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SECTION 1 – INTRO / HOW IT WORKS

WHAT IS A POLICY MANUAL?
The Policy Manual is a file of planning policies adopted by the Council under clause 2.2 of Local Planning Scheme No. 3. The file is intended as a working manual to assist in the preparation and assessment of development applications. Together with the Local Planning Scheme No. 3 and this Manual all development provisions are contained within these two documents.

HOW IS THE INFORMATION ORGANISED?
The Policy Manual is divided into six sections, including this introduction.
## 2.1 ACCESS AND PARKING – REVOKED 7 Aug 2012

### OFFICE USE ONLY:

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2.3 BED AND BREAKFAST ACCOMMODATION

Objectives
- To facilitate the development of appropriately located and high quality bed and breakfast accommodation within the City; and
- To ensure that there is no detrimental impact on the amenity of surrounding properties from bed and breakfast accommodation.

Applications Subject of this Policy
This Policy applies to all proposals for bed and breakfast accommodation within a residential zone and in non-residential zones.

Definition
‘Bed and Breakfast’ means a dwelling, used by a resident of the dwelling, to provide accommodation away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast; and excludes a boarding house.

Acceptable Development Provisions

Locations for Bed and Breakfast Accommodation
- Within Residential Zones bed and breakfast accommodation is a use that is not permitted unless Council grants approval. Linear or cluster bed and breakfast development shall not be permitted in a Residential Zone; and
- In all other zones bed and breakfast accommodation is not permitted.

Number of Rooms
- The maximum number of rooms shall be limited to two.

Car Parking
- Two parking bays per dwelling shall be provided on-site and must be attached to the dwelling; and
- One parking space shall be provided per bed and breakfast room.

Car Parking & Access
- Pedestrian and vehicular access shall meet the provisions of the Residential Design Codes of Western Australia; and
- Car parking bays, carports and garages facing the primary street shall not occupy more than 60% of the frontage at the setback line as viewed from the street.

Signage
- A maximum of one sign not exceeding 0.5m² in area, and incorporated into a front fence, wall, structure or building shall be permitted.
Facilities

Individual facilities
- Ensuite facilities may be provided for bed and breakfast rooms; and
- Bed and breakfast rooms shall not contain cooking facilities.

Communal Facilities
- Communal bathrooms and breakfast eating areas shall be contained within the dwelling.

Building Design & Location
- All extensions and new buildings, including carports and garages shall be constructed in the same materials and architectural style of the existing dwelling; and
- All new buildings, including carports and garages shall be setback a minimum 1.0m from the side boundary.

Management
- The owner of the bed and breakfast shall reside in the dwelling, and shall have dedicated bedroom and bathroom facilities; and
- A management plan for the bed and breakfast may be required in some instances.

Neighbour Consultation
Applications for bed and breakfast accommodation will be required to be advertised. Such advertising is to be undertaken in line with the City’s ‘Public Advertising of Planning Proposals’ procedure.

Variations
Applications seeking variations to this Policy shall be determined in accordance with the objectives of this Policy.
2.4 HOME OFFICE, HOME OCCUPATION AND HOME BUSINESS

Objectives
- To ensure that low scale businesses do not have a detrimental impact on the amenity of surrounding areas; and
- To enable low scale businesses the opportunity to conduct a business from home.

Applications Subject of this Policy
All applications conducting a business in a Residential Zone or residential development in a non-residential zone.

Definitions
Home Businesses are divided into three different categories depending upon the level of activity. Below is a general definition for each category, more detailed provisions are contained within this policy for each category.

Home Office
- May not employ any person not a member of the household;
- May not attract any trade / custom to the site and may not have any signage.

Home Occupation
- May not employ any person not a member of the household;
- Is limited to 20m² floor area;
- May attract some trade / custom; and
- May permit limited signage.

Home Business
- May employ up to 2 members not members of the household,
- Is limited to 50m²;
- May attract slightly more trade / custom: and
- May permit limited signage.

Submission Requirements
Home Office
A formal application is not required, instead, an applicant ‘self check-list’ is required to be completed and submitted to the City. If the application in the opinion of the Council complies with the requirements, it will be signed and a copy returned indicating approval.

Home Occupation and Home Business
A formal development application is required to be lodged containing the following:
- A completed Form 1A “Application for Approval to Commence Development”;
- Application Fee;
Policy Manual

- A completed Applicant Self-Check List;
- A plan of the site and building in which the use is applied (including details of floor area associated with the business, parking, access and signage);
- Body Corporate approval, where required;
- Any other information considered relevant; and
- A written description of the business.

Acceptable Development Provisions

Common Provisions

A person may, with the approval of Council, conduct a Home Office, Home Occupation and a Home Business provided that such an occupation does not:

- Involve the sale, display or hire of goods from the dwelling;
- Result in traffic difficulties as a result of inadequate parking, an increase in traffic volumes in the neighbourhood or manoeuvring and access into and out of the site;
- Involve the storage, preparation, handling or packing of food, except where approval for cooking facilities has been granted by the City;
- Involve the fuelling, repair or maintenance of any motor vehicle on the site;
- Involve any deliveries or customers outside normal business hours;
- Adversely affect the amenity of the neighbourhood, as a result of the emission of light, noise, vibrations, odours, dust, waste water or waste products;
- Involve a use that would be more appropriately located in a non-residential zone;
- Require modifications to the dwelling such that it does not retain a residential character; and
- Involve the penetration of skin (including body piercing, tattooing and electrolysis) having specific health requirements, which require monitoring and regulation.

Specific Provisions

Home Office

- Be limited to a business carried out solely within the dwelling;
- Not employ any person not a member of the occupier’s household;
- Not entail clients or customers travelling to and from the dwelling;
- Not involve any advertising signs on the premises; and
- Not require any external changes to the appearance of the dwelling.

Home Occupation

- Not employ any person not a member of the occupier’s household;
- Not occupy an area greater than 20 m² within the dwelling;
- Not display a sign exceeding 0.2m², which must be incorporated into a front fence, wall, structure or building and be sympathetic to the streetscape in design;
• Not result in the requirement for a greater number of parking facilities than normally required for a single dwelling or an increase in traffic volume in the neighbourhood;
• Not involve the presence, use or calling of a vehicle of more than 2 tonnes tare weight.
• No more than one customer’s vehicle at any given time; and
• No more than a total of 3 customer’s vehicles on any given day.

Home Businesses
• Not employ more than 2 people not members of the occupier’s household;
• Not occupy an area greater than 50m² within the dwelling;
• Not display a sign exceeding 0.5m², which must be incorporated into a front fence, wall, structure or building and be sympathetic to the streetscape in design;
• Not involve the presence, use or calling of a vehicle more than 3.5 tonnes tare weight;
• Provide adequate on-site car parking and manoeuvring areas to the satisfaction of the Council;
• No more than two customers’ vehicles at any given time; and
• No more than a total of 8 customers’ vehicles on any given day.

Council may consider applications for Home Business not complying with these requirements where the additional trade / custom is considered unlikely to impact on residential amenity because of:
• The specific location of the site;
• The use of adjoining sites;
• The availability of sufficient parking; and / or
• The specific details of the application and proposed operation.

Neighbour Consultation
In some instances, Council may require neighbour consultation before determining whether to approve a use or not.

Home Office
No consultation required.

Home Occupation
Abutting properties plus those opposite of a Home Business will be notified in writing after the approval is granted to advise them of the restrictions on the approval. *

Home Business
All abutting owners will be consulted in writing and given the opportunity to comment.

Note  * Where the City is concerned about the nature or scale of a Home Business or Home Occupation application, additional consultation may be required.
Variations
Applications seeking variations to this Policy shall be determined in accordance with the objectives of this Policy.
2.5 PARKING OF COMMERCIAL VEHICLES

Objectives
- To control the number and size of commercial vehicles on a residential lot; and
- To ensure that there is no detrimental impact on the amenity of adjoining properties.

Applications Subject of this Policy
Applications for planning approval are required for the parking of all commercial vehicles exceeding 2 tonnes tare weight, on a lot within a Residential Zone.

Acceptable Development Provisions
No more than two commercial vehicles may be parked on a lot within a Residential Zone, provided that:

- Only one vehicle may exceed two tonnes tare weight;
- The vehicles are parked on a lot containing only a single house;
- The vehicles form an essential part of the occupation of an occupant of the dwelling;
- No vehicle exceeds either 2.7 metres in height or 16 metres in length;
- Any vehicle exceeding 8 metres in length is screened from view from outside the lot;
- No vehicle is brought to or taken from the lot between the hours of 10 p.m. and 7 a.m.;
- Major repairs to either of the vehicles are not undertaken on the lot; and
- Any minor repairs, servicing or cleaning of either of the vehicles are carried out in areas which are screened from view from outside the lot.

Neighbour Consultation
All applications will be required to consult with adjoining neighbours.

Variations
Variations to this policy will be assessed against the objectives of this policy.

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Local Planning Scheme No.3 – Local Planning Policy History:

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</tbody>
</table>
2.6 RESIDENTIAL BUILDING HEIGHTS

1.0 Introduction
Where this Policy is inconsistent with the provisions of a specific Local Planning Policy, Local Development Plan, Activity Centre Plan or Structure Plan applying to a particular site or area (eg. Character Retention Guidelines), the provisions of that specific planning instrument shall prevail.

2.0 Objectives

Single Houses and Grouped Dwellings
Single Houses and Grouped Dwelling development is to achieve the following objectives:

- To ensure that the height of buildings are consistent with the desired scale in a given locality; and
- To ensure that the height of a building does not overly impact on the streetscape or on neighbouring properties.

Multiple Dwellings (Apartments)
Apartment development is to achieve the following objectives:

- The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.
- The height of buildings within a development responds to changes in topography.
- Development incorporates articulated roof design and/or roof top communal open space where appropriate.
- The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.

3.0 Applications Subject of this Policy
This Policy applies to all development within a Residential Zone and Apartment development (multiple dwellings) within a non-residential zone.

4.0 Definitions
For the purpose of this policy, the following definitions apply:

Dormers
An opening framed into a pitched roof to provide natural lighting to the roof space, comprising a vertical window (i.e. a window with a greater vertical dimension than horizontal dimension) with its own pitched roof gable and side walls. The pitch of any roof containing a dormer is to be no less than 20 degrees.

Gables
Subject to compliance with Clause 5.1.6 C6 and Table 3 Note ii of the R-Codes (Volume 1), gables with or without windows (including dormer windows) to habitable or non-habitable rooms within the roof space are not included in the calculation of the wall height.

Neighbouring sites
Neighbouring sites includes those properties (including those directly and diagonally to the rear) and sites directly and diagonally opposite on the other side of the street of the subject property.
Indicative Building Height (Apartments)
Indicative Building Height is calculated as per the “Height, Building” definition of the R-Codes (Volume 1) and is derived by adding together the floor to ceiling heights for the desired number of storeys, with a nominal allowance of 4m for the ground floor and 3m for subsequent floors, plus 2m to allow for rooftop articulation.

R-Codes
R-Codes refers to state ‘State Planning Policy 7.3 Residential Design Codes Volume 1’ and/or ‘State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments’.

Storey
The portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above it, that portion between the top of the floor and the ceiling above it but does not include:
- A basement
- A space that contains only a lift shaft, stairway or meter room
- A mezzanine
- A loft
Double height floors greater than 5m floor to ceiling are counted as two floors.

Building Height – Single Houses and Grouped Dwellings
Building Height for Single Houses and Grouped Dwellings is calculated as per the “Height, Wall” definition of the R-Codes. However, the height of the wall is measured at the base of the wall (i.e. not the boundary) (see Figure 1).
Architectural Features
Architectural features/projections above the maximum permitted wall height may be excluded from the wall height calculation provided they do not detract from the character of the streetscape and are within the building envelope (see Figures 2 & 3).

Average Natural Ground Level
Average Natural Ground Level is calculated as the average of the sum of the natural ground level points directly below the outermost corner points of the footprint of each level of the dwelling (see Figure 4).
5.0 Measurement of Building Height

5.1 New Dwellings

The Building Height shall be measured from the Average Natural Ground Level (ANGL) calculated separately for the footprint of each level of the dwelling (i.e. its site cover), provided that at any point the difference between the ANGL and Natural Ground Level does not exceed 1.5m (see Figures 5, 6 & 7).

![Figure 5 - Pitched Roof on a Sloped Site](image)

![Figure 6 – Flat Roof on a Sloped Site](image)

![Figure 7 – Skillion Roof on a Sloped Site](image)
5.2 Additions to Existing Dwellings

a) In the case of extensions to an existing dwelling, the Acceptable Building Height may be measured from the existing Finished Ground Floor Level (FGFL) of the dwelling, provided that the FGFL is not greater than 1.5m above natural ground level.

b) Where the difference between the Finished Ground Floor Level and natural ground level is more than 1.5m, building height is to be measured from the ANGL.

Figure 8: Addition with a pitched roof

Figure 9: Addition with a Flat Roof
6.0 Acceptable Development Provisions

6.1 Single Houses and Grouped Dwellings – Building Heights

Development which complies with the following Deemed-to-comply standards are deemed to meet the relevant Design Principles of the R-Codes (Volume 1). The following standards replace the Deemed-to-comply Standards specified under Clause 5.1.6 of the R-Codes (Volume 1).

a) The Building Heights in areas coded R50 or less are as per Category B specified in Table 3 of the R-Codes (Volume 1).

b) The Building Heights in areas coded greater than R50 are as per Category C specified in Table 3 of the R-Codes (Volume 1).

c) Building height be calculated based on the ridge lengths outlined in Table 1 of this Policy (refer below)

<table>
<thead>
<tr>
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<th>Maximum Ridge Height</th>
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<tr>
<td>6.0m and Greater</td>
<td>9.0m</td>
</tr>
<tr>
<td>4.01m - 6.0m</td>
<td>9.5m</td>
</tr>
<tr>
<td>2.01m - 4.0m</td>
<td>10.0m</td>
</tr>
<tr>
<td>0 - 2.0m</td>
<td>10.5m</td>
</tr>
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Table 1 – Varying Ridge Heights for Varying Ridge Lengths

d) For new Dwellings - In instances where the difference between ANGL and Natural Ground Level exceeds 1.5m, a stepping in Finished Ground and Upper Floor Levels (FGFL) is required.

e) For Additions to Existing Dwellings - The proposed building height does not exceed the Acceptable Building Heights specified in Table 3 of the R-Codes (Volume 1) by more than 1.0m.

6.2 Apartments – Maximum Building Heights

The following requirements are default provisions to assist in satisfying the Objectives of this Policy. In order to achieve these Objectives, proposals may require additional and/or alternative design solutions in response to the site conditions, streetscape and design approach.

a) The Maximum Building Heights for Apartments are set out in Table 2: Apartments – Maximum Building Heights below:
<table>
<thead>
<tr>
<th>RESIDENTIAL R-CODING</th>
<th>MAXIMUM BUILDING HEIGHT (Storeys)</th>
<th>INDICATIVE BUILDING HEIGHT (Metres)</th>
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<tr>
<td>R40</td>
<td>2 Storeys</td>
<td>9m</td>
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<td>R50</td>
<td>3 Storeys</td>
<td>12m</td>
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<tr>
<td>R60</td>
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<td>12m</td>
</tr>
<tr>
<td>R80</td>
<td>4 Storeys</td>
<td>15m</td>
</tr>
<tr>
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</tr>
<tr>
<td>R160</td>
<td>5 Storeys</td>
<td>18m</td>
</tr>
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<td>R-AC4</td>
<td>3 Storeys</td>
<td>12m</td>
</tr>
<tr>
<td>R-AC3</td>
<td>6 Storeys</td>
<td>21m</td>
</tr>
<tr>
<td>R-AC2</td>
<td>7 Storeys</td>
<td>24m</td>
</tr>
<tr>
<td>R-AC1</td>
<td>9 Storeys</td>
<td>30m</td>
</tr>
<tr>
<td>R-AC0</td>
<td>Refer to Local Planning Scheme No. 3, structure plan, local development plan and/ or precinct controls as applicable</td>
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</table>

**Note 1:** Indicative building heights are a general guide only and are derived by adding together the floor to ceiling heights for the desired number of storeys, with a nominal allowance of 4m for the ground floor and 3m for subsequent floors, plus 2m to allow for rooftop articulation.

**Note 2:** As designated in Local Planning Scheme No. 3, activity centre plan, structure plan, local development plan or local planning policy.

Note: The requirements of Table 2 are performance-based. Applications for development approval need to demonstrate that the design achieves the Objectives of this Policy. While addressing these requirements is likely to achieve the Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Objectives are achieved. Proposals may also satisfy the Objectives via alternative means or solutions. (based on an extract from State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments)

b) The Maximum Building Height and Indicative Building Heights specified in Table 2 shall be measured from the Average Natural Ground Level (ANGL), provided that at any point the difference between the ANGL and Natural Ground Level does not exceed 1.5m.

### 7.0 Neighbour Consultation

a) Consultation with neighbours sites will be required, in accordance with the City’s Planning Consultation Procedure:
   - When a variation to the standards contained in Clause 6.1 Single Houses and Grouped Dwellings – Building Height of this Policy is sought; or
   - For all apartments development.

b) In all cases requiring consultation with neighbouring sites, the City will conduct the consultation process.
8.0 Variations

Should an application not comply with the provisions of Clause 6 of this Policy, it is to be assessed under the objectives of this Policy, the relevant Design Principles of State Planning Policy 7.0 Design of the Built Environment and the R-Codes.

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<td>19 Dec 2019</td>
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### 2.7 STREETSCAPES

*REVOKED 20 December 2016*

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2.8  MULTIPLE DWELLINGS
   - REVOKED 19 December 2019

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2.9 **SINGLE HOUSES AND GROUPED DWELLINGS**

- REVOKED 21 March 2017

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<td>21 Mar 2017</td>
</tr>
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</table>
3.1 CHARACTER RETENTION GUIDELINES MT LAWLEY, MENORA AND INGLEWOOD

1.1 INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail, except where the Beaufort Street Local Development Plan applies.

1.2 OBJECTIVES
The purpose of these Guidelines is to ensure that the heritage character of Mt Lawley, Menora and Inglewood is retained and protected, as well as being reflected in new development.

The retention of the heritage buildings, gardens and streetscapes is important, as these are the features that give the area its special heritage character. Some buildings in the area are included on the State Register of Heritage Places, the City of Stirling's Heritage List and Municipal Inventory, but many more contribute to the character of the area. New buildings, where they occur, should be designed to fit into the existing streetscape, and be designed in a similar style, scale and proportions as the existing heritage buildings.

Given the above, the key objectives of these Guidelines are to:-

- Ensure the retention of buildings within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;
- Ensure that new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;
- Maintain and improve existing street trees, grass verges and front gardens;
- Retain mature trees wherever possible; and
- Provide a framework for the assessment of development applications in line with the above points.

1.3 GUIDELINE AREA
These Guidelines apply to all land within the Heritage Protection Area Special Control Area outlined in Figure 1 Guideline Area.
1.4 **HOW TO USE THESE GUIDELINES**

1.4.1 Before Using the Guidelines

Before using the guidelines it is advisable to become familiar with the area. Driving or walking through Mt. Lawley, Menora and Inglewood looking at the buildings, gardens, streetscapes and parks is the best introduction to understanding the heritage value of the area.

1.4.2 Using the Guidelines

Part 2 of these guidelines provides a brief analysis of each Heritage Protection Area focusing on aspects that give the area its special heritage character. This considers the area as a whole, including the characteristics of the streetscape and the features typical of the buildings in the area. This aims to provide a context for new development as well as informing applicants of why there is a need to ensure that the development complements the existing buildings and character in the area.
The Guidelines apply to all types of development within the Mt Lawley, Menora and Inglewood Heritage Protection Areas, including the conservation of existing buildings, additions to existing buildings, new development, fences, carports and garages. These guidelines provide principles and specific recommendations for detailed design, focusing on key elements such as the built form and streetscape.

All new development must meet the objectives of the relevant section.

The City’s Approvals Business Unit will use the guidelines to assist in determining whether your proposed development is in keeping with the heritage character of the area.

1.5 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

In preparing your development proposals, these guidelines should be read in conjunction with other planning documents including:

- City of Stirling Local Planning Scheme
- Residential Design Codes of Western Australia
- City of Stirling Heritage List
- The City of Stirling planning policies, specifically including those relating to residential development (eg; Residential Building Height and Development Abutting Rights of Way), and
- the Beaufort Street Local Development Plan.

Where any conflict exists between these guidelines and the Acceptable Development standards of the Residential Design Codes, the provisions of these guidelines shall prevail with due regard given to the Performance Criteria of the Residential Design Codes.

The words and expressions used in the Guidelines are to have the same meaning as those given in Local Planning Scheme No.3.

1.5.1 Relationship of Local Planning Policy 3.1 to the Beaufort Street Local Development Plan.

a) The area which is subject to the Beaufort Street Local Development Plan remains part of the area which is also subject to Local Planning Policy 3.1.

b) The Beaufort Street Local Development Plan controls the built form and architectural style of new mixed use, non-residential, and residential multiple dwelling development.

c) The Beaufort Street Local Development Plan prevails if there is any inconsistency with Local Planning Policy 3.1 in relation to clause (a) and (b) above.

d) All other matters shall be in accordance with the relevant provisions of this Local Planning Policy.
PART 2 – RESIDENTIAL CHARACTER ANALYSIS

2.1 MT. LAWLEY HERITAGE PROTECTION AREA

2.1.1 Description of the Area

The Mt. Lawley Heritage Protection Area is bounded by Walcott Street, Railway Parade, Central Avenue, the rear boundary of lots on the north-western side of North Street, the edge of Hamer Park, Bradford Street and Alexander Drive (refer Figure 2). The area is historically separated into two further areas being Mt. Lawley (Estates 1 & 2) and Mt. Lawley (East), which are discussed further in these guidelines.

Figure 2 – Mt Lawley Heritage Protection Area
2.1.2 History of Mt. Lawley

The eastern part of Mount Lawley was subdivided and settled in several stages from 1896 when Gold Estates of Australia first offered for sale lots in the area from First to Third Avenues and from Guildford Road to John Street.

Mount Lawley was named after Sir Arthur Lawley, Governor of Western Australia from April 1901 to August 1902. It is believed that Lawley allowed his name to be used on condition that the area contained no public houses. The name was initially applied to Estate 1, subdivided in 1902 and extending from Walcott Street to Regent Street and from the river to Clifton Crescent.

The area was extended in 1912 with the subdivision of Estate 2 between Clifton Crescent and Alexander Drive. The release of the subdivision coincided with the government takeover of the tramway service in the area. The subdivisions were carried out by Samuel Copley, a real estate speculator, and Albany banker John Robinson. Many of the street names in Estate 2 include the suffix 'royd' which was the maiden name of the wife of Samuel Copley.

The road layouts of Estates 1 and 2 differed from the adjacent subdivisions where streets were laid in a regular grid. The layout of Estate 1 followed the contours of the land with the result that roads such as Clifton, Lawley and Queens Crescents and Farnley and Clotilde Streets curved with the gradient of the land and added diversity to the general subdivision pattern.

2.1.3 Significance

Mt. Lawley (Estates 1 & 2) is an area of exceptional significance.

Mount Lawley Estates 1 and 2 provide a rare example in Perth of a substantially intact residential area from the first decades of the twentieth century. The area is characterised by an innovative street layout based on the natural topography of the area, together with a traditional streetscape featuring verges, footpaths and regular planting of street trees. There is a predominance of large homes from the early twentieth century and inter-war period, many of high architectural quality, in established landscaped gardens. A canopy of mature trees in back gardens gives an established quality to the area.

The area has aesthetic, historic, social and scientific significance for the following reasons:

• Road and subdivision pattern;
• Excellent examples of housing from the early 1900s including examples of Federation Bungalow, Queen Anne, Arts and Crafts and Californian Bungalow architectural styles;
• Street design including the general street layout including grass verges and street trees;
• Garden layout, design and quality.
Mt. Lawley (East) is an area of considerable significance.

Mt. Lawley (East) is a good example in Perth of a substantially intact residential area characterised by large and medium sized homes from the early twentieth century and inter-war period, many of high architectural quality, in established landscaped gardens.

The area has aesthetic, historic and social significance for the following reasons:

- Typical example of rectangular grid road and subdivision pattern;
- Good examples of housing from the early 1900s and inter-war period including some very good examples of Federation Bungalow and Californian Bungalow style houses;
- Street design including the general street layout including grass verges and street trees;
- Garden layout, design and quality.

2.1.4 Mt. Lawley Streetscapes

Mt. Lawley is laid out on a rectangular grid with lots of approximately equal size in individual streets, but with some variation across the area. Traditional lot sizes vary throughout the area, however the majority are between 650 and 750 square metres with street frontages between 13.0 and 15.0 metres. There are some smaller lots of approximately 500 square metres in area closer to the railway. There are back lanes in some locations in Mount Lawley Estate No.1 and generally in Mount Lawley (East).

![Figure 3 – Mt Lawley Streets](image-url)
The area comprises predominantly single houses with one house to each block. Houses are generally single storey, located towards the front of the lot and with the front door facing the street. Houses are set back an equal distance from the front boundary from 5 to 9 metres in individual streets. Houses have front gardens with exotic plantings that reflect the period of construction (refer Figure 3).

The traditional front fencing originally built in Mount Lawley comprised:
- Capped timber post and rail, often with woven wire;
- Jarrah picket; and
- Low limestone, particularly for retaining on sloped sites.

Height was generally limited to a maximum of 0.9m. Mature trees, particularly in back gardens, provide an attractive tree canopy throughout the area.

Streets have pavements and grass verges on both sides and various exotic species of street trees planted at regular intervals. Pavements are concrete slabs. Generally there is one single width crossover per lot. There are some areas of public open space in the area. Generally they comprise grassed area surrounded by mature trees. The main commercial area is located on Beaufort Street.

There are a number of areas where the character of the traditional streetscape has been altered by the amalgamation or subdivision of lots for unit development. These developments are considered ‘intrusive’ or ‘neutral’ places.

2.1.5 Traditional Mt. Lawley Houses

Traditional houses in Mt. Lawley were constructed predominantly in the period 1910 to 1950. Most houses are single storey and are generally constructed of red brickwork that in many instances is partly rendered. There are some weatherboard and iron houses remaining, including a group in Coode Street.

Houses are generally modest in scale and proportion and typical of middle class housing of their era. However wall heights are generally higher than contemporary standards with wall plates at around 3.5 metres above ground.

Styles are predominantly Federation Bungalows, Federation Queen Anne with some examples of Federation Arts & Crafts, Californian Bungalow, Mediterranean and Spanish Mission styles particularly in the more recently developed north western part of the area. Following is an outline of the main architectural styles found in Mount Lawley.
Federation Bungalow - c.1890-c.1915

The Federation Bungalow architectural style, which began to appear towards the end of the Federation era, is one of the most prevalent architectural styles in the Mt. Lawley area. It has its origins in the single-storey vernacular houses, with commodious verandahs, that were found in colonial countries such as India, and is considered to be a transition between the more decorative Federation Queen Anne style and the later, more assertive Inter-War Californian Bungalow style of residential architecture.

Stylistically, the Federation Bungalow style was strongly influenced by the Arts and Crafts movement and the concepts of the ‘simple life’ found in the West Coast of the United States during the late nineteenth and early twentieth centuries. It was widely regarded as a style suited for the Australian ‘bush architecture’ due to its spacious verandahs and simple construction that provided for laid back lifestyles and easy accessibility to the outdoors.

Figure 4 – Example of Federation Bungalow
Federation Queen Anne - c.1890-c.1915

Federation Queen Anne was the dominant Australian domestic style during the late nineteenth and early twentieth centuries. This style also appeared in rows of shops in the new suburbs being established during this time. Found throughout the Mt. Lawley area, it was a style influenced by a combination of traditional English architecture and the more extravagant American Queen Anne. Increasingly, decorative elements (both internally and externally) influenced by Art Noveau, began to emerge after the turn of the century and became additional identifying features of the style.

Federation Queen Anne residences are often set in attractive gardens, with a variety of exotic plants and are picturesque and asymmetrical in appearance. Usually, one room projects forward of the front façade and the verandah then extends across the remaining frontage (refer **Figure 5**).

![Figure 5 – Example of Federation Queen Anne](image_url)
The Arts and Crafts movement emerged in the nineteenth-century in England, where proponents such as William Morris looked towards recapturing the handicraft methods used in a rural pre-industrial age. In the United States, Gustav Stickley promoted the 'Craftsman' image in architecture, interior design and furniture.

