the closed end. ~~As such it is deemed to be a 'safe' pedestrian and cycling street and does not require the provision of a path.~~

Local Distributor means part of the City of Stirling's Functional Road Hierarchy, and 'distributes' traffic within a suburb from higher to lower category roads. Indicative traffic volumes are from 3000 to 7000 vehicles per day.

Relevant management practices/documents

Crossover Policy
City of Stirling Functional Road Hierarchy
Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
Integrated Transport Strategy
Footpath Installation – Information Sheet
Liveable Neighbourhoods ~~Policy~~(West Australian Planning Commission)
Planning and Designing for Pedestrians: Guidelines (Department of Transport)

Legislation/local law requirements

Road Traffic Code 2000
Disability Discrimination Act 1992
City of Stirling Thoroughfares and Public Places Local Law 2009

Office use only				
Relevant delegations	Not applicable			
Initial Council adoption	**Date**	2 October 2012	**Resolution #**	1012/016
Last reviewed	**Date**	~~26 May 2020~~18 August 2026	**Resolution #**	~~0520/027~~TBC
Next review due	**Date**	~~2021~~2028		

New Footpath Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Infrastructure**			
Responsible Business Unit/s	**Engineering Services**			
Responsible Officer	**Manager Engineering Services**			
Affected Business Unit/s	**Facilities, Projects and Assets** **Development Services** **Parks and Sustainability**			

Objective

This policy provides a statement highlighting the provision of a 'fit for purpose' strategic footpath network to enable safe pedestrian access, free of discrimination for all users within the community, to destination facilities and linking to the wider public transport network.

This is fundamental to increasing the use of 'active transport' (walking, cycling and public transport) on which future developments within the City and wider metropolitan area are predicated.

Scope

This policy applies to all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians walking in the carriageway, and extends to all new subdivisions, redevelopment areas, activity centres and locations where the changes in usage impact on pedestrian demand.

Supporting documentation:

Austroads Guide to Road Design – Part 6a (Pedestrian and Cyclist Paths) – Section 2.2.2 states: "*In general, all roads should have some type of walking facility out of the vehicle path. An exception may be categories of road that have a very low volume and low operating speed (i.e. < 40 km/h) such as minor access roads.*"

Liveable Neighbourhoods (adopted by West Australian Planning Commission as operational policy) also identifies that streets should have "*improved pedestrian access and amenity based on development fronting and overlooking wide footpaths along both sides of most streets*". While this should be a prerequisite for all future development, the same objectives and requirements are achievable whenever existing streets are modified and, ultimately, could be retrofitted to most existing streets.

In addition, where parks and reserves provide a significant barrier to pedestrian movement, paths are required as part of the strategic network.

Policy

1. All streets within the City (excluding cul-de-sacs) should have a footpath on at least one side. A footpath within a cul-de-sac road may be considered where the road exceeds 200 metres in length, provides pedestrian access or connection beyond the closed end, and there is a demonstrated need supported by one or more residents.

2. A road that is Local Distributor and above should have a footpath on each side where there is residential (or commercial pedestrian) frontage access or it is providing a strategic link.

3. Where the default speed limit (50 km/h) for built up areas applies, new paths are to be constructed adjacent to the kerb at a minimum width of 1.8m. In exceptional circumstances narrower paths, minimum width 1.2m, may be located closer to the property boundary to suit existing path provision or streetscapes.

4. In accordance with the Crossover Policy, all new footpaths constructed by the City will be constructed through existing crossovers in order to maintain the visual and physical continuity of the path along the street.

5. Where higher speed limits apply the prevailing streetscape shall be taken into account and appropriate measures designed to maintain both the amenity and pedestrian safety of the street, with such measures being included in the budgeted cost of construction of the footpath.

6. For all new subdivisions, footpath provision should be generally consistent with the principles of Element 2 of Liveable Neighbourhoods. A footpath shall be provided on at least one side of every street. The provision of a footpath on the opposite side of the street may be required where warranted, having regard to pedestrian demand, street function, connectivity, surrounding land use, access to destinations, and the need to provide a safe and continuous pedestrian network.

7. In major redevelopment areas and activity centres, footpath provision shall be in accordance with Elements 2 (Movement network) and 7 (Activity centres and employment) of Liveable Neighbourhoods as well as applicable Design Guidelines and Local Planning Provisions. The desirable minimum footpath width is 2.4m (under exceptional circumstances a minimum 2.0m) where there are no activated frontages, increasing to 3.0m or more where adjacent properties are capable of activation (commercial, shopping and alfresco).

8. Where paid parking is implemented, because adjacent verges are no longer only available for vehicles parking in front of their own property, this disconnects the supply (of parking places) from demand (the premises that are visited). This results in substantial pedestrian movements that require the provision of footpaths to create a functional path network. This must be an integral part of the paid parking strategy where footpath provision is assessed and provided in accordance with the requirements of Liveable Neighbourhoods appropriate to the characteristics of the area.

9. Prior to the construction of a new footpath, the City will consult with impacted residents and consider their views as part of the decision-making process, in accordance with the Community Engagement Policy.

Definitions

Local Distributor means part of the City of Stirling's Functional Road Hierarchy, and 'distributes' traffic within a suburb from higher to lower category roads. Indicative traffic volumes are from 3000 to 7000 vehicles per day.

Relevant management practices/documents

Crossover Policy
Community Engagement Policy
City of Stirling Functional Road Hierarchy
Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
Integrated Transport Strategy
Footpath Installation – Information Sheet
Liveable Neighbourhoods (West Australian Planning Commission)
Planning and Designing for Pedestrians: Guidelines (Department of Transport)

Legislation/local law requirements

Road Traffic Code 2000
Disability Discrimination Act 1992
City of Stirling Thoroughfares and Public Places Local Law 2009

Office use only				
Relevant delegations	Not applicable			
Initial Council adoption	**Date**	2 October 2012	**Resolution #**	1012/016
Last reviewed	**Date**	8 September 2026	**Resolution #**	TBC
Next review due	**Date**	2028		

New Footpath Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Infrastructure**			
Responsible Business Unit/s	~~**Engineering Design**~~**Engineering Services**			
Responsible Officer	~~**Manager Engineering Design**~~**Manager Engineering Services**			
Affected Business Unit/s	~~**Engineering Operations**~~ **Facilities, Projects and Assets** **Development Services** **Parks and Sustainability**			

Objective

This policy provides a statement highlighting the provision of a 'fit for purpose' strategic footpath network to enable safe pedestrian access, free of discrimination for all users within the community, to destination facilities and linking to the wider public transport network.

This is fundamental to increasing the use of 'active transport' (walking, cycling and public transport) on which future developments within the City and wider metropolitan area are predicated.

Scope

This policy applies to all streets within the City, existing and proposed, that do not provide a safe environment for pedestrians walking in the carriageway, and extends to all new subdivisions, redevelopment areas, activity centres and locations where the changes in usage impact on pedestrian demand.

Supporting documentation:

Austroads Guide to Road Design – Part 6a (Pedestrian and Cyclist Paths) – Section 2.2.2 states: "*In general, all roads should have some type of walking facility out of the vehicle path. An exception may be categories of road that have a very low volume and low operating speed (i.e. < 40 km/h) such as minor access roads.*"

Liveable Neighbourhoods (adopted by West Australian Planning Commission as operational policy) also identifies that streets should have "*improved pedestrian access and amenity based on development fronting and overlooking wide footpaths along both sides of most streets*". While this should be a prerequisite for all future development, the same objectives and requirements are achievable whenever existing streets are modified and, ultimately, could be retrofitted to most existing streets.

In addition, where parks and reserves provide a significant barrier to pedestrian movement, paths are required as part of the strategic network.

Policy

1. All streets within the City (excluding ~~short~~ cul-de-sacs) ~~are to~~should have a footpath on at least one side. A footpath within a cul-de-sac road may be considered where the road exceeds 200 metres in length, provides pedestrian access or connection beyond the closed end, and there is a demonstrated need supported by one or more residents.

2. A road that is Local Distributor and above should have a footpath on each side where there is residential (or commercial pedestrian) frontage access or it is providing a strategic link.

3. Where the default speed limit (50 km/h) for built up areas applies, new paths are to be constructed adjacent to the kerb at a minimum width of 1.8m. In exceptional circumstances narrower paths, minimum width 1.2m, may be located closer to the property boundary to suit existing path provision or streetscapes.

4. In accordance with the Crossover Policy, all new footpaths constructed by the City will be constructed through existing crossovers in order to maintain the visual and physical continuity of the path along the street.

5. Where higher speed limits apply the prevailing streetscape shall be taken into account and appropriate measures designed to maintain both the amenity and pedestrian safety of the street, with such measures being included in the budgeted cost of construction of the footpath.

6. For all new subdivisions ~~the minimum level of~~, footpath provision should be ~~in accordance with~~ generally consistent with the principles of Element 2 of Liveable Neighbourhoods. A footpath ~~is required on both sides of every street where there is direct property access~~shall be provided on at least one side of every street. ~~The absolute minimum of a footpath on only one side, is only acceptable where there is no property access and the omitted path would not interrupt a pedestrian link which otherwise would require crossing the road to maintain continuity~~The provision of a footpath on the opposite side of the street may be required where warranted, having regard to pedestrian demand, street function, connectivity, surrounding land use, access to destinations, and the need to provide a safe and continuous pedestrian network.

7. In major redevelopment areas and activity centres, footpath provision shall be in accordance with Elements 2 (Movement network) and 7 (Activity centres and employment) of Liveable Neighbourhoods as well as applicable Design Guidelines and Local Planning Provisions. The desirable minimum footpath width is 2.4m (under exceptional circumstances a minimum 2.0m) where there are no activated frontages, increasing to 3.0m or more where adjacent properties are capable of activation (commercial, shopping and alfresco).

8. Where paid parking is implemented, because adjacent verges are no longer only available for vehicles parking in front of their own property, this disconnects the supply (of parking places) from demand (the premises that are visited). This results in substantial pedestrian movements that require the provision of footpaths to create a functional path network. This must be an integral part of the paid parking strategy where footpath provision is assessed and provided in accordance with the requirements of Liveable Neighbourhoods appropriate to the characteristics of the area.

~~9. For further information on acceptable footpath provision, and minimum width criteria, reference should be made to the Department of Transport's *Planning and Designing for Pedestrians: Guidelines* and, in particular, Section 7.1 Path Widths.~~

~~10. The City shall prepare each year, an agreed schedule of works whereby new path provision is prioritised on the basis of the risk of not having a footpath and the likelihood of pedestrians being exposed to that risk.~~

9. Prior to the construction of a new footpath, the City will consult with impacted residents and consider their views as part of the decision-making process, in accordance with the Community Engagement Policy.

Definitions

~~**Short Cul-de-Sac** means a road that has very low volume and operating speed, one less than 200 metres in length which does not have any continuing pedestrian access or egress beyond the closed end. As such it is deemed to be a 'safe' pedestrian and cycling street and does not require the provision of a path.~~

Local Distributor means part of the City of Stirling's Functional Road Hierarchy, and 'distributes' traffic within a suburb from higher to lower category roads. Indicative traffic volumes are from 3000 to 7000 vehicles per day.

Relevant management practices/documents

Crossover Policy
Community Engagement Policy
City of Stirling Functional Road Hierarchy
Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
Integrated Transport Strategy
Footpath Installation – Information Sheet
Liveable Neighbourhoods ~~Policy~~(West Australian Planning Commission)
Planning and Designing for Pedestrians: Guidelines (Department of Transport)

Legislation/local law requirements

Road Traffic Code 2000
Disability Discrimination Act 1992
City of Stirling Thoroughfares and Public Places Local Law 2009

Office use only				
Relevant delegations	Not applicable			
Initial Council adoption	**Date**	2 October 2012	**Resolution #**	1012/016
Last reviewed	**Date**	~~26 May 2020~~8 September 2026	**Resolution #**	~~0520/027~~TBC
Next review due	**Date**	~~2021~~2028		

Councillor Suzanne Migdale retired from the meeting at 8.23pm prior to consideration of Item 13.2

Councillor Joe Ferrante left the meeting at 8.23pm prior to consideration of Item 13.2

13.2 REVIEW OF CROSSOVER POLICY

Business Unit:	Development Services	Service: Verge & Crossover Services
Ward:	City Wide	Location: City Wide
Applicant:	Not Applicable	

Role

Legislative - *Making local laws, policies and planning instruments.*

Council Resolution

0926/005

Moved Councillor Re, seconded Councillor Hatton

That Council ENDORSES the revised 'Crossover Policy' as shown in Attachment 1 to replace the City's existing Crossover Policy.