The Arts and Crafts movement was concerned with the integration of art into everyday life and the 'truthful use of materials and the honest expression of function', which resulted in informal, domestic scaled buildings with a comfortable familiarity.

In Australia, the Federation Arts and Crafts style of architecture drew from these overseas models and the residences built in this style display characteristics that are unassuming and homely (refer Figure 6).

Figure 6 – Example of Federation Arts & Crafts
Inter-War California Bungalow - c.1915-c.1940

The bungalow became popular in the United States at the beginning of the twentieth century. Expressed in ‘earthy’ materials, these homes were low-slung and planned for a casual lifestyle, especially in the temperate climate of California.

Australian architects were designing individual interpretations of the Californian Bungalow, during the early years of the twentieth century and by the early 1920s many builders had embraced the style. In Australia, the Inter-war California Bungalow was generally built in brick with chunky carpentry details, rather than the fully timber construction that characterised the style in the United States. Residences built in this style are usually free-standing, single storey set on suburban blocks with informal lawns and gardens, often using natural materials and finishes. Examples are shown in Figure 7 below and in Figure 15.

Figure 7 – Example of Inter–War California Bungalow
2.2 MENORA HERITAGE PROTECTION AREA

2.2.1 Description of the Area

The Menora Heritage Protection Area is bounded by the rear boundaries of lots on the south eastern side of Adair Parade, Bradford Street, Tweed Crescent, Alexander Drive and Walcott Street (refer Figure 8).

![Figure 8 – Menora Heritage Protection Area](image)

2.2.2 History of Menora

Menora was subdivided and settled in the inter and immediate post war periods. Prior to that time the area was characterised by general agricultural uses and smallholdings.

The planning of Menora, and the adjacent area of Coolbinia, on Garden Suburb principles was related directly to the influence of W.E. Bold, the Town Clerk of the City of Perth who actively promoted both the Garden City Movement and the Town Planning Movement generally in Perth both before and after World War I.

The planning of the area was influenced by developments in the field of town planning that occurred predominantly in the 1920s in Perth. During this period there was considerable interest in the Town Planning Movement, which culminated in 1928 with the enactment of the Town Planning Act of 1928. The first town planning scheme for Mount Lawley was published in 1937 and included provisions such as the restriction of the construction of flats to parts of Walcott Street and Adair Parade.
Although subdivided earlier, settlement in this area continued into the 1950s and 60s with some more recent development occurring. Menora was officially named in the 1950s, after the Jewish nine-branched candlestick.

2.2.3 Significance

Menora is an area of exceptional significance

Menora is a very significant, substantially intact residential area planned on Garden Suburb planning principles. It is characterised by landscaped parks and streets with open grassed verges and mature trees. The curved road layout provides attractive vistas to parks and streets. The area is characterised by large homes from the 1930s, 1940s and 1950s, many of high architectural quality, set in attractive established gardens which are generally landscaped to compliment the design of the house. There are a number of fine examples of a range of architectural styles including Inter-War Californian Bungalow and Functionalist and houses with elements of Spanish Mission styles.

The area has aesthetic, historic and social significance for the following reasons:

- Distinctive road and subdivision pattern;
- Excellent examples of housing generally from the 1930s, 1940s and 1950s including examples of Inter-War Californian Bungalow, Functionalist, Spanish Mission and Mediterranean styles;
- Street design including general street layout, landscaped public open spaces, wide verges and street trees;
- Garden layout, design and quality;
- Good example of the implementation of Garden Suburb planning principles in Perth; and
- Historic associations with the Jewish community in Perth.

2.2.4 Menora Streetscapes

The road pattern in Menora varies markedly from the pattern of the adjacent Mount Lawley area, which is based on a rectangular grid. The road pattern of Menora is based on Garden Suburb town planning principles and comprises a series of crescents incorporating a series of small parks. The basis of these principles is that the suburb is designed as a whole community with a focus around a shopping or community centre and where residential lots are designed with access to areas of public open space. Street blocks are subdivided into a series of residential lots with approximately equal street frontages. Residential lots are around 840 to 1000 square metres in area with some variation and irregularity in block size as a result of the circular street pattern. The area contains some internal park areas at the backs of houses which is characteristic of Garden Suburb planning and rare, but not unique, in the context of metropolitan Perth. The subdivision pattern remains substantially as originally planned with no amalgamation or subdivision of original lots (refer Figure 9).
The area comprises mainly single and double storey residences with the traditional pattern of one house to each lot. Houses are set back an equal distance from the street however setbacks vary throughout the area and are quite large in some cases. Generally the area is characterised by low masonry fences or an absence of front fences and the front garden extending to the pavement or into the street verge with no pavements in a few cases. Public and private landscape areas are integral to the character of the area. Front gardens are generally informal in design with a predominance of exotic plantings and lawn. Street trees are planted at regular intervals throughout the area. Houses were generally constructed with a single crossover and provision for parking one car. Over time larger double carports and garages have been introduced. Generally these can be accommodated without appearing intrusive as the lot frontages are wide.

2.2.5 Traditional Menora Houses

Houses in Menora were constructed predominantly in the period 1930s, 1940s and 1950s. Generally houses are single storey, although there are some larger two-storey homes throughout the area, and architectural styles reflect the period of construction. Examples of housing styles include Inter-War Spanish Mission, Functionalist and Californian Bungalow. There are a number of fine residences in the Inter-War Functionalist style which are rare in the context of metropolitan Perth.
Inter-War California Bungalow - c.1915-c.1940

The bungalow became popular in the United States at the beginning of the twentieth century. Expressed in ‘earthy’ materials, these homes were low-slung and planned for a casual lifestyle, especially in the temperate climate of California.

Australian architects were designing individual interpretations of the Californian Bungalow, during the early years of the twentieth century and by the early 1920s many builders had embraced the style.

In Australia, the Inter-war California Bungalow was generally built in brick with chunky carpentry details, rather than the fully timber construction that characterised the style in the United States. Residences built in this style are usually free-standing, single storey set on suburban blocks with informal lawns and gardens, often using natural materials and finishes. Please refer to Figures 7 & 15 for examples of an Inter-War California Bungalow.

Inter-War Spanish Mission - c.1915-c.1940

The Inter-War Spanish Mission was introduced to Australia in the 1920s and draws on architectural styles influenced by Spanish colonial architects in both California and Florida.

The style is reminiscent of the Spanish Romanesque and Baroque styles. Residences built in this style are usually asymmetrical in appearance and feature external walls with light coloured, stucco or rendered surfaces with finishes that mimic textured handcrafted surfaces typical of the adobe construction of the Spanish missions. They are usually free standing and set in landscaped settings with exotic flora that has extensive use of palms (refer Figure 10).

Figure 10 – Example of Inter-War Spanish Mission
Inter-War Functionalism - c.1915-c.1940

The Inter-War Functionalist style was a popular European style during the 1920s and 1930s that completely separated itself from styles of the past and instead focused on the ideas of “functionalism” and “clean lines”. It was popularised through the influences of the modern movement and has been applied in Australia to a range of buildings such as homes, commercial buildings and cinemas.

The style is typically characterised by simple, geometric shapes, light colours, large glass areas with openings often occurring in horizontal bands giving a building a “streamline effect” (refer Figure 11).

Figure 11 – Example of Inter-War Functionalist

Austerity Cottage - Late 1940s and 1950s

In the immediate Post-World War II period, new construction was impeded by financial limitations, material shortages and building restrictions, which governed the size and also the style of housing. Materials such as timber, bricks, tiles and glass remained in short supply for a number of years. However, Australians were encouraged to have large families to populate the country, and this, together with the steady flow of immigrants, resulted in a great demand for housing.

The lack of materials and rising costs resulted in a reduction in ornamentation, the simplification of elements such as chimneys and the reductions of verandahs to small porches.

Many of the houses in the Menora area that were constructed after the Second World War continued to exhibit characteristics of the inter war styles prevalent in the area, albeit in a more simplified form.
The ‘Post War Austerity’ was defined as one common architectural form of the time. In the eastern states of Australia this was a basic fibro clad bungalow with a touch of streamlined modernism. In Western Australia the same style was constructed in brick and is found in the areas of Inglewood and Menora that were first developed in the late 1940s and during the 1950s.

Residences built in this style are usually free-standing, single storey set on suburban blocks, generally with no front fence, but occasionally with a very low one, and a front lawn with few plantings (refer Figure 12).

![Diagram of Austerity Cottage]

Figure 12 – Example of an Austerity Cottage
2.3 INGLEWOOD HERITAGE PROTECTION AREA

2.3.1 Description of the Area

The Inglewood Heritage Protection Area is bounded by Central Avenue, Carrington Street, Oxford Street, York Street, the City of Stirling boundary, Walter Road West, Dundas Road and Hamer Parade (refer Figure 13).

Figure 13 – Inglewood Heritage Protection Area
2.3.2 History of Inglewood

The subdivision and settlement of Inglewood occurred in several stages from the 1890s. There had been speculative investment in land in the area from the construction of the railway in the 1880s. Proximity to the city and to the railway made the area attractive to city workers at the time of the growth of commerce and trade that followed the gold boom period.

The area was settled gradually from the 1890s with the area closest to Railway Parade settled first. Areas to the north closest to Walter Road were only settled in the 1950s. The style of houses varies over the area reflecting the changing styles in residential homes from the early 1900s to the 1950s.

2.3.3 Significance

Inglewood is an area of considerable significance.

The area is a good example of a highly intact residential area close to the city characterised by typical homes occupied by the working people of Perth from the early 1900s to the 1950s. The area has aesthetic, historic and social significance for the following reasons:

- Typical example of the rectangular grid road and subdivision pattern;
- Good examples of housing from the early 1900s and inter-war period, including some very good examples of Federation Bungalow and Californian Bungalow styles;
- Street design including street layout, grass verges and street trees; and
- Garden layout, design and quality.

2.3.4 Inglewood Streetscapes

Inglewood is laid out on a rectangular grid with lots of approximately equal size in individual streets, but with some variation across the area. Traditional lot sizes vary throughout the area, however the majority are between 650 and 750 square metres with street frontages between 13.0 and 15.0 metres.

The area comprises predominantly single residential buildings with one house to each block. Houses are generally single storey, located towards the front of the lot and with the front door facing the street. Houses are set back an equal distance from the front boundary from 5 to 9 metres in individual streets. Houses have front gardens with exotic plantings that reflect the period of construction. Original houses were mostly constructed with low front and side boundary fences. Mature trees, particularly in back gardens, provide an attractive tree canopy throughout the area (refer Figure 14).

Streets have pavements and grass verges on both sides and street trees planted at regular intervals. There is a variety of exotic species of street trees. Pavements are concrete slabs. Generally there is one single width crossover per lot.
There are some areas of public open space in the area. Generally they comprise grassed areas surrounded by mature trees. The main commercial area is located on Beaufort Street.

There are a number of areas where the character of the traditional streetscape has been altered by the amalgamation or subdivision of lots for unit development which do not follow established set backs, etc. These developments are considered ‘intrusive’ or ‘neutral’ places.

![Figure 14 – Layout of Inglewood Streets](image)

2.3.5 Traditional Inglewood Houses

Traditional houses in Inglewood were constructed predominantly in the period 1910 into the 1950s. All houses are single storey and are generally constructed of red brickwork which in many instances is partly rendered. There are some weatherboard and iron houses remaining.

Houses are generally modest in scale and proportion and typical of middle class housing of their era. However wall heights are generally higher than contemporary standards with wall plates at around 3.5 metres above ground. Styles are predominantly Federation and Californian Bungalow with some examples of Mediterranean and Spanish Mission styles particularly in the more recently developed north western part of the area.
Federation Bungalow - c.1890-c.1915

The Federation Bungalow architectural style, which began to appear towards the end of the Federation era, is one of the styles found in the Inglewood area. It has its origins in the single-storey vernacular houses, with commodious verandahs, that were found in colonial countries such as India, and is considered to be a transition between the more decorative Federation Queen Anne style and the later, more assertive Inter-War Californian Bungalow style of residential architecture.

Stylistically, the Federation Bungalow style was strongly influenced by the Arts and Crafts movement and the concepts of the ‘simple life’ found in the West Coast of the United States during the late nineteenth and early twentieth centuries. It was widely regarded as a style suited for the Australian ‘bush architecture’ due to its spacious verandahs and simple construction that provided for laid back lifestyles and easy accessibility to the outdoors. Please refer to Figure 4 for an example of a Federation Bungalow.

Inter-War California Bungalow - c.1915-c.1940

The bungalow became popular in the United States at the beginning of the twentieth century. Expressed in ‘earthy’ materials, these homes were low-slung and planned for a casual lifestyle, especially in the temperate climate of California.

Australian architects were designing individual interpretations of the Californian Bungalow, during the early years of the twentieth century and by the early 1920s many builders had embraced the style. In Australia, the Inter-war California Bungalow was generally built in brick with chunky carpentry details, rather than the fully timber construction that characterised the style in the United States. Residences built in this style are usually free-standing, single storey set on suburban blocks with informal lawns and gardens, often using natural materials and finishes. Examples are shown below and in Figure 7.

![Figure 15 – Example of an Inter-War California Bungalow](image-url)
Austerity Cottage - Late 1940s and 1950s

In the immediate Post-World War 2 period, new construction was impeded by financial limitations, material shortages and building restrictions, which governed the size and also the style of housing. Materials such as timber, bricks, tiles and glass remained in short supply for a number of years. However, Australians were encouraged to have large families to populate the country, and this, together with the steady flow of immigrants, resulted in a great demand for housing.

The lack of materials and rising costs resulted in a reduction in ornamentation, the simplification of elements such as chimneys and the reductions of verandahs to small porches.

Many of the houses in the Inglewood area that were constructed after the Second World War continued to exhibit characteristics of the inter war styles prevalent in the area, albeit in a more simplified form.

The 'Post War Austerity' was defined as one common architectural form of the time. In the eastern states of Australia this was a basic fibro clad bungalow with a touch of streamlined modernism. In Western Australia the same style was constructed in brick and is found the areas of Inglewood and Menora that were first developed in the late 1940s and during the 1950s.

Residences built in this style are usually free-standing, single storey set on suburban blocks, generally with no front fence, but occasionally with a very low one, and a front lawn with few plantings.

Please refer to Figure 12 for an example of the Austerity Cottage style.
PART 3 - DEMOLITION OF BUILDINGS

Objective

- Retain and conserve traditional buildings within the Heritage Protection Areas, particularly those buildings dating from the early 1900s to the 1950s.

From time to time it is acknowledged that applications will be received proposing to demolish buildings within the Heritage Protection Areas. Applicants wishing to demolish a building within the Heritage Protection Area are required to lodge an application for planning approval under Part 8 of Local Planning Scheme No. 3. In addition, the application should include a written justification for the proposed demolition addressing the points below, as well as any further justification that may be relevant:

a) Provide evidence that the building was constructed from 1960 onward;

b) Detail why the building is no longer an intact example of its architectural style, addressing its form, scale, materials and detailing;

c) Detail (with written documented evidence provided by an independent expert) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (NB; 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;

Prior to the approval of any proposed demolition in a Heritage Protection Area, the City may require a heritage assessment by a heritage/architectural professional to be carried out. This assessment will assist the City in determining if an application and the written justification provided by the applicant is accurate and in accordance with the objectives of these guidelines.

3.1. PARTIAL DEMOLITION OF A BUILDING

Demolition of a minor portion of a traditional building may be considered in the case of a planning application for an addition to that building. The proposal must meet the objectives of section 4.1 ‘Conservation of, and Additions to, Traditional Houses’ or section 6.1 ‘Commercial & Mixed-Use Development’ of these guidelines. Demolition of large portions of a traditional building, or removal of original features from the front façade to facilitate a new addition will not be considered.

A partial demolition proposal must show the extent of the roof and wall fabric that is being retained.

It should be noted that a practising structural engineer’s plan, specification and detail is required to be submitted to the City with the Building Permit to demonstrate how the structural integrity of the existing structure is to be maintained during building and demolition 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.
PART 4 – RESIDENTIAL DEVELOPMENT PROVISIONS

4.1 CONSERVATION OF, AND ADDITIONS TO, TRADITIONAL HOUSES

Objectives
• Retain the traditional house with minimum alterations;
• Conservation works should retain and enhance the original character of the house; and
• New additions to traditional houses must reflect the heritage character of the area and the style of the traditional house.

4.1.1 Partial Demolition of a Building

a) For all applications proposing conservation and / or additions impacting on original wall and / or roof material the criteria under 3.1 Partial Demolition of a Building needs to be considered, and if applicable those provisions are to be satisfied.

4.1.2 Streetscape

4.1.2.1 Street Setbacks

a) No additions and / or alterations to the traditional house shall occur within the front setback area, unless restoring an original feature in the original architectural style (eg; a verandah);

b) Any additions to the side shall be setback a minimum of 2 metres from the predominant building line (as determined by the City) of the front of the traditional house (Refer Figure 16);

and

c) Second storey additions shall be located to the rear of the traditional house ridgeline (refer Figure 17 & 18).

4.1.2.2 Levels

The natural ground level of the site shall be retained.

4.1.2.3 Fences & Gardens

Please refer to section 4.5 Fences & Gardens of these guidelines.

4.1.2.4 Carports & Garages

Please refer to section 4.4 Carports & Garages of these guidelines.
Figure 16 – Additions to Traditional House
4.1.3 Built Form & Design

4.1.3.1 Design
a) Additions shall reflect the architectural style, form, colour and materials of the traditional house.

b) Additions not visible from the street need not so strictly adhere to the original architectural style of the traditional house, but shall be in keeping with, and respectful to, the form, scale, bulk and materials of the traditional house and surrounding development.

c) In regard to two storey additions, the visual bulk of the building should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls (Refer Figure 23).

d) Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer Figure 17).

4.1.3.2 Building Height
a) The wall heights of single-storey additions shall match the traditional house; and

b) The ridge and wall heights of second-storey additions shall be in accordance with the City’s Residential Building Heights Policy. Consideration may be given to nominal height increases, but only where such increases facilitate traditional ceiling heights.

Figure 17 – Second Storey Addition to a Traditional House
Figure 18 – Plan Showing Second Storey Addition to Traditional House
4.1.3.3 Roof Pitch
a) New roofing shall be as per the original roof pitch of the traditional house (refer Figure 19);
b) A skillion roof is not permitted.

4.1.3.4 Eaves
a) Eaves shall overhang by a minimum of 300mm;
b) The eaves line of the extension shall not be lower than the eaves line of the traditional house; and

c) Eaves shall not be boxed and shall have exposed rafters except where boxed eaves are a feature of the architectural style of the traditional house – for example ‘Austerity Cottage’.

4.1.3.5 Verandahs
a) Where a verandah is being re-instated, the verandah form, scale and features (eg posts) should be consistent with the architectural style of the traditional house, refer Part 2 – Residential Character Analysis of these guidelines.

4.1.3.6 Openings
a) Windows shall have a vertical emphasis. That is, the height of the window pane should be visibly greater than its width (Refer Figure 20); and

b) Windows to the front facades of a second storey addition shall reflect the configuration and grouping of the traditional house windows facing the street; and

c) Window frames in non-masonry walls shall be recessed; and

d) Window frames shall be constructed in timber (preferred) or wide-profile aluminium or steel. Window frame colours shall be white or cream. Other colours may be considered acceptable where evidence is provided demonstrating the proposed colour scheme is reflective of the traditional house’s existing or the original colour palette (i.e. paint scrapes).
4.1.3.7 Materials & Details
a) The original materials of the traditional house shall be conserved as far as practically possible;
b) Where original materials have previously been removed, restoration to original is required;
c) Restoration of the traditional house shall be based on original drawings and photographs where possible;
d) Where replacement of materials such as the roof and joinery is necessary they shall be replaced with materials to match the existing;
e) New walls and roofing shall match the colours and materials of the traditional house. Recycled or handmade bricks are preferred; and
f) Brick or rendered brick verandah posts and balustrading may be appropriate in some instances where it meets the objectives of these guidelines.
4.2 NEW SINGLE HOUSES

These provisions are applicable to new single houses and associated structures such as carports and garages.

Objectives
• Ensure that new buildings reflect the traditional style, scale and form of traditional houses and the street pattern, in terms of design, setbacks and orientation;
• Retain the appearance of a single-storey built form from the street; and
• Retain natural levels of the site.

4.2.1 Streetscape

4.2.1.1 Street Setbacks
a) The ground floor of new buildings shall follow the established street setback, for both primary and secondary streets irrespective of the relevant R Code street setback (refer Figure 22);
b) Where the street pattern varies, the ground floor of new buildings shall be setback from the street mid-way between that of the traditional houses on either side;
c) Second storeys shall be setback a minimum of 4 metres from the face of the predominant building line (as determined by the City) wall immediately below; and
d) A reduction in the front setback to enable a garage or carport to be located to the side or rear of the property may be considered, but only where this will preserve the streetscape value of the area and where the required setback is reduced by a maximum of 1 metre.

4.2.1.2 Orientation
a) New buildings and entry doors shall face the street. Entry doors located at the side of the house may be considered, but only where this is consistent with the character of the street, and the entry doors are still visible from the street and accessed via a porch or verandah.

4.2.1.3 Levels
a) The natural ground level of the site shall be retained; and
b) Any required retaining shall comprise brick-up or similar retaining under the building.

4.2.1.4 Fences & Gardens
Please refer to section 4.5 Fences & Gardens of these guidelines.

4.2.1.5 Carports & Garages
Please refer to section 4.4 Carports & Garages of these guidelines.
4.2.2 Built Form & Design

4.2.2.1 Design

a) New buildings shall be traditional in design and reflect the heritage style and scale of traditional houses within the streetscape. Refer Part 2 – Residential Character Analysis of these guidelines.

b) In regard to two storey buildings, the visual bulk of the building should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls (Refer Figure 23).

c) Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer Figure 17).

4.2.2.2 Building Height

a) The building height of new dwellings shall be in accordance with the City's Residential Building Heights Policy. Consideration may be given to nominal height increases, but only where such increases facilitate traditional ceiling heights;

b) New buildings shall respect the scale and proportions of traditional houses within the streetscape; and

c) Ground floor wall plate heights shall be a minimum of 3 metres (measured from natural ground level to plate height).
4.2.2.3 Roof Pitch
a) Roof pitches shall be a minimum of 25 degrees, to a maximum of 35 degrees;
b) Verandahs may have a lower pitch where this reflects the existing style in the streetscape;
c) Roofs may be hipped or gabled. Gables shall have traditional timber detailing (e.g. battens) and treatment;
d) Barrel vault, curvilinear and low skillion roofs shall not be permitted; and
e) Dormer windows are not permitted.

4.2.2.4 Eaves
a) Eaves shall overhang by a minimum of 300mm; and
b) Eaves shall not be boxed and shall have exposed rafters except where boxed eaves are a feature of the architectural style in the streetscape.

4.2.2.5 Verandahs
a) Verandahs fronting the street shall be a minimum of one-third the width of front elevation; and
b) Verandahs shall have a minimum depth of 2 metres.

![Figure 23 – Upper Storey setbacks](image-url)
4.2.2.6 Openings
a) Windows shall have a vertical emphasis. That is, the height of the window pane should be visibly greater than its width; and
b) Window frames shall be constructed in timber (preferred) or wide-profile aluminium or steel. Window frame colours shall be white or cream (refer Figure 20).
c) Window frames in non-masonry walls shall be recessed.
d) Dormer windows are not permitted.

4.2.2.7 Materials & Details
a) Traditional materials of face brick and / or render shall be used for the solid wall surface of the façade. The proportions and detailing of these should reflect the traditional houses in the streetscape (refer Part 2 – Residential Character Analysis of these guidelines);

b) Bricks shall be in the red colour range. Recycled or handmade bricks are preferred. Mortar shall be in traditional colours;

c) Render shall be in a traditional finish and colour, and consistent with the traditional houses in the streetscape;

d) Where limestone is used, it shall be located at the base of the building, and shall not exceed more than 20% of the solid wall surface of the façade (NB; limestone in this instance refers to the use of stone or limestone cladding – limestone coloured bricks are not permitted);

e) Roofs shall be constructed with tiles in red or terracotta hues. Corrugated iron or pre-finished roof sheeting in red, orange, terracotta , or zincalume may be considered only where it is in keeping with the architectural style of the dwelling, surrounding roofing materials, and the objectives of these guidelines; and

f) Balustrades, verandah posts and the like, shall be constructed in timber or painted metal. Brick or rendered brick verandah posts and balustrading may be appropriate in some instances where it meets the objectives of these guidelines.
Figure 24 – New Single Houses
4.3 INFILL DEVELOPMENT

These provisions are applicable to developments involving grouped and / or multiple dwellings, and dwellings constructed to the rear of a traditional house.

Objectives

- Ensure the retention of the traditional house when more than one dwelling is permitted on the site; and
- Ensure infill development reflects the style, scale and form of traditional houses within the streetscape.

4.3.1 Streetscape

a) Where a traditional house is to be retained, the provisions of section 4.1 “Conservation of and Additions to Traditional Houses” of these guidelines shall apply to any works proposed to the traditional house;
b) Where new dwellings are proposed, the provisions of section 4.2 “New Single House” of these guidelines shall apply; and
c) In addition, the principles as detailed in the text and diagrams below shall apply.

4.3.1.1 Orientation

a) A maximum of one dwelling shall directly front the original lot frontage. That is, new dwellings shall be located one behind another, rather than side by side (Refer Figure 25).

4.3.2 Built Form & Design

a) Where a traditional house is to be retained, the provisions of section 4.1 “Conservation of and Additions to Traditional Houses” of these guidelines shall apply to any works proposed to the traditional house;
b) Where new dwellings are proposed, the provisions of section 4.2 “New Single House” of these guidelines shall apply; and
c) In addition, the principles as detailed in the text and diagrams below shall apply.

4.3.2.1 Design

a) New dwellings shall be traditional in design and reflect the heritage style, form and scale of the traditional house, and other traditional houses within the streetscape.
b) In regard to two storey buildings, the visual bulk of the building should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls (Refer Figure 23).
c) Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer Figure 17).
4.3.2.2 Building Height
a) The wall height of the new dwelling shall not be lower than the wall height of the traditional house at a minimum of 3 metres above natural ground level, where the new dwelling is immediately fronting a street.

4.3.2.3 Roof Pitch
a) The roof pitch and roofing materials of the new dwelling shall match the roof pitch and roofing materials of the traditional house.
4.3.2.4 Infill Development abutting a Rights of Way
a) New dwellings abutting a Rights of Way (ROW) will generally be required to orient to and use the ROW for primary access. Setbacks to the ROW to be in accordance with the setback requirements of the City’s Local Planning Policy Development Abutting Rights of Way.

4.3.2.5 Carports & Garages
a) New carports and garages for a traditional house should be incorporated into the design of the infill development to the rear of the traditional house where possible.
b) Please refer to the section 4.4 Carports & Garages of these guidelines.
4.4 CARPORTS AND GARAGES

Objectives

- Prevent carports, garages, and parking areas from dominating the streetscape;
- Ensure that the appearance of carports, garages and parking areas are in keeping with, and respectful to, the houses to which they belong;
- Reduce the impact of vehicle access and parking on the existing streetscape by ensuring that any new vehicular access is obtained from the rear of the property, where possible; and
- Reduce the impact of parking structures on the existing streetscape by ensuring that such structures are located at the rear and side of properties.

4.4.1 Vehicle Access

a) Vehicle access and parking shall be from the rear access lane (right-of-way) where possible.

4.4.1.1 Location and Setbacks

a) Carports and garages shall be located to the rear of dwellings, or alternatively, to the side of dwellings setback behind the predominant building line;

b) Garages shall be setback a minimum of 0.5 metres behind the predominant building line;

c) Garages shall not be located in front setback areas;

d) Carports may be considered in front setback areas, but only where no alternative locations exist, a minimum setback of 1.5 metres from the primary street is maintained, and where the proposal meets the objectives of these guidelines. Such carports shall not be fitted with any style of roller or tilt-up panel door; and

e) Carports and garages should be set back from the side boundary where possible.
4.4.2 Design

a) Carports and garages shall be of the same style, design and materials, roof pitch (to a minimum of 25 degrees) and form to the traditional house to which it belongs;

b) Where carports are considered appropriate in front setback areas (refer above), carports shall be open in style and allow an unobstructed view of the dwelling from the street;

c) Carports and garages shall have a maximum width of 5.5 metres (internal) or one-third the frontage of the dwelling (whichever is the lesser);

d) Carports and garages shall have a maximum plate height of 2.7 metres; and

e) Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer Figure 17).

![Diagram of carports and garages]

Figure 28 – Built Form of Carports and Garages

4.4.3 Crossovers and Verges

a) A maximum of one crossover per lot per street frontage shall be permitted;

b) Crossovers shall be restricted to a maximum of one-third the width of the front boundary;

c) In the case of infill development, the crossover to the street shall be shared between dwellings; and

d) No verges shall be paved or densely landscaped. Natural low ground-cover is considered to be the only appropriate verge treatment. Mulch alone will not be permitted.
4.5 FENCES AND GARDENS

Objectives

- Recognise the important contribution that fences and gardens make to the streetscape;
- Retain and maintain open front gardens;
- Ensure the retention and conservation of traditional fences where these occur;
- Ensure new fencing forward of the building are of a design, material and colour that is complementary to the style and character of the area; and
- Ensure new fencing forward of the building are of a design, material and colour that is complementary to the house to which it belongs.

4.5.1 Fencing Characteristics and Design Standards

4.5.1.1 Mount Lawley
Low or open-style front fencing is the predominant fencing characteristic of the Mount Lawley Heritage Protection Area (Refer Part 2 Residential Character Analysis – Mount Lawley Heritage Protection Area – Mount Lawley Streetscapes).

Fencing is to comply with the following provisions:

a) Fencing shall be compatible with the style and character of the house in terms of design and detail;

b) Solid fences or screen walls forward of the predominant building line shall not exceed 750mm in height;

c) Open-style fences forward of the predominant building line may be constructed to 1200mm high above natural ground level;

d) The height of any open-style fencing may be increased to a maximum of 1800mm above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill (rather than timber picket infill) (refer Figure 29).

4.5.1.2 Menora
Open front gardens with low masonry fences or an absence of fences is the predominant fencing characteristic of the Menora Heritage Protection Area (Refer Part 2 Residential Character Analysis – Menora Heritage Protection Area - Menora Streetscapes).

Fencing is to comply with the following provisions:

a) Fencing forward of the predominant building line will not be permitted, unless it is a characteristic of the immediate traditional streetscape. Masonry fencing to a maximum height of 750mm will be considered in these instances;

b) Fencing shall be compatible with the style and character of the house in terms of design and detail.
4.5.1.3 Inglewood
Open-style front fencing is the predominant fencing characteristic of the Inglewood Heritage Protection Area (Refer Part 2 Residential Character Analysis – Inglewood Heritage Protection Area – Inglewood Streetscapes).

Fencing is to comply with the following provisions:

a) Fencing shall be compatible with the style and character of the house in terms of design and detail;

b) Solid fences or screen walls along the front lot boundary shall not exceed 750mm in height and shall be constructed of a high quality material such as masonry;

c) The height of any open-style fencing may be increased to a maximum of 1,800mm above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill (rather than timber picket infill) (refer Figure 29); and

d) Alternative forms of fencing (such as colorbond and timberlap) forward of the dwelling is permitted on the side boundaries only to a maximum height of 1,200mm. The colour of the fence is to be in strict accord with the traditional house and streetscape to which it belongs.

Figure 29 - Example of Open-Style Fencing

4.5.2 Garden Design

a) Existing front gardens, mature trees, and street trees shall be retained and maintained;

b) Where trees are to be removed, the applicant shall demonstrate justification for removal, and satisfy the City that alternative measures such as pruning are impractical; and

c) Where mature trees are to be removed, the applicant should plant and maintain suitable replacements elsewhere on the site.
Figure 30 – Example of Traditional Garden Design
PART 5 – COMMERCIAL CHARACTER ANALYSIS

5.1. TWO STOREY COMMERCIAL

There are a number of prominent early two storey commercial or mixed-use developments within the Heritage Protection Areas. Whilst representing a variety of architectural styles, these sites are generally consistent in being key landmarks for the area located along the main commercial spine of Beaufort Street, and generally with more distinctive detailing than their modest single storey counter-parts.

The majority of the early two storey commercial buildings are located at the southern end of Beaufort Street, close to Walcott Street, as this was the earliest commercial strip to develop in the locality, encouraged by the construction of the tramline from the Barrack Street jetty to Walcott Street, completed in 1902. They reflect two key periods of commercial development in the locality – 1905 to 1914 and 1935 to 1940.

Key sites include:
• The Astor Theatre (1914, substantially remodeled in 1939), at the north-western corner of Beaufort and Walcott Streets, Mount Lawley;
• Beaucott Building (1905, 1937), at the north-eastern corner of Beaufort and Walcott Streets, Mount Lawley;
• The Commonwealth Bank building (1938), 672a Beaufort Street, Mount Lawley;
• Mount Lawley News (1910), 668 Beaufort Street, Mount Lawley;
• Civic Theatre (fmr) (1936), at the corner of Beaufort Street and Dundas Road, Inglewood.

Additionally, there are two early two-storey hotels located within the Heritage Protection Areas – both on Beaufort Street:
• The Inglewood Hotel (1935-36), at the corner of Fifth Avenue, Mount Lawley;
• The Civic Hotel (1940), at the corner of Wood Street, Inglewood.

The early two storey commercial buildings exhibit attributes from a variety of architectural styles including Federation Free Classical (Mount Lawley News), Inter-War Functionalist (Beaucott Building, Civic Hotel), Inter-War Art Deco (Astor Theatre, Commonwealth Bank) and Inter-War Spanish Mission (Inglewood Hotel).

The Inter-War Functionalist style is also evident in the Mount Lawley Bowling Club (fmr Mt Lawley Tennis Club, 1936) at the corner of Storthes Street and Rookwood Street. The style’s influence can also be seen on the predominantly Inter-War Spanish Mission style Inglewood Hotel.

The influence of the Inter-War Art Deco style can also be seen on the Civic Theatre (fmr), particularly in the clock and base to the corner spire (though the spire itself is atypical of this style).
Inter-War Functionalist (c.1915 – c.1940)
The Inter-War Functionalist style had its background in European modernism of the 1920s and 1930s. Modernism is the general name given to the trend that embraced functionalism, technology and the elimination of applied historical ornamentation. The influence of Le Corbusier, Eric Mendelssohn, W M Dudok and the Bauhaus was important.

Australia was slow to embrace these ideas, with the better inter-war examples being by younger architects who had travelled to Europe and witnessed the new ‘international style’ first hand. They designed streamlined, horizontal architecture, often in factories, schools and hospitals. In Mount Lawley and Inglewood, the style is most evident in the Beaucott Building, and can also be seen in the Bowling Club and Civic Hotel.

The style was, for the time, radical and progressive, with its simple geometric shapes, light colours and large areas of glass.

Common features of the Inter-War Functionalist style include:
- Asymmetrical massing;
- Simple geometric shapes;
- Long horizontal balconies or spandrel;
- Metal framed corner or ribbon windows;
- Roof concealed by parapet;
- Rounded corner;
- Plain surfaces – light toned cement or face brick.

Inter-War Art Deco (c.1915 – c.1940)
The Inter-War Art Deco style also celebrated the exciting, dynamic aspects of the machine age, but in a way that appealed to a larger group of people, with the use of graphic decorative elements and modern, eye-catching materials.

The Inter-War Art Deco style came to be favoured for two distinctively twentieth century building types: the cinema and the skyscraper. In Australia, the style was also frequently used in commercial and residential interiors and shop fronts. In Mount Lawley, the style can be seen in commercial buildings and the Astor Cinema.

Common features of the Inter-War Art Deco style include:
- Suggestion of vertical or horizontal motion;
- Stepped skyline or silhouette;
- Decorative elements concentrated on the upper part of the building;
- Three dimensional quality in massing and detailing;
- Vertical and horizontal fins;
- Parallel line, zigzag or chevron motifs;
- Geometric curves, stylised effects;
- Chrome plated steel used for shop fronts and commercial interiors;
- Metal framed windows;
- Use of stylised typefaces.
5.2 SINGLE STOREY SHOP

Early single storey shops, dating from the late nineteenth and early twentieth century, are predominantly located along the main commercial strip of Beaufort Street running through the Mt Lawley and Inglewood Heritage Protection Areas.

Beaufort Street was the main thoroughfare to the rapidly developing residential areas of Mt Lawley and later Inglewood. Commercial development spread northward along the street, encouraged by the construction of the tramline from the Barrack Street jetty to Walcott Street, completed in 1902.

Single storey shops of this era are generally consistent in their style, being modest single storey buildings with simple detail to parapet walls, and awnings over the footpath.

Common features include:
- Single storey;
- Often in small groups of two to four shops built at the same time;
- Recessed entry door, usually centrally located;
- Rendered brick parapet wall to street facades generally with vertical piers separating each individual shop and simple articulation;
- Flat awning projecting over the footpath;
- Large windows;
- Corrugated metal roof hidden behind parapet.

![Figure 31 – Single Storey Shop](image)
5.3 THE CORNER STORE

Corner stores, strategically located within the heart of a community, have traditionally catered for the necessities of life – a loaf of bread, the newspaper, perhaps a few purchases – as well as being an important meeting place for the local community.

Historic corner stores dating from the late nineteenth and early twentieth century are scattered throughout the Mt Lawley and Inglewood Heritage Protection Areas, though the majority are located along Beaufort Street. They form an important part of the built heritage and contribute to the distinctive feel of a street, providing familiar landmarks and a sense of the past. The physical features, and particularly the external appearance, of many have changed very little since they first opened their doors.

Corner stores of this era are generally consistent in their style, being modest single storey buildings with corner truncations and simple detail to pilastered parapet walls.

Common features include:

- Single storey;
- Corner truncation with entry door;
- Parapet wall to street facades, sometimes stepping down away from the corner, generally with vertical piers and simple articulation;
- Rendered brick facades;
- Flat awning projecting over the footpath;
- Large windows (some have in more recent times been bricked in);
- Corrugated metal roof hidden behind parapet.

![Figure 32 – Corner Shop](image-url)
PART 6 – COMMERCIAL DEVELOPMENT PROVISIONS

6.1 COMMERCIAL & MIXED – USE DEVELOPMENT

Objectives
• Ensure the conservation and retention of traditional buildings, particularly traditional shops and commercial buildings, including those described in Part 5;
• Ensure new commercial and mixed-use development consistent with ‘main street’, mixed-use design principles, and consistent with the heritage character of the locality; and
• Ensure refurbishment of more recent development in a manner in keeping with traditional commercial buildings.

6.1.2 Streetscape

6.1.2.1 Ground Floor Setbacks
a) Additions to traditional buildings, and new commercial and mixed-use buildings shall have nil front setbacks to any street frontage (Note: some properties may be subject to regional road widening).

b) Where a site has frontage to a primary and secondary street, a minor setback will be considered for alfresco dining on the secondary street. Such setback areas shall be designed to match the existing footpath in terms of levels and paving treatment; and

c) Continuous awnings or verandahs of traditional scale, form and design shall be provided over the street, and be functional to provide appropriate weather protection.

6.1.2.2 Upper Floor Setbacks
a) Upper floor additions to traditional buildings shall be setback a minimum of 3 metres from the predominant building line of the original building’s street facade;

b) Nil setbacks for upper floors of new commercial and mixed-use buildings may be considered subject to compliance with the objectives of this section provided these floors are no higher than three storeys.

6.1.2.3 Orientation
a) New buildings shall address the street;

b) Main entrances to buildings shall face the street, and in the case of corner sites shall face the corner, and shall be maintained in operation; and

c) On-site car parking shall be located to the rear of buildings.
6.1.3 Traditional Houses Used for Non-Residential Uses

a) Traditional houses used for non-residential purposes shall maintain a residential-style appearance, with parking areas located to the rear of buildings and signage integrated into the design of the building;

b) No additions to the traditional house shall occur within the front setback area, unless restoring an original feature in the original architectural style (eg; a verandah);

c) The provisions of section 4.1 “Conservation of, and Additions to, Traditional Houses” of these guidelines shall apply to any works proposed to the traditional house.

6.1.4 Built Form & Design

6.1.4.1 Design

a) New commercial and mixed-use buildings shall be of traditional style and reflect the design, colours, and materials of traditional buildings within the streetscape;

b) New commercial and mixed-use buildings shall have similar facade treatments and architectural detailing / articulation as traditional buildings;

c) New commercial and mixed-use buildings shall have similar sill and awning heights to traditional buildings;

d) Window frames shall be constructed in timber (preferred) or wide-profile metal. Shop fronts shall reflect traditional shop fronts with narrower timber or metal framing; and

e) Refer to the City’s Beaufort Street Local Development Plan for additional requirements, particularly:
   - Mount Lawley mixed use precinct for heights;
   - Mixed use standards;
   - General standards;
   - Architectural styles; and
   - Frontage styles.
6.1.5 Signage

a) Signage shall not cover any architectural features or detailing of a building, and should not dominate the shopfront or building frontage. Signage is to be positioned and designed to fit within spaces created by architectural elements on the building in particular the awnings and pediments;

b) Multi-tenancy developments should provide a coordinated signage strategy as part of the development application; and

c) Signage within the Mount Lawley, Menora and Inglewood Heritage Protection Areas and the area of the Beaufort Street Local Development Plan:
   (i) is subject to the signage provisions of Local Planning Scheme No. 3; and
   (ii) the signage provisions of the City’s Advertising Signs Local Planning Policy.
PART 7 - DEVELOPMENT ON RESERVES AND PRIVATE INSTITUTIONS ZONES

Objectives

- Ensure that any new development does not adversely affect the heritage character and amenity of surrounding properties; and
- Ensure that any new development be of similar scale, form and bulk of surrounding properties, and is respectful to the heritage character of the locality.

7.1 BUILT FORM & DESIGN

a) New buildings shall be respectful to the design, form, and scale of traditional buildings within the streetscape; and
b) New buildings shall have similar facade treatments/detail as traditional buildings, and incorporate architectural detailing that respects the traditional buildings.

7.2 STREETSCAPE RELATIONSHIP

7.2.1 Setbacks

a) Where adjoining sites are zoned Residential, new development shall be setback from the street to match the setback of the traditional buildings within the streetscape;
b) Where adjoining buildings on either side of new development have varying setbacks from the street, new development may incorporate a ‘stepped’ setback from the street (in order to align with the existing buildings on both sides);
c) Where adjoining sites are zoned Residential, new development shall be setback from those common boundaries (side and rear) in accordance with the Residential Design Codes; and
d) Where adjoining sites are zoned non-residential, the side and rear setbacks of new development shall match those of the adjoining lots.

VARIATIONS

Variations to these Guidelines will only be considered where the applicant has demonstrated, via a written submission and supporting documentation, that the requested variation complies with the objectives of these Guidelines.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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3.2 CIVIC PRECINCT RESIDENTIAL DESIGN GUIDELINES

INTRODUCTION
Where the requirements of these Guidelines are inconsistent with the provisions of a specific policy, then the provisions of these Guidelines will prevail. Remaining development standards such as dwelling height, site levels, site cover, visual privacy, incidental fixtures, overshadowing, visual and building truncations and open space are outlined within the relevant policies of the City and the R-Codes.

The area subject to these Guidelines is zoned Development and is illustrated in Figure 1.

Guideline Area

![Guideline Area Diagram](image)

Figure 1 – Civic Precinct - Guideline Area

Applications Subject of these Guidelines
All applications within the guideline area are subject to these guidelines.
**DEVELOPMENT GUIDELINES**

The following development guidelines constitute variations to the provisions of the R-Codes and other planning policies.

**Built Form**

**Dwelling orientation**
- All developments shall address the street in a traditional manner with the primary entry to the dwellings and at least two (2) habitable room windows facing the street.

**Setbacks**

**Front**
- Minimum shall be 3.0m; and
- Average shall be 4.0m.

**Rear**
- To car parking structures shall be 1.0m; and
- To upper floors shall be 4.0m.

**Side**
- To north west ground floor shall be nil;
- To south east ground floor shall be 1.5m; and
- To south east upper floor shall be 2.0m or in accordance with the R-Codes whichever is the lesser.

**Secondary Street**
- Shall be 1.5m

**Note:** Buildings up to the Boundary

Building walls built up to the boundary should not compromise the amenity of the adjoining lot or the appearance of the streetscape and should comply with the following:

1. Be constructed of brick or masonry; and
2. Not intrude into the front setback area; and
3. Integrate with proposed (dividing) fences of the development; and
4. Walls not higher than 3.0 metres (with an average of 2.7 metres) and not exceed 50% of the balance of the boundary behind the front setback.

**Roofpitch**
- Roofs shall have a minimum pitch of 25° for a minimum of 50% of the roof area.

**Streetscape Relationship**

**Fencing**

**Front Setback Area**
- Fencing along the front boundary and both side boundaries up to the primary building line of the dwelling shall be a maximum height of 750mm from Natural Ground Level (NGL) and may be constructed with open (visually permeable), or, solid (visually impermeable) section/s up to this maximum height.
Secondary Street, Internal or Dividing Fences
- Solid or visually impermeable fences to a maximum height of 1.8m from NGL are permitted to be constructed on side boundaries and secondary street frontages between the rear boundary of the property and the primary building line of the dwelling.

Rear
- Maximum height shall be 1.8m from NGL with solid or visually impermeable sections to this height

Corner Visual Truncations
- All properties on the corner of two laneways shall provide a 3.0m x 3.0m corner truncation; and
- All properties on the corner of a laneway and the street shall provide a 2.0m x 2.0m corner truncation.

**Note:** Landowners will be required to affix balustrades (in accordance with the requirements of the Building Code of Australia) to any retaining walls in excess of 1.0m in height. This is to provide for user safety.

Access & Parking

Number of Car Parking Bays
- A minimum of two (2) car parking bays shall be provided on each lot.

Car Parking Location
- Parking structures shall be located at the rear of the lot and shall not be visible from the primary street.

Vehicle Access
- Shall be provided solely from the rear laneway.
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### 3.3 CIVIC PRECINCT R40 RESIDENTIAL DESIGN GUIDELINES

- REVOKED 13 May 2014

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INTRODUCTION
Where there is an inconsistency between the provisions of these guidelines and other Policies the provisions of these Guidelines shall prevail.

Objectives
• To promote contemporary forms of urban residential development that enhance the character of the surrounding area;
• To promote sustainable residential development that is energy efficient and sensitive to the need for water conservation and other community values;
• To ensure residential design enhances passive surveillance opportunities; and
• To minimise the potential for adverse impact of development on neighbours by applying appropriate design criteria and specific impact mitigation requirements.

Guideline Area
All development within the Guideline Area shall be subject to these guidelines, refer Figure 1.

* Land Mark Sites

Figure 1 – ECU Design Guideline Area
DESIGN GUIDELINES
Built Form

Building Heights
2 Storey
- As per the City’s Height Policy, for 2 storey development except that all maximum permissible heights shall be increased by 0.5m; and
- Top of landmark element roof (3m x 3m max plan) shall be 11.5m

R80 3 Storey
- As per the City’s height policy, for 3 storey development except that all maximum permissible heights shall be increased by 0.5m;
- Top of landmark element roof (4m x 4m max plan) shall be 14.5m; and
- At zero lot lines for all lots the maximum height for walls constructed up to the boundary shall be 3.3m with a maximum wall length to be as permitted in the R-Codes.

Roofing
Conventional pitched roofs (where installed);
- Minimum pitch shall be 27½°; and
- Maximum pitch shall be 42°

Walls
Composite of construction materials
- Dominant material i.e. rendered or face brick; and
- Secondary complementary materials i.e. contrasting render/colour, weatherboards, corrugated metal cladding etc.

Streetscape
Fencing
Front fencing
- Corrugated fibre cement, brushwood, timberlap or profiles sheet metal not permitted.

Secondary Street Fencing
- To be low or visually permeable for the first 20% of the secondary street boundary from the truncation;
• Balance of secondary street fencing permitted to be solid to 1.8m max height (piers 2.0m max height) predominantly in masonry with finish to be consistent with that of the dwelling;
• Corrugated fibre cement, brushwood, timberlap or profiled sheet metal not permitted.

Access & Parking
• For lots served by a laneway (including multi-housing lots 193 and 202) vehicular access shall be off the laneway. Vehicular access is not permitted off a primary or secondary street;
• For front loaded single dwellings where cars are parked parallel to the street and a permitted reduction in the garage front setback has been utilised, the garage street elevation shall be articulated through the use of a minimum of 1 major opening; and
• For front loaded single dwellings the garage shall always be located a minimum of 0.5m behind the dwelling street front alignment.

Other Considerations

Store
• Each single, grouped or multiple dwelling is to have a store with a minimum area of 4m², provided under the main roof and accessed from outside or within a garage area.

Outbuildings
• All dwellings shall have a store with a minimum area of 4m² provided under the main or garage roof and to be accessible from either outside the dwelling or within the garage area; and
• Any visible outbuildings shall be constructed of wall and roof materials to match the main dwelling.
SPECIFIC DESIGN GUIDELINES
R20 FRONT LOADED DWELLINGS - LOTS 18-21, 23-25, 229-238.

Setbacks: min
- garage: As per R Codes
- ground floor: 4m ave (2m min)
- first floor: 4m ave (2m min)
- side: As per R Codes
- rear: As per R Codes
- secondary street: 1.5m

Note. Where the garage is configured so that vehicles are parked parallel to the street alignment, the applicable front setback may be reduced to 2m provided the garage front elevation is articulated through the use of a minimum of 1 major opening.

Maximum Building Height
The maximum building height shall be 2 storeys as per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m.
- To top of roof of landmark element: 11.5m

Minimum Open Space
As per R Codes

Minimum Outdoor Living Area
As per R Codes

Legend
- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing
R20 LANEWAY DWELLINGS - LOTS 206 - 216, 224 - 228.

Setbacks

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Side (zero lot line)
- ground floor: nil
- first floor: as per R Codes

Side (non zero lot line): as per R Codes

Laneway
- garage: 0.5m - 1.5m
- first floor over garage: nil
- residence: 1.5m

Maximum Building Height.
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.

Minimum Open Space.
As per R Codes.

Minimum Outdoor Living Area.
As per R Codes.
R30/R40 LANEWAY DWELLINGS

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<tr>
<td>- first floor over garage</td>
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| Maximum Building Height.
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.
- To top of roof of landmark element. 11.5m

Minimum Open Space.

R30: 40% of the site area.
R40: 40% of the site area.

Minimum Outdoor Living Area.

R30: 30m²
R40: 25m²

Policy Manual Section 3 - ECU Design Guidelines – Stages 1 & 2
City of Stirling Local Planning Scheme No. 3
R30 GROUPED DWELLINGS - LOT 22

STREET OUTLOOK
Development facing the primary street shall address
the street with articulated elevations featuring major
openings for the eastern half of the lot frontage up to
line of the laneway on the opposite side of the street.
Development addressing the western half of the
street frontage may be considered as addressing a
secondary street.
Development facing Empire Avenue and Cromarty
Road shall address the street with articulated
elevations featuring major openings for a primary
street elevation. Development which "turns its back"
on the street thorough the use of blank "rear" facades
and minor openings is not permitted. Each dwelling
fronting Empire Avenue and Cromarty Road shall
have a clearly visible street front entry.

Setbacks
Primary Street.
- Eastern Half. 3m ave (2m min)
- Western Half. 1.5m min
Empire Avenue. 1.5 min
Cromarty Road. 3m ave (2m min)
Side Boundary. as per R Codes
Minimum Open Space
40% of site area.
Minimum Outdoor Living Area
30m²
Vehicular Access
- Vehicular access is required to be via the primary
street.
- Vehicular access is not permitted off Empire Avenue or
Cromarty Road

Maximum Building Height
The maximum building height shall be 2 storeys as follows:
- As per the City’s height policy except that all maximum
permissible heights shall be increased by 0.5m.
- To top of roof of landmark element. 11.5m

Legend
- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing
- Uniform fencing provided by Developer
- Landmark element
LOT 26

Setbacks
Street
1.5m (2.0m ave.)
(For 4 dwellings with P.O.S. frontage as illustrated)
Adjoining properties
As per R Codes
Public open space
1.5m

Minimum Outdoor Living Area
25m²

Parking
Vehicular access is not permitted to be located adjacent to the P.O.S. boundary.

Maximum Building Height
The maximum building height shall be 2 storeys as per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m.

Minimum Open Space
40% of site area
**R40 GROUPED DWELLINGS: LOT 202**

**LOT 202**

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Setbacks: as per R Codes

- Vehicular access is required to be via the laneway.
- Vehicular access is not permitted via the primary or secondary street.

**Maximum Building Height**

The maximum building height shall be 2 storeys as per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m.

**Minimum Open Space**

- 40% of site area
R80 MULTIPLE DWELLING - LOT 192

Legend:
- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing
- Uniform fencing provided by Developer
- Landmark element

Solar access to secondary balconies, terraces and living areas
Low or visually permeable front fencing
1.5m min setback
Open space 40% min
3 Storage max

Extent of uniform fencing provided by developer
Articulated plans and elevations to provide environmental interest to POS and street frontages

Vehicular access
Low or visually permeable front fencing

INDICATIVE PLAN Not to scale

Landmark element (where applicable) 4m x 4m max plan dimension
1.2m min setback
Roof pitch 37° max
2 m min height

Articulation required to POS elevation

Solar access to secondary balconies, terraces and living areas

INDICATIVE SECTION Not to scale

3.4m min height

3.4m max height

Semi-Basement garage 1m max projection above natural ground level

Uniform fencing to POS by Developer

Policy Manual Section 3 - ECU Design Guidelines – Stages 1 & 2
City of Stirling Local Planning Scheme No. 3
R80 MULTIPLE DWELLING - LOT 192

- **Setbacks min**
  - Primary street: 3.0m ave (1.5m)
  - Secondary street: 1.5m
  - Public Open Space: 1.5m

- **Maximum Building Height**
  - The maximum building height shall be 3 storeys as full
  (the preference is for 2 storeys with 3 storey corner lands elements)
  - As per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m
  - To top of Roof of landmark element: 14.5m

- **Minimum Open Space**
  - 40% of site area

- **Minimum Balcony area**
  - 12m²

- **Communal Open Space**
  - Nil required

- **Vehicular Access**
  - Parking at grade or within a basement or semi-basement
  - For semi-basement parking the max ground floor level is 1m above natural ground level.
  - Primary vehicular access is required to be via the p/a street (facing the future Stephenson Highway). Veris

---

**Indicative Plan**

Legend:
- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing
- Landmark element

---

**Detailed Plan**

Legend:
- Landmark element (where applicable)
  - 4m x 4m max plan dimension
  - Roof pitch 27:12 min, 42 max.
- Street elevation to be articulated
- Outlook over street
- Lower or visually permeable front fencing

---

Policy Manual Section 3 - ECU Design Guidelines – Stages 1 & 2
VARIATIONS
Variations to this Policy will be assessed against the objectives of this Policy.
3.4B  ECU DESIGN GUIDELINES - STAGE 4

Introduction
Where there is an inconsistency between the provisions of these guidelines and other Policies the provisions of these Guidelines shall prevail.

Objectives
• To promote contemporary forms of urban residential development that enhance the character of the surrounding area;
• To promote sustainable residential development that is energy efficient and sensitive to the need for water conservation and other community values;
• To ensure residential design enhances passive surveillance opportunities; and
• To minimise the potential for adverse impact of development on neighbours by applying appropriate design criteria and specific impact mitigation requirements.

Guideline Area
All development within the Guideline Area shall be subject to these guidelines, refer Figure 1.

Figure 1 – ECU Design Guideline Area
DESIGN GUIDELINES

Built Form

Building Heights

2 Storey
- As per the City’s Height Policy, for 2 storey development except that all maximum permissible heights shall be increased by 0.5m;
- Top of landmark element roof (3m x 3m max plan) shall be 11.5m; and
- At nominated Zero Lot Lines for R30 and R40 lots the maximum height for walls constructed up to the boundary is 3.3m with the maximum wall length to be as permitted by the R-Codes.

R60 Multiple Dwelling sites
- As per the City’s height policy, for 3 storey development except that all maximum permissible heights shall be increased by 0.5m, with a fourth habitable storey permitted within the roof space;
- The preference where possible is for 2 storey development within 3 storey landmark corner elements;
- Top of landmark element roof (4m x 4m max plan) shall be 14.5m; and
- At nominated Zero Lot Lines are nominated for both side boundaries. The extent of the 2 storey Zero Lot Line walls is not limited in length apart from the requirement to satisfy Open Space and Outdoor Living Area requirements. The intent here is for the development of urban style townhouse type dwellings which take advantage of the park outlook across the street.