The motion was put and declared CARRIED (13/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Recommendation

That Council ENDORSES the revised 'Crossover Policy' as shown in Attachment 1 to replace the City's existing Crossover Policy.

Referred

This item was REFERRED to the Council meeting to be held 8 September 2026 at the Council meeting held 25 August 2026 to allow further consideration by Elected Members.

Additional Information - 8 September 2026

No further wording is proposed to the officer recommendation for the review of the City's Crossover Policy presented to Council on 25 August 2026, which was considered alongside the review of the City's Footpath Policy.

During the internal review undertaken by officers, extensive consultation was undertaken with a range of internal and external stakeholders to inform the proposed amendments. This included consultation and engagement with Development Services, Engineering Services, Parks and Environment, City Future and Facilities, Projects and Assets. This consultation also took into consideration the feedback received from community stakeholders, the City's Access and Inclusion Group, and a review of approaches adopted by other local governments and relevant authorities.

As some of the matters raised during consultation related to the interaction between crossovers and footpaths, the review of both policies was progressed concurrently to ensure they are complementary, internally consistent and aligned with the City's broader policy framework. This included an Elected Member Workshop which was held on 4 May 2026 where the Crossover Policy and Footpath Policy were both presented to discuss the proposed policy direction, stakeholder feedback and the relationship between crossovers and footpaths prior to the final preparation of the policies presented to Council.

Referred Report

The original report, presented to the Community and Resources Committee meeting on 18 August 2026 and subsequently to Council on 25 August 2026, is provided below.

Purpose

The City has undertaken a review of the Crossover Policy to ensure it remains aligned with current operational practices and provides clear and contemporary guidance for the construction and modification of crossovers within the City of Stirling. The current policy was adopted by Council on 11 April 2017 and last reviewed on 26 May 2020. The review has identified opportunities to improve clarity, strengthen policy governance, better align with associated City policies and current planning frameworks.

Details

The review of the policy was undertaken to:

- Improve the clarity of the policy and it’s intent and implementation.
- Better integrate the policy with the City's Verge Treatment Policy and Tree Policy.
- Update heritage area provisions to align with the current planning framework.
- Strengthen requirements relating to street tree protection and stormwater management.
- Provide greater administrative flexibility when assessing variations to the policy.

The amendments are intended to address issues identified through the assessment of crossover applications and improve consistency in decision-making.

Key Policy Revisions

The proposed revisions are intended to improve the clarity, consistency and administration of the policy while supporting broader objectives relating to pedestrian accessibility, environmental protection, urban canopy retention and stormwater management.

The revised policy clarifies the distinction between crossover construction and verge treatments. It confirms that any surfacing or treatment located outside an approved crossover area, including the use of permeable materials, is considered verge treatment and must comply with the City's Verge Treatment Policy.

The policy also adopts a more consistent planning-based approach to the assessment of additional crossovers within heritage areas. The previous automatic allowance has been removed, with applications now assessed in accordance with the applicable Local Planning Scheme and associated heritage planning policies.

Greater emphasis has been placed on protecting street trees and retaining the City's urban canopy. To support this objective, the policy introduces an additional tree size classification and establishes minimum crossover setback requirements for each classification. Where the prescribed setbacks cannot be achieved, applicants will be required to undergo a site inspection and assessment by an authorised officer to determine whether a crossover can be supported, having regard to the circumstances of the site and the potential impact on the street tree. As part of this assessment, the City may also consider evidence or advice provided by a suitably qualified professional where relevant. These changes provide a clearer and more transparent pathway to compliance while supporting the long-term protection of street trees.

The revised policy further strengthens the City's approach to stormwater management by introducing a clear requirement that stormwater runoff from private property be retained on-site and not discharged into the verge or road reserve. This aligns with the City's Stormwater Runoff Disposal Policy and supports the effective management of stormwater impacts on public infrastructure.
Several amendments have also been made to improve policy administration and decision-making processes. These include updating business unit references, clarifying compliance requirements, and introducing a delegation that enables the Coordinator Verge Control & Swimming Pools to approve policy variations where the objectives and intent of the policy are satisfied.

Collectively, these amendments reinforce the policy's focus on balancing vehicle access, environmental protection and good urban design outcomes, while placing greater emphasis on creating a safe, accessible and convenient environment for pedestrians.

Financial Assessment and Implications

The revised policy changes are administrative and operational in nature and do not create any additional financial obligations for the City, with existing crossover subsidy arrangements and eligibility remaining unchanged. The City's current practice of constructing new footpaths through existing crossovers as part of scheduled works programs is proposed to continue as normal.

Stakeholder Engagement

An Elected Member workshop was held on 4 May 2026 to allow further discussion on the background and development of the Crossover Policy. The workshop included a presentation by officers that covered the following issues:

- Background on why the Crossover Policy is being reviewed
- Background on the development of the Crossover Policy
- Information on how the position regarding crossover and footpath intersection points was formed
- Comparisons with other local governments and authorities regarding crossover and footpath intersection points
- Stakeholder feedback regarding crossover and footpath intersection points
- Costs and maintenance considerations regarding crossover and footpath intersection points
- Proposed changes to the Crossover Policy

No further feedback was received from Elected Members following the workshop. Accordingly, the changes reflected in the revised Policy are considered to appropriately respond to the matters discussed during the workshop.

Consultation was undertaken with relevant internal stakeholders including Development Services, Engineering Services, Parks and Environment, City Future and Facilities, Projects and Assets. Feedback received through the review process has been incorporated into the final draft of the policy.

Recommended Action

That Council adopts the Crossover Policy as shown in Attachment 1 to replace the existing policy.

The revised policy maintains the existing intent of providing safe and practical vehicle access to private properties while protecting public infrastructure, street trees, pedestrian amenity and streetscape character.

The proposed amendments are generally administrative and operational in nature and do not significantly alter the policy's overall objectives.

Next Steps

Should Council adopt the revised Crossover Policy, the Verge and Crossover Services team will implement the policy and undertake the necessary updates to associated application forms, information sheets, procedures and website content. The revised policy will be incorporated into operational processes to ensure future applications are assessed consistently and in accordance with the updated requirements.

Relevant Policies, Legislation and Council Resolutions

Local Government Act 1995

Local Government (Uniform Local Provisions) Regulations 1996

Thoroughfares and Public Places Local Law 2009

Parking Local Law 2014

Verge Treatment Policy

City Trees Policy

Stormwater Runoff Disposal Policy

Compliance Enforcement Policy

Modification of Traffic Management Treatments for Property Access Policy

Meeting Date	Council Resolution Number	Council Resolution
26 May 2020	0520/027	1. That Council ADOPTS the proposed amendments to each policy contained in this report. 2. That Council permanently ADOPTS the proposed Procurement Policy amendments including the increase to the tender threshold from $150,000 to $250,000 following amendments to the Local Government (Functions and General) Regulations 1996. 3. That each policy to be UPDATED as circumstances change and/or Council determines. 4. With the exception of recommendation 2 and recommendation 5, Council AGREES the policy conditions revert back to the original format at the conclusion of both the State of Emergency and the Public Health Emergency unless:- a. the Chief Executive Officer determines a policy should revert sooner due to a relaxation of restrictions relating to that policy before the conclusion of both the State of Emergency and the Public Health Emergency; or b. Council determines otherwise. 5. At the point that Council's COVID-19 Economic Stimulus and Community Recovery Package is reviewed in October 2020, Council AGREES the Community Arts and Events Policy, Financial Assistance, Donations, Grants and Recognition Policy, and Library Services Policy revert back to the original format and/or otherwise determined by Council.
11 April 2017	0417/010	That Council from 1 July 2017 REVOKES the current Crossover Policy and replaces it with the new Crossover Policy as detailed in Attachment 5 of this report.

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: Connect the community through sustainable and integrated transport networks

Priority: Provide and maintain safe and accessible roads and parking

Strategic Risk

Strategic Risk	Risk Appetite
Governance, Integrity & Compliance	If governance integrity or compliance practices degrade, then decisions and operations may breach obligations or erode trust, leading to regulatory action and impaired service legitimacy.

Relevant Documents and Information

Attachments

Attachment 1 - Existing Crossover Policy (as at 11 April 2017) ⇩

Attachment 2 - New Crossover Policy (as at 18 August 2026) ⇩

Attachment 3 - Crossover Policy Tracked Changes (as at 18 August 2026) ⇩

Attachment 4 - Crossover Policy Summary of Changes (as at 18 August 2026) ⇩

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

Crossover Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Planning and Development**			
Responsible Business Unit/s	**Development Services**			
Responsible Officer	**Manager Development Services**			
Affected Business Unit/s	**Engineering Services** **City Future** **Facilities, Projects and Assets** **Parks and Environment**			

Objective

The objectives of the policy are;

- To provide conditions that enable the property owner to construct a crossover.
- To provide a crossover design that is uniform and practical.
- To provide safe access with minimal impact on infrastructure assets in the road reserve and streetscape.
- To mitigate stormwater entering private property from the road.
- To ensure stormwater runoff from private property is appropriately managed and retained on-site, preventing discharge into the road reserve.
- To provide requirements for subsidy eligibility.
- To provide safe, accessible, and convenient environment for pedestrians.
- To protect and retain existing street trees.
- Create and retain future planting locations
- To ensure continuity and compatibility of crossovers within the streetscape.

Scope

This policy applies to the installation and modification of crossovers for all properties within the City of Stirling.

Policy

Introduction

A crossover is the section of the driveway between the private property boundary and the road. It is a requirement that each lot has a crossover for vehicles to enter and exit the property.

Crossovers are to be constructed in accordance with the City's Crossover Guidelines Residential and Non-Residential and Technical Specifications for Crossovers. These documents provide necessary information and specification for allowable crossovers.

Approval to Construct or Modify Crossovers

The property owner is required to complete and submit a Crossover Installation Application to the City for assessment before a crossover is constructed or modified.

Construction of a new crossover, or modification of an existing crossover, may not commence until written permission has been granted by the City.

The approval to construct a crossover is valid for a two-year period from the date issued. If construction of the crossover has not been commenced within this period a new application must be submitted to the City for consideration.

Number of Crossovers

In general, only one crossover per street frontage is permitted.

An additional crossover may be permitted for:

- Group dwellings and non-residential areas where an additional crossover has been approved as part of development approval.
- Properties situated on street corners where one crossover per street frontage is achievable.
- Extenuating circumstances that are substantiated by sufficient evidence and approved by the City at its discretion.
- In lieu of a verge treatment, where the crossover is limited to a 3m width and is directly connected to a driveway or a parking area inside the property.

Crossovers within Heritage Areas

Applications for additional crossovers for properties within a Heritage Area, which includes Mount Lawley, Menora and Inglewood, will be assessed in accordance with the applicable Local Planning Scheme and relevant Local Planning Policies.

Crossover Conflict with Road Reserve Infrastructure Asset

Where the location of a new crossover, requested by the property owner, conflicts with existing road reserve infrastructure assets, the cost to relocate the assets or modify the crossover design to avoid the conflict will be borne by the property owner. Any required modifications will be assessed in accordance with the Modifications of Traffic Management Treatments for Property Access Policy.

Delineation of crossovers from verge treatments

All crossovers should be delineated from verge treatments by means of contrasting materials or colour to ensure demarcation between two areas.

Existing Footpath at or adjacent to the property boundary

The path alignment is to be clearly delineated in the new crossover by either one of the following methods:

- The existing concrete footpath is to be retained; or
- Removing the existing concrete footpath and installing matching control joint edge lines in the new crossover to line up with the edges of the path; or
- For brick paved crossovers, removing the existing concrete path and incorporating two separate courses of bricks of different colour (to remainder of crossover) to line up with the edges of the path.