Roofing
Conventional pitched roofs (where installed);
- Minimum pitch shall be 27½°; and
- Maximum pitch shall be 42°
Walls
Composite of construction materials
- Dominant material i.e. rendered or face brick; and
- Secondary complementary materials i.e. contrasting render/colour, weatherboards, corrugated metal cladding etc.

Streetscape
Fencing
Front Fencing
- Corrugated fibre cement, brushwood, timberlap or profiles sheet metal not permitted.

Secondary Street Fencing
- To be low or visually permeable for the first 20% of the secondary street boundary from the truncation;
- Balance of secondary street fencing permitted to be solid to 1.8m max height (piers 2.0m max height) predominantly in masonry with finish to be consistent with that of the dwelling;
- Corrugated fibre cement, brushwood, timberlap or profiled sheet metal not permitted.

Access & Parking
- For lots served by a laneway, vehicular access shall be off the laneway. Vehicular access is not permitted off a primary or secondary street;
- For front loaded single dwellings where cars are parked parallel to the street and a permitted reduction in the garage front setback has been utilised, the garage street elevation shall be articulated through the use of a minimum of 1 major opening; and
- For front loaded single dwellings the garage shall always be located a minimum of 0.5m behind the dwelling street front alignment.

Other Considerations
Store
- Each single, grouped or multiple dwelling is to have a store with a minimum area of 4m², provided under the main roof and accessed from outside or within a garage area.

Outbuildings
- All dwellings shall have a store with a minimum area of 4m² provided under the main or garage roof and to be accessible from either outside the dwelling or within the garage area; and
- Any visible outbuildings shall be constructed of wall and roof materials to match the main dwelling.
SPECIFIC DESIGN GUIDELINES

R20 Front Loaded Dwellings

Setbacks
- Front
  - garage
  - ground floor
  - first floor
  - As per R Codes
  - 4m ave (2m min)
  - As per R Codes
  - 4m ave (2m min)
- Side
  - As per R Codes
- Rear
  - As per R Codes
- Secondary Street
  - 1.5m

Note: Where the garage is configured so that vehicles are parked parallel to the street alignment, the applicable front setback may be reduced to 2m provided the garage front elevation is articulated through the use of a minimum of 1 major opening.

Maximum Building Height
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.
- To top of roof of landmark element

Minimum Open Space
As per R Codes

Minimum Outdoor Living Area
As per R Codes

Overshadowing
Shall not exceed 30% of the adjoining lot area.

Legend
- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing

INDICATIVE PLAN Not to scale

INDICATIVE SECTION Not to scale
R30/R40 Laneway Dwellings

5.2 R30/R40 LANEWAY DWELLINGS

Setbacks
- Front as per R-Codes 5m max
- Secondary Street as per R-Codes nil
- Side (zero lot line) as per R-Codes nil
- first floor as per R-Codes n/a

Laneway
- garage 0.5m 1.5m
- ground floor 1.5m n/a
- first floor nil n/a

Maximum Building Height.
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.
- To top of roof of landmark element 11.5m

Minimum Open Space.
R30: 40% of the site area.
R40: 40% of the site area.

Minimum Outdoor Living Area.
R30: 30m²
R40: 25m²

Overshadowing
Shall not exceed 40% of the adjoining lot area.
5.3 R30 FRONT LOADED DWELLINGS

R30 LOTS 358–364.

Setbacks                      min max
Front                        As per R Codes  5m
Garage                       As per R Codes  N/A
                                    (0.5 m behind dwelling).
Secondary Street             As per R Codes
Side (zero lot line)         nil
- first Floor                As per R Codes
- Rear                       As per R Codes
Side (non Zero Lot Line)     As per R Codes

Note. Where the garage is configured so that vehicles are parked parallel to the street alignment, the applicable front setback may be reduced to 2m provided the garage front elevation is articulated through the use of a minimum of 1 major opening.

Maximum Building Height
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.

Minimum Open Space
40% of site area.

Minimum Outdoor Living Area
30m²

Overshadowing
Shall not exceed 40% of the adjoining lot area.
VARIATIONS

Variations to this Policy will be assessed against the objectives of this Policy.
**OFFICE USE ONLY:**

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3.4C ECU DESIGN GUIDELINES STAGE 5

Introduction
Where there is an inconsistency between the provisions of these guidelines and other Policies the provisions of these Guidelines shall prevail.

Objectives
- To promote contemporary forms of urban residential development that enhance the character of the surrounding area;
- To promote sustainable residential development that is energy efficient and sensitive to the need for water conservation and other community values;
- To ensure residential design enhances passive surveillance opportunities; and
- To minimise the potential for adverse impact of development on neighbours by applying appropriate design criteria and specific impact mitigation requirements.

Guideline Area
All development within the Guideline Area shall be subject to these guidelines, refer Figure 1.

Figure 1 – ECU Design Guideline Area
DESIGN GUIDELINES
Built Form

Building Heights
2 Storey
- As per the City’s Height Policy, for 2 storey development except that all maximum permissible heights shall be increased by 0.5m;
- Top of landmark element roof (3m x 3m max plan) shall be 11.5m; and
- At nominated Zero Lot Lines for R30 and R40 lots the maximum height for walls constructed up to the boundary is 3.3m with the maximum wall length to be as permitted by the R-Codes.

R60 Multiple Dwelling sites
- As per the City’s height policy, for 3 storey development except that all maximum permissible heights shall be increased by 0.5m, with a fourth habitable storey permitted within the roof space;
- The preference where possible is for 2 storey development within 3 storey landmark corner elements;
- Top of landmark element roof (4m x 4m max plan) shall be 14.5m; and
- At nominated Zero Lot Lines are nominated for both side boundaries. The extent of the 2 storey Zero Lot Line walls is not limited in length apart from the requirement to satisfy Open Space and Outdoor Living Area requirements. The intent here is for the development of urban style townhouse type dwellings which take advantage of the park outlook across the street.

Roofing
Conventional pitched roofs (where installed);
- Minimum pitch shall be 27½°; and
- Maximum pitch shall be 42°
Walls
Composite of construction materials
- Dominant material i.e. rendered or face brick; and
- Secondary complementary materials i.e. contrasting render/colour, weatherboards, corrugated metal cladding etc.

Streetscape
Fencing
Front Fencing
- Corrugated fibre cement, brushwood, timberlap or profiles sheet metal not permitted.

Secondary Street Fencing
- To be low or visually permeable for the first 20% of the secondary street boundary from the truncation;
- Balance of secondary street fencing permitted to be solid to 1.8m max height (piers 2.0m max height) predominantly in masonry with finish to be consistent with that of the dwelling;
- Corrugated fibre cement, brushwood, timberlap or profiled sheet metal not permitted.

Access & Parking
- For lots served by a laneway, vehicular access shall be off the laneway. Vehicular access is not permitted off a primary or secondary street;
- For front loaded single dwellings where cars are garaged parallel to the street, the minimum garage front setback may be reduced to 2m provided the elevation is articulated with a minimum of 1 major opening; and
- For front loaded single dwellings the garage shall always be located a minimum of 0.5m behind the dwelling street front alignment.

Other Considerations
Store
- All dwellings shall have a store with a minimum area of 4m², provided under the main roof and accessed from outside or within the garage area.

Outbuildings
- Any visible outbuildings shall be constructed of wall and roof materials to match the main dwelling.
SPECIFIC DESIGN GUIDELINES

R20 Front Loaded Dwellings

R20 LOTS 54-67.

Setbacks

Front
- garage 4m ave (2m min)
- ground floor 4m ave (2m min)
- first floor As per R Codes

Side Secondary Street 1.5m
Rear As per R Codes

Note: Where the garage is configured so that vehicles are parked parallel to the street alignment, the applicable front setback may be reduced to 2m provided the garage front elevation is articulated through the use of a minimum of 1 major opening.

Maximum Building Height.

The maximum building height shall be 2 storeys as per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m.

- To top of roof of landmark element 11.5m

Minimum Open Space.
As per R Codes

Minimum Outdoor Living Area
As per R Codes

Overshadowing
Shall not exceed 30% of the adjoining lot area.
R30/R40 Laneway Dwellings

**R30 LOTS 40-53, 75-79, 83-88, 91-108.**

**R40 LOTS 109-115.**

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<td>Side (zero lot line)</td>
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<tr>
<td>- ground floor</td>
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<tr>
<td>- first floor</td>
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<td>n/a</td>
</tr>
<tr>
<td>Side (non zero lot line)</td>
<td>as per R-Codes</td>
<td>n/a</td>
</tr>
</tbody>
</table>

**Laneway**

- garage: 0.5m - 1.5m
- ground floor: 1.5m - n/a
- first floor: n/a - n/a

**Maximum Building Height.**

The maximum building height shall be 2 storeys as per the City’s height policy. All maximum permissible heights shall be increased by 0.5m.
- Top of roof of landmark element: 11.5m

**Minimum Open Space.**

R30: 40% of the site area.
R40: 40% of the site area.

**Minimum Outdoor Living Area.**

R30: 30m²
R40: 25m²

**Overshadowing.**

Shall not exceed 40% of the adjoining lot area.

**Lot 97, 98 Garage Location**

Garage shall be located so as to provide sufficient reversing area to enable vehicles to exit the laneway in a forward gear.

**Legend**

- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing
- Nominated zero lot line

**NOT TO SCALE**

**INDICATIVE PLAN**

**INDICATIVE SECTION**

**Policy Manual – Section 3 – ECU Design Guidelines - Stage 5**

City of Stirling Local Planning Scheme No. 3
R60 Laneway Dwellings

5.3 R60 LANEWAY DWELLINGS

R60 LOTS 118-124.

Setbacks

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Laneway

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<tr>
<td>Ground Floor Residence</td>
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<tr>
<td>First Floor</td>
<td>nil</td>
<td>n/a</td>
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</table>

Maximum Building Height

The maximum building height shall be 2 storeys as per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m.

- To top of roof of landmark element 11.5m

Minimum Open Space.

40% of the site area.

Minimum Outdoor Living Area

As per R Codes.

Overshadowing

The R Code requirements shall not apply.

VARIATIONS

Variations to this Policy will be assessed against the objectives of this Policy.
## OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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3.4D ECU DESIGN GUIDELINES STAGE 5B

Introduction
Where there is an inconsistency between the provisions of these guidelines and other Policies the provisions of these Guidelines shall prevail.

Objectives
- To promote contemporary forms of urban residential development that enhance the character of the surrounding area;
- To promote sustainable residential development that is energy efficient and sensitive to the need for water conservation and other community values;
- To ensure residential design enhances passive surveillance opportunities; and
- To minimise the potential for adverse impact of development on neighbours by applying appropriate design criteria and specific impact mitigation requirements.

Guideline Area
All development within the Guideline Area shall be subject to these guidelines, refer Figure 1.
DESIGN GUIDELINES
Built Form
Building Heights
2 Storey
• As per the City’s Height Policy, for 2 storey development except that all maximum permissible heights shall be increased by 0.5m;
• Top of landmark element roof (3m x 3m max plan) shall be 11.5m; and
• At nominated Zero Lot Lines for R30 lots the maximum height for walls constructed up to the boundary is 3.3m with the maximum wall length to be as permitted by the R-Codes.

Figure 2
2 storey building height

Roofing
Conventional pitched roofs (where installed);
• Minimum pitch shall be 27½°; and
• Maximum pitch shall be 42°

Walls
Composite of construction materials
• Dominant material i.e. rendered or face brick; and
• Secondary complementary materials i.e. contrasting render/colour, weatherboards, corrugated metal cladding etc.
Streetscape
Fencing
Front Fencing
• Corrugated fibre cement, brushwood, timberlap or profiles sheet metal not permitted.

Secondary Street Fencing
• To be low or visually permeable for the first 20% of the secondary street boundary from the truncation;
• Balance of secondary street fencing permitted to be solid to 1.8m max height (piers 2.0m max height) predominantly in masonry with finish to be consistent with that of the dwelling;
• Corrugated fibre cement, brushwood, timberlap or profiled sheet metal not permitted.

Access & Parking
• For lots served by a laneway, vehicular access shall be off the laneway. Vehicular access is not permitted off a primary or secondary street;
• For front loaded single dwellings where cars are garaged parallel to the street, the minimum garage front setback may be reduced to 2m provided the elevation is articulated with a minimum of 1 major opening; and
• For front loaded single dwellings the garage shall always be located a minimum of 0.5m behind the dwelling street front alignment.
• Garages for lots 6/7 shall be located as illustrated in section 5.2.
• Garage for lot 36 shall be located as illustrated in section 5.1.

Other Considerations
Store
• All dwellings shall have a store with a minimum area of 4m², provided under the main roof and accessed from outside or within the garage area.

Outbuildings
• Any visible outbuildings shall be constructed of wall and roof materials to match the main dwelling.
SPECIFIC DESIGN GUIDELINES

R20 Laneway Dwellings

5.1. R20 LANEWAY DWELLINGS
R20 LOTS 27 - 36.

Setbacks
front
Front
Secondary street
4m ave 5m
1.5m

 Officials preferred as per R Codes

Sidewalk
- rear
- as per R Codes

Laneway
- garage
- first floor over garage nil
- residence
0.5m 1.5m

Maximum Building Height.
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.

Minimum Open Space.
As per R Codes.

Minimum Outdoor Living Area.
As per R Codes.

Overdevelopment
Shall not exceed 30% of the adjoining lot area.

Note: For lots fronting Clements Road where a front boundary deviates in order to retain an existing tree(s) within the verge, (which would otherwise have been located within a lot) the minimum front setback for that lot shall be 4m ave (2m min) from the front boundary alignment of the balance of lots as if no deviation has occurred.

Lot 30 Garage Location
Garage shall be located so as to provide sufficient roving area to enable vehicles to exit in a forward gear.

Legend
Building Envelope
Inductive Building Footprint
Low or visually permeable front fencing

Not to scale

Policy Manual – Section 3 – ECU Design Guidelines Stage 5B
City of Stirling Local Planning Scheme
R30 Laneway Dwellings

5.2 R30 LANEWAY DWELLINGS

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<td>Secondary Street</td>
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<td>1.5m</td>
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<td>LAKEWAY</td>
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<td>first floor</td>
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<tr>
<td>ground floor</td>
<td>1.5m</td>
<td>n/a</td>
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</table>
| Maximum Building Height:
The maximum building height shall be 2 storeys as per the City's height policy except that all maximum permissible heights shall be increased by 0.5m.
- To top of roof of landmark element: 11.5m

Minimum Open Space:
R30: 40% of the site area.

Minimum Outdoor Living Area:
R30: 30m²

Overshadowing:
Shall not exceed 40% of the adjoining lot area.

LOT 6/7 Garage Location

Garage shall be located so as to provide sufficient reversing area to enable vehicles to exit the laneway in a forward gear.

Legend
- Building Envelope
- Indicative Building Footprint
- Low or visually permeable front fencing
- Nominated zero lot line

INDICATIVE PLAN Not to scale

11.5m landmark element max roof height
2 storey height
7 storeys maximum height

Articulated street elevation - Maintain outlook over street

1.5m min main residence setback
Maintain outlook over laneway

Low or visually permeable front fencing

INDICATIVE SECTION Not to scale
R60 Grouped Dwellings

5.3. R60 GROUPED DWELLINGS

LOT 37

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<td>- first floor</td>
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<tr>
<td>P.O.S.</td>
<td>1.5m ave</td>
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Minimum Outdoor Living Area
- 16m² (as per R Codes)
- For dwellings fronting Needlewood Rd, the outdoor living area may project into the front setback.

Parking
- Vehicular access to rear lots may be by a common internal driveway or alternatively off the rearside laneways.
- Vehicular access is not permitted to be located adjacent to the P.O.S. boundary.

Pedestrian Access
- Pedestrian access to rear dwellings shall be through the lot.
- The minimum width for a common pedestrian access shall be 2.5m.

Maximum Building Height
The maximum building height shall be 2 storeys as per the City’s height policy except that all maximum permissible heights shall be increased by 0.5m.

Minimum Open Space
- 40% of site area

VARIATIONS
Variations to this Policy will be assessed against the objectives of this Policy.
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3.6 GWELUP DESIGN GUIDELINES
(Lots 62 – 64 & 69 North Beach Road, 67 Porter Street and Pt Lot 153 Wishart Street)

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

Guideline Area

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.
DEVELOPMENT GUIDELINES

Built Form & Design
Site Coverage
Single Storey
• Shall be 60%.

Double Storey
• Shall be 55%.

Setbacks
Front
• An average of 4.5 metres with a minimum of 3 metres at ground floor level (4.5 metres and 3 metres minimum for all storeys).

Special Requirements
In the case of Lots 664-668 & 671 Pamarine Drive and Lots 662, 663 Wishart Street (on Deposited Plan 57067), in addition to the provision of a 2.5 metre high acoustic wall along the lots’ eastern boundary, dwellings developed on new lots located within 30 metres of the Mitchell Freeway reservation shall be designed and constructed to incorporate noise attenuation measures to the satisfaction of Council. Such measures shall include the following:

(a) design measures such as minimising the number and size of major openings to habitable rooms which are exposed to the Freeway in order to minimise noise disturbance within those rooms; and

(b) structural measures such as double glazing or insulation within roofs, ceilings and walls.

Access and Parking
Driveway Locations – North Beach Road
• No lots shall be permitted to access directly onto North Beach Road. Design of new residences should be undertaken to address the internal Structure Plan road layout with rear or side boundary being in proximity to North Beach Road, in accordance with subdivision approval WAPC 120935 Condition 18 which requires a restrictive covenant in favour of the City of Stirling restricting vehicular access to North Beach Road.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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City of Stirling Local Planning Scheme No. 3
3.7 MONTCLAIR DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail. All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme and the Residential Design Codes, and all other City of Stirling policy and building requirements.

Guideline Area

Figure 1 – Montclair Design Guideline Area

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.
DEVELOPMENT GUIDELINES

**Built Form & Design**

**Site Coverage**
- All lots greater than 500m² are limited to 50% building site coverage; and
- All lots less than 500m² are limited to 60% building site coverage for single storey dwellings and 50% for double storey dwellings.

**Setbacks**
**Lots 115 – 136**
- Front shall be minimum 3m, average 4.5m;
- Rear shall be minimum 1m to Garage/Carport, otherwise as per R-Codes; and
- Corner Lots shall be minimum 1.5m to the second street frontage.

**Fencing**
**Lots 115 – 136**
- Fencing to the front boundary (primary street frontage including any corner truncation) should be of masonry construction. It also must not be higher than 1.2m of which the upper 0.6m (50%) must be visually permeable (i.e. through the use of wrought iron or picket sections).

**Lots 115, 116, 128, 138, 175 and 176**
- Fencing to the side boundary (facing public roads/access way) is to be of masonry construction with not less than 40% of the boundary length being visually permeable.

**Building Articulation**
**Lots 115, 116, 128, 138, 175 and 176**
- Building on these lots is required to articulate to public space and public road frontage to ensure adequate surveillance and aspect to these areas.

**Streetscape Relationship**

**Zero Lot Lines**
**Lot 115**
- Zero lot line development shall be located in accordance with Figure 1;
- Zero lot line development at ground floor level may only occur on the east side of the lot for the depth of 7m from the rear setback;
- Development to ground floor on zero lot line to west boundary allows for 40% of boundary length to be constructed upon; and
- Upper storey setbacks are to be in accordance with the R-Codes.

**Lots 116-136**
- Zero lot line development shall be located in accordance with Figure 1;
- Development to ground floor zero lot line allows for 60% of boundary length to be constructed upon; and
- Upper storey setbacks are to be in accordance with the R-Codes.
Access and Parking
Crossovers
Lots 115 – 136
• Garages/carports to be located where indicated on Figure 1.
3.8 NORTHWOOD GROVE

INTRODUCTION
Where there is an inconsistency between the provisions of these guidelines and other Policies the provisions of these Guidelines shall prevail.

Objectives
- To promote contemporary forms of urban residential development that enhance the urban character of the Mirrabooka Town Centre;
- To promote sustainable residential development that is energy efficient and sensitive to the need for water conservation;
- To ensure residential design enhances passive surveillance opportunities; and
- To minimise any adverse impact on adjoining neighbours by applying appropriate design criteria and specific impact mitigation requirements.

Guideline Area
All development within the Guideline Area shall be subject to these guidelines, refer Figure 1.

![Land Mark Sites]

Figure 1 – Northwood Grove Residential Design Guideline Area
DESIGN GUIDELINES

Built Form
Building Heights
Single Dwellings, R60 Multiple / Grouped Dwellings Lots 1 & 10
• The maximum building height shall be as per the Residential Building Height Policy for 2-storey development except that all maximum permissible heights shall be increased by 0.5m.

Single Dwellings Lots 25 – 34
• The maximum building height shall be as per the Residential Building Height Policy for 2-storey development except that all maximum permissible heights shall be increased by 1.0m to allow for a third habitable level permitted within the roof space.

R80 Multiple Dwelling Lots 11,12,13,14
• The maximum building height shall be as per the Residential Building Height Policy for 3-storey development except that all maximum permissible heights shall be increased by 0.5m to allow for a fourth habitable level permitted within the roof space.

Landmark Building Locations
Single Dwellings Lots 1 & 10
• Max Roof Height - 11.5m
• Max Plan Dimension - 4m x 4m

Multiple Dwellings Lots 11,12,13 & 14
• Max Roof Height - 14.5m
• Max Plan Dimension - 6m x 6m

Primary Street Setback
• Min – 2.0m
• Ave – 3.0m
• Max – 4.0m

R60 Multiple / Grouped Dwellings Lots 1 & 10
• Setback to balcony may be reduced to 1.0m

Side Setbacks
Single Dwellings & R60 Multiple / Grouped Lots 1-10 & 15-34
• Ground floor – nil
• First floor – nil up to 10.0m from front setback thereafter as per R-Codes.

R80 Multiple Dwelling Lots 11,12,13,14
• Nil
Laneway Setbacks
- 0.5m to Garages
- 1.5m to Buildings

Minimum Balcony Area - Lots 11,12,13 & 14
- 12m² - min depth 2.0m

Elevations
Primary Street
The front elevation of all buildings shall:
- Provide a minimum of 2 major openings to habitable rooms providing street outlook;
- The front entry to be easily identifiable by having a portico, canopy or the like; and
- A major step of 1m or more in the front elevation.

Secondary Street Elevations
The secondary street elevation of all buildings shall:
- Provide a minimum of 2 major openings to habitable rooms providing street outlook; and
- A major step of 1m or more in the elevation.

Roofing
- Minimum roof pitch shall be 27 ½° minimum;
- Maximum roof pitch shall be 42°;
- Pitches lower than 27 ½° may be applied to designs featuring skillion roofs or secondary roofs such as verandahs and awnings; and
- Flat roofs may be used in conjunction with pitched roofs or where hidden behind parapets or expressed as awnings.

Materials
Roof Colour
- Roof colours are preferred to be of neutral or low visual impact. Dark, black or overly bright colours may be more heat absorbent than lighter colours and are also considered to be inconsistent with the promoted streetscape character.

Walls
- The primary and secondary street elevations are to feature a primary wall finish such as face or rendered brickwork complemented by minor elements of alternative finishes such as contrasting colours, weatherboards, corrugated sheet metal etc.
Streetscape
Open Space
Single Dwellings Lots 2-9 & 15-34
• 40%

Lots 1 & 10
• 40% Grouped Dwellings
• 45% Multiple Dwellings

Lots 11,12,13 & 14
• 50%

Minimum Outdoor Living Area
• 25m² for Single Dwellings – 4.0m min dimension; and
• 20m² for Grouped Dwellings – 4.0m min dimensions.

Fencing
Front fencing
• Corrugated fibre cement, brushwood, timberlap or profiles sheet metal not permitted.

Secondary Street Fencing
• The first 20% of the fence shall have a maximum height of 1.2m. or be visually permeable to a height of 1.8m; and
• Corrugated fibre cement, brushwood, timberlap or profiles sheet metal shall not be permitted.

Fencing to Public Open Space
• Unless provided by the Developer, fencing abutting Public Open Space shall be to a standard visually permeable detail to be approved.

Laneway Fencing
• Maximum height of 1.8m; and
• Shall be masonry or proprietary brand Colorbond capped metal.

Access & Parking
Single Dwellings
• Vehicle access shall be off the rear laneway.

Grouped Dwellings / Multiple Dwellings
• Access to the site shall be off the rear laneway.

Other Considerations
Store
• Each single, grouped or multiple dwelling shall have a store with a minimum area of 4m², provided under the main roof and accessed from outside or within a garage area.
Outbuildings
- The materials of any outbuildings shall match the main dwelling.

VARIATIONS
Variations to this Policy will be assessed against the objectives of this Policy.
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3.9 OCEAN BOULEVARD DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail. This promoted building form is of a contemporary nature with a richness of materials and details appropriate to this beachfront location. In order to provide a consistency of development, building form, materials and details should be complementary to those of pre-existing neighbouring properties.

The guidelines are to be read in conjunction with the Residential Design Codes of Western Australia (R-Codes) and the City of Stirling Local Planning Scheme No. 3.

Guideline Area

![Diagram of Ocean Boulevard Design Guideline Area](image)

*Figure 1* - Ocean Boulevard Design Guideline Area

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.
DEVELOPMENT GUIDELINES

Built Form
Setbacks
• Setbacks shall be in accordance with the R-Codes and Council Policies except where modified and annotated on the Guide Plan (Fig 1);
• Front setback shall be 5.5m with averaging; and
• Front setbacks for garages and carports shall be 5.5m minimum to cater for on site visitor parking.

Streetscape Relationship
Fencing
In Front of the Building Line
• Piers shall be limited to a 2m maximum height; and
• Fencing shall be limited to a 0.75m maximum height.

Any fencing in front of the building line is to be of solid pier construction with visually permeable infill panels in open pickets, wrought iron or the like.

Lots 201, 202, 203 and 222
• Due to the configuration of lots 201 and 202 and the corner location of lots 203 and 222 solid fencing to a maximum height of 1.8m is permitted to private open space abutting the street boundary to a maximum of 50% of the boundary length.

Side Boundaries
• Dividing fences are to be constructed of materials to match the construction of the residence, corrugated fibre-cement or “Timberlap” etc. Corrugated fibre cement fencing if used is to be capped and painted on both sides; and
• Side fencing to street boundaries should be carefully considered in relation to the materials used and the height of the fencing. Generally the fencing will be required to be compatible with the materials used in the construction of the residence.

West Coast Highway Boundary
• The existing limestone retaining wall incorporates solid piers and visually permeable balustrade;
• Additional fencing to the West Coast Highway boundary is not permitted; and
• The construction of addition retaining walls within the 4.5m West Coast Highway setback is not permitted.

Access and Parking
Crossovers
• Vehicular access to all lots is to be from within the sub-division; and
• Crossovers are not permitted on West Coast Highway.
Other Considerations
Amalgamations and Subdivisions
• It is a principle of the estate design that increases in residential density will not be permitted. Accordingly applications for any further subdivision or amalgamation of lots for the purpose of increasing development yield or consolidating several properties to facilitate the construction of a larger residence with a tennis court is not permitted.
3.10 OCEAN RISE DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail. These Guidelines are to be read in conjunction with the provision of the City of Stirling Local Planning Scheme No. 3, the City’s Planning Policies and the Residential Design Codes (R-Codes).

Objectives
• The creation of a vibrant, balanced streetscape;
• Residential development that is orientated to the street, whilst being cognisant of other issues of public / private spaces and interfaces to create a sense of community;
• Innovative and attractive housing design to serve the evolving needs of the community; and
• Residential development that is energy efficient.

Guideline Area

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.

Figure 1 - Ocean Rise Design Guideline Area
DEVELOPMENT GUIDELINES

Built Form & Design

Site Coverage

- Maximum site coverage for single storey development is 60%;
- Maximum site coverage for two storey development is 50%; and
- Ground floor site coverage for a two storey dwelling may be increased to a maximum of 55%, when the upper floor “site coverage” including balconies, decks and verandas is limited to 45% maximum.