Existing Paths at the Kerbline

The existing footpath at the kerbline will need to be removed and replaced to accommodate the ramp part of the crossover. The replacement shall be in grey concrete and match the alignment of the existing path.

Should a footpath need to be removed or reconstructed during the crossover works, advice should be sought from the City prior to the removal of the footpath.

No part of the footpath may be removed or modified without the prior approval of the City.

Impact of New Footpaths at the Kerbline on Existing Crossovers

New footpaths constructed by the City will cross through existing crossovers.

Protection of Street Trees

A minimum setback of a crossover from any street tree on the verge is required. The setback distance will be in direct relation to the diameter at breast height (DBH) of the street tree.

- DBH of up to 200mm requires a minimum setback of one metre;
- DBH of 201mm to 400mm requires a minimum setback of two metres;
- DBH of 401mm to 600mm requires a minimum setback of three metres; and
- DBH of over 601mm or greater a prominent tree and will require determination on a case-by-case basis, with a minimum setback of four metres.

Where the prescribed separation distances cannot be achieved, a site inspection by a delegated officer will be undertaken to determine whether a reduced setback may be supported. Any variation is at the discretion of the City and must be demonstrably consistent with the ongoing health, structural integrity, and protection of the City tree. Applicable Council inspection fees and charges may apply.

Protection for street trees shall be established prior to any crossover works commencing and should remain during all stages of construction.

Refer to the City's Tree Policy for further information.

Crossover Subsidy Payment

The property owner may apply to the City for a subsidy equivalent to 50% of the cost of a standard 3m-wide crossover, provided that;

- The crossover is installed in accordance with the City's Crossover Guidelines and Specifications.
- Applications for a crossover subsidy must be received within 12 months of the completion of the crossover.
- The subsidy relates only to the first crossover service to the property.
- Where there is an existing footpath, the length of the crossover does not include the footpath for the purposes of calculating the crossover subsidy.

The City will not provide a subsidy towards construction of a second crossover on the same lot or any crossover that was constructed without the approval of the City.

Post Construction Inspection

The City will conduct an inspection at the conclusion of the works to ensure that the crossover has been constructed in accordance with the City's Crossover Guidelines and Specifications.

The property owner is liable to repair or modify the crossover if it has not been constructed according to the City's requirements.

Maintenance of Crossovers

Maintenance of crossovers is the responsibility of the property owner.

Any path that intersects the crossover will be maintained by the City according to the City's specifications.

Where a crossover may have been damaged by street tree roots, the City will inspect the crossover and street tree and take remedial action to ensure that the crossover is safe.

Reinstatement of Crossovers

The City will reinstate crossovers with 'standard materials' that are damaged by its works. Where a

crossover is damaged by the City's works, the City will reinstate the crossover using standard materials.

The City will not be responsible for reinstating crossovers that are not approved according to this policy.

The City will not take responsibility for any damages to crossovers caused by parties other than the City.

Redundant Crossovers

In accordance with the City of Stirling Thoroughfares and Public Places Local Law 2009 (as amended), redundant crossovers must be removed from the verge, the kerbing closed and the verge reinstated.

Compliance

For the purposes of determining compliance, the policy in force at the time of construction of the crossover is to apply.

Non-compliance with this policy may result in enforcement action in accordance with the provisions of the Compliance Enforcement Policy.

Variation to the Policy

A variation to this policy may be approved by the Coordinator Verge Control & Swimming Pools, where it is demonstrated that the proposal satisfies the objectives of this policy and the intent of the policy is achieved.

Definitions

Crossover has the same meaning as a '**crossing**' as outlined in the City of Stirling Thoroughfares and Public Places Local Law 2009 and means the area of road reserve that acts as the point of access to a property between the constructed road carriageway and property boundary.

Heritage Area means land identified by the City as part of a recognised heritage area and subject to applicable heritage planning controls and policies.

Infrastructure Asset means any physical asset within the road reserve, including but not limited to crossovers, kerbs, footpaths, street trees, utility services, drainage infrastructure, signs and street lighting.

Variation means a modification or addition to the proposed crossover construction that meets the objectives of this policy.

Modification means any alteration, extension or repair to an existing crossover.

Property Owner is defined as the owner or authorised occupier of a property that the crossover serves and includes a builder, an agent or a contractor authorised by the owner of the property to constructor modify a crossover.

Redundant Crossover is where works on a lot result in a crossover no longer giving access to a lot.

Road Reserve is the strip of public land between abutting property boundaries, specifically gazetted for the provision of public right of way. It includes the road carriageway, as well as footpath, crossovers, trees, verges and public utilities infrastructure and the like.

Standard Crossover Pursuant to Regulation 15(2) of the Local Government (Uniform Local Provisions) Regulations 1996, the City defines a 'standard crossover' as one that is 3.0m wide (excluding splays) and is constructed in grey pre-mixed concrete in accordance with this policy.

Standard Material For 'Residential Concrete Crossovers', standard material means grey pre-mixed concrete. For 'Residential Brick Paved Crossovers', standard material means best matched compliant paver that is currently in stock. For 'Non-Residential Crossovers', it shall be the same as for residential concrete and brick paved crossovers and for 'Asphalt Crossovers', standard material means red or black dense graded asphalt.

Street Tree has the same meaning as a 'tree' as outlined in the City of Stirling Thoroughfares and Public Places Local Law 2009 and means a woody perennial plant generally having a single stem or trunk which will grow to a height of approximately four metres or higher.

Relevant management practices/documents

- Compliance Enforcement Policy
- Modification of Traffic Management Treatments for Property Access Policy
- Verge Treatment Policy
- City Trees Policy
- Stormwater Runoff Disposal Policy
- Guidelines and Technical Specifications for Crossovers
- Heritage Protection Areas – Local Planning Policy 3.1 Character Guidelines Mt Lawley, Menora and Inglewood and 3.1A Character Retention Guidelines Inglewood,

Legislation/local law requirements

- Local Government Act 1995
- City of Stirling Thoroughfares and Public Places Local Law 2009
- City of Stirling Parking Local Law 2014
- Local Government (Uniform Local Provisions) Regulations 1996

Office use only				
Relevant delegations	Crossovers			
Initial Council adoption	**Date**	18 August 2026	**Resolution #**	
Last reviewed	**Date**	18 August 2026	**Resolution #**	
Next review due	**Date**	18 August 2030		

Crossover Policy

Aligned City Value/s	**Approachable**	**Responsive**	**Transparent**	**Innovative**
Responsible Directorate	**Planning and Development**			
Responsible Business Unit/s	**Development Services**			
Responsible Officer	**Manager Development Services**			
Affected Business Unit/s	**Engineering Services** **City Future** **Facilities, Projects and Assets** **Parks and Environment**			

Objective

The objectives of the policy are;

- To provide conditions that enable the property owner to construct a crossover.
- To provide a crossover design that is uniform and practical.
- To provide safe access with minimal impact on infrastructure assets in the road reserve and streetscape.
- To mitigate stormwater entering private property from the road.
- To ensure stormwater runoff from private property is appropriately managed and retained on-site, preventing discharge into the road reserve.
- To provide requirements for subsidy eligibility.
- To provide safe, accessible, and convenient environment for pedestrians.
- To protect and retain existing street trees.
- Create and retain future planting locations
- To ensure continuity and compatibility of crossovers within the streetscape.

Scope

This policy applies to the installation and modification of crossovers for all properties within the City of Stirling.

Policy

Introduction

A crossover is the section of the driveway between the private property boundary and the road. It is a requirement that each lot has a crossover for vehicles to enter and exit the property.

Crossovers are to be constructed in accordance with the City's Crossover Guidelines Residential and Non-Residential and Technical Specifications for Crossovers. These documents provide necessary information and specification for allowable crossovers.

Approval to Construct or Modify Crossovers

The property owner is required to complete and submit a Crossover Installation Application to the City for assessment before a crossover is constructed or modified.

Construction of a new crossover, or modification of an existing crossover, may not commence until written permission has been granted by the City.

The approval to construct a crossover is valid for a two-year period from the date issued. If construction of the crossover has not been commenced within this period a new application must be submitted to the City for consideration.

Number of Crossovers

In general, only one crossover per street frontage is permitted.

An additional crossover may be permitted for:

- Group dwellings and non-residential areas where an additional crossover has been approved as part of development approval.
- Properties situated on street corners where one crossover per street frontage is achievable.
- Extenuating circumstances that are substantiated by sufficient evidence and approved by the City at its discretion.
- In lieu of a verge treatment, where the crossover is limited to a 3m width and is directly connected to a driveway or a parking area inside the property.

Crossovers within Heritage Areas

Applications for additional crossovers for properties within a Heritage Area, which includes Mount Lawley, Menora and Inglewood, will be assessed in accordance with the applicable Local Planning Scheme and relevant Local Planning Policies.

Crossover Conflict with Road Reserve Infrastructure Asset

Where the location of a new crossover, requested by the property owner, conflicts with existing road reserve infrastructure assets, the cost to relocate the assets or modify the crossover design to avoid the conflict will be borne by the property owner. Any required modifications will be assessed in accordance with the Modifications of Traffic Management Treatments for Property Access Policy.

Delineation of crossovers from verge treatments

All crossovers should be delineated from verge treatments by means of contrasting materials or colour to ensure demarcation between two areas.

Existing Footpath at or adjacent to the property boundary

The path alignment is to be clearly delineated in the new crossover by either one of the following methods:

- The existing concrete footpath is to be retained; or
- Removing the existing concrete footpath and installing matching control joint edge lines in the new crossover to line up with the edges of the path; or
- For brick paved crossovers, removing the existing concrete path and incorporating two separate courses of bricks of different colour (to remainder of crossover) to line up with the edges of the path.

Existing Paths at the Kerbline

The existing footpath at the kerbline will need to be removed and replaced to accommodate the ramp part of the crossover. The replacement shall be in grey concrete and match the alignment of the existing path.

Should a footpath need to be removed or reconstructed during the crossover works, advice should be sought from the City prior to the removal of the footpath.

No part of the footpath may be removed or modified without the prior approval of the City.

Impact of New Footpaths at the Kerbline on Existing Crossovers

New footpaths constructed by the City will cross through existing crossovers.

Protection of Street Trees

A minimum setback of a crossover from any street tree on the verge is required. The setback distance will be in direct relation to the diameter at breast height (DBH) of the street tree.

- DBH of up to 200mm requires a minimum setback of one metre;
- DBH of 201mm to 400mm requires a minimum setback of two metres;
- DBH of 401mm to 600mm requires a minimum setback of three metres; and
- DBH of over 601mm or greater a prominent tree and will require determination on a case-by-case basis, with a minimum setback of four metres.

Where the prescribed separation distances cannot be achieved, a site inspection by a delegated officer will be undertaken to determine whether a reduced setback may be supported. Any variation is at the discretion of the City and must be demonstrably consistent with the ongoing health, structural integrity, and protection of the City tree. Applicable Council inspection fees and charges may apply.

Protection for street trees shall be established prior to any crossover works commencing and should remain during all stages of construction.

Refer to the City's Tree Policy for further information.

Crossover Subsidy Payment

The property owner may apply to the City for a subsidy equivalent to 50% of the cost of a standard 3m-wide crossover, provided that;

- The crossover is installed in accordance with the City's Crossover Guidelines and Specifications.
- Applications for a crossover subsidy must be received within 12 months of the completion of the crossover.
- The subsidy relates only to the first crossover service to the property.
- Where there is an existing footpath, the length of the crossover does not include the footpath for the purposes of calculating the crossover subsidy.

The City will not provide a subsidy towards construction of a second crossover on the same lot or any crossover that was constructed without the approval of the City.

Post Construction Inspection

The City will conduct an inspection at the conclusion of the works to ensure that the crossover has been constructed in accordance with the City's Crossover Guidelines and Specifications.

The property owner is liable to repair or modify the crossover if it has not been constructed according to the City's requirements.

Maintenance of Crossovers

Maintenance of crossovers is the responsibility of the property owner.

Any path that intersects the crossover will be maintained by the City according to the City's specifications.

Where a crossover may have been damaged by street tree roots, the City will inspect the crossover and street tree and take remedial action to ensure that the crossover is safe.

Reinstatement of Crossovers

The City will reinstate crossovers with 'standard materials' that are damaged by its works. Where a

crossover is damaged by the City's works, the City will reinstate the crossover using standard materials.

The City will not be responsible for reinstating crossovers that are not approved according to this policy.

The City will not take responsibility for any damages to crossovers caused by parties other than the City.

Redundant Crossovers

In accordance with the City of Stirling Thoroughfares and Public Places Local Law 2009 (as amended), redundant crossovers must be removed from the verge, the kerbing closed and the verge reinstated.

Compliance

For the purposes of determining compliance, the policy in force at the time of construction of the crossover is to apply.

Non-compliance with this policy may result in enforcement action in accordance with the provisions of the Compliance Enforcement Policy.

Variation to the Policy

A variation to this policy may be approved by the Coordinator Verge Control & Swimming Pools, where it is demonstrated that the proposal satisfies the objectives of this policy and the intent of the policy is achieved.

Definitions

Crossover has the same meaning as a '**crossing**' as outlined in the City of Stirling Thoroughfares and Public Places Local Law 2009 and means the area of road reserve that acts as the point of access to a property between the constructed road carriageway and property boundary.

Heritage Area means land identified by the City as part of a recognised heritage area and subject to applicable heritage planning controls and policies.

Infrastructure Asset means any physical asset within the road reserve, including but not limited to crossovers, kerbs, footpaths, street trees, utility services, drainage infrastructure, signs and street lighting.

Variation means a modification or addition to the proposed crossover construction that meets the objectives of this policy.

Modification means any alteration, extension or repair to an existing crossover.

Property Owner is defined as the owner or authorised occupier of a property that the crossover serves and includes a builder, an agent or a contractor authorised by the owner of the property to constructor modify a crossover.

Redundant Crossover is where works on a lot result in a crossover no longer giving access to a lot.

Road Reserve is the strip of public land between abutting property boundaries, specifically gazetted for the provision of public right of way. It includes the road carriageway, as well as footpath, crossovers, trees, verges and public utilities infrastructure and the like.

Standard Crossover Pursuant to Regulation 15(2) of the Local Government (Uniform Local Provisions) Regulations 1996, the City defines a 'standard crossover' as one that is 3.0m wide (excluding splays) and is constructed in grey pre-mixed concrete in accordance with this policy.

Standard Material For 'Residential Concrete Crossovers', standard material means grey pre-mixed concrete. For 'Residential Brick Paved Crossovers', standard material means best matched compliant paver that is currently in stock. For 'Non-Residential Crossovers', it shall be the same as for residential concrete and brick paved crossovers and for 'Asphalt Crossovers', standard material means red or black dense graded asphalt.

Street Tree has the same meaning as a 'tree' as outlined in the City of Stirling Thoroughfares and Public Places Local Law 2009 and means a woody perennial plant generally having a single stem or trunk which will grow to a height of approximately four metres or higher.

Relevant management practices/documents

- Compliance Enforcement Policy
- Modification of Traffic Management Treatments for Property Access Policy
- Verge Treatment Policy
- City Trees Policy
- Stormwater Runoff Disposal Policy
- Guidelines and Technical Specifications for Crossovers
- Heritage Protection Areas – Local Planning Policy 3.1 Character Guidelines Mt Lawley, Menora and Inglewood and 3.1A Character Retention Guidelines Inglewood,

Legislation/local law requirements

- Local Government Act 1995
- City of Stirling Thoroughfares and Public Places Local Law 2009
- City of Stirling Parking Local Law 2014
- Local Government (Uniform Local Provisions) Regulations 1996

Office use only			
Relevant delegations	Crossovers		
Initial Council adoption	**Date** 18 August 2026	**Resolution #**	
Last reviewed	**Date** 18 August 2026	**Resolution #**	
Next review due	**Date** 18 August 2030		

Crossover Policy Review

Summary of Changes: Existing Policy vs Revised Policy

Policy Area	Summary of Change
Governance and Structure	Introduced aligned City values, updated affected business units and refreshed policy administration information.
Policy Objectives	Added objectives relating to on-site stormwater retention, pedestrian accessibility, retention of existing street trees and creation of future planting locations.
Additional Crossovers	Removed automatic heritage area allowance and introduced assessment-based provisions. Extenuating circumstances now require supporting evidence and City approval.
Heritage Areas	Created a new dedicated section requiring additional crossover applications in heritage areas to be assessed against the applicable planning framework and local planning policies.
Infrastructure Asset Protection	Expanded provisions to clarify that where a crossover conflicts with infrastructure assets, the property owner is responsible for relocation costs or design modifications.
Verge Treatments	Strengthened distinction between crossovers and verge treatments through clearer delineation requirements.
Pedestrian Environment	Increased emphasis on pedestrian safety, accessibility and continuity of footpaths through crossover areas.
Street Tree Protection	Introduced a fourth tree size category, increased setback requirements for larger trees, strengthened assessment criteria and formalised discretionary assessment where setbacks cannot be achieved.

Stormwater Management	Added explicit requirement that stormwater runoff from private property be retained on-site and not discharged to the road reserve.
Reinstatement and Maintenance	Clarified crossover reinstatement responsibilities and expanded the definition of standard materials.
Compliance and Variations	Clarified compliance is assessed against the policy in force at the time of construction and introduced a formal variation approval process.
Definitions	Added new definitions including Heritage Area and Infrastructure Asset, and updated several existing definitions.
Related Policies and Documents	Added City Trees Policy, Stormwater Runoff Disposal Policy and updated heritage planning references.

Crossover Policy

Responsible Directorate	**Planning and Development**
Responsible Business Unit/s	**Development Services**
Responsible Officer	**Manager Development Services**
Affected Business Unit/s	**Engineering Design** **Engineering Operations** **City Planning** **Facilities, Projects and Assets** **Parks and Sustainability**

Objective

The objectives of the policy are:

- To provide conditions that enable the property owner to construct a crossover;
- To provide a crossover design that is uniform and practical;
- To provide safe access with minimal impact on infrastructure assets in the road reserve and streetscape;
- To mitigate stormwater entering private property from the road
- To provide requirements for subsidy eligibility;
- To provide a safe amenity for pedestrians;
- To protect existing street trees; and
- To ensure continuity and compatibility of crossovers within the streetscape.

Scope

This policy applies to the installation and modification of crossovers for all properties within the City of Stirling.

Policy

Introduction

A crossover is the section of the driveway between the private property boundary and the road. It is a requirement that each lot has a crossover in order for vehicles to enter the property.

Crossovers are to be constructed in accordance with the City's Crossover Guidelines Residential and Non-Residential and Technical Specifications for Crossovers. These documents provide necessary information and specifications for allowable crossovers.

Approval to Construct or Modify Crossovers

The property owner is required to complete and submit a Crossover Installation Application to the City for assessment before a crossover is constructed or modified.

Construction of a new crossover, or modification of an existing crossover, may not commence until written permission has been granted by the City.

The approval to construct a crossover is valid for a two-year period from the date it is issued. If construction of the crossover has not been commenced within this period a new application must be submitted to the City for consideration.

Number of Crossovers

In general, only one crossover per street frontage is permitted.

An additional crossover may be permitted for:

1. Those properties located within the Heritage Protection Area Special Control Area (which includes the suburbs of Mount Lawley, Menora and Inglewood). An application for Planning Approval under Local Planning Scheme No 3 and specifically under Heritage Protection Areas Special Control Area – Policy 3.1 Character Guidelines in these areas is required for additional crossovers.
2. Group dwellings and non-residential areas where an additional crossover has been approved as part of the Planning Approval process.
3. Properties situated on street corners where one crossover per street frontage is achievable.
4. Extenuating circumstances such as safe access on distributor roads and disability access. In these cases, justification is required on a case-by-case basis; or
5. In lieu of a verge treatment, where the crossover is limited to a 3 m width and is directly connected to a driveway or a parking area inside the property.

Crossover Conflict with Road Reserve Infrastructure Assets

Where the location of a new crossover, requested by the property owner, conflicts with existing road reserve infrastructure assets, the cost to relocate the assets or avoid the conflict will be borne by the property owner.

Modifications to road reserve infrastructure assets will be assessed in accordance with the Modifications of Traffic Management Treatments for Property Access Policy.

Delineation of crossovers from verge treatments

All crossovers should be delineated from verge treatments by means of contrasting materials to ensure demarcation between the two areas.

Existing Footpath at or adjacent to the property boundary

The path alignment is to be clearly delineated in the new crossover by either one of the following methods:

- Leaving the existing concrete path in;
- Removing the existing concrete path and installing matching control joint edge lines in the new crossover to line up with the edges of the path; or
- For brick paved crossovers, removing the existing concrete path and incorporating two separate courses of bricks of different colour (to remainder of crossover) to line up with the edges of the path.

Existing Paths at the Kerbline

The existing footpath at the kerbline will need to be removed and replaced to accommodate the ramp part of the crossover. The replacement shall be in grey concrete and match the alignment of the existing path.

Should a footpath need to be removed or reconstructed during the crossover works, advice should be sought from the City prior to the removal of the footpath.

No part of the footpath may be removed or modified without the prior approval of the City.

Impact of New Footpaths at the Kerbline on Existing Crossovers

New footpaths constructed by the City will cross through existing crossovers.

Protection of Street Trees

A minimum setback of a crossover/driveway from any street tree on the verge is required. The setback distance will be in direct relation to the Diameter at Breast Height (DBH) of the street tree:

- DBH of up to 200 mm requires a minimum setback of one metre;
- DBH of 201 mm to 400 mm requires a minimum setback of two metres; and
- DBH of 401 mm or greater requires a minimum setback of three metres.

Should the distances required need to be less than the above specifications, a site inspection will need to be conducted to determine if the distance can be reduced on a tree by tree basis. Council inspection fees and charges may apply.

Protection for street trees shall be established prior to any crossover works commencing and should remain during all stages of construction.

Refer to the Street and Reserve Tree Policy for further information.

Crossover Subsidy Payment

The property owner may apply to the City for a subsidy equivalent to 50% of the cost of a 3m wide standard crossover providing:

- The crossover is installed in accordance with the City's Crossover Guidelines and Specifications.
- Applications for a crossover subsidy must be received within 12 months of the completion of the crossover.
- The subsidy relates only to the first crossover to service the property.
- Where there is an existing footpath, the length of the crossover does not include the footpath for the purposes of calculating the crossover subsidy.

The City will not provide a subsidy towards construction of a second crossover on the same lot and any crossover that was constructed without the approval of the City will not be awarded a subsidy.

Post Construction Inspection

The City will conduct an inspection at the conclusion of the works to ensure that the crossover has been constructed in accordance with the City's Crossover Guidelines and Specifications.

The property owner is liable to repair or modify the crossover if it has not been constructed according to the City's requirements.

Maintenance of Crossovers

Maintenance of crossovers is the responsibility of the property owner.

Any path that intersects the crossover will be maintained by the City according to the City's specifications.

Where a crossover may have been damaged by street tree roots, the City will inspect the crossover and street tree and take remedial action to ensure that the crossover is safe.

Reinstatement of Crossovers

The City will reinstate crossovers with "standard materials" that are damaged by its works.

The City will not be responsible for reinstating crossovers that are not approved according to this policy.

The City will not take responsibility for any damages to crossovers caused by parties other than the City.

Redundant Crossovers

In accordance with the *City of Stirling Thoroughfares and Public Places Local Law 2009* (as amended), redundant crossovers must be removed from the verge, the kerbing closed and the verge backfilled.

Compliance

The policy which was in place at the time of the crossover construction shall be used to determine compliance.

Non-compliance with this policy may result in enforcement action in accordance with the provisions of the Compliance Enforcement Policy.

Variation to the Policy

A variation to this policy will be assessed against the objectives of this policy where adequate justification is provided and the intent of the Policy is deemed to have been met.

Definitions

Crossover has the same meaning as a **"crossing"** as outlined in the *City of Stirling Thoroughfares and Public Places Local Law 2009* and means the area of road reserve that acts as the point of access to a property between the constructed road carriageway and a property boundary.