Building Height

Lots 818 and 819

- May incorporate retaining walls up to 3 metres high;
- Shall not exceed single storey development or 3 metres to the top of the eaves and 6 metres to the apex of the roof; and
- The height restrictions will also be enforced by a covenant in favour of Lots 720, 861 and 820.

Corner Lots

- Single and second storey buildings on corner lots shall have a minimum setback to the secondary street of 1.5 metres. Lots which front public open space shall address the public open space.

Setbacks

Front

- Minimum of 3 metres with an average of 4.5 metre setback applies to first and second levels;
- Carports shall have a minimum setback of 3 metres;
- Garages shall have a setback of 4 metres;
- Visual Truncation: Minimum 4.5 metres x 4.5 metres visual truncation for all residential lots; and
- Setbacks from houses on the existing external streets of Jackson Avenue, Grand Promenade and Newborough Street shall have a minimum setback of 4.5 metres.

Zero Setbacks

- A zero setback to one of the side boundaries other than a northern boundary will be permitted, as of right, provided the wall is not higher than 3 metres with an average height of 2.7 metres and the length does not exceed 9 metres;
- Walls on a northern boundary will only be considered where the wall abuts an existing or simultaneously constructed wall of similar or greater dimension on the adjoining property; and
- Garages and/or carports on adjoining lots may share a common zero side setback.

Roofing

- Clay or concrete tiles, colorbond metal roofing or metal roofing that is treated to have non-reflective surfaces is acceptable.
Courtyards
- All courtyards are required to be located behind the building line and must have a minimum area of 40m² and a minimum dimension of 4 metres.

**Streetscape Relationship**

**Site Levels / Retaining Walls**
- Additional retaining on the side boundaries is not permitted. Any variation to existing site levels may not be altered by more than 200mm without the specific approval of Council.

**Fencing**
- Limited front fencing will only be permitted in accordance with the City of Stirling Front Fencing Policy. In addition, no fibro cement fencing will be permitted forward of the building line or on the secondary street boundary.

**Location of Services**

**Air Conditioners**
- Air conditioning or cooling units must be of a similar colour to the roof. Solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Air conditioning, cooling units and solar hot water units must not be visible from the street or public areas.

**TV Antennae, Satellite Dishes and Radio Masts**
- These facilities are very much a part of society's requirements for modern living. They can however, be an ugly element of our streetscape if not carefully located. If possible, they should be located within roof space or on rear walls or roof, so as to minimize any impact on the amenity of the streetscape.

**Rubbish Bins**
- Bins should be appropriately screened and wherever possible, located behind the building line.

**Access and Parking**

**Driveways**
- Maximum width of crossover shall be 5 metres.
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3.11 PRINCETON (PHASE 1) DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme and the Residential Design Codes, and all other City of Stirling policy and building requirements.

Guideline Area

![Figure 1 – Princeton Phase 1 Design Guidelines](image)

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.
DEVELOPMENT GUIDELINES

Built Form & Design
Dwelling
- The minimum floor area of a dwelling shall be 170 square metres.

Setbacks
Front
- Minimum of 3 metres, averaging to 4.5 metres. Setback applies to the first and second floors; and
- Lots fronting Hamilton Street and Telford Crescent (existing streetscapes) minimum 3 metres averaging to 6 metres for first and second floors and meeting standard City of Stirling setbacks.

Rear
- Lots with rear boundaries abutting the Karrinyup Road of Hutton Road reservations – minimum of 4 metres with provision for a rear yard totalling 40 square metres;
- For lots backing directly on the lakes (water edge lots) minimum 2 metres with a side or rear yard totalling 40 square metres with a minimum dimension of 4 metres; and
- All other lots, minimum of 1 metre to comply with Residential Planning Codes, with provision for a side or rear yard totalling 40 square metres with a minimum dimension of 4 metres.

Side
- Lots with side boundary abutting Karrinyup Road minimum of 4 metres.

Secondary Street
- Minimum of 1.5 metres to secondary street for ground and upper storeys.

Zero Lots Lines
- Zero lot lines may be considered in accordance with the provisions of the Residential Planning Codes and Council Policies, subject to a maximum height of 2.7 metres and comment from the adjoining affected adjoining property owner.

Carports
- Minimum shall be 3 metres from front boundary.

Garages
- Minimum 4.5 metres unless integrated into the dwelling by 50% or more and then a 3 metre setback would be acceptable (this is to reduce the dominance of garages on the streetscape).

Site Coverage
Single Storey
- Maximum site cover shall be 60%.

Two Storeys
- Maximum site cover shall be 50%; and
• The ground floor site cover may be increased to a maximum of 55% where the upper floor site cover (including balconies, decks and void to ground floor) is limited to a maximum of 45%.

**Materials**

**Walls**

• All external walls shall be predominantly constructed, unless otherwise approved, with concrete, clay bricks, limestone or similar material finished in face brickwork or render.

**Roof**

• Clay or concrete tiles, colour bond metal roofing or metal roofing that is treated to have a non-reflective surface is acceptable. A minimum 24° 43’ pitch is to be used on all dwellings, garages and carports.

**Streetscape Relationship**

**Fencing**

• No solid fencing greater than 900 millimetres height is to be erected forward of the building line however open style fencing will be considered above 900 millimetres;

• Visual driveway truncations shall be incorporate for a solid front fencing of 900 millimetres height. Feature masonry fencing is required for any boundary which faces any street, road, park or reserve. No fibro cement fencing is permitted forward of the building line;

• Fencing to boundaries where provided by the developer shall not to be altered in any way. In the event of damage the lost owner shall repair in the same style and colour as provided. In the event of failure by the lot owner to repair the owner may do so and reclaim the cost from the lot owner; and

• Except for lake edge, street, road, park or reserve boundaries, all boundary fencing behind the building line shall consist of HardiFence painted “wheat” colour on both sides and capped and painted “wheat” colour.

**Location of Services**

**Air Conditioners**

• Air conditioning or cooling units shall be of a similar colour to the roof;

• Solar hot water units shall be integrated with and match the roof profile and pitch of the dwelling; and

• Air conditioning, cooling units and solar hot water units shall not be visible from the street or public areas.

**Access and Parking**

**Garages and Carports**

• All dwellings constructed shall incorporate double, side-by-side carports or garages, constructed of the same materials as the residence.

**Driveways**

• Maximum width of crossover shall be 4.5 metres. All driveways and crossovers must comprise brick paving.
Other Considerations

Outbuildings
• Outbuildings exceeding 4 square metres or 2 metres in height shall be built of materials to match the residence;
• Outbuildings less than 4 square metres of 2 metres in height shall be built of materials to match the residence or of non-reflective materials; and
• No outbuilding shall be erected in the rear 2 metre setbacks of water edge lots.

Washing Lines / Rubbish Bins
• All washing lines and rubbish bins shall be screened from the street and public places.
3.12 PRINCETON (PHASE 2) DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme and the Residential Design Codes, and all other City of Stirling policy and building requirements.

Guideline Area

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.

Figure 1 – Princeton Phase 2 Design Guidelines
DEVELOPMENT GUIDELINES

Dwelling Size
- The minimum floor area of a dwelling is 170 square metres. The floor area is the area of the dwelling excluding porches, carports, garages, verandas etc (NB: this item is a requirement of the Restrictive Covenants and not the City of Stirling approvals process).

Built Form & Design
Setbacks
Front
- Minimum of 3 metres, averaging to 4.0 metres. Setback applies to the first and second floors;
- Lots fronting Hamilton Street (existing streetscapes) minimum 3 metres averaging to 4 metres for first and second floors and meeting standard City of Stirling setbacks.

Rear
- Lots with rear boundaries abutting the Karrinyup Road of Hutton Road reservations – minimum of 4 metres with provision for a rear yard totalling 40 square metres;
- For lots backing directly on the lakes (water edge lots) minimum 2 metres with a side or rear yard totalling 40 square metres with a minimum dimension of 4 metres; and
- All other lots, minimum of 1 metre to comply with Residential Planning Codes, with provision for a side or rear yard totalling 40 square metres with a minimum dimension of 4 metres.

Side
- Lots with side boundary abutting Karrinyup Road minimum of 4 metres.

Secondary Street
- Minimum of 1.5 metres to secondary street for ground and upper storeys; and
- Minimum 3 metres to corner truncations.

Zero Lots Lines
- Zero lot lines will be considered in accordance with the provisions of the Residential Planning Codes and Council Policies, subject to a maximum height of 2.7 metres and comment from the adjoining affected adjoining property owner.

Carports
- Minimum shall be 3 metres from front boundary.

Garages
- Minimum 4.5 metres unless integrated into the dwelling by 50% of more and then a 3 metre setback would be acceptable (this is reduce the dominance of garages on the streetscape).

Site Coverage
Single storey
- Maximum site cover shall be 60%.
Two storey
• Maximum site cover shall be 50%; and
• The ground floor site cover may be increased to a maximum of 55% where the upper floor site cover (including balconies, decks and void to ground floor) is limited to a maximum of 45%.

Facades
• All external walls must be predominantly constructed, unless otherwise approved, with concrete, clay bricks, limestone or similar material finished in face brickwork or render.

Roofing
• Clay or concrete tiles, colour bond metal roofing or metal roofing that is treated to have a non-reflective surface is acceptable. A minimum 24° 43’ pitch is to be used on all dwellings, garages and carports.

Streetscape Relationship
Fencing
• No solid fencing greater than 900 millimetres height is to be erected forward of the building line however open style fencing will be considered above 900 millimetres;
• Visual driveway truncations shall be incorporate for a solid front fencing of 900 millimetres height;
• Feature masonry fencing is required for any boundary which faces any street, road, park or reserve;
• No fibro cement fencing is permitted forward of the building line;
• Fencing to boundaries where provided by the developer is not to be altered in any way. In the event of damage the lost owner shall repair in the same style and colour as provided. In the event of failure by the lot owner to repair the owner may do so and reclaim the cost from the lot owner; and
• Except for lake edge, street, road, park or reserve boundaries, all boundary fencing behind the building line shall consist of HardiFence painted “wheat” colour on both sides and capped and painted "wheat" colour.

Location of Services
Air Conditioners
• Air conditioning or cooling units shall be of a similar colour to the roof;
• Solar hot water units shall be integrated with and match the roof profile and pitch of the dwelling; and
• Air conditioning, cooling units and solar hot water units shall not be visible from the street or public areas.

Telecommunication Aerials, Antennas and Dishes
• The TV system has been installed by the developers. It is not necessary to erect outside TV antenna or satellite dishes which are prohibited under the restrictive covenants.
Access and Parking
Garages and Carports
- All dwellings constructed shall incorporate double, side-by-side carports or garages, constructed of the same materials as the residence.

Driveways
- Maximum width of crossover shall be 4.5 metres. All driveways and crossovers must comprise brick paving unless otherwise approved by the Vendor.

Other Considerations
Outbuildings
- Outbuildings exceeding 4 square metres or 2 metres in height shall be built of materials to match the residence;
- Outbuildings less than 4 square metres of 2 metres in height shall be built of materials to match the residence or of non-reflective materials; and
- No outbuilding shall be erected in the rear 2 metre setback of water edge lots.

Washing Lines / Rubbish Bins
- All washing lines and rubbish bins shall be screened from the street and public places.
3.13 ROSELEA ESTATE DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail. The Guidelines set out the minimum standards and conditions under which residential development within the estate will normally be applied.

In addition, there are a number of Special Precincts and Townhouse Precincts within the Estate, which are shown on Figure 1. Specific guidelines have been prepared for and apply to the Special Precincts and Townhouse Precincts and are in addition to the General Guidelines. Where there is an inconsistency between the General Guidelines and the Special Precinct Guidelines or the Townhouse Precinct Guidelines, the provisions of the Special Precinct or the Townhouse Precinct Guidelines shall prevail.

Guideline Area

Applications Subject of these Guidelines
The General Guidelines apply to the construction of all dwellings and outbuildings within the Estate, other than for those lots identified on attached Plan 1.
GENERAL GUIDELINES

Dwelling Size
No residence shall be constructed unless it has a minimum floor area, inclusive of all floors, measured over the enclosing walls of the dwelling and excluding garages, carports and external storage areas of:

- For lots of 550m² or greater: 200m²
- For lots of 400m² to 550m²: 185m²
- For lots in Special Precincts A & D: 185m²
- For lots in Special Precincts C: 150 m²
- For lots within the Townhouse Precincts: 220m²

Built Form
Building Height
Single Storey
- 6.5m to the crown of the roof.

Two Storey
- 6m to the top of wall height; and
- 9m to the crown of the roof.

Setbacks
Front
- An average of 4.5m with a minimum of 3m at ground floor level;
- An average of 6m with a minimum of 3m at first floor level; and
- A visual truncation of 4.5m by 4.5m at the corners of adjoining lots shall be required.

Secondary Street
1.5m for both ground and first floor level.

Side
In accordance with the provisions of the R-Codes. Zero setbacks are permitted within Roselea Estate subject to the following:

- A garage or carport may be located on either side lot boundary;
- A dwelling may be built to one side lot boundary only, other than a boundary onto a laneway;
- The comments of the adjoining affected owner shall not be required where the length of single storey building (excluding the garage / carport) on a zero setback does not exceed 33% of the length of the relevant boundary.
- The comments of the adjoining affected owner shall be sought by the Council prior to making a determination where the length of building (excluding the garage / carport) on a zero setback exceeds 33% of the length of the relevant boundary.
• Except as otherwise provided in Special Precincts C and E all second storey construction shall be setback from a side lot boundary 1m or in accordance with the R-Codes, whichever is the greater.

• The use of zero setback shall accord with the provisions of the R-Codes in all other respects.

Rear
• In accordance with the side setback provisions of the R-Codes subject to a minimum setback of 1m and the provision of a private courtyard in accordance with these Guidelines. Zero setbacks shall not be permitted to a rear boundary for a dwelling.

Corner Lots
• (Garages / Carports): A garage or carport may be located on the rear boundary of a corner lot provided that the length of wall on the rear boundary shall not exceed 9m and the garage or carport has a minimum setback to any street including the secondary street of 4.5m (to accord with visual truncation requirements).

Verandahs & Balconies (Average Street Setback)
• In calculating the average street setback, the first metre of depth of a verandah or balcony may be included provided such verandah or balcony is of visually “light weight” construction and not under the main roof of the dwelling.

Side Setback to Laneway
• Where a lot, other than a lot within a Special Precinct, has a side boundary to a laneway, a carport or garage may be located on the side boundary to the laneway provided that the dwelling is setback from the boundary in accordance with the provisions of the R-Codes. The requirement for a 4.5m visual truncation shall not apply to the boundary adjacent to the laneway, but a 2m x 2m visual truncation will apply.

Site Cover
No residence shall be constructed that exceeds the maximum site cover of a building on a lot, being:

- In the case of single storey buildings: 60%
- In the case of double storey buildings: 50%

The ground floor site cover for a double storey dwelling may be increased to a maximum of 55% where the upper floor site cover inclusive of balconies, decks and voids to the ground floor is limited to 45% maximum.

Materials
No dwellings, garages, carports and outbuildings (having an area greater than 4m² or a height greater than 2m shall be constructed unless built in accordance with the materials specified in these Guidelines and in accordance with the following:
Walls
Masonry being concrete or clay face bricks, rammed earth or limestone, concrete or stone as face brickwork or rendered. Gables or feature details may be constructed in stained timber, painted fibro or other decorative material.

Roofing
Clay or concrete tile or Colorbond steel other than zinclume with a minimum roof pitch of 20 degrees and a maximum roof pitch of 40 degrees. Shallow pitches to a minimum of 12.5 degrees may be permitted for verandahs and canopies.

Streetscape Relationship
Site levels
- No residence shall be constructed with more than 200mm variation in the ground floor level of the residence at the external walls and the ground floor level (Relative Level) of any garages, carports or outbuildings from the finished ground level shown on the “as constructed” engineering drawings held by the City of Stirling; and
- The internal floor level of the residence shall not vary by more than 300mm from the finished RL shown on the “as constructed” engineering drawings held by the City of Stirling.

Fencing
- No fence is to be higher than 1.8m above natural ground level and no fence, other than a fence to a private courtyard, shall be permitted forward of the dwelling.
- A fence to a private courtyard forward of the dwelling shall maintain a setback to the street of an average of 4.5m with a minimum of 3m and shall be constructed of decorative masonry substantially in the same materials and finishes as the dwelling.
- All side and rear boundary fences shall be completed at construction of the dwelling and prior to occupation. Internal side and rear fences must consist of timber or other decorative material including masonry, brushwood or capped Colorbond steel. Corrugated fibro-cement sheeting is not permitted and any other profile of fibro-cement shall be painted in colours appropriate to the dwelling.
- Fences facing a street or other public place (other than a laneway) shall consist of decorative masonry substantially in the same materials and finishes as the dwelling. All fencing to a laneway must consist of rendered masonry, painted or coloured to a limestone hue and treated with an anti-graffiti coating.
- Fences and retaining walls where provided by the developer shall not be altered in any way.

Courtyards
- No dwelling shall be constructed unless provided with a private outdoor area at ground level, directly accessible from a living room and having a minimum size of 36m² with a minimum dimension of 4m.
Access & Parking  
Driveways & Crossovers  
- The maximum width of a driveway shall be 5.5m; and  
- Kerbs where cut shall be refinished at the ends adjoining the driveway to a rounded taper.

Driveway Locations - Roselea Boulevard and Coralvine Grange  
- All driveways and crossovers from a lot onto Roselea Boulevard or Coralvine Grange shall be in accordance with the positions shown on the attached Plan 2.

Other Considerations  
External Appliances  
- Television and radio aerials shall not be permitted except wholly within the internal roof space. Satellite dishes shall not be permitted on any roof plane and may only be constructed at ground level within the rear private open space and shall be screened from view from any public place. Solar water heaters, air-conditioning units and other external appliances shall not be positioned or mounted on any roof plane facing a street, other than a laneway.

Amalgamation and Subdivision  
- Subdivision of the land or amalgamation shall not be permitted.
SPECIFIC PRECINCT GUIDELINES
The following Guidelines apply to the construction of all dwellings and outbuildings within the Special Precincts A, C, D and E identified on the attached Plan 1. Following design changes to the estate, no Special Precinct B has been retained. Where inconsistent with the General Guidelines, the provisions of these Special Precinct Guidelines shall prevail.

**Built Form**

**Building Orientation**

**Precinct A**
- No dwellings shall be constructed unless they are oriented to present a frontal elevation to the Public Open Space adjoining the Lot. In the case of a Lot having frontage to Public Open Space on two sides, the building shall be oriented to at least one Public Open Space frontage. The building must be designed such that at least one living room opens to the frontage to the Public Open Space.

**Precinct C**
- No dwellings shall be constructed unless:
  - In the case of Lot 702 and 743 the dwelling(s) are orientated to maximise surveillance of the street;
  - In the case of Lot 703 the dwelling(s) are orientated to maximise surveillance of the adjoining Public Open Space.

**Precinct D**
- No dwellings shall be constructed unless they are oriented to front onto the principal road.

**Setbacks**

**Precinct A - Public Open Space Frontage**
- Average of 3m with a minimum of 1.5m for both ground and upper floor levels.

**Precinct C - Street Frontage**
- In accord with the Residential R30 Density code.

**Precinct C – Side**
- In accord with the Residential R30 Density code.

**Precinct D - Street Frontage**
- Average of 3m with a minimum of 2m for both ground and upper floor levels.

**Precinct E - Street Frontage**
- In accord with the Residential R30 Density code.

**Precinct E – Side**
- Zero side setbacks are permitted at the southern boundaries for lots 737 to 741 (inclusive) for both ground and upper floor levels. Zero side setback permitted at the northern boundary for Lot 742 for both ground and upper floor levels. Secondary street setbacks of 1.5m are required for both ground and upper floor levels on Lots 737 and 742. (Refer Plan 8)
Rear Laneway – All Precincts

- One metre setback for carports and garages. The dwelling shall be setback from the rear laneway in accordance with the side setback provisions of the R-Codes. Where a lot also abuts a laneway or walkway to the side boundary, the dwelling may be built to a zero setback to the side laneway or walkway boundary for the full length of the dwelling and that wall of the dwelling may contain openings to non-habitable rooms.

Materials

- All garages, carports and storage sheds facing a laneway shall consist of substantially the same materials as the dwelling. A garage or carport roof facing a laneway may be constructed with a pitch of less than 20 degrees.

Streetscape Relationship

Fences

- All fencing to a laneway or a walkway along a side lot boundary shall consist of rendered masonry, painted or coloured to a limestone hue and treated with an anti-graffiti coating. A 1m by 1m truncation must be maintained from the edge of a garage / carport to the laneway;
- Fencing within Special Precinct C shall accord with the General Guidelines, with the exception of Lot 703 where the common boundary with the adjoining open space shall be fenced in an ‘open-style’ consistent to that shown in Plan 3; and
- Side boundary fences between a dwelling and the principal street boundary on lots within Special Precinct D shall be constructed in accordance with the design and specifications set out in Plan 3.

Other Considerations

Access

- All vehicular access to lots in Special Precincts A & D shall be from the rear laneway servicing the lot.

Refuse Collection Enclosure

- Each residence shall be provided with a paved refuse disposal collection area 1.0m by 1.2m within the lot and with unrestricted opening to the rear laneway.

Service Connection Enclosures

- Each lot within Special Precincts A is provided with an area of 0.6m by 0.6m fronting the rear laneway at one corner of the lot. Most utility connections are located within this area. No fence is to be constructed between this area and the laneway.

Development Potential – Special Precinct C

- Both lots within Special Precincts C are of a size suitable for Grouped Dwelling development.
  Subject to compliance with the Residential R30 Density Code:
  - Lot 702 is intended to provide for a maximum of two Grouped Dwellings;
  - Lot 703 is intended to provide for a maximum of three Grouped Dwellings; and
  - Lot 743 is intended to provide for a maximum of two Grouped Dwellings.
TOWN HOUSE PRECINCT GUIDELINES

The following Guidelines apply to the construction of all Townhouses within the Townhouse (TH) Precincts identified on the attached Plan 1. Where inconsistent with the General Guidelines, the provisions of these Townhouse Precinct Guidelines shall prevail. These Guidelines deal primarily with aesthetics and overall development criteria, and are also reflected in restrictive covenants for each townhouse lot. The Guidelines are generally consistent with, but do not include the 6 townhouse lots to the immediate south of the Townhouse Precinct on Roselea Boulevard, as the City of Stirling approved these 6 residences under a specific development approval.

Building Orientation, Surveillance & Overlooking

• No dwellings within Townhouse Precincts shall be constructed unless they are oriented to present a frontal elevation to the Public Open Space or main lake area adjoining the Lot;

• All dwellings shall be designed to provide surveillance over the main lake/open space area and at the entry to dwellings/over Roselea Boulevard. This shall be achieved through the appropriate location of window openings and/or balconies and shall include surveillance from side boundaries adjoining open space areas. Balconies shall be located at the front of the dwelling to face the main lake area;

• Overlooking from balconies to adjoining residences shall be minimised through the inclusion of a 1.6m high opaque screen on each side of the balcony. Balconies shall be setback a minimum of 1.5m from the side; and

• All vehicular access to lots in Townhouse Precincts shall be from the rear laneway or access road servicing the lot.

Setbacks

• No residence shall be constructed unless it complies with the following minimum building setbacks (as reflected in Plan 4 attached):

Front (Setback from Open Space / Main Lake)

• Average of 7m with a minimum of 5m for both ground and upper floor levels.

Side

• All dwellings shall be constructed with parapet walls in accordance with the minimum and average setbacks as shown in Plan 4 and Plan 4a (for the east side of the main lake). Ground level and / or second storey walls of the dwelling onto the southern side lot boundary are permitted provided that the total length of wall or walls at that level, including garages does not exceed 55% of the length of the southern boundary. Ground level and / or second storey walls of the dwelling onto the northern side lot boundary are permitted provided that the total length of wall or walls at that level, including garages does not exceed 50% of the length of the northern boundary.
Rear Laneway / Rear Access Road  
- 1.5 metre minimum setback for garages shall apply.

Plot Ratio and Site Cover  
- All residences within the Townhouse Precinct shall be two storeys. No residence shall be constructed that exceeds the maximum plot ratio, which is 1.1 and the maximum site cover, which is 60%.

Private Outdoor Area  
- No dwelling shall be constructed unless provided with a private outdoor area at ground level, directly accessible from a living room. The outdoor area shall generally be provided at the front of the residence and shall be 36m² in area with a minimum dimension of 4m in any direction.

Storage  
- No dwelling shall be constructed unless provided with a ground level storage area that has a minimum internal width of 1.5m and being a minimum of 4m², unless the storage area is provided for within the garage.

External Materials  
- A minimum roof pitch of 25 degrees shall apply. All garages, carports and storage must consist of substantially the same materials as the dwelling. A garage or carport roof facing a laneway or access road may be constructed with a pitch of less than 25 degrees.

Streetscape Relationship  
Fences  
- All fencing to a laneway or a walkway along a side lot boundary shall consist of rendered masonry, painted or coloured to a limestone hue and treated with an anti-graffiti coating. A 1m by 1m truncation must be maintained from the edge of a garage / carport to the laneway.

Other Considerations  
Refuse Collection Enclosure  
- Each residence shall be provided with a paved refuse disposal collection area 1.0m by 1.2m within the lot and with unrestricted opening to the rear laneway.

Service Connection Enclosures  
- Each lot within Townhouse Precincts is provided with an area of 0.6m by 0.6m fronting the rear laneway at one corner of the lot. Most utility connections are located within this area. No fence is to be constructed between this area and the laneway.
WATERSIDE PRECINCT GUIDELINES
The Guidelines applicable to the construction of all residences within the Waterside (WP) Precinct shown on Plan 1 are those detailed on Plan 5 attached to these Guidelines.

Where inconsistent with the General Guidelines, the provisions of the Waterside Precinct Guidelines on Plan 5 shall prevail. The Waterside Precinct Guidelines deal primarily with aesthetics and overall development criteria, and are also reflected in restrictive covenants for each townhouse lot.

GROUPED HOUSING GUIDELINES
The Guidelines applicable to the construction of all residences within the Grouped Housing Precinct (GH) shown on Plan 1 are those detailed on Plan 6 attached to these Guidelines.

Where inconsistent with the General Guidelines, the provisions of the Grouped Housing Precinct Guidelines on Plan 6 shall prevail. The Grouped Housing Precinct Guidelines deal primarily with aesthetics and overall development criteria, and are also reflected in restrictive covenants for each townhouse lot.
PLAN 1 – SPECIAL PRECINCTS

TH – Townhouse Lots
WP – Waterside Precinct
GH – Group Housing
PLAN 2 – DRIVEWAY LOCATIONS
Plan 4 - Town House Precinct

A minimum 1.5m setback for garages shall apply to all Townsite Lots.

Construction of Parapet Walls on the Northern side boundary is limited to 50% of the total length of the lot boundary and must remain within the required front and rear setbacks.

Minimum setback to Main Open Space/Lake of 5m for both ground and upper floor levels (an average setback of 7m must also be achieved).

Construction of Parapet Walls on the Southern side boundary is limited to 55% of the total length of the lot and must remain within the required front and rear setbacks.

Existing Residential Lots

Plan 4 - Town House Precinct

City of Stirling Local Planning Scheme No. 3
PLAN 4A – TOWN HOUSE PRECINCT

ROSELEA ESTATE
MAIN LAKE
AREA

Minimum setback to Main Open Space/Lake of 5m for both ground and upper floor levels (an average setback of 7m must also be achieved).

Construction of Parapet Walls on the Northern side boundary is limited to 50% of the total length of the lot boundary and must remain within the required front and rear setbacks.

A minimum 1.5m setback for garages shall apply to all Townsite lots.

Construction of Parapet Walls on the Southern side boundary is limited to 55% of the total length of the lot and must remain within the required front and rear setbacks.

ROSELEA ESTATE
MAIN LAKE
AREA

EXISTING PUBLIC OPEN SPACE
BUILDING AND ACCESS GUIDELINES

ROSELEA ESTATE WATERSIDE PRECINCT

NOTE: These Guidelines should be read in conjunction with the general provisions of the Roselea EA3.

The following Guidelines apply to the construction of all dwellings and outbuildings within the Waterside Precinct (Waterside Precinct – WP), where inconsistent with the General Guidelines of the Roselea EA3, these provisions shall prevail.