Heritage Protection Area Special Control Area is defined as that land delineated as such by the *City of Stirling Local Planning Scheme No 3* map.

Variation means a modification or addition to the proposed crossover construction that meets the objectives of this policy.

Modification means any alteration, extension or repair to an existing crossover.

Property Owner is defined as the owner or authorised occupier of a property that the crossover serves and includes a builder, an agent or a contractor authorised by the owner of the property to construct or modify a crossover.

Redundant Crossover is where works on a lot results in a crossover no longer giving access to a lot.

Road reserve is the strip of public land between abutting property boundaries, specifically gazetted for the provision of public right of way. It includes the road carriageway, as well as footpaths, crossovers, verges and public utilities infrastructure and the like.

Standard Crossover- Pursuant to Regulation 15(2) of the *Local Government (Uniform Local Provisions) Regulations 1996*, the City defines a "'standard crossover'' as one that is 3.0m wide (excluding splays) and is constructed in grey pre-mixed concrete in accordance with this policy.

Standard Material- For "Residential Concrete Crossovers", standard material means grey pre-mixed concrete. For "Residential Brick Paved Crossovers", it means best matched compliant paver that is currently in stock. For "Non-residential Crossovers", it shall be the same as for residential concrete and brick paved crossovers and for "Asphalt Crossovers", it shall mean red or black dense graded asphalt.

Street Tree has the same meaning as a 'tree" as outlined in the in the *City of Stirling Thoroughfares and Public Places Local Law 2009* and means a woody perennial plant generally having a single stem or trunk which will grow to a height of approximately four metres or higher.

Relevant management practices/documents

Compliance Enforcement Policy
Modification of Traffic Management Treatments for Property Access Policy
Verge Treatment Policy
Street and Reserve Tree Policy
Guidelines and Technical Specifications for Crossovers
Heritage Protection Area Special Control Area - Policy 3.1 Character Guidelines Mt Lawley, Menora & Inglewood

Legislation/local law requirements

Local Government Act 1995
City of Stirling Thoroughfares and Public Places Local Law 2009
City of Stirling Parking Local Law 2014
Local Government (Uniform Local Provisions) Regulations 1996

Office use only				
Relevant delegations	Crossovers			
Initial Council adoption	**Date**	11 April 2017	**Resolution #**	0417/010
Last reviewed	**Date**	26 May 2020	**Resolution #**	0520/027
Next review due	**Date**	2021		

14. NOTICES OF MOTION FOR CONSIDERATION

'Notices of Motion for Consideration' include a brief report to assist Council in deciding to approve or not approve the Motion.

A further and more detailed report will be submitted at a future Ordinary Council meeting for Motions that are approved, in accordance with Clause 4.5(2)(c) of the City of Stirling Meeting Procedures Local Law 2021.

Councillor Joe Ferrante returned to the meeting at 8.25pm during consideration of Item 14.1

Councillor Damien Giudici retired from the meeting at 8.25pm during consideration of Item 14.1

14.1 PROPOSED NOTICE OF MOTION - COUNCILLOR ELIZABETH RE - INCREASED TIMING FOR PEDESTRIAN CROSSINGS IN SCARBOROUGH AND INNALOO

Business Unit:	Engineering Services	Service: Transport Services
Ward:	Coastal & Doubleview	Location: Scarborough Beach Road, from West Coast Highway to Stephenson Avenue
Applicant:	Not Applicable	

Role

Executive - *Governing the City and the community through executive powers.*

Council Resolution

0926/006

Moved Councillor Re, seconded Councillor Proud

That the Chief Executive Officer WRITES to Main Roads Western Australia to seek an increase to the timings for traffic light pedestrian crossing signals to allow more time for seniors, people with disabilities, and parents with prams to cross the busy intersections from West Coast Highway, along Scarborough Beach Road, to Stephenson Avenue, Innaloo and also along Ellen Stirling Boulevard, Innaloo.

The motion was put and declared CARRIED (13/0).

For: Councillors Creado, Dudek, Ferrante, Hatton, Ion, Krsticevic, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Notice of Motion Recommendation

That the Chief Executive Officer WRITES to Main Roads Western Australia to seek an increase to the timings for traffic light pedestrian crossing signals to allow more time for seniors, people with disabilities, and parents with prams to cross the busy intersections from West Coast Highway, along Scarborough Beach Road, to Stephenson Avenue, Innaloo and also along Ellen Stirling Boulevard, Innaloo.

Background provided by Elected Member

“Crossing wait times are so short that it has caused seniors in particular to hurry, which has caused them to fall. The general safety of all roads users has been impacted by the short pedestrian time frame. The short crossing wait time has been a deterrent for people to walk to the shops etc and be active.”

Details

The operation and management of traffic signals, including the allocation of pedestrian and vehicle phase times, are the responsibility of Main Roads Western Australia (MRWA).

The total time allocated for pedestrians to cross a signalised intersection is calculated based on the width of the crossing and an assumed walking speed of 1.2m per second. In locations with a significant proportion of elderly or vulnerable users, such as near aged care facilities, a lower assumed walking speed may be adopted to provide additional crossing time.

A common misconception is that pedestrians should receive a continuous green ‘Walk’ signal for the entire duration of a crossing movement. However, many signalised intersections operate with what are known as *parallel crossings*, where pedestrians cross in the same direction as adjacent traffic movements. Under current MRWA practice, pedestrians are generally provided with a green ‘Walk’ signal for approximately six seconds. This initial green phase provides pedestrians with sufficient time to commence crossing before the signal changes to a flashing red ‘Don’t Walk’ indication for the remainder of the crossing period.

Importantly, the flashing red ‘Don’t Walk’ signal does not require pedestrians already on the crossing to stop. Rather, it prevents additional pedestrians from commencing their crossing while allowing those already on the crossing to safely complete their movement. During this period, turning vehicles are required to give way to pedestrians in accordance with the *Road Traffic Code 2000*.

Providing a green ‘Walk’ indication for the entire crossing movement would require a longer pedestrian phase and, consequently, an increase in the overall cycle length. This would reduce the time available for vehicle movements and could result in increased traffic queues and delays across the wider road network. Accordingly, MRWA seeks to balance the needs of pedestrians and motorists when determining signal timings.

MRWA has implemented a range of measures to improve driver awareness, including the installation of “Give Way to Pedestrians” signage at selected locations. These measures have been supported by public education campaigns delivered through social media and other channels to reinforce driver responsibilities and promote the safe use of pedestrian crossings.

The section of Scarborough Beach Road between Scarborough and Innaloo includes signalised intersections at the following locations:

- Scarborough Beach Road / West Coast Highway, Scarborough
- Scarborough Beach Road / Duke Street, Scarborough
- Scarborough Beach Road / Grand Promenade, Doubleview
- Scarborough Beach Road / St Brigids Terrace, Doubleview
- Scarborough Beach Road / Huntriss Road, Doubleview
- Scarborough Beach Road / Odin Road, Innaloo
- Scarborough Beach Road / Liege Street, Innaloo
- Scarborough Beach Road / Ellen Stirling Boulevard, Innaloo
- Scarborough Beach Road / Stephenson Avenue, Innaloo

Officers can request that MRWA undertake a review of pedestrian signal timings at the above intersections. However, any increase in pedestrian crossing times beyond current standards may reduce the capacity available for vehicle movements and could adversely impact intersection performance, traffic queues and travel times. These operational trade-offs would need to be carefully assessed by MRWA before any changes to signal timings could be considered.

Financial Assessment and Implications

All costs associated with modification of traffic signal timings would be borne by Main Roads Western Australia.

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: Connect the community through sustainable and integrated transport networks

Priority: Provide and maintain safe and accessible roads and parking

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

14.2 PROPOSED NOTICE OF MOTION - COUNCILLOR ELIZABETH RE – PEDESTRIAN SAFETY ALONG ELLEN STIRLING BOULEVARD, INNALOO

Business Unit:	Engineering Services	Service: Transport Services
Ward:	Doubleview	Location: Ellen Stirling Boulevard, Innaloo
Applicant:	Not Applicable	

Role

Executive - *Governing the City and the community through executive powers.*

Council Resolution

0926/007

Moved Councillor Re, seconded Councillor Proud

That a report be PRESENTED to the Community and Resources Committee meeting to be held 27 October 2026 to investigate ways in which the City could mitigate safety issues for pedestrians waiting to catch buses on the eastern side of Ellen Stirling Boulevard, Innaloo.

The motion was put and declared CARRIED (13/0).

For: Councillors Creado, Dudek, Ferrante, Hatton, Ion, Krsticevic, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Notice of Motion Recommendation

That a report be PRESENTED to the Community and Resources Committee meeting to be held 27 October 2026 to investigate ways in which the City could mitigate safety issues for pedestrians waiting to catch buses on the eastern side of Ellen Stirling Boulevard, Innaloo.

Background provided by Elected Member

1. *"There is no continuous footpath along the eastern side of Ellen Stirling Boulevard, Innaloo*
2. *There are many accidents on the road and near the bus stops*
3. *It is mainly a dark area at the bus stops and adjacent land and people feel unsafe*
4. *There is mostly no footpath access from the individual bus stops to traffic lights along the roads*
5. *There are no bus stop shelters for changes in the weather*
6. *Pedestrians need to walk from the shopping centre on the west side of Ellen Stirling Boulevard and there are no crosswalks or traffic lights in close proximity to the bus stops, making people feel unsafe"*

Details

Ellen Stirling Boulevard is classified as a District Distributor (A) road under the City's Functional Road Hierarchy. Before Stephenson Avenue was extended north of Scarborough Beach Road, the road carried up to 31,000 vehicles per day. Preliminary traffic signal data now indicates volumes have reduced to approximately 10,000 to 15,000 vehicles per day.

Ellen Stirling Boulevard is a key road connection within Stirling City Centre. To facilitate redevelopment of the Stirling City Centre, the State Government has prepared Improvement Plan 36 for the area. A key objective of this plan is to "*facilitate the provision of an effective, efficient, integrated and safe transport network which is accessible to pedestrians, cyclists and public transport users and motorists*". The proposed review is consistent with this objective.

Officers can prepare a report to be presented to the Community and Resources Committee meeting to be held 27 October 2026. The report will review pedestrian conditions along Ellen Stirling Boulevard, with particular consideration of footpaths, public transport access and lighting.

Financial Assessment and Implications

Officers can prepare the requested report as part of their normal duties, with no need for external consultancy. Any financial implications arising from potential changes or upgrades will be identified in the report.

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: Connect the community through sustainable and integrated transport networks

Priority: Provide a safe network of cycleways and pathways to link people and places

Priority: Provide and maintain safe and accessible roads and parking

Strategic Risk

Strategic Risk	Risk Appetite
Asset Stewardship & Financial Sustainability	If asset lifecycle, prioritisation and long-term funding are not aligned to service objectives and future delivery commitments, reliability and affordability will deteriorate, compromising service outcomes and financial sustainability.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

15. NOTICES OF MOTION FOR CONSIDERATION AT THE NEXT MEETING

15.1 ARTIFICIAL INTELLIGENCE GOVERNANCE AND INNOVATION WORKING GROUP

Councillor Joe Ferrante submitted the following Notice of Motion prior to the Council meeting held 8 September 2026.

Notice of Motion Recommendation

That the Chief Executive Officer WRITES to the Western Australia Local Government Association encouraging the establishment of a sector-wide Artificial Intelligence Governance and Innovation Working Group, with Elected Member representation, to:

a. Promote the responsible, ethical, and secure use of Artificial Intelligence across local government;

b. Support the development of governance frameworks, policies, and best-practice guidance for Artificial Intelligence adoption across WA councils;

c. Share local government Artificial Intelligence use cases, lessons learned and emerging best practice;

d. Support consistent approaches to Artificial Intelligence governance, cyber security, privacy, transparency and human oversight;

e. Identify opportunities for Artificial Intelligence to improve service delivery, accessibility, sustainability, innovation, and community wellbeing across the sector; and

f. Promote collaboration between local government, the State Government and relevant sector bodies.