1. Building Orientation:
   No dwelling shall be constructed unless orientated to face (with respect to living areas) to the main road, open space or urban space in accordance with Plan 3.
   No dwelling shall be constructed unless orientated to face (with respect to living areas) to the main road, open space or urban space in accordance with Plan 3.

2. Setback:
   No residence shall be constructed unless it complies with the following minimum building setbacks:
   - Front to open space / take average of 5m with minimum of 3m for both ground and upper floor levels.
   - Street frontage 4.0m setback for garages / workshops, 4.0m setback shall apply to Lots 11 to 16. No dwelling shall be setback from the street in accordance with the provisions of Table 6. A maximum of 900mm shall be permitted to the side of the dwelling. In respect to Lots 17 to 20 the street frontage applies to the internal roadway.
   - Side Council, no residence shall be constructed that exceeds the maximum line of the building, which is 60%. Residences shall comply with the maximum plot ratio of 0.6. A minimum dwelling size of 90m² excluding garages, carports and external storage areas shall apply to all lots within the Waterside Precinct.

3. Class P Area:
   The area designated a Class P area under the Australian Standards, specific construction / foundation requirements shall apply under Australian Building Standards when building over this area.

4. External Appliances:
   The location of external appliances shall be undertaken in accordance with Clause 4.6 of the general guidelines, however, solar water heaters, air conditioning units, clothes lines and other outdoor service fixtures should be located to minimize visibility from public areas, the street front and the main road.

5. Storage:
   Any storage area to be constructed on or within the Waterside Precinct shall be built under the main roof and consist of substantially the same materials as the dwelling. The storage area may be provided for within the garage.

6. External Materials:
   A minimum roof pitch of 30 degrees shall apply. All garages, carports and storage must consist of substantially the same materials as the dwelling. A garage or carport roof facing a roadway or access road may be constructed with a pitch of less than 20 degrees, and a minimum roof pitch of 20 degrees.

7. Estate Walls:
   Estate walls to be provided by the developer on Roselea Boulevard as shown on Plan 3 and as boundary wall to site facing the open space. The walls will provide to lot boundaries on the main road, to the height of the planted line.

8. Fences:
   All fences to be included in the Waterside Precinct must consist of rendered concrete, painted or weathered to a limestone hue and heighted to a maximum of 1.8m from street level.

9. Letter Boxes:
   All letter boxes shall be constructed to either Roselea Boulevard (Lots 11 to 16) or the internal roads within the Precinct, whichever represents the residential street address.

10. Outbuildings:
    No outbuildings or sheds are to be greater than 1.0m in height and must be a minimum of 1m from any boundary.

PLAN 5 – WATERSIDE PRECINCT

Policy Manual - Section 3 - Roselea Estate Design Guidelines

City of Stirling Local Planning Scheme No 3

3.13 - 16
PLAN 6 – GROUP HOUSING PRECINCT

NOTES:
1. All distances are approximate.
2. White lines indicate service boundaries.
3. Blue line indicates the service boundary for water connections.
4. Red line indicates the service boundary for sewer connections.
5. Yellow line indicates the service boundary for gas connections.
6. Green line indicates the service boundary for electricity connections.
7. Black line indicates the service boundary for telecommunications connections.
8. Orange line indicates the service boundary for internet connections.
9. Purple line indicates the service boundary for security systems connections.
10. Brown line indicates the service boundary for fire systems connections.
11. Pink line indicates the service boundary for emergency services connections.
12. Yellow-green line indicates the service boundary for drainage systems connections.
13. Black-green line indicates the service boundary for stormwater systems connections.
14. Blue-green line indicates the service boundary for wastewater systems connections.
15. Red-green line indicates the service boundary for sanitary systems connections.
16. Green-yellow line indicates the service boundary for irrigation systems connections.
17. Brown-yellow line indicates the service boundary for utility services connections.
18. Pink-yellow line indicates the service boundary for transportation services connections.
19. Yellow-black line indicates the service boundary for communication services connections.
20. Orange-black line indicates the service boundary for electrical services connections.
21. Purple-black line indicates the service boundary for energy services connections.
22. Black-purple line indicates the service boundary for environmental services connections.
23. Green-black line indicates the service boundary for environmental protection services connections.
24. Blue-green-black line indicates the service boundary for public safety services connections.
25. Red-green-black line indicates the service boundary for emergency services connections.
26. Yellow-red line indicates the service boundary for emergency management services connections.
27. Black-yellow line indicates the service boundary for emergency response services connections.
28. Green-black line indicates the service boundary for security services connections.
29. Blue-green line indicates the service boundary for surveillance services connections.
30. Red-green line indicates the service boundary for monitoring services connections.
31. Yellow-red line indicates the service boundary for control services connections.
32. Black-yellow line indicates the service boundary for communication services connections.
33. Green-black line indicates the service boundary for signal services connections.
34. Blue-green-black line indicates the service boundary for data services connections.
35. Red-green-black line indicates the service boundary for information services connections.
36. Yellow-red line indicates the service boundary for technology services connections.
37. Black-yellow line indicates the service boundary for design services connections.
38. Green-black line indicates the service boundary for construction services connections.
39. Blue-green line indicates the service boundary for engineering services connections.
40. Red-green line indicates the service boundary for architectural services connections.
41. Yellow-red line indicates the service boundary for planning services connections.
42. Black-yellow line indicates the service boundary for environmental services connections.
43. Green-black line indicates the service boundary for sustainability services connections.
44. Blue-green-black line indicates the service boundary for community services connections.
45. Red-green-black line indicates the service boundary for social services connections.
46. Yellow-red line indicates the service boundary for public services connections.
47. Black-yellow line indicates the service boundary for emergency services connections.
48. Green-black line indicates the service boundary for safety services connections.
49. Blue-green line indicates the service boundary for emergency response services connections.
50. Red-green line indicates the service boundary for security services connections.
51. Yellow-red line indicates the service boundary for surveillance services connections.
52. Black-yellow line indicates the service boundary for communication services connections.
53. Green-black line indicates the service boundary for signal services connections.
54. Blue-green-black line indicates the service boundary for data services connections.
55. Red-green-black line indicates the service boundary for information services connections.
56. Yellow-red line indicates the service boundary for technology services connections.
57. Black-yellow line indicates the service boundary for design services connections.
58. Green-black line indicates the service boundary for construction services connections.
59. Blue-green line indicates the service boundary for engineering services connections.
60. Red-green line indicates the service boundary for architectural services connections.
61. Yellow-red line indicates the service boundary for planning services connections.
62. Black-yellow line indicates the service boundary for environmental services connections.
63. Green-black line indicates the service boundary for sustainability services connections.
Construction of Parapet Walls on the Southern side boundary for lots 737-741 is limited to 55% of the total length of the lot and must remain within the required front and rear setbacks.

Construction of Parapet Wall on the Northern side boundary of lot 742 is limited to 50% of the total length of the lot boundary and must remain within the required front and rear setbacks.
### Local Planning Scheme No.3 – Local Planning Policy History:

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**OFFICE USE ONLY:**
3.14 TALIA GARDENS DESIGN GUIDELINES

INTRODUCTION
Development and building guidelines have been prescribed to assist in ensuring high minimum standards of residential development within the Estate. The guidelines are applicable to all of the housing lots (deposited plan 35120) within the estate and prescribe how discretion granted within the Residential Design Codes is to be applied to development.

All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme and the Residential Design Codes, and all other City of Stirling policy and building requirements.

Guideline Area

![Figure 1 – Talia Design Guideline Area](image)

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.
DEVELOPMENT GUIDELINES

Built Form & Design
Residential Density
• The land shall be used solely for a single residential dwelling. The dwelling may be either single or double storey.

Building Height
Single Storey
• Ground floor to roof ridgeline shall be 6.5 metres; and
• Ground to the underside of roof eaves where cross exterior wall shall be 3.0 metres.

Two Storey
• Ground to roof ridge line shall be 9 metres; and
• Ground to the underside of roof eaves where cross exterior wall shall be 6.0 metres.

Setbacks
Front
• Average shall be 4.0m to ground floor and second storey;
• Minimum shall be not less than 3.0m; and
• A minimal visual truncation of 4.0m shall be provided.

Rear
• Minimum shall be 1.0m.

Secondary Street
• Minimum shall be 1.5m to both ground floor and upper storey.

Side
• Zero lot lines with a maximum length of 9.0m shall be permitted on the northern boundaries of Lots 31, 32 and 33, and the western boundary of Lot 39.

Garages/Carports
• Minimum to carports shall be 3.0m; and
• Minimum to garages shall be 4.5m; and

Site Coverage
Single storey
• Shall be 60%

Two Storey
• Shall be 50% where the upper floor area does not exceed 45% (excluding voids); and
• The ground floor area may be increased to 55%.
Roof Pitch
• Shall be a minimum 20 degrees.

Materials
Walls
• Shall be brick, stone, or concrete

Roofing
• Clay tiles, concrete tiles or colour bond metal roofing. (Note – Zincalume not permitted).

Streetscape Relationship
Orientation
• Lots 12 and 39 shall be orientated to front onto, and gain driveway access from Talia Drive.

Courtyard
• Courtyard of a minimum area of 36m² and a minimum dimension of 4.0 metres located behind
the building setback is to be provided.

Fencing
Side and Rear
• Maximum height of 1.8metres, which shall be installed at completion of building construction
and prior to occupancy of dwelling.
• Fences shall be constructed of brick, stone, concrete, timber or capped colour bond. No fibro
cement fencing permitted.

Forward of Building Line
• Solid fencing shall have a maximum height of 0.75 metres.

Corner Blocks
• All street facing fencing shall be constructed of brick, stone and concrete blocks or similar
materials to the dwelling.

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City of Stirling Local Planning Scheme No. 3
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3.15 THE WILLOWS DESIGN GUIDELINES

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail. All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme and the Residential Design Codes, and all other City of Stirling policy and building requirements.

Guideline Area

Figure 1 – The Willows Design Guideline Area

Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.
DEVELOPMENT GUIDELINES

Built Form & Design

Site Coverage

Lots Under 500m²
• Single storey dwellings shall be limited to 60% building site coverage; and
• Double storey dwellings shall be limited to 50% building site coverage.

Lots Over 500m²
• Dwellings shall be limited to 50% building site coverage.

Setbacks
All structures within 9 metres of the front boundary are taken into account when calculating the average setback including carports and garages.

Front
• Minimum shall be 3 metres with an average front setback of 4.5 metres from primary street frontage.

Corner Lots
• Minimum shall be 1.5 metres for non-habitable and habitable rooms to the secondary street frontage.

Garages and Carports
• Minimum shall be 4.5 metres from front boundary.

Roofing
• Roofs should generally be in traditional form with symmetrical roof planes and gables being the preferred form of detailing. Roofs should be pitched between 25 and 45 degrees where visible from streets and public open space with shallow pitches being acceptable for verandas and canopies, small areas of skillion and flat roofs or those hidden behind parapet walls; and
• All roof types are considered appropriate except for cliplock flat metal decking, white colorbond and Zincalume because of reflective problems.

Walls
• Exterior walls facing the street or other public areas must utilise either traditional clay brick, limestone blocks, rammed earth or rendered brickwork. Detailing in weatherboard, stone or steelwork is encouraged.

Streetscape Relationship

Private Open Space
• Have a minimum of 40m², a minimum dimension of 4m and must be located behind the front setback;
• Be directly accessible from a living area;
• Have a north aspect for winter solar penetration;
• Generally be a contiguous (connected) area; and
• Be at ground level, although a balcony or deck area may be permissible in some circumstances.
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Local Planning Scheme No.3 – Local Planning Policy History:

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3.16 WILLOW HEIGHTS DESIGN GUIDELINES
(Lots 1, 2 & 504 (HN 505,507 & 491) North Beach Road

INTRODUCTION
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

Guideline Area

![Diagram of Willow Heights Design Guideline Area]

Figure 1 – Willow Heights Design Guideline Area
Applications Subject of this Policy
This Policy applies to all residential development within the guideline area.

DEVELOPMENT GUIDELINES

Built Form & Design
Site Coverage
Lots under 500m²
• Shall be 60% for single storey buildings; and
• Shall be 50% for double storey buildings.

Lots over 500m²
• Shall be 50%.

Setbacks
Front
• Average shall be 4.5m; and
• Minimum shall be 3 metres at ground floor level (4.5 metres and 3 metres minimum for all storeys).

Garages & Carports
• Minimum shall be 4.5m from the front boundary.

Streetscape Relationship
Roofing
• Roofs should generally be in traditional form with symmetrical roof planes and gables being the preferred form of detailing. Roofs should be pitched between 25 and 45 degrees.
• All roof types are considered appropriate except for cliplock flat metal decking and Zincalume because of reflective problems.

Walls
• Exterior walls facing the street or other public areas must utilise either traditional clay brick, limestone blocks, rammed earth or rendered brickwork. Detailing in weatherboard, stone or steelwork is encouraged.
3.17  STIRLING ON PRINCETON DESIGN GUIDELINES

Introduction
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme and the Residential Design Codes, and all other City of Stirling policy and building requirements.

Guideline Area

![Figure 1 – Stirling on Princeton Design Guidelines](image-url)
Applications Subject of this Policy
This Policy applies to all residential development within the above lots.

Development Guidelines

Built Form and Design

Setbacks

Front
- Minimum of 3 metres, averaging to 4.5 metres. Setback applies to the first and second floors;

Rear
- All lots, minimum of 1 metre to comply with Residential Planning Codes, with provision for a side or rear yard totalling 40 square metres with a minimum dimension of 4 metres.

Side
- Lots with side boundary abutting Karrinyup Road, minimum of 1.0 metre.

Zero Lots Lines
- Zero lot lines will be considered in accordance with the provisions of the Residential Planning Codes and Council Policies, subject to a maximum height of 2.7 metres.

Carports
- Minimum setback shall be 3 metres from front boundary.

Garages
- Minimum 4.5 metres unless integrated into the dwelling by 50% or more and then a 3 metre setback would be acceptable (this is to reduce the dominance of garages on the streetscape).

Site Coverage

Single storey
- Maximum site cover shall be 60%.

Two storey
- Maximum site cover shall be 50%; and
- The ground floor site cover may be increased to a maximum of 55% where the upper floor site cover (including balconies, decks and void to ground floor) is limited to a maximum of 45%.

Facades
- All external walls must be predominantly constructed, unless otherwise approved, with concrete, clay bricks, limestone or similar material finished in face brickwork or render.

Roofing
- Clay or concrete tiles, colour bond metal roofing or roofing that is treated to have a non-reflective surface is acceptable.
Streetscape Relationship

Fencing
- No solid fencing greater than 900 millimetres height is to be erected forward of the building line however open style fencing will be considered above 900 millimetres;
- Visual driveway truncations shall be incorporated for a solid front fencing of 750 millimetres or higher;
- Feature masonry fencing is required for any boundary which faces any street, road, park or reserve;
- No fibro cement fencing is permitted forward of the building line;

Location of Services
- Air conditioning or cooling units shall be of a similar colour to the roof;
- Solar hot water units shall be integrated with and match the roof profile and pitch of the dwelling; and
- Air conditioning, cooling units and solar hot water units shall not be visible from the street or public areas.

Access and Parking

Garages and Carports
- All dwellings constructed shall incorporate double, side-by-side carports or garages, constructed of the same materials as the residence.

Driveways
- Maximum width of crossover shall be 4.5 metres.

Other Considerations
Outbuildings
- Outbuildings exceeding 4 square metres or 2 metres in height shall be built of materials to match the residence;
- Outbuildings less than 4 square metres of 2 metres in height shall be built of materials to match the residence or of non-reflective materials; and

Washing Lines / Rubbish Bins
All washing lines and rubbish bins shall be screened from the street and public places.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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3.18 STIRLING GREEN DESIGN GUIDELINES

Introduction
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

All other aspects of development not addressed within these guidelines will be assessed under the provisions of the Local Planning Scheme, Council Policies and the Residential Design Codes.

Guideline Area

Figure 1 – Stirling Green Design Guidelines

Applications Subject of this Policy
This Policy applies to all residential development within the above lots.
Development Guidelines

Built Form and Design

Setbacks

**Front**
- Minimum of 3 metres, averaging to 4.5 metres at ground floor level; Minimum of 3 metres, averaging to 6m at first floor level.

**Rear**
- Rear setback requirement shall be in accordance with the R-Codes with a minimum setback of 1m.

**Garages & Carports**
- Minimum 4.5 metres unless integrated into the dwelling by 50% or more and then a 3 metre setback would be acceptable (this is to reduce the dominance of garages on the streetscape).

**Site Coverage**

**Single storey**
- Maximum site cover shall be 60%.

**Two storey**
- Maximum site cover shall be 50%; and
- The ground floor site cover may be increased to a maximum of 55% where the upper floor site cover (including balconies, decks and void to ground floor) is limited to a maximum of 45%.

**Facades**
- All external walls of dwellings, garages and carports must be predominantly constructed, unless otherwise approved, with concrete, clay bricks, limestone or materials of similar appearance finished in face brickwork or render.

**Roofing**
- Clay or concrete tiles, colour bond metal roofing or roofing that is treated to have a non-reflective surface is acceptable.

**Access and Parking**

**Driveways**
- Maximum width of crossover shall be 5.5 metres.

**Other Considerations Outbuildings**
- Outbuildings exceeding 4 square metres or 2 metres in height shall be built of materials to match the residence;
- Outbuildings less than 4 square metres of 2 metres in height shall be built of materials to match the residence or of non-reflective materials.
Washing Lines / Rubbish Bins
- All washing lines and rubbish bins shall be screened from the street and public places.

Amalgamations
- Sites are not permitted to be amalgamated.

Fencing
- Fencing facing a street or other public place (other than a laneway) shall consist of decorative masonry substantially in the same materials and finishes as the dwelling. All fencing to a laneway must consist of rendered masonry, painted or coloured to a limestone hue and treated with an anti-graffiti coating.

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4.1 RESERVES & OTHER ZONES DESIGN GUIDELINES

Introduction
Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (e.g., Inglewood Town Centre Design Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives
• To ensure that any development does not adversely affect the amenity of surrounding properties;
• To ensure that any development be of a similar scale and bulk of surrounding properties; and
• To ensure that any new uses do not have an adverse impact on the amenity of surrounding properties.

Applications Subject of this Policy
This policy applies to all development in the following zones & reserves:

• Civic;
• Special Use;
• Local Reserves; and
• Public Use Reserves.

Acceptable Development Provisions

Built Form & Design
Building Height
New buildings, additions and alterations shall be of similar height to adjoining sites.

Setbacks

Street Setbacks
• Where adjoining sites are zoned Residential, all development shall be setback from the street to match the setback of the adjoining residential building; and
• Where adjoining buildings have greater street setbacks a stepping back of the building may be appropriate.

Side and Rear Setbacks
• Where adjoining residential properties all side and rear setbacks of all development shall be calculated in accordance with the Residential Design Codes of W.A;
• Where adjoining non-residential uses, setbacks of all development shall match those of adjoining lots.
Streetscape Relationship

**Uses**
- New uses shall be compatible with adjoining land uses and not cause a detrimental impact on the amenity of the surrounding lots in terms of noise, dust vibration, odour and the like.

**Levels**
- The levels of sites shall generally match the levels of adjoining sites; and
- No more than 500mm of fill shall be permitted.

**Fencing & Gates**
- Where required, gates & fences shall be open style to 1.8m; and
- No barbed wire or electric fencing shall be permitted.

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INTRODUCTION
Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (eg Inglewood Town Centre Design Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives
• To create vibrant and active mixed use centres by locating facilities such as housing, employment places and retail activities together;
• To create main street frontages to existing box style developments;
• To create a high level of pedestrian amenity through the provision of continuous streetscapes, interactive frontages and weather shelter;
• To promote a high quality built form that creates a distinctive urban form and enables safety and security through passive surveillance; and
• To create public and private spaces that are safe, attractive and surrounded by active vibrant uses that will become the focal / meeting point of the centres.

Guideline Area
This policy applies to development in the following zones:

• Local Centres;
• District Centres;
• Regional Centres;
• Business;
• Mixed Use
• Hotel; and
• Service Station.
DESIGN GUIDELINES
Built Form & Design

Heights
Objective
To ensure that building height and scale is appropriate to its site and context.

- New buildings shall generally be between 2 and 3 storeys;
- Higher buildings may be permitted where adjoining buildings are taller; and
- Higher buildings on landmark sites / corner sites and sites larger than 5000m² may be permitted subject to the following:
  - Not have a significant detrimental impact on the amenity of the area; and
  - Living areas on the affected site are afforded at least three hours of solar access between the hours of 9 am and 3 pm on the shortest day of the year.

Setbacks
Objective
To strengthen the continuity of the streetscapes and provide continual weather protection for pedestrians

Street Setbacks
- Buildings shall have a nil setback to both primary and secondary streets;
- Where adjoining sites are zoned residential, street setbacks shall be stepped back from the residential site to match the setback of the residential building;
- Where adjoining buildings have greater street setbacks a stepping back of the building may be appropriate; and
- Existing “Box Style” developments shall have at least one nil setback to a ‘Main Street’ frontage.

Side and Rear Setbacks
- Buildings shall be built from side boundary to side boundary;
- Where adjoining sites are zoned residential, side/rear setbacks shall be calculated as per the Residential Design Codes of Western Australia; and
- For mixed use buildings setbacks for the residential component shall be calculated as per the Residential Design Codes of Western Australia.

Corner Sites
Objective
To ensure that buildings give additional prominence to the street corner by using landmark features.
Buildings located on corner sites shall include:

- Architectural roof features that protrude above the normal roof line;
- Increased parapet heights with additional detail, colour and textures; and
- Increase the number of storeys at the street corner.

**Multi Storey Car Parks**

*Objective*

*To ensure that multi storey car parks are not visible from the street and do not have a detrimental impact on the streetscape.*

- Standalone Multi Storey Car Parks shall not be visible from the street and shall be located behind buildings.
- Multi Storey Car Parks included within the main building shall be screened / treated so as to provide a seamless appearance between the car park levels and other levels.

**Facades**

*Objective*

*To ensure that building facades are architecturally interesting.*

- Maximum 75% glazing on any façade; and
- The second level and subsequent levels above, of facades shall be articulated to break-up straight plain facades through the use of at least four of the following:
  - Openings;
  - Protruding balconies;
  - Awnings over windows;
  - Use of different colours and textures; and
  - Indentations and extrusions with details to break the building into individual elements.

**Parapets**

*Objective*

*To ensure that parapets are visually interesting and to avoid flat monotonous lines.*

New buildings that contain parapets shall include:

- Indentations;
- additional modulation;
- variation in parapet heights and designs so as to provide additional interest to the street.
Balconies
Objective
To ensure that the bulk of buildings is reduced.

- Balcony balustrades shall be 50% visually permeable.

Roof Features
Objective
To ensure that taller buildings within centres provide landmark features.

- Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.

Colours & Materials
Objective
To ensure the use of appropriate colours and quality materials.

- New colour schemes shall take into consideration the colour scheme of existing buildings and shall not be in sharp contrast;
- Fluorescent and intense colours shall not be used; and
- In traditional shopping areas materials and colours sympathetic with existing buildings shall be used.

Streetscape Relationship
Ground Floor Frontage
Objective
To ensure that tenancies facing the street portray an attractive and inviting frontage.

- Being predominantly clear glazed with a mixture of openings, display windows and shopfronts that allows passive surveillance of the street and the tenancies;
- Minimising the amount of signage on individual windows to no more than 20%; and
- In traditional shopping areas the area of glazing being reduced by using small areas of masonry to give a more vertical emphasis to the tenancies;
- In traditional shopping areas and to assist in defining the street edge and to aid orientation for partially sighted pedestrians, all windows shall have a sill no less than 0.5 metres high.

Entry Points
Objective
To ensure entrances are designed to enable safe and comfortable access and that building entrances are clearly defined.
Entry points shall directly face the street and include at least two of the following:

- Signage above the entry door;
- Indentation of the entry point, where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees;
- Highlighting the entry point through the use of different materials; and
- Increasing the height of the awning above the entry point to no higher than 4.0m above footpath level.

**Activity & Uses**

**Objective**

To create an active, vibrant and safe town centre by reinforcing the interface between internal and external uses along the street front and by providing passive surveillance.

- Active and lively street fronts shall be provided that encourage pedestrian activity and vitality of the centre by:
  - Locating retail and other active commercial uses on the ground floor level; and
  - Locating office and other non-active uses (residential) on upper levels.

**Weather Protection**

**Objective**

To support a comfortable external environment for pedestrians.

- Awnings shall be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings;
- Awnings shall be provided above all entrances and exits of a building;
- Awnings shall be constructed using materials that are opaque and non-reflective (no glass);
- New awnings shall line up with existing awnings (where present);
- New awnings shall protrude from the face of the building by a minimum width of 2.0m (where possible);
- Awnings shall be parallel to the footpath; and
- Awnings shall be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.

**Levels**

**Objective**

To ensure that development follows the topography of the land and to ensure that there is equitable access for pedestrians and that excessive differences will not have a negative impact on the amenity of the area.

- On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the shop front;
Policy Manual

- There shall be no difference between the ground floor level and the footpath level of a building to ensure pedestrian access; and
- Filling up to 500mm shall be permitted to enable flat level sites.

Fencing & Gates
Objective
To provide an open, accessible and attractive urban environment.

- Fencing between the building and the front and secondary boundary shall not be permitted;
- Fencing behind the building line shall generally not be permitted where it obstructs access to public parking areas;
- Where required, gates & fences shall be open style to 1.8m; and
- No barbed wire or electric fencing shall be permitted.

Landscaping
Objective
To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.

- A landscaping plan shall be submitted for all new development applications and be in accordance with the City’s Landscaping Policy.
- Planters and window boxes are acceptable where the footpath is sufficiently wide enough to accommodate such features; and

Access & Parking
Parking
- All parking is to be in accordance with the City’s Parking Policy.

Vehicle Access
Objective
To ensure that vehicle access ways are safe and easily traversed.

- Vehicle access to sites fronting major roads shall be from side streets or rights of ways where available;
- All vehicle movements shall be able to enter and exit the site in a forward gear; and
- All parking areas to comply with the Australian Standard 2890.1 in relation to turning circles, gradients within the site.

Pedestrian Access
Objective
To create a pedestrian network that is safe and direct.
• Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development and along all street frontages; and

• For developments with parking at the rear pedestrian access between the street and car parking area shall be provided.

• Pedestrian routes shall as far as possible be on publicly owned land, and preferably be within the road reserve as part of the street network.

• Development shall provide pedestrian routes with protection from summer sun and winter rain in accordance with the Area Specific Guidelines.

• Pedestrian routes shall be aligned primarily along existing building fronts and thereafter along proposed new development fronts.

• Pedestrian routes shall be as direct and level as possible.

• Dead ends and/or closed view corridors shall be avoided.

Crossovers
Objective
To limit the number of crossovers to reduce the impact on pedestrians and traffic.

• A maximum of two crossovers shall be permitted for sites, one for entry and one for exiting.

Design & Location of Car Parking Spaces
Objective
To ensure that car parking areas do not disrupt the continuity of commercial frontages or otherwise detract from the amenity of the streetscape.

• Parking areas shall generally not be visible from the street and located behind the building line;

• Car parking areas within the front setback area shall be softened by landscaping along street frontages in accordance with the City’s Landscaping Policy;

• Multi storey car parking shall be screened from the street by dense landscaping; and

• Parking bays shall be designed in accordance with the relevant Australian Standard and shall have 1 tree per 6 parking bays, as required by the City’s Landscaping Policy.

Bicycle Parking Facilities
• The provision of bicycle parking facilities in accordance with the City’s Bicycle Parking Policy.

Service Access and Facilities
Objective
To ensure there is sufficient space for the storage of waste and other materials and sufficient space for the delivery of goods.

• The provision of service access to all commercial premises shall be provided for loading and unloading goods.

• Bin storage areas shall be provided in accordance with the City’s Bin Storage Areas Policy.
Lighting, Safety & Security

Lighting

Objective
To ensure that developments support proper and attractive illumination of public and private spaces for security and safety.

Lighting shall be provided in the following areas to increase safety and security:

- Under all awnings;
- In all parking areas;
- Service areas;
- Of all footpaths;
- Of all entry points; and
- Additional lighting of key elements and features of the building and landscaping is encouraged to add vitality.

Closed Circuit Television (CCTV)

Objective
To provide for the future installation of CCTV for all Night Clubs, Hotels and Taverns.