Reason for Motion

"The WALGA Readiness Assessment highlights a significant opportunity for sector leadership. While interest in AI is high across local government, the assessment found that governance, capability, and technical readiness are generally still developing. This creates an opportunity for WALGA to play a coordinating role in sharing better practice, governance approaches and lessons learned across the sector."

15.2 ESTABLISHMENT OF A CITY OF STIRLING SCHOOL CIVIC EDUCATION AND COUNCIL TOUR PROGRAM

Councillor Rob Paparde submitted the following Notice of Motion prior to the Council meeting held 8 September 2026.

Notice of Motion Recommendation

1. That Council requests the Chief Executive Officer to INVESTIGATE the establishment of a City of Stirling School Civic Education and Council Tour Program for primary and secondary school students within the City of Stirling.

2. The investigation to INCLUDE:

- **a. Opportunities for school groups to visit the City of Stirling Administration Centre and Council Chamber.**
- **b. Educational presentations on the role of Local Government, Elected Members, Community Engagement, Planning, Environmental Management, Waste Services and local decision-making;**
- **c. Opportunities for students to observe or participate in mock council meetings and civic leadership activities.**
- **d. Partnerships with local public, independent and faith-based schools across the City;**
- **e. Resource requirements, staffing implications and potential budget considerations; and**
- **f. Opportunities to integrate the program with existing youth engagement initiatives.**

3. That Council REQUESTS the Chief Executive Officer report back to Council within six months with recommendations regarding implementation, costs, and any pilot program options.

Reason for Motion

"The City of Stirling is the largest local government in Western Australia by population and serves a diverse community of more than 240,000 residents. Despite the significant role local government plays in the daily lives of residents, many young people have limited understanding of how councils operate, how decisions are made, and how they can participate in civic life.

A structured school tour program would provide students with a practical and engaging opportunity to learn about democracy at the local level. By visiting the Council Chamber and interacting with elected members and City staff, students would gain first-hand insight into the responsibilities of local government and the importance of community participation.

Such programs are already successfully delivered by various state and federal parliamentary institutions and have proven effective in improving civic awareness and encouraging future community leadership. Given the City of Stirling's scale and regional importance, it is well placed to provide similar opportunities to local schools.

The initiative would also:

- *Strengthen relationships between the City and local schools;*
- *Promote civic literacy and community engagement among young people;*
- *Increase awareness of council services and responsibilities;*
- *Encourage future participation in youth advisory groups, volunteering and local leadership opportunities; and*
- *Demonstrate the City's commitment to education, transparency and community involvement.*

As Western Australia's largest local government, the City of Stirling should lead by example in fostering civic understanding and inspiring the next generation of community leaders. Establishing a school civic education and council tour program would be a relatively modest initiative capable of delivering long-term benefits for both students and the broader community."

16. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

16.1 MINDARIE REGIONAL COUNCIL ENVIRONMENTAL NOTICES

Councillor Elizabeth Re submitted the following question prior to the Council meeting held 11 August 2026:

Q1. "Mindarie Regional Council carries out the waste management for a number of Councils, north of Perth, for the residents and ratepayers of many Councils, including those in the City of Stirling. Could you please provide on each individual notice over the last ten years:

- *The actual wording of the notice*
- *The outcome of the notice*
- *The actual penalties / infringements*
- *The financial impacts (fines, penalties, the actual costs etc.)"*

A1. MRC has received two Environmental Protection Notices (EPN) in its history - Reference Numbers 202405 and 202601, as per Attachments 1 and 2 and summarised below.

- EPN 202405 (28/11/24) required MRC to complete a number of actions in response to suspected odour pollution offsite.

  Summarised, these actions and outcomes were:

  - Quantify leachate currently held within the premises, its chemical characteristics, and a methodology for any processing of leachate on the landfill (evaporation). A Leachate Management Plan was developed, but not implemented, as it was never explicitly approved by DWER;
  - Put additional 'cover' (limestone or other method) over any seeping leachate on the surface of landfill. MRC implemented this and it continues till today;
  - Assess the existing landfill caps for defects (cracks etc) that may allow for gas emission. Consultants discovered no major concerns and a few very minor corrective actions taken;
  - Review the Landfill Gas Collection system to ensure it is optimised and sufficient to control emissions. Undertaken by SLR consulting with input from EDL (gas contractor onsite). Short medium and long term remedial actions;
  - Run a leachate treatment pilot scale for effectiveness of treating leachate on site for disposal to sewer. Pilot trial undertaken, ultimately Water Corp would not accept the treated leachate due to contaminant concerns;
  - Provide a groundwater risk assessment, completed;

- MRC has complied with the requirements of the EPN 202405, therefore no penalties or infringements have been issued, which would be subsequent DWER actions to an EPN;
- Costs associated with complying with the EPN 202405 were approximately $200,000; and
- On 3 August 2026, the requirements of this EPN were deemed by DWER to have been met and as such it was revoked.

- EPN 202601 has recently been issued (03/08/2026), so no outcomes have been resolved, nor have any financial penalties or costs been accrued

  In summary this requires the MRC to:

  - Provide an updated plan to quantify leachate volumes and levels across the premises;
  - Prepare a Leachate Removal Plan (LRP) to remove leachate from the premises;
  - Provide an updated Landfill Capping and Closure Plan (LCCP) for the premises;
  - Implement specified measures to improve the Landfill Gas Extraction System;
  - Prepare a report that documents a Surface Water Management Strategy for the premises; and
  - Provide a geotechnical landfill stability assessment and report compliant with industry standards.

Relevant Documents and Information

Attachments

Attachment 1 - EPN 202405 28.11.24 ⇩
Attachment 2 - EPN 202601 3.8.26 ⇩

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

OFFICIAL

GOVERNMENT OF
WESTERN AUSTRALIA

Section 65
Environmental Protection Act 1986.

ENVIRONMENTAL PROTECTION NOTICE

Reference No: 202405

PERSON TO WHOM THIS NOTICE IS GIVEN:

Mindarie Regional Council (ABN 17 015 003 687)
1700 Marmion Avenue
TAMALA PARK WA 6030
In its capacity as occupier of the **Premises**

PREMISES TO WHICH THIS NOTICE RELATES (the Premises):

The **Premises,** the subject of this Environmental Protection Notice (**Notice**) is situated on 1700 Marmion Avenue TAMALA PARK WA 6030, being part of Lot 9043 on Plan 424903 as depicted in Appendix 2 of this Notice.

Reasons for which this notice is issued:

This Environmental Protection Notice (the Notice) is given to the **Occupier**, being Mindarie Regional Council, under section 65 of the *Environmental Protection Act 1986* (EP Act), because I have reasonable grounds to suspect there is, or is likely to be an emission or emissions from the Premises and that the emissions have caused or are likely to cause pollution.

The nature of the suspected pollution is:

1. The emission of odour from the premises into the environment. I have reason to believe that the pollution that is or is likely to be caused is the direct or indirect alteration of the environment to the detriment of an environmental value. The relevant environmental value is the beneficial use of the portion of the environment (air quality) that is conducive to public amenity, public health and aesthetic enjoyment of the environment surrounding residential premises.

   The Department of Water and Environmental Regulation (the **Department**) has identified that landfill leachate stored in ponds at the Premises, leachate seepage from the face of landfill cells and landfill gas generated at the Premises are the likely key sources of odour emissions to the environment.

2. The emission of leachate from the premises into the environment. I have reason to believe that the pollution that is or is likely to be caused is the direct or indirect

OFFICIAL

alteration of the environment to the detriment of an environmental value. The environmental value is the beneficial use of the portion of the environment (groundwater) for potable and non-potable uses.

The Department has been advised by Mindarie Regional Council that leachate levels within the landfill are significantly elevated. This is likely to be increasing the seepage of leachate emission through the landfill liner and impacting groundwater quality.

Therefore, this Notice has been given to require the occupier to take measures to prevent, control and abate the pollution; and to investigate the extent and nature of the environmental harm and its consequences; and to report to the Department on actions taken to comply with the requirements.

I am satisfied that because Mindarie Regional Council is the Occupier of the Premises from which odour emissions have occurred to the environment that you are the appropriate **Person**(s) to give this Notice.

REQUIREMENTS OF THIS NOTICE:

Odour emission requirements

1. The **Person** to whom this Notice is given must, within 28 days of this Notice being given, provide to the CEO for approval, a plan to manage leachate volumes on the Premises. The plan must identify:

   a) The volume of leachate currently held at the premises and the methodologies used to arrive at the volume.
   b) The chemical characteristics of the leachate.
   c) A detailed methodology including times, dates and meteorological conditions under which any process involving leachate may be undertaken.
   d) The measures that will be taken to ensure that implementation of the plan does not cause odour emissions outside the premise boundary.
   e) Details of the monitoring that will be undertaken to assess the effectiveness of controls in preventing odour emissions outside the premises boundary.
   f) Records relating to the monitoring must be provided to the CEO every 14 days post implementation of the approved plan.

2. The **Person** to whom this Notice is given must within 7 days of this Notice being given, provide and thereafter maintain additional cover on any areas of the landfill where leachate seepage is visible, to minimise odour emissions from areas where leachate seepage has occurred.

3. The **Person** to whom this Notice is given must within 30 days of this Notice being given:

   a) Inspect the integrity of any areas of the landfill with final capping for visible defects such as cracks which may allow for uncontrolled emissions landfill gas.

OFFICIAL

b) Identify remedial action which can be taken to mitigate uncontrolled emissions of landfill gas resulting from any defects.
c) Provide a report for the CEO's approval on the findings of the inspections, details of any remedial measures recommended and a timescale for the implementation of any recommendations.
d) Implemented the recommendations once they are approved by the CEO.

4. The **Person** to whom this Notice is given must, within 21 days of this Notice being given, provide to the **CEO** a review of the landfill gas (LFG) collection and management system, in the form of a report, to ensure it is appropriately optimised and working effectively to maximise gas collection. The report must contain:
   a) A map identifying the operational and non-operational wells.
   b) Details on the physical condition of each element of the collection and management system including collections wells, condensate traps, gas flare and gas engines.
   c) A maintenance schedule outlining any maintenance required for any element of the landfill gas collection and management system to ensure the on-going effectiveness of the system.

5. The **Person** to whom this Notice is given must, within 60 days of this Notice being given, submit a report to the CEO that contains a review of the existing landfill gas collection and management system to assess whether it is sufficient to control emissions of landfill gas to prevent them causing odour impacts on receptors outside of the Premises. The review must:
   a. Be undertaken by a **suitably qualified landfill gas consultant**;
   b. Detail the operational landfill gas infrastructure in each landfill stage;
   c. Identify the current landfill gas volumes being generated from each stage of the landfill, the collection and management capacity of the current system of each landfill stage and the estimated future gas generating potential of each landfill stage.
   d. Provide information to support the identification and estimation of landfill gas volumes required in c);
   e. Identify any necessary improvements including landfill gas collection and management infrastructure to prevent odour impacts outside the Premises as a result of landfill gas emissions with a timescale for completion of the recommended improvements.

6. The **Person** to whom this Notice is given must implement the recommended improvements identified under requirement 5e) in accordance with a direction to do so by the **CEO**.

7. The **Person** to whom this Notice is given must install a pilot scale leachate treatment unit (leachate treatment unit) by the end of February 2025 and trial its effectiveness at treating leachate generated on the site for disposal to sewer, for a period of up to 12 weeks as detailed in the Critical Infrastructure Plan entitled, "Critical Infrastructure Plan CIP, Mindarie Regional Council" (Mindarie Regional Council, May 2024). At least 14 days prior to installation of the leachate treatment unit, the following information must be submitted to the CEO:
   a. The detailed specification of the leachate treatment unit;

OFFICIAL

b. The proposed location of the leachate treatment unit;
c. Details of how odour emissions from the construction and operation of the leachate treatment will be mitigated during the trial;
d. Criteria by which the effectiveness of the trial will be measured.

8. The **Person** to whom this Notice is given must, within 28 days of the completion of the trial in requirement 7, submit to the CEO a report that documents and provides evidence of the effectiveness of the trial against the trial criteria.