- All Night Clubs, Hotels and Taverns shall provide Closed Circuit Television Cameras;
- Cameras shall be placed as to ensure that all entries are covered by cameras;
- Locations shall be cognisant of night lighting levels with additional lighting provided if necessary; and
- Any CCTV infrastructure sharing between the City and property owners shall be subject to legislative requirements and management agreements.

Safety & Surveillance

Objective
To ensure that public and private areas are either visible and safe or screened and illuminated in such a way as to ensure a high quality safe and comfortable outdoor environment prevails.

The following design features shall be avoided to improve safety and reduce graffiti:

- Entrapment areas, blind corners and narrow pathways;
- Long expanses of blank walls (treatment with anti graffiti paint required where permitted);
- Dead ends and hidden recesses shall be avoided;
- Landscaping and other elements shall not create a visual barrier between 0.5 and 2.0m above finished floor levels or ground level as applicable;
- Rear loading shall be secure at night and preferably enclosed to reduce light and noise spill during night loading;
• Loading bay access lanes and other areas that may be dead ends at night shall be secured; and
• Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.

Roller Shutter Doors
Objective
To ensure that ground floor areas provide an attractive frontage to the street and other visible spaces whilst providing security.

• Solid roller shutter doors shall not be permitted on any façade facing the street; and
• Roller doors of see through acrylic material are acceptable on shop fronts providing that at least 75% of the roller door is transparent and the material maintains a high level of transparency once installed.

Screening
Objective
To ensure that air conditioners and other services do not detract from the streetscape.

• Air conditioning units, ducts and other services shall be screened from view and should be located away from the street front.

Shopping Trolleys
Objective
To ensure that shopping trolleys are contained within the boundary of shopping centres and do not cause any detrimental impact to the amenity of surround areas.

• All developments that utilise shopping trolleys shall prepare a Shopping Trolley Management Plan to the satisfaction of the Manager Community Safety; and
• The Shopping Trolley Management Plan is to address such issues, but not limited to, collection of trolleys from surrounding areas and trolley storage.

Other Considerations
Signage
• Advertising Signs shall be in accordance with the City’s Advertising Signs Policy

Bin Storage Area
• A refuse storage area is required for all developments in accordance with the City’s Bin Storage Areas Policy

Sound Attenuation
Objective
To ensure that noise from non-residential uses does not adversely affect the amenity of residential development.
• All mixed-use developments containing residential uses shall submit an acoustic report
  prepared by a qualified acoustic (noise) consultant.
• Developments shall:
  - Ensure noise sensitive areas (such as bedrooms) are located away from noise sources;
  - Use 10mm glazing or double glazing where windows face a noise source;
  - Use of appropriate materials between floors, walls, ceilings and doors to minimise noise;
  and
  - Endeavour to comply with the Environmental Protection (Noise) Regulations 1997.

  Note: For further information regarding sound attenuation, it is recommended that applicants refer to
  Australian Standard AS-NZS2107: 2000 - Acoustics - Recommended Design Sound Levels and
  Reverberation Times for Building Interiors.

Adaptability
Objective
To ensure that developments continue to be appropriate over time for a range of uses.

• Large developments shall be designed to allow for easy conversion into individual tenancies
  each with their own street front access; and
• Column grids and wall spacings shall reflect intervals that facilitate a range of use-types.
  Ideally these should be spaced between 4m and 7m apart.

VARIATIONS
Variations to this policy will be assessed against the objectives of this policy.
4.3 INDUSTRIAL DESIGN GUIDELINES

INTRODUCTION
Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area, the provisions of that specific Policy or Guidelines shall prevail.

Applications Subject of this Policy
All development within the Industry Zone shall be subject to these guidelines.

Guideline Area
The Guideline encompasses all land within the Industry Zone.

Precincts
The Industry Zone is divided into precincts; each precinct also has a specific Statement of Intent as outlined in the map and precinct descriptions below:

Figure 1: Map of Osborne Park Industrial Precincts

Note: Dianella and Balcatta Precincts are as per Industry Zone in those areas.
**Balcatta Precinct**

The Balcatta Precinct is designed to allow for larger lots set in landscaped surroundings with greater building setbacks to soften the traditional unsightly appearance of industrial areas. Balcatta is situated within the Gwelup Underground Water Protection Area and developments need to comply with the DoW’s Water Quality Protection Note No.25, *Land Use Compatibility in Public Drinking Water Source Areas*.

**Herdsmen Precinct**

The Herdsmen Precinct is designed to allow for a broad range of high amenity, employment-generating land uses set in landscaped surroundings. New development proposals should protect the amenity of existing land uses and enhance the streetscape.

Development of the Precinct away from predominantly industrial uses to a greater mix of uses is intended for the future. In the short term, large-scale office uses shall be permitted within 500 metres of Glendalough Train Station, while the remainder of the area will have limited office uses amongst other permitted uses.

Road connectivity should be improved through the provision of new access roads linking Walters Drive to Scarborough Beach Road, in order to improve pedestrian access to the bus services provided along this activity corridor, and improve the economic efficiency of the area.

**Osborne Precinct**

The Osborne Precinct is all the remaining industrial land not contained within any of the above precincts. This area is designed to allow for a broad range of large scale and small scale industrial uses on a variety of lot sizes. In the short term, large-scale office uses shall be permitted within 500 metres of Glendalough Train Station.

**Dianella Precinct**

The Dianella Precinct is designed to allow for a broad range of low scale industrial uses on relatively small lots. However, the transition of this Precinct towards a mix of uses is being investigated.

**SUBMISSION REQUIREMENTS**

- A Water Protection Management Plan may be required for applications for ‘Noxious Industry’ or ‘General Industry’ within the Osborne Park and Balcatta Precincts for sites that are unsewered or contained within the Water Protection Area; and

- An Acoustic Report prepared by a qualified noise consultant may be required for applications in the Herdsman Business Park Precinct, where the City deems this to be important.
GENERAL DESIGN GUIDELINES

Lot Layout

Minimum Lot Area

Balclatta & Herdsman Precincts
• Green title lots shall have a minimum lot size of 3000m².

Other Precincts
• Green title lots shall have a minimum lot size of 2000m².

Minimum Width of Lot
• 30m minimum for green title lots.

Built Form & Design

Street Setbacks

Balclatta Precinct
• 6.0m landscaping strip on all street frontages; and
• 18.0m building setback on primary street frontages.
• Secondary Street setbacks to be 9.0m.

Other Precincts
• 1.5m landscaping strip on all street frontages; and
• 9.0m buildings setback on primary street frontages.
• Secondary Street setbacks to be 9.0m and may be reduced to 6.0m on lots less than 2000m² in area.

Street Façade

All Precincts
• The street façade shall be articulated to break-up straight plain facades through the use of at least four of the following in the Herdsman Precinct and three of the following in all other precincts:
  - Openings;
  - Awnings over windows;
  - Use of different colours and textures; and
  - Indentations and extrusions with details to break the building into individual elements.
The facades of buildings facing the street shall be constructed of brick, stone, glass or painted
or rendered concrete;

Alternative materials may be approved for the portion of the facade above 3.6m from the
ground level; and

The use of taller parapets and/or awnings is encouraged above the entrance to buildings to
clearly identify the entry point;

**Roof Features**

**Objective**

To ensure that taller buildings within centres provide landmark features.

- Developments above 6 storeys in height shall include distinguishable roofing to a height of 3
  metres and above from the highest point of the wall to which it relates and which is in
  proportion to the scale of the building.

**Corner Sites**

Buildings located on corner sites are encouraged to give additional prominence to the street corner
by using landmark features such as:

- Architectural roof features that protrude above the normal roof line;
- Increased parapet heights with additional detail, colour and textures; and
- Increase the number of storeys at the street corner.

**Multi-Storey Car Parks**

- Stand alone multi-storey car parks accompanying other uses on a site shall not be visible
  from the street and shall be located behind buildings.
- Multistorey car parks included within the main building shall not be visible from primary streets
  and shall be located behind buildings.
- Where fronting secondary streets, they shall be screened/treated so as to provide a seamless
  appearance between the car park and other floors.
- Designers are to provide ground level awnings and landscaping in order to soften the visual
  impact of these structures in line with the provisions applying to building facades, above.
Streetscape Relationship

Activity and Uses

Herdsman Precinct

- Office developments with a plot ratio greater than 1.0 shall only be permitted within 500 metres radius of Glendalough Train Station. This applies to existing lots predominantly within the 500m radius area as shown on Figure 2. Office uses outside this 500m catchment area shall not exceed a maximum plot ratio of 1.0; shall have a maximum building height of two storeys; and shall have a maximum gross floor area of 2,000m². In circumstances where an application for a minor amendment to a current approval is lodged, the City may consider variations to these standards subject to a justification being provided to the satisfaction of the City addressing amenity, streetscape, scale, bulk and building design.

- For the purpose of the above provision, minor amendments may be considered provided the maximum allowable gross floor area, and plot ratio is not exceeded by 10%.

- Active commercial uses (such as cafes, restaurants) shall be located on the ground level facing the street;

- Offices and other non active commercial spaces shall be located on upper levels;

- Industrial and commercial uses and buildings shall be located at the rear of buildings; and

- Service vehicle pickup/drop off points are to be clearly demarked and shall not be visible from the street.

Figure 2: 500 metre radius area from Glendalough Station
Other Precincts

- Office uses shall only be incidental to the predominant use of each tenancy and no greater than 30% of gross floor area of each tenancy. This will enable industrial businesses to provide on-site and “in-house” services such as reception/customer service, payroll/human resources, drafting, and a venue for meeting business customers, while safeguarding the predominantly industrial character of these areas.

- Not withstanding the above, office developments as a predominant use shall only be permitted within 500 metres radius of Glendalough Train Station. This applies to existing lots predominantly within the 500m radius area as shown on figure 2. A plot ratio of greater than 1.0 is permitted for office developments within the 500m catchment area.

- In regards to office developments within the 500 metres radius of Glendalough Train Station, active commercial uses (such as cafes, restaurants) shall be located on the ground level facing the street.

- In regards to office developments within the 500 metres radius of Glendalough Train Station, offices and other non active commercial spaces shall be located on upper levels.

Use of Setback Area

- Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage of fuel, except in underground tanks; and

- The primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials.

Fencing & Gates

Fencing in the Street Setback Area

- Shall not be permitted.

- Fences along secondary streets must be setback behind the required landscaping strip and the primary street building line.

Fencing Behind the Setback Line

- Solid fencing up to a height of 2.0 metres;

- Fencing up to a maximum height of 2.5m (measured from natural ground level), provided that any fencing above 2.0m is of an open-style. Barbed, razor or electric wire can be considered behind the building setback line, but must be mounted on the inside of the fence, so as not to be significantly visible from the street. Electric fencing must display appropriate warning and otherwise comply with all relevant legislation and standards; and

- Service yards visible from a street must be adequately screened.
Non Permitted Fencing Materials
- The use of fibre-cement and timberlap is not permitted in view of the inherent proneness to damage to these materials in an industrial environment.

Fencing on Sites Abutting Non-Industrial Lots
- Fencing shall comply with the standard fencing requirement of the use abutting the site, except for the following instance:
  - Where an industrial property abuts a residential zone site, the fencing separating the two properties shall:
    - Maintain a minimum height of 2.0m;
    - Be constructed of masonry, concrete or the like,
    - Have a finish to the satisfaction of the City, and
    - Shall not obstruct vehicle sightlines.

Landscaping
A landscaping plan shall be submitted for all Industrial Developments in accordance with the City’s Landscaping Policy.

Levels
- On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the building; and
- Filling up to 1000mm shall be permitted.

Weather Protection
Herdsman Precinct
An awning shall be provided along the frontage of all buildings facing the primary street covering the 1.5m wide footpath in order to afford weather protection for pedestrians.

Access & Parking
- All parking is to be provided in accordance with the City’s Parking Policy. The following requirements apply in addition to the provisions of the City’s Parking Policy.

Vehicle Access
- All vehicle movements shall be able to enter and exit the site in a forward gear;

Pedestrian Access
- Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development.
Crossovers

- A maximum of two crossovers shall be permitted for all sites, one for entry and one for exiting.

New Major Road & Access Road Connections

Herdsman Precinct

The City is providing development incentives to achieve new major and access road connections between Walters Drive and Scarborough Beach Road as identified in the Herdsman Glendalough Concept Structure Plan.

Specific locations for these roads need detailed assessment by the City’s Engineering Department prior to any concessions being granted.

New access roads shall incorporate the following:

- Two traffic lanes (one in each direction), generally within a maximum reservation width of 20 metres;
- Footpath of 2.0m;
- Street lighting; and
- Dedicated cycle lane.

The following development incentives are available to sites that can provide new access road connections:

- 1000m² lot sizes (must front new access road);
- Nil front setback to new access roads; and
- Additional 10 % parking concession.

- For office developments within the Herdsman precinct and outside a 500m radius of Glendalough Train Station, a plot ratio limit of 2.0 shall apply and the building height limit of 2 storeys and the gross floor area limit of 2000m² shall not apply.

New major roads shall incorporate the following:

- Four traffic lanes (two in each direction), generally a dual carriageway configuration within a minimum reservation width of 20 metres.
- Footpath of 2.0m;
- Street lighting; and
- Dedicated cycle lane

The following development incentives are available to sites that can provide new major road connections:

- 1000m² lot sizes (must front new access road);
- Nil front setback to new access roads; and
• Additional 20% parking concession.
• For office developments within the Herdsman precinct and outside a 500m radius of Glendalough Train Station, a plot ratio limit of 3.0 shall apply and the building height limit of 2 storeys and the gross floor area limit of 2000m2 shall not apply.

Any road connection is to be constructed at the owners/applicants cost.

**Bin Storage**
Shall be in accordance with the City’s Bin Storage Area Policy.

**Other Considerations**

**Sustainability Design Standards**
In order to optimise the sustainability of buildings, applicants are required to provide the following features in new buildings:

- AAA rated showerheads, tap ware and low flow regulators, dual flush toilets;
- Low flow triple dripper or coarse sprays and timer connection;
- High efficiency lighting; and
- Gas/solar hot water system.

**Safety & Surveillance**

**Objective**
*To ensure that public and private areas are either visible and safe or screened and illuminated in such a way as to ensure a high quality safe and comfortable outdoor environment prevails.*

The following design features shall be avoided to improve safety and reduce graffiti:

- Entrapment areas, blind corners and narrow pathways;
- Long expanses of blank walls (treatment with anti graffiti paint required where permitted);
- Dead ends and hidden recesses shall be avoided;
- Landscaping and other elements shall not create a visual barrier between 0.5 and 2.0m above finished floor levels or ground level as applicable;
- Rear loading shall be secure at night and preferably enclosed to reduce light and noise spill during night loading;
- Loading bay access lanes and other areas that may be dead ends at night shall be secured; and
- Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.
SPECIFIC PROVISIONS FOR INDUSTRIAL UNITS

Permitted Uses

- No industrial unit shall be used for Wrecking or Industry Noxious without the approval of the Council.

Unit Sizes

- The floor area of any unit is not less than 150m²; and
- Neither the width nor the length of any unit is less than eight metres.

Bin Enclosures

- Each unit shall be provided with a bin storage area in accordance with the City’s Bin Storage Policy.

Internal Walls

Industrial units shall be separated from each other by an internal wall or walls constructed of brick, stone or concrete in accordance with the Building Code of Australia. Where Strata Titles are involved these walls shall form a parapet through the roof.

Internal partitions within an industrial tenement building are not altered or removed without the consent of the Council.

Common Facilities

Each unit the subject of a Strata Title contains its own toilets within the "lot" and not in the "common property" ("lot" defined as per Strata Titles Act). Communal facilities such as a canteen may be provided as part of the "common property" with the consent of the Council, but the common property shall not be used for that purpose without that consent.

SPECIFIC PROVISIONS FOR SHARED WORKSPACE UNITS

To encourage and support new business enterprises to establish and operate at minimal cost utilising shared management and administrative facilities through the development of Shared Workspace Centres in industrial areas.

Permitted Uses

Council will not consider uses that pose a general health risk or are prone to generating excessive noise (e.g. fibre-glassing, panel beating/ spray painting) or uses which require large storage areas (e.g. motor wreckers).
**Unit Sizes**

Workspaces should not be less than 10m² nor greater than 100m² in area. The majority of workspaces should fall within the range of 30m² to 75m². Council is prepared to consider purpose built workspaces for motor vehicle trades (other than panel beating / spray painting) provided that adequate provision is made for customer vehicles and the storage of vehicles being worked upon. In such cases, the spaces required shall be in addition to the minimum parking requirement. Provision should also be made for the storage of raw materials of a bulky nature and particularly for heavier fabrication industries. Tenant storage may be achieved by the provision of a shared storage yard.

**Storage Units**

Council will encourage the provision of a limited number of small storage units, ranging in size from 5m² to 15m², for the purpose of leasing to persons other than those in occupancy within the Centre. Such units will not be included in the calculation of parking.

**Support Services**

The applicant will be required to provide and maintain the following support services to all occupants:

- Reception services;
- Telephone answering, particularly in the absence of the occupant;
- Typing, document reproduction and general secretarial services;
- Meeting room and product display facilities; and
- Central management, security, maintenance, insurance and cleaning of all common areas within the building and all areas external to the building.

Provision should also be made for accommodating business management and advisory services, either as a direct support service or as individual tenancies within the Centre.

**Strata Title**

As a general principle, Council will not support the Strata Titling of Shared Workspaces.

**Legal Agreement**

Approval for shared workspace units shall be subject, inter alia, to the applicant entering into a Legal Agreement with the Council in respect of:

- The provision and maintenance of Support Services; and
- Agreement that Strata Titles will not be sought over the Centre.

It will be a requirement that the Agreement be entered into prior to the issue of a Building Licence and the Agreement shall be supported by a Caveat and Bank Guarantee of not less than $10,000. The Bank Guarantee shall not be refundable until such time as the support services have been established and are operational.
VARIATIONS
Variations to this policy will be assessed against the relevant statements of intent for each precinct of this policy and the objectives of the zone as contained within Local Planning Scheme No.3.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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<thead>
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4.4 MIXED BUSINESS DESIGN GUIDELINES

INTRODUCTION
Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area, the provisions of that specific Policy or Guidelines shall prevail.

Objectives
• To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.
• To provide a more intense commercial business development form within established industrial areas of the City.
• To ensure that the Mixed Business areas are accessible by all modes of transport.
• To create attractive and well maintained landscaped areas between the setback line and the street; and
• To ensure that buildings facing the street maintain an attractive façade that enhances the amenity of the streetscape.

Applications Subject of this Policy
All development within the Mixed Business Zone shall be subject to these guidelines.

GENERAL DESIGN GUIDELINES
Lot Layout
Minimum Lot Area
• Green title and Strata lots shall have a minimum lot size of 2000m².

Minimum Width of Lot
• 30m minimum

Built Form & Design
Street Setbacks
• 1.5m landscaping strip on all street frontages; and
• 20.0m building setback on primary street frontages*
  * Secondary Street setbacks may be reduced to 6.0m on lots less than 2000m² in area.

Street Façade
• The Street façade shall be articulated to break-up straight plain facades through the use of at least three of the following:
  - Openings;
  - Awnings over windows;
  - Use of different colours and textures; or
  - Indentations and extrusions with details to break the building into individual elements.
• The facades of buildings facing the street shall be constructed of brick, stone, glass or painted or rendered concrete;
• Alternative materials may be approved for the portion of the facade above 3.6m from the ground level; and
• The use of taller parapets and/or awnings is encouraged above the entrance of buildings to clearly identify the entry point;

Corner Sites
Buildings located on corner sites are encouraged to give additional prominence to the street corner by using landmark features such as:

- Architectural roof features that protrude above the normal roof line;
- Increased parapet heights with additional detail, colour and textures; and
- Increase the number of storeys at the street corner.

Roof Features
Objective
To ensure that taller buildings within centres provide landmark features.

- Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.

Multi-storey carparks
Stand alone multi-storey car parks shall not be visible from the street and shall be located behind buildings. Multi-storey car parks included within the main building shall be screened/treated so as to provide a seamless appearance between the car park and other floors. Designers are to provide ground level awnings and landscaping in order to soften the visual impact of these structures in line with the provisions applying to building facades, above.

Streetscape Relationship
Activity and Uses

- Showroom and other active commercial uses shall be located on the ground floor level; and
- Office and other non-active uses shall be located on upper levels.

Use of Setback Area

- Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage of fuel, except in underground tanks; and
- The primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials.
Fencing & Gates
Fencing in the Street Setback Area
- Shall not be permitted.

Fencing Behind the Setback Line
- Solid fencing up to a height of 2.0 metres;
- Fencing up to a maximum height of 2.5m (measured from natural ground level), provided that any fencing above 2.0m is of an open-style. Barbed, razor or electric wire can be considered behind the building setback line, but must be mounted on the inside of the fence, so as not to be significantly visible from the street. Electric fencing must display appropriate warning and otherwise comply with all relevant legislation and standards.
- Service yards visible from a street must be adequately screened.

Non Permitted Fencing Materials
- The use of fibre-cement and timberlap is not supported, in view of the inherent proneness to damage to these materials in an industrial environment.

Fencing on Sites Abutting Non - Industrial Lots
- Fencing shall comply with the standard fencing requirement of the use abutting the site.

Landscaping
A landscaping plan shall be submitted for all Developments in accordance with the City’s Landscaping Policy.

Levels
- On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the building; and
- Filling up to 1000mm shall be permitted.

Weather Protection
An awning shall be provided along the frontage of all buildings facing the primary street covering the 1.5m wide footpath in order to afford weather protection for pedestrians.

Access & Parking
Vehicle Access
- All vehicle movements shall be able to enter and exit the site in a forward gear;

Pedestrian Access
- Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development.

Crossovers
A maximum of two crossovers shall be permitted on any one site (i.e. one for entry and one for exiting).
Design of Parking Bays
Parking bays shall be designed in accordance with the relevant Australian Standard.

Reciprocal Parking
Reciprocal parking and access may need to be provided on some lot frontages. It is envisaged that in the near future an engineering concept plan will be prepared for the City providing guidance on suitable vehicle access arrangements for Scarborough Beach Rd. This will enable the City to require access easements to be lodged on titles that will allow for reciprocal parking and access on lot frontages, in order to provide better vehicle access, reduce the number of crossovers and improve pedestrian safety.

New Access Road Connections
The City is providing development incentives to achieve new access road connections between Walters Drive and Scarborough Beach Road.

Specific locations for these roads need detailed assessment by the City’s Engineering Department prior to any concessions being granted.

New access roads shall incorporate the following:
- Footpath of 2.0m;
- Street lighting; and
- Dedicated cycle lane

The following development incentives are available to sites that can provide new access road connections:
- 1000m² lot sizes (must front new access road);
- Nil front setback to new access roads; and
- Additional 10 % parking concession.

Bin Storage Areas
- Shall be in accordance with the City’s Bin Storage Area Policy.

Other Considerations
Sustainability design standards
In order to optimise the sustainability of buildings, applicants are required to provide the following features in new buildings:
- AAA rated showerheads, tap ware and low flow regulators, dual flush toilets.
- Low flow triple dripper or coarse sprays and timer connection.
- High efficiency lighting
- Gas/solar hot water system.

VARIATIONS
Variations to this policy will be assessed against the objectives of this Policy.
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**Local Planning Scheme No.3 – Local Planning Policy History:**
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4.5 PRIVATE INSTITUTION DESIGN GUIDELINES

1.0 Introduction
Where this Policy is inconsistent with the provisions of a specific Local Planning Policy, Local Development Plan, Activity Centre Plan or Structure Plan applying to a particular site or area (e.g. Character Retention Guidelines), the provisions of that specific planning instrument shall prevail.

2.0 Objectives
• To ensure that development does not adversely affect the amenity of surrounding properties;
• To encourage development that is sympathetic to the scale and bulk of surrounding properties;
• To ensure that the efficiency of the local transport network is not encumbered by development;
• To support the provision of viable and high quality retirement and aged care developments; and
• To ensure that development is well integrated with the surrounding community.

3.0 Applications Subject of this Policy
This Policy applies to all developments within the Private Institution zone.

4.0 Acceptable Development Provisions
4.1 Land Uses
All applications for development shall be accompanied by a Local Development Plan for the site, as per Clause 5.12 of Local Planning Scheme No.3, with the exception of:
• Single storey proposals;
• Additions to existing buildings less than 10% of the subject lot area; and
• Family Day Care and Rural Pursuit.

Note: The Planning and Development (Local Planning Schemes) Regulations 2015 require the agreement of the Western Australian Planning Commission for the preparation of a Local Development Plan.

4.2 Built Form
Orientation
The portion of the development fronting the street shall 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.

Figure 1: Appropriate articulation of building orientated towards the street, with windows, balconies and an easily identifiable entrance
Building Height

- Development shall 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 in areas 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;
- Where buildings over two (2) storeys above natural ground level are proposed, an application shall include justification which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, materials, scale and colour;
- Where buildings over 6.0 metres in height are proposed:
  i. An application requiring the approval of the Council under Clause 8.1 of the Scheme shall include information which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, scale and colour.
  ii. Before the determination of an application requiring the approval of the Council under Clause 8.1 of the Scheme, the Council shall cause the provision of Clause 9.4 (advertising for public comment) of the Scheme to be invoked in respect of the application.

Note: The calculation of building heights shall be in accordance with Local Planning Policy 2.6 Residential Building Heights.

Front Setbacks
Subject to the following, front setbacks shall be 6.0 meters:
- Where adjacent sites have a lesser front setback, the setback requirement may match that of the adjacent site

Side and Rear Setbacks
- Where adjacent to residential properties all side and rear setbacks of all development shall be calculated in accordance with State Planning Policy 7.3 Residential Design Codes;
- Where adjoining non-residential uses, setbacks of all development shall match those of adjacent and/or adjoining lots; and
- Where adjacent and/or adjoining Public Open Space, the applicant shall demonstrate adequate passive surveillance of and pedestrian access to Public Open Space.

On-Site Open Space and Amenities
Retirement Complex developments shall address landscaping, the provision of on-site amenities such as recreational and entertainment areas for residents and visitors, and facilities such as meeting rooms and club houses within required Local Development Plans. Such development is to also comply with the Acceptable Outcomes of Element 4.12 Landscape Design of State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments.

4.3 Streetscape Relationship

Uses
New uses shall not cause a detrimental impact on the amenity of the surrounding lots in terms of traffic and parking impacts, noise, dust, vibrations, odour and the like.
Levels
- The levels of sites shall generally match the levels of adjoining sites; and
- No more than 500mm of fill shall be permitted unless acceptable justification is provided

Fencing
- Fencing shall be compatible with that of surrounding properties; and
- Fencing abutting Public Open Space reserves shall promote passive surveillance from the site to the reserve.

4.4 Access and Parking
Parking
- Parking bays for cars and other vehicles shall be provided for in accordance with the City’s Parking Policy.
- Applicants for retirement complex developments shall liaise with the City on the provision of long-term storage of recreational vehicles such as caravans and campervans in required Local Development Plans to the satisfaction of the City; and
- Service and delivery vehicle loading areas shall be located away from dwellings and out of view of the street.

Traffic Management Plan
As required by the City’s Parking Policy, applications for developments shall be accompanied by a Brief Transport Statement, or by a Full Transport Statement, as the case may be.

Note: For full details on submission requirements please refer to the Transport Assessment Guidelines for Developments from Department of Planning.

Emergency Vehicle and Service Access
Applicants are required to demonstrate sufficient access and manoeuving space for emergency vehicles (such as ambulances and fire engines) and service vehicles (delivery and pickup).

4.5 Other Considerations
Sustainability Design Standards
In order to optimise the sustainability of buildings, applicants are required to:
- For residential development, ensure that all development complies with the Acceptable Outcomes of Element 4.15 Energy Efficiency of State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments; and
- For non-residential development, provide low flow triple dripper or coarse sprays and timer connection and high efficiency lighting

5.0 Variations
Variations to this policy will be assessed against the objectives of this Policy.
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<td>24 May 2011</td>
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<td>26 Apr 2016</td>
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<td>1119/004</td>
<td>19 Dec 2019</td>
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5.1 STIRLING CIVIC MIXED USE PRECINCT DESIGN GUIDELINES

INTRODUCTION
Where the requirements of these Guidelines are inconsistent with the provisions of a specific policy, then the provisions of these Guidelines will prevail.