9. The **Person** to whom this Notice is given must, if directed to do so by the **CEO** to further mitigate the impact of odour emissions from the Premises on the local community and only if the CEO has afforded Mindarie Regional Council an opportunity in writing of not less than 7 days to show cause why a direction should not be made, take further action to manage odour emissions on the site in accordance with the CEO's direction.

Groundwater emission requirements

10. The **Person** to whom this Notice is given must, within 60 days of this Notice being given, provide a groundwater risk assessment that assesses the risk to groundwater from elevated leachate heads within the site. The groundwater risk assessment must:
    a. Be undertaken by a **contaminated sites auditor**;
    b. Include an update to the Mandatory Auditors Report (MAR) that includes specific discussion around the risk to groundwater from elevated leachate head, including a review of the historic MAR data, with a specific focus on potential trends in leachate head and plume characteristics.
    c. Assess the likely risks to groundwater quality from any increased risk of seepage through the landfill liner.
    d. Include recommended actions to mitigate any assessed increased risk to groundwater and a proposed timeline for implementing the recommendations.

Other Requirements

11. The CEO may vary the requirements of this Notice, including the specified requirements and timeframes where they consider sufficient justification has been provided, and it can be demonstrated that such variation will not result in an unacceptable risk to human health, the environment or any environmental value.

OFFICIAL

Ruth Dowd

Digitally signed by Ruth Dowd
Date: 2024.11.28 17:15:04 +08'00'

Ruth Dowd
Executive Director Assurance
Department of Water and Environmental Regulation

For the Chief Executive Officer under Delegation No. 162

28 November 2024

OFFICIAL

IMPORTANT INFORMATION:

Subject to section 65(4) of the Act:

- The CEO may vary the requirements of this Notice, including the specified requirements and timeframes where they consider sufficient justification has been provided, and it can be demonstrated that such variation will not result in an unacceptable risk to human health, the environment or any environmental value.

A **PERSON** WHO IS BOUND BY THIS ENVIRONMENTAL PROTECTION NOTICE AND WHO DOES NOT COMPLY WITH THIS NOTICE COMMITS AN OFFENCE UNDER THE *ENVIRONMENTAL PROTECTION ACT 1986*.

Under section 103 of the *Environmental Protection Act 1986:*

- a **person** who is aggrieved by a requirement contained in this environmental protection notice may within 21 days of being given this notice lodge with the Minister for Environment an appeal in writing setting out the grounds of that appeal; and

- any other **person** who disagrees with a requirement contained in this environmental protection notice may within 21 days of the making of that requirement lodge with the Minister for Environment an appeal in writing setting out the grounds of that appeal.

PENDING THE DETERMINATION OF AN APPEAL REFERRED TO ABOVE, THE RELEVANT REQUIREMENTS CONTAINED IN THIS ENVIRONMENTAL PROTECTION NOTICE CONTINUE TO HAVE EFFECT.

Note that under section 118A of the *Environmental Protection Act 1986* each **person** who is a director or who is concerned in the management of the body corporate may be taken to have also committed the same offence.

OFFICIAL

APPENDIX 1: DEFINITIONS

In this Notice, unless the contrary intention appears –

'*Act*' means the *Environmental Protection Act 1986* (WA);

'*CEO*' means Chief Executive Officer, Department of Water and Environmental Regulation or their delegate;

'*CEO*' for the purposes of correspondence means;

Chief Executive Officer
Department of Water and Environmental Regulation
Locked Bag 10
JOONDALUP DC WA 6919
Telephone: (08) 6364 7000
Fax: (08) 6364 7001
Email: compliance@dwer.wa.gov.au

'Contaminated sites auditor' means a contaminated land consultant accredited by the Department of Water and Environmental Regulation under the *Contaminated Sites Act 2003*.

'Days' include Monday to Friday, but exclude public holidays and weekends.

'Department' means the Department of Water and Environmental Regulation

'*Occupier*' for the purposes of this Notice means: Mindarie Regional Council

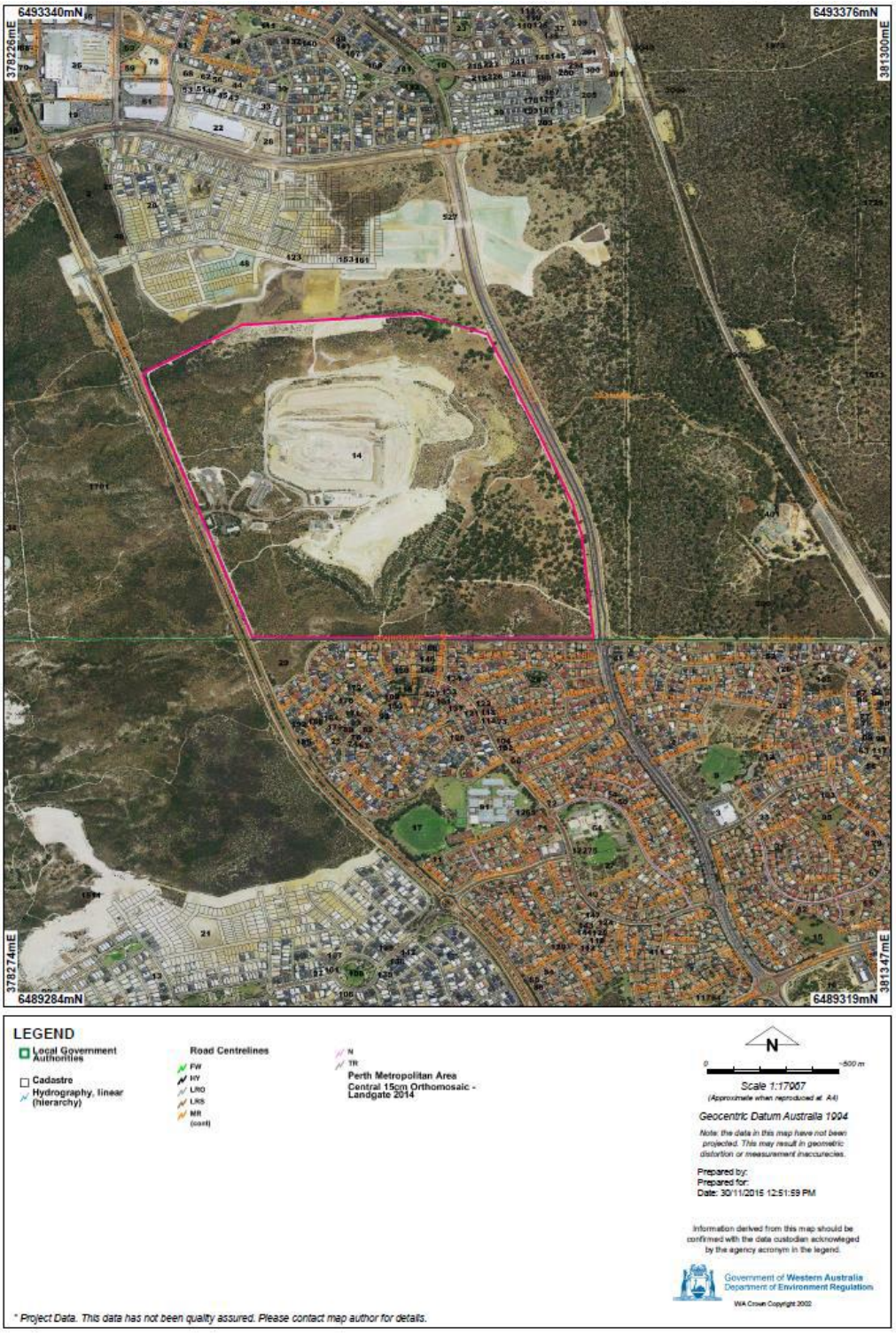
'*Person*' for the purpose of this Notice means:
Mindarie Regional Council (ABN 17 015 003 687)
1700 Marmion Avenue
CLARKSON WA 6030

'Suitably qualified landfill gas consultant' means a person who:

1. holds a Bachelor of Science or Bachelor of Engineering; and
2. has a minimum of 5 years of experience working in the field of landfill design and landfill gas management.

OFFICIAL

Appendix **2 - Premises Map**



OFFICIAL

GOVERNMENT OF
WESTERN AUSTRALIA

Section 65
Environmental Protection Act 1986.

ENVIRONMENTAL PROTECTION NOTICE

Reference No: WA202601

PERSON TO WHOM THIS NOTICE IS GIVEN:

Mindarie Regional Council (ABN 17 015 003 687)
1700 Marmion Avenue
TAMALA PARK WA 6030
In its capacity as occupier of the **Premises**

PREMISES TO WHICH THIS NOTICE RELATES (the Premises):

The **Premises,** the subject of this Environmental Protection Notice (**Notice**) is situated on 1700 Marmion Avenue Tamala Park WA 6030, being part of Lot 9043 on Plan 424903 as depicted in Appendix 2 of this Notice.

Reasons for which this notice is issued:

This Environmental Protection Notice (the Notice) is given to the **Occupier**, being Mindarie Regional Council, under section 65 of the *Environmental Protection Act 1986* (EP Act), because I have reasonable grounds to suspect there is, or is likely to be an emission or emissions from the Premises and that the emissions have caused or are likely to cause pollution.

The nature of the suspected pollution is:

1. The emission of odour from the premises into the environment. I have reason to believe that the pollution that is or is likely to be caused is the direct or indirect alteration of the environment to the detriment of an environmental value. The relevant environmental value is the beneficial use of the portion of the environment (air quality) that is conducive to public amenity, public health and aesthetic enjoyment of the environment surrounding residential premises.

   The Department of Water and Environmental Regulation (the **Department**) has identified that landfill leachate in ponds at the Premises, leachate seepage from the face of landfill cells and landfill gas emissions (LFG) generated at the Premises are the likely key sources of odour emissions to the environment.

OFFICIAL

2. The emission of leachate and LFG from the premises into the environment. I have reason to believe that the pollution that is or is likely to be caused is the direct or indirect alteration of the environment to the detriment of an environmental value. The environmental value is the beneficial use of the portion of the environment (groundwater) for potable and non-potable uses.

   The Department has been advised by Mindarie Regional Council that leachate levels within the landfill are significantly elevated. This is likely to be increasing the seepage of leachate emission through the landfill liner and impacting groundwater quality.

Therefore, this Notice has been given to require the occupier to take measures to prevent, control and abate the pollution; and to investigate the extent and nature of the pollution and its consequences; and to report to the Department on actions taken to comply with the requirements.

I am satisfied that because Mindarie Regional Council is the Occupier of the Premises from which odour emissions and emissions of leachate and LFG have occurred to the environment that you are the appropriate **Person**(s) to give this Notice.

REQUIREMENTS OF THIS NOTICE:

1. The **Person** to whom this Notice is given must, within 14 days of the date this Notice is issued, provide to the **CEO** for approval, an updated plan to quantify leachate composition, volumes and levels across the Premises. The Leachate Management Plan (LMP) must identify and provide:

   a. An updated hydrological assessment, including current and predicted water balance utilising modelling and direct measurement.
   b. A Construction Quality Assurance (CQA) plan that includes the installation of sufficient reference leachate measurement points to ensure ongoing accurate measurement of leachate volumes across the premises.
   c. A sampling plan for the leachate prior to disposal from the premises to identify the chemical characteristics sufficient for off-site disposal.

2. Upon CEO approval of the LMP, the LMP shall be implemented within 20 days and a report submitted to the CEO every 30 days post implementation of the approved LMP containing:

   a. Progress of the installation of leachate measurement points as specified in requirement 1b.
   b. Sampling results of leachate for leachate removed from the premises.

3. The Person to whom this Notice is given must, within 30 days of the date this Notice is issued, provide to the CEO for approval, a Leachate Removal Plan (LRP) to remove leachate from the premises to achieve an interim balance of no more than 12 meters above the stage 2 liner. The LRP must provide the following:

OFFICIAL

a. Timeframes and a schedule of management actions for leachate removal from the premises including details of proposed existing offsite disposal facilities or the construction of new offsite facilities and estimates of leachate volumes for removal and disposal.

b. Evidence demonstrating that enquiries, including detailed costing and quotes, have been undertaken with appropriate waste acceptance facilities within the State to verify their capacity and capability to receive, treat, and dispose of leachate proposed for removal under the LRP. This must include evidence that enquiries have been made with suitable facilities with purpose-built evaporation infrastructure for offsite leachate evaporation treatment and disposal.

c. The implementation of Monitoring well ID's TAMS2448,TAMS3471,TAMS3467,TAMS3415 and TAMS2449 as reference leachate monitoring points, to validate leachate drawdown rates, monitor changes to leachate migration and assess leachate behaviour during removal.