Objectives
• Create a continuity of shop-fronts in accordance with ‘main street’ design principles, characterised by continuous building frontages adjacent to, and with awnings over, the footpath;
• Ensure the formation of a focal point for retail, office, entertainment, recreational and community related activities for the immediate area; and
• Ensure commercial uses on the ground floor level with residential or commercial on the upper levels.

Applications Subject of this Policy
This Policy applies to all development within the Stirling Civic Mixed Use Precinct.

Guideline Area
These Guidelines relate to Lots 788 to 798 Cedric Street as outlined in Figure 1.

Figure 1 – Boundary of the Stirling Civic Mixed Use Precinct Design Guidelines
DESIGN GUIDELINES

Built Form & Design
Building Heights
- Two Storey minimum height (except at the interface with Vivaldi Avenue, where one storey may be considered);
- Three Storey maximum height; and
- A loft may be added over and above the third storey on Lots 788 to 797, only, provided the use of the third storey and loft is exclusively residential. A loft will fit within a 45-degree roof pitch, but will not be permitted for development proposals seeking to amalgamate lots.

Floor Heights
- Maximum floor height shall be 4.5m; and
- Minimum floor height shall be 3.0m.

Setbacks
Street Setbacks
- Primary street setback to Cedric Street shall be Nil for lots 788 to 797;
- Primary street setback to Cedric Street shall be min 6.0m and max 15.0m for lot 798; and
- Secondary street setbacks shall be 6.0m for lots 788 & 798.

Side Setbacks
- Shall be Nil for lots 788 to 797; and
- Shall be 6.0m for lot 798.

Rear Setback
- Shall be 3.0m to Ravel Lane

Facades
- The front and rear of facades on the second level and subsequent levels of all buildings shall be articulated to break-up long straight facades through the use of at least three of the following:
  - Openings;
  - Protruding separate balconies;
  - Awnings over windows;
  - Use of different colours and textures; and
  - Indentations and additional details to break the building into individual elements.
• Where lots are amalgamated, or neighbouring lots are under the same ownership, the facade of any development proposed is to define the original lot boundaries, with different, but complementary facade treatment for each “lot”.

• Streetscape Relationship

Activity & Uses
• Commercial and other active uses shall be located on the ground level of all developments; and
• Residential and other non active uses may be permitted towards the rear of the lots and on the upper levels.

Entry points
Entry points shall directly face the street and include at least two of the following:

• Signage above the entry door;
• Indentation of the entry point, where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees;
• Highlighting the entry point through the use of different materials;
• Increasing the height of the awning above the entry point to no higher than 3.5m above footpath level; and
• In the case of corner lots, both facades are required to address their respective street.

Weather Protection
• Awnings shall be provided to the Cedric Street frontage of Lots 788 to 797 over all footpaths that abut a building;
• Awnings shall be constructed using materials that are opaque, non-reflective and be consistent with the style and detail of the buildings to which the awning is attached;
• New awnings shall line up with existing awnings (where present);
• New awnings shall protrude from the face of the building by a minimum width of 2.0m (where possible);
• Awnings shall be parallel to the footpath; and
• Awnings shall be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.

Levels
• There shall be no level difference between the ground floor level and the footpath level of a building to ensure pedestrian access.
Fences and Retaining Walls

- Fences to side boundaries are permitted to be solid (visually impermeable) to a maximum height of 1.8m. Fences to Ravel Lane must be setback 1.0m from the boundary (refer Landscaping requirements below). Note: appropriate visual truncations must be provided to vehicle access ways;
- Only masonry, timber or decorative metal fencing is permissible. Materials such as fibre cement, asbestos, corrugated sheets, sheet metal, electrified fences or fencing incorporating razor wire, embedded sharp objects, barbed wire or similar materials, are prohibited; and
- The use of retaining walls should be minimised.

Landscaping

A landscaping Plan shall be submitted in accordance with the City's Landscaping Policy.

Access & Parking

Parking Ratios

Parking is to be provided at the following rates or, where not specified, as per the City's Parking Policy.

<table>
<thead>
<tr>
<th>ACTIVITY / USE</th>
<th>NUMBER OF PARKING BAYS</th>
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<tr>
<td>Consulting Rooms - Group Practice and Medical Centres Practitioners</td>
<td>8 bays plus 2 bays for each practitioner in excess of two</td>
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<tr>
<td>Office</td>
<td>1 Bay per 50m² GFA</td>
</tr>
<tr>
<td>Restaurant, Fast Foods, Reception Centre</td>
<td>1 bay per 4m² of GFA and 1 bay per 8m² of eating or drinking space.</td>
</tr>
<tr>
<td>Shop</td>
<td>1 bay per 30m² of GFA</td>
</tr>
<tr>
<td>Showroom</td>
<td>1 bay per 50m² of GFA</td>
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- For mixed-use developments, the City may allow the shared or joint use of parking provided that:
  - The applicant is able to demonstrate to the satisfaction of the City the adequacy of any shared parking arrangement by providing information on the parking requirements of each shared use; and,
  - The applicant is able to demonstrate that the peak hours of operation of the different uses on the land are different or do not substantially overlap; and,
- The bays are clearly marked limiting the purpose for which the parking may be used at different times of the day; and,
- The concession on the number of bays to be provided does not exceed 50% of the total number of bays required for the development under the City's Parking Policy or these guidelines.
- In addition, the required car bays will be calculated on the combined peak for the sharing users.

**Vehicle Access**
- On-site car parking shall be provided and accessed from Ravel Lane to the rear of the commercial precinct.
- No vehicular access is permitted to each Lot (except Lot 798) from Cedric Street or Civic Place and all access must be obtained via Ravel Lane.

**Pedestrian Access**
- Pedestrian access is considered a priority and as such pedestrian access shall be continuous, at grade, directly from the footpath level into the front of the development off Cedric Street. Pedestrian access into Lots 788 and 798 may be permitted from the secondary street frontage also.

**Servicing Access**
- All servicing shall be solely undertaken on-site and be accessed from Ravel Lane. Service and delivery yards are to be screened from public view.

**Bin Storage and Access**
- Bin storage areas shall be provided in accordance with the City's Bin Storage Area Policy; and
- All bin storage and access shall be located on site and be accessible from Ravel Lane.

**Location of Services**
- Piped and wired services, air conditioners, satellite dishes, bin stores, service plant and water storage tanks shall be screened from public view to the satisfaction of the City; and
- All meters and connections are to be accessed adjacent to the vehicular access and shall be integrated into the overall landscape and building design.

**Lighting Safety & Security**
- Shall be in accordance with the City's Mixed Use & Commercial Centres Design Guidelines.
Other Considerations

Signs
- Shall be in accordance with the City's Advertising Signs Policy.

Sound Attenuation
- Shall be in accordance with the City's Mixed Use & Commercial Centres Design Guidelines.

Separation of Residential and Non Residential Uses
Residential uses must be adequately separated from non-residential uses to provide privacy. It is preferred that separation be provided by placing non residential uses on the floor below residential uses, but adjacent use may be approved at the discretion of the City.

SPECIFIC DESIGN GUIDELINES

Lot 798 Corner Cedric Street and Karrinyup Road
Gateway Building
This site has a key location within the City Centre and as such should be developed as a gateway or marker into the precinct. The shape of the site shall be fully utilised to create a distinctive building.

Pedestrian Access way
A pedestrian access way abutting Lot 797 and connecting Ravel Lane with Cedric Street is to be provided as part of the landscaping solution for Lot 798. This access way shall be paved to a width of 3 metres with a suitable surface and be lit to provide safe passage at night.

VARIATIONS
Variations to this policy will be assessed against the objectives of this policy.

OFFICE USE ONLY:
Local Planning Scheme No.3 – Local Planning Policy History:

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5.2 INGLEWOOD TOWN CENTRE DESIGN GUIDELINES
– REVOKED 11 Dec 2018

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<td>0516/039</td>
<td>11 Dec 2018</td>
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5.3 MAIN STREET PLAZA DESIGN GUIDELINES

1.0 Introduction
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

2.0 Objectives
- To create vibrant and active mixed use centre by locating facilities such as housing, employment places and retail activities together;
- To permit the development of office and/or residential uses;
- To promote a high quality built form that creates a distinctive urban form and enables safety and security through passive surveillance;
- To improve the visual amenity of the area through the provision of an integrated car parking and landscaping facility;
- To minimise the impact of buildings upon existing residential properties in regard to bulk and scale; and
- To facilitate the development of safe and adequate parking facilities.

3.0 Applications Subject of this policy
All development within the Main Street Plaza Precinct is subject to the provisions of these guidelines as per figure 1 below:

![Figure 1 – Main Street Plaza Guideline Area](image-url)
4.0 Design guidelines

4.1 Built Form

Setbacks
- The minimum Front Street Setback shall be 3.0m. Balconies and architectural features above ground level may project into the 3.0 setback.
- The minimum rear setback shall be 2.0m. (No ‘wing’ walls to project into this setback).
- Where adjoining sites are zoned residential, side/rear setbacks shall be calculated as per the State Planning Policy 7.3 Residential Design Codes (Volume 1 or 2 as the case may be).

Building Height
Buildings shall be a maximum of two (2) storeys and be no greater than 8.0m in height.

Corner Sites
Buildings located on corner sites shall include architectural roof features that protrude above the normal roof line.

4.2 Streetscape Relationship

Development within the Street Setback Area
The following shall not be permitted within the setback area:
- Fencing above 1.0m in height;
- Car parking bays;
- Access driveways.

Landscaping
A landscaping plan is required to be submitted for all non-residential development in accordance with the City’s Landscaping Policy.

5.0 Car Parking

Parking
All parking bays at the rear to be setback a minimum of 2m from the rear Rights of Way.

Parking Ratio
Minimum On-Site Car Parking Ratio shall be 1 bay per 100m2 of site area plus additional parking bays in accordance with State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments Table 3.9 per dwelling with all bays having access off the rear Rights of Way.

6.0 Vehicular and Pedestrian Access

Vehicular Access
All vehicular access is to be in accordance with the City’s Parking and Access Policy.
Pedestrian Access
- Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development and along street frontages
- Pedestrian routes shall be as direct and level as possible;

Universal Design
- 20 percent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the *Liveable Housing Design Guidelines* (Liveable Housing Australia); or
- 5 percent of all dwellings are designed to Platinum Level as defined in the *Liveable Housing Design Guidelines* (Liveable Housing Australia).

7.0 Variations
Variations to this policy will be assessed against the objectives of this policy.

*Note: Development Contributions are to be made in accordance with Local Planning Scheme No 3 Schedule 11.*

**OFFICE USE ONLY:**

Local Planning Scheme No.3 – Local Planning Policy History:

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5.4 MIRRABOOKA REGIONAL CENTRE DESIGN GUIDELINES
   – REVOKED 15 Dec 2015

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5.5 **SCARBOROUGH DESIGN GUIDELINES – SPECIAL BEACH DEVELOPMENT ZONE DESIGN GUIDELINES** - **SUPERSEDED by Interim Scarborough Redevelopment Scheme (MRA) Effective 2 July 2014**

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5.6 SCARBOROUGH DESIGN GUIDELINES – SCARBOROUGH REDEVELOPMENT ZONE - SUPERSEDED by Interim Scarborough Redevelopment Scheme (MRA) Effective 2 July 2014

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5.7   KARRINYUP REGIONAL CENTRE GUIDELINES

INTRODUCTION
Where this Policy is inconsistent with the provisions of a general Policy or Guidelines applying to a particular site or area (eg Parking Policy), the provisions of this specific Policy shall prevail. It is the ultimate intention to extend a mixed-use zone to all lots around the Karrinyup Regional Centre after thorough community consultation and urban design studies have been completed.

Objectives
- To create vibrant and active mixed use centre by locating facilities such as housing, employment places and retail activities together;
- To create main street frontages to the existing roads surrounding Karrinyup Shopping Centre;
- To create a high level of pedestrian amenity through the provision of continuous streetscapes, interactive frontages and weather shelter;
- To promote a high quality built form that creates a distinctive urban form and enables safety and security through passive surveillance; and
- To create public and private spaces that are safe, attractive and surrounded by active vibrant uses that will become the focal / meeting point of the centres.

Guideline Area
This policy applies to development on areas zoned regional centre, civic and residential (with additional use) in the following area:

![Figure 1 – Karrinyup Regional Centre Guidelines Area](image-url)
DESIGN GUIDELINES
Built Form & Design

Heights
Objective
To ensure that building height and scale is appropriate to its site and context.

- New buildings shall be between 2 and 3 storeys;
- Higher buildings on landmark sites / corner sites and sites larger than 5000m² may be permitted subject to the following:
  - Not have a significant detrimental impact on the amenity of the area;
  - Have podium buildings of 2 to 3 storeys on facing the periphery roads (Burroughs Road, Francis Street and Davenport Street) with higher buildings setback 15.0m from the boundary; and
  - Living areas on the affected site are afforded at least three hours of solar access between the hours of 9 am and 3 pm on the shortest day of the year.

  Note: Where undercroft parking is provided and 50% is below natural ground level it will not be included in the calculation of building height.

Setbacks
Objective
To strengthen the continuity of the streetscapes and provide continual weather protection for pedestrians

Street Setbacks
- Commercial buildings shall have a nil setback to both primary and secondary streets;
- Residential buildings shall be setback from adjoining streets in accordance with Figure 2 below:
Figure 2 - Residential Street Setbacks

Note:
1. Refer Scheme Text 'Table 1: Zoning Table' Condition 4
2. Uses ancillary to permitted residential uses (for example, but not limited to building entrances and entrance lobbies) are not subject to the 15m residential exclusion area.

- Where adjoining sites are zoned residential, street setbacks shall be stepped back from the residential site to match the setback of the residential building;
- Where adjoining buildings have greater street setbacks a stepping back of the building may be appropriate; and
- The Existing shopping centre shall have nil setbacks to Burroughs Road, Francis Street and Davenport Street.

Side and Rear Setbacks
- Buildings shall be built from side boundary to side boundary; and
- Where adjoining sites are zoned residential, side/rear setbacks shall be calculated as per the Residential Design Codes of Western Australia.

Corner Sites
**Objective**

To ensure that buildings give additional prominence to the street corner by using landmark features.

Buildings located on corner sites shall include:

- Architectural roof features that protrude above the normal roof line;
- Increased parapet heights with additional detail, colour and textures; and
- Increase the number of storeys at the street corner.

**Multi Storey Car Parks**

**Objective**

To ensure that multi storey car parks are not visible from the street and do not have a detrimental impact on the streetscape.

- Standalone Multi Storey Car Parks shall not be visible from the street and shall be located behind buildings.
- Multi Storey Car Parks included within the main building shall be screened / treated so as to provide a seamless appearance between the car park levels and other levels.

**Facades**

**Objective**

To ensure that building facades are architecturally interesting.

- Maximum 75% glazing on any façade; and
- The second level and subsequent levels above, of facades shall be articulated to break-up straight plain facades through the use of at least four of the following:
  - Openings;
  - Protruding balconies;
  - Awnings over windows;
  - Use of different colours and textures; and
  - Indentations and extrusions with details to break the building into individual elements.

**Parapets**

**Objective**

To ensure that parapets are visually interesting and to avoid flat monotonous lines.

New buildings that contain parapets shall include:

- Indentations;
- additional modulation;
- variation in parapet heights and designs so as to provide additional interest to the street.

**Balconies**
Objective
To ensure that the bulk of buildings is reduced.

- Balcony balustrades shall be 50% visually permeable.

Roof Features
Objective
To ensure that taller buildings within centres provide landmark features.

- Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.

Colours & Materials
Objective
To ensure the use of appropriate colours and quality materials.

- New colour schemes shall take into consideration the colour scheme of existing buildings and shall not be in sharp contrast;
- Fluorescent and intense colours shall not be used; and
- In traditional shopping areas materials and colours sympathetic with existing buildings shall be used.

Streetscape Relationship
Ground Floor Frontage Objective
To ensure that tenancies facing the street portray an attractive and inviting frontage.

- Being predominantly clear glazed with a mixture of openings, display windows and shopfronts that allows passive surveillance of the street and the tenancies; and
- Minimising the amount of signage on individual windows to no more than 20%.

Entry Points
Objective
To ensure entrances are designed to enable safe and comfortable access and that building entrances are clearly defined.

Entry points shall directly face the street and include at least two of the following:

- Signage above the entry door;
- Indentation of the entry point, where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees;
- Highlighting the entry point through the use of different materials; and
- Increasing the height of the awning above the entry point to no higher than 4.0m above footpath level.
Activity & Uses

Objective
To create an active, vibrant and safe town centre by reinforcing the interface between internal and external uses along the street front and by providing passive surveillance.

- Active and lively street fronts shall be provided that encourage pedestrian activity and vitality of the centre by:
  - Locating retail and other active commercial uses on the ground floor level; and
  - Locating office and other non-active uses (residential) on upper levels.

Weather Protection

Objective
To support a comfortable external environment for pedestrians.

- Awnings shall be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings;
- Awnings shall be provided above all entrances and exits of a building;
- Awnings shall be constructed using materials that are opaque and non-reflective (no glass);
- New awnings shall line up with existing awnings (where present);
- New awnings shall protrude from the face of the building by a minimum width of 2.0m (where possible);
- Awnings shall be parallel to the footpath; and
- Awnings shall be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.

Levels

Objective
To ensure that development follows the topography of the land and to ensure that there is equitable access for pedestrians and that excessive differences will not have a negative impact on the amenity of the area.

- On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the shop front;
- There shall be no difference between the ground floor level and the footpath level of a building to ensure pedestrian access; and
- Filling up to 500mm shall be permitted to enable flat level sites

Fencing & Gates

Objective
To provide an open, accessible and attractive urban environment.

- Fencing between the building and the front and secondary boundary shall not be permitted;
- Fencing behind the building line shall generally not be permitted where it obstructs access to public parking areas;
- Where required, gates & fences shall be open style to 1.8m; and
• No barbed wire or electric fencing shall be permitted.

**Landscaping**

**Objective**

*To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.*

• A landscaping plan shall be submitted for all new development applications and be in accordance with the City’s [Landscaping Policy](#); and

• Planters and window boxes are acceptable where the footpath is sufficiently wide enough to accommodate such features.

**Access & Parking**

**Parking**

• All parking is to be in accordance with the City’s Parking Policy.

**Vehicle Access**

**Objective**

*To ensure that vehicle access ways are safe and easily traversed.*

• Vehicle access to sites fronting major roads shall be from side streets or rights of ways where available;

• All vehicle movements shall be able to enter and exit the site in a forward gear; and

• All parking areas to comply with the Australian Standard 2890.1 in relation to turning circles, gradients within the site.

**Pedestrian Access**

**Objective**

*To create a pedestrian network that is safe and direct.*

• Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development and along all street frontages; and

• For developments with parking at the rear pedestrian access between the street and car parking area shall be provided.

• Pedestrian routes shall as far as possible be on publicly owned land, and preferably be within the road reserve as part of the street network.

• Development shall provide pedestrian routes with protection from summer sun and winter rain in accordance with the Area Specific Guidelines.

• Pedestrian routes shall be aligned primarily along existing building fronts and thereafter along proposed new development fronts.

• Pedestrian routes shall be as direct and level as possible.

• Dead ends and/or closed view corridors shall be avoided.
Crossovers

Objective
To limit the number of crossovers to reduce the impact on pedestrians and traffic.

- A maximum of two crossovers shall be permitted for sites, one for entry and one for exiting.

Design & Location of Car Parking Spaces

Objective
To ensure that car parking areas do not disrupt the continuity of commercial frontages or otherwise detract from the amenity of the streetscape.

- Parking areas shall generally not be visible from the street and located behind the building line or in undercroft parking where appropriate;
- Car parking areas within the front setback area shall be softened by landscaping along street frontages in accordance with the City's Landscaping Policy;
- Multi storey car parking shall be screened from the street by dense landscaping; and
- Parking bays shall be designed in accordance with the relevant Australian Standard and shall have 1 tree per 6 parking bays, as required by the City’s Landscaping Policy.

Bicycle Parking Facilities

- The provision of bicycle parking facilities in accordance with the States Guidelines.

Service Access and Facilities

Objective
To ensure there is sufficient space for the storage of waste and other materials and sufficient space for the delivery of goods.

- The provision of service access to all commercial premises shall be provided for loading and unloading goods;
- Bin storage areas shall have the following minimum sizes:
  - Size 10m²*; and
  - Width 3.5m.

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

- Bin storage areas shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street, materials shall match with the building, shall be sealed and regularly cleaned and maintained and stormwater and effluent drainage facilities shall be contained within this area.
Lighting, Safety & Security

Lighting

Objective
To ensure that developments support proper and attractive illumination of public and private spaces for security and safety.

Lighting shall be provided in the following areas to increase safety and security:

- Under all awnings;
- In all parking areas;
- Service areas;
- Of all footpaths;
- Of all entry points; and
- Additional lighting of key elements and features of the building and landscaping is encouraged to add vitality.

Safety & Surveillance

Objective
To ensure that public and private areas are either visible and safe or screened and illuminated in such a way as to ensure a high quality safe and comfortable outdoor environment prevails.

The following design features shall be avoided to improve safety and reduce graffiti:

- Entrapment areas, blind corners and narrow pathways;
- Long expanses of blank walls;
- Dead ends and hidden recesses shall be avoided;
- Landscaping and other elements shall not create a visual barrier between 0.5 and 2.0m above finished floor levels or ground level as applicable;
- Rear loading shall be secure at night and preferably enclosed to reduce light and noise spill during night loading;
- Loading bay access lanes and other areas that may be dead ends at night shall be secured; and
- Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.

Roller Shutter Doors

Objective
To ensure that ground floor areas provide an attractive frontage to the street and other visible spaces whilst providing security.

- Solid roller shutter doors shall not be permitted on any façade facing the street; and
- Roller doors of see through acrylic material are acceptable on shop fronts providing that at least 75% of the roller door is transparent and the material maintains a high level of transparency once installed.

Screening
Objective
To ensure that air conditioners and other services do not detract from the streetscape.

- Air conditioning units, ducts and other services shall be screened from view and should be located away from the street front.

Other Considerations

Signage
- Advertising Signs shall be in accordance with the City’s Advertising Signs Policy

Sound Attenuation

Objective
To ensure that noise from non-residential uses does not adversely affect the amenity of residential development.

- All mixed-use developments containing residential uses shall submit an acoustic report prepared by a qualified acoustic (noise) consultant.
- Developments shall:
  - Avoid location of noise sensitive areas such as bedrooms away from noise sources;
  - Use 10mm glazing or double glazing where windows face a noise source;
  - Use of appropriate materials between floors, walls, ceilings and doors to minimise noise; and
  - Endeavour to comply with the Environmental Protection (Noise) Regulations 1997.

Note: For further information regarding sound attenuation, it is recommended that applicants refer to Australian Standard AS-NZS2107: 2000 – Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.

Adaptability

Objective
To ensure that developments continue to be appropriate over time for a range of uses.

- Large developments shall be designed to allow for easy conversion into individual tenancies each with their own street front access; and Column grids and wall spacings shall reflect intervals that facilitate a range of use-types. Ideally these should be spaced between 4m and 7m apart.

VARIATIONS

Variations to this policy will be assessed against the objectives of this policy.
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5.8 STIRLING CITY CENTRE PARKING

Introduction
Where this Policy is inconsistent with the provisions of a parking Local Planning Policy applying to the whole of the Scheme area, the provisions of this local planning policy shall prevail. This Policy shall be read in conjunction with Part 3 of the Stirling City Centre Activity Centre Plan. Some of the provisions in this policy repeat provisions included the Stirling City Centre Activity Centre Plan. The parking dispensations available under Clause 5.5 of the City’s Parking and Access Policy do not apply within this Policy area.

Objectives
- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.
- To prioritise access to the city centre by public transport, walking and cycling.
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for an inner city environment, and to efficiently manage parking supply and demand.
- To ensure that the number of parking bays and the resultant traffic does not exceed the capacity of the road network.
- To assist in the funding of the necessary upgrade of the parking facilities and public transport network associated with the redevelopment of Stirling City Centre.

Applications Subject of this Policy
This Policy applies to all development within the policy area as defined in Figure 1.

Definitions and Interpretations
Definitions in this Policy shall be as per Local Planning Scheme Number 3, Stirling City Centre Structure Plan and those outlined below:

End-of-Journey Facilities:
Are secure bicycle storage and other secure ‘end of trip’ facilities such as lockers and showers.

Net Site Hectare:
Means the total area of the site upon which the development or use is approved as contained in the certificate of title or titles for the land if the whole of a lot (or if a portion of a lot, the area occupied by the approved development), including all landscaping and ancillary development, as a proportion of 10,000m².

Public Parking:
Public Parking means parking that is provided or offered to members of the public whether or not upon payment of a fee or subject to other condition, but does not include parking that involves the use of a reserved or dedicated parking bay.

Short Stay Parking:
Short Stay Public Parking Bays means bays that are available to the public where at least 50% of vehicles stay less than 4 hours and at least 90% stay less than 6 hours.
Figure 1 – Parking Policy Area
Policy Provisions

1. Non-residential Development
   Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

<table>
<thead>
<tr>
<th>Size Of Development</th>
<th>Max</th>
<th>Min Public Parking</th>
<th>Min Short Stay Parking</th>
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<tr>
<td>Core Area</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Development with plot ratio over 1.0 of non-residential floor space</td>
<td>400 bays per hectare</td>
<td>350 bays/ hectare</td>
<td>60%</td>
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<td>Development with a plot ratio of 1.0 or less of non-residential floor space</td>
<td>2.5 bays per 100m² of non-residential floor space</td>
<td>1.25 bays per 100m² of non-residential floor space</td>
<td>60%</td>
</tr>
<tr>
<td>Outer Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development with plot ratio over 1.0 of non-residential floor space</td>
<td>300 bays per hectare</td>
<td>125 bays/ hectare</td>
<td>60%</td>
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<tr>
<td>Development with a plot ratio of 1.0 or less of non-residential floor space</td>
<td>2.5 bays per 100m² of non-residential floor space</td>
<td>1.25 bays per 100m² of non-residential floor space</td>
<td>60%</td>
</tr>
</tbody>
</table>

   Table 1 – Non-residential development

2. Redevelopment of Existing Developments
   Where an existing non-residential and non-short stay development, with approved parking in excess of the provisions set out in Table 1 of this policy applies for redevelopment, the City may, at its discretion, permit the existing level of parking to remain, subject to all of the parking in excess of the permitted level of car parking being provided and managed as Public Parking as outlined in Table 1.

3. Residential Development and Short Stay Accommodation
   3.1 The required number of car bays for residential development and short-stay accommodation shall be calculated as follows:
      i. Parking for residential development shall be in accordance with the Residential Design Codes, unless these standards are varied in an adopted Local Development Plan;
      ii. Parking for short stay accommodation shall be provided at a ratio of 1 bay per 2 accommodation units.

   3.2 All other car parking requirements with the Stirling City Centre Special Control Area shall be in accordance with the adopted Stirling City Centre Activity Centre Plan, Local Development Plans and Local Planning Policy, and shall be guided by State Planning Policy 4.2 – Activity Centres for Perth and Peel.

   Note: These requirements were inserted into the Scheme Text (Clause 6.11.18) as part of Scheme Amendment No.84.
3.3 Residential visitor bays may be provided on-street at the expense of the applicant and in accordance with the Stirling City Centre Urban Design and Landscape Strategy. The constructed bays may be used for paid parking.

4. **Calculation of Car Parking Provision Requirements**

4.1 All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement shall be rounded down to the nearest whole number. All parking requirements for residential development are to be calculated by rounding up to the nearest whole number.

4.2 Where reciprocal parking arrangements are proposed within a parking facility where different uses (such as office and residential) will generate parking demand at different times, the proposal must demonstrate that this will result in the efficient use of parking resources and will support the objectives of this policy.

5. **Special Purpose Car Parking**

In addition to the provision of car parking bays in accordance with Table 1, the approval of a development or use may require the on-site provision of parking reserved exclusively for the use of disabled motorists, delivery and servicing vehicles, couriers, taxis, buses and coaches, park and ride and kiss and ride at train stations at the discretion of the City of Stirling.

6. **Use and Management of Car Parking Bays**

6.1 A minimum of 60% of the public parking bays provided on site in accordance with Table 1 shall be used as Short Stay Public Parking.

6.2 Applications for new or redeveloped parking or for change of use of parking bays shall be required to be accompanied by a detailed Parking Management Plan to ensure the development is in accordance with this policy.

6.3 The Parking