4. Upon CEO approval of the LRP, the LRP shall be implemented within 10 days and a report submitted to the CEO every 30 days post implementation of the approved LRP containing:

a. the volume of leachate removed from the Premises
b. the disposal location of the leachate.
c. data outlining changes to the efficiency of the gas collection system.

5. The **Person** to whom this Notice is given must, within 90 days of the date this Notice is given, provide to the **CEO** for approval, an updated Landfill Capping and Closure Plan (LCCP) for the premises. The LCCP plan must provide the following:

a. An assessment to determine the minimum amount of fill (inert or otherwise) required to achieve a final landform for the premises that is considered suitable for capping, stable, safe to the surrounding community, achieves the minimum leachate generation within the landfill and minimises groundwater risk. Final landform assessment must include considerations for the design of final cover systems, landfill shape, drainage, landfill lining system and any other infrastructure required to achieve final waste height and final elevation and slope stability to minimise erosion and leachate generation. The assessment for the final landform must account for the premises layout as approved by the department.

b. Strategies and options to minimise rainfall infiltration and leachate generation, including short-term options for the remainder of 2026. This should include considerations for possible immediate capping of landfill cells and engineering and logistical issues associated with capping the saturated waste mass, and minimum landform profile. The plan should also include consideration of further capping of already capped areas (Stage 2, Phase 1) to further reduce leachate generation.
c. The LCCP shall include a timeline of actions to be undertaken to achieve final capping and closure.

OFFICIAL

6. The **Person** to whom this Notice is given must, within 90 days of the date this Notice is given implement the recommendations of the report EPN- 05 Landfill Gas Extraction system review (SLR, 1 July 2025) which was submitted to comply with requirement 5 (e) of EPN 202405. This is detailed in Table 11 of that report, with the following requiring immediate implementation:

   a. Reinstate the temporarily disconnected LFG extraction system in Stage 2, Phase 2 and Phase 3 upon completion of the western capping works.
      - Improve waste tracking procedures at the landfill to gain a better understanding of the waste composition and quantities.
      - Confirm, why LFG extraction wells are non-operational or shut-in, and identify if repairs can be undertaken for shut-in wells to be operational again.
      - Identify areas of the waste mass that would benefit from installation of new LFG extraction wells.
      - Enhance intermediate cover to reduce the occurrence of LFG fugitive emissions above the landfill.
      - Prepare an improvement plan for the LFG extraction system based on the outcomes of the aforementioned recommendations.

   b. Include a LFG risk assessment including a contingency plan should gas generation exceed current capacity. This must be undertaken by a suitably qualified landfill gas consultant.

7. The Person to whom this Notice is given must, within 90 days of the date this Notice is issued, prepare a report that documents a Surface Water Management Strategy for the premises. The report should consider both short term and long-term management strategies for the current and proposed final landform and assess source-pathway linkages to leachate and gas generation.

8. The Person to whom this Notice is given must, within 120 days of the date this Notice is given, provide to the CEO for approval, a geotechnical landfill stability assessment report compliant with the BPEM. The report must include:

   a. A Construction Quality Assurance (CQA) Plan to demonstrate that liner materials and constructed features meet stability design and cell capping specifications, informed by a LFG risk assessment completed as per requirement 6b.
   b. An assessment of Factor of Safety (FoS) standards for permanent slopes under static conditions at the premises with a required minimum FoS of 1.5. FoS analysis should cover deep-seated circular slips and interface sliding using software like SLIDE or equivalent, as recommended by BPEM.
   c. An assessment of slope ratio with the BPEM recommending that final waste landforms slope ratio should generally not exceed 1V:5H (20%), while embankments present for over 20 years must not exceed 1V:3H
   d. Consideration for the fact that the works approval for the planned construction of the Stage 1 South piggyback liner/cell was not approved by the department,

OFFICIAL

consequently additional slope support and design plans for the *northern piggyback* cell wall face (with inert waste) is required, so that minimum FoS of 1.5 is achieved.

Other Requirements

9. The **CEO** may vary the requirements of this Notice, including the specified requirements and timeframes where they consider sufficient justification has been provided, and it can be demonstrated that such variation will not result in an unacceptable risk to human health, the environment or any environmental value.

10. The **CEO** may consider options to require the occupier to immediately stop the acceptance of waste to site if it has been demonstrated the occupier has failed to meet the requirements listed above.

Ruth Dowd

Digitally signed by Ruth Dowd
Date: 2026.08.03 15:07:15 +08'00'

Executive Director Assurance
Department of Water and Environmental Regulation

For the Chief Executive Officer under Delegation No. 187

3 August 2026

OFFICIAL

IMPORTANT INFORMATION:

Subject to section 65(4) of the Act:

- The **CEO** may vary the requirements of this Notice, including the specified requirements and timeframes where they consider sufficient justification has been provided, and it can be demonstrated that such variation will not result in an unacceptable risk to human health, the environment or any environmental value.

A **PERSON** WHO IS BOUND BY THIS ENVIRONMENTAL PROTECTION NOTICE AND WHO DOES NOT COMPLY WITH THIS NOTICE COMMITS AN OFFENCE UNDER THE *ENVIRONMENTAL PROTECTION ACT 1986*.

Under section 103 of the *Environmental Protection Act 1986:*

- a **person** who is aggrieved by a requirement contained in this environmental protection notice may within 21 days of being given this notice lodge with the Minister for Environment an appeal in writing setting out the grounds of that appeal; and

- any other **person** who disagrees with a requirement contained in this environmental protection notice may within 21 days of the making of that requirement lodge with the Minister for Environment an appeal in writing setting out the grounds of that appeal.

PENDING THE DETERMINATION OF AN APPEAL REFERRED TO ABOVE, THE RELEVANT REQUIREMENTS CONTAINED IN THIS ENVIRONMENTAL PROTECTION NOTICE CONTINUE TO HAVE EFFECT.

Note that under section 118A of the *Environmental Protection Act 1986* each **person** who is a director or who is concerned in the management of the body corporate may be taken to have also committed the same offence.

OFFICIAL

APPENDIX 1: DEFINITIONS

In this Notice, unless the contrary intention appears –

'*Act*' means the *Environmental Protection Act 1986* (WA);

'*CEO*' means Chief Executive Officer, Department of Water and Environmental Regulation or their delegate;

'*CEO*' for the purposes of correspondence means;

Chief Executive Officer
Department of Water and Environmental Regulation
Locked Bag 10
JOONDALUP DC WA 6919
Telephone: (08) 6364 7000
Fax: (08) 6364 7001
Email: compliance@dwer.wa.gov.au

'Contaminated sites auditor' means a contaminated land consultant accredited by the Department of Water and Environmental Regulation under the *Contaminated Sites Act 2003*.

'Days' include Monday to Friday but exclude public holidays and weekends.

'Department' means the Department of Water and Environmental Regulation

'*Occupier*' for the purposes of this Notice means: Mindarie Regional Council

'*Person*' for the purpose of this Notice means:
Mindarie Regional Council (ABN 17 015 003 687)
1700 Marmion Avenue
CLARKSON WA 6030

'BPEM' means Best Practice Environmental Management as in the guideline, "Best Practice Environmental Management (Victoria EPA, August 2015).

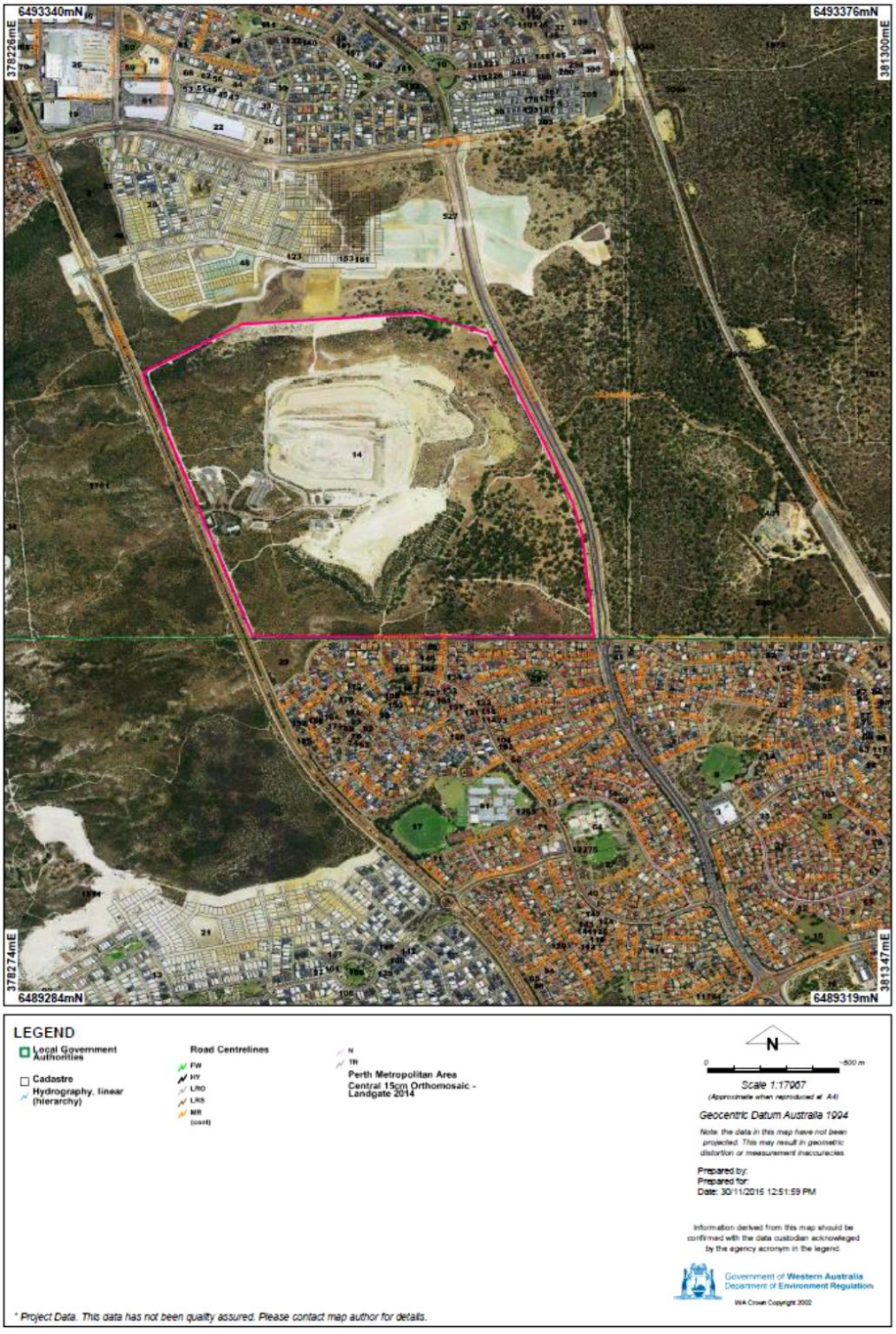
'Stage' and 'Phase' refers to areas as defined in the licence L9395/2023/1

'Suitably qualified landfill gas consultant' means a person who:

1. holds a Bachelor of Science or Bachelor of Engineering; and
2. has a minimum of 5 years of experience working in the field of landfill design and landfill gas management.

OFFICIAL

Appendix **2 - Premises Map**



17. NEW BUSINESS OF AN URGENT NATURE

Nil.

18. MATTERS BEHIND CLOSED DOORS

Nil.

19. CLOSURE

The Presiding Member declared the meeting closed at 8.30pm.

These minutes were confirmed as a true and correct record of proceedings on:

Date: .....

SIGNED:

.....

Presiding Member Signature

.....

Presiding Member Name (*please print*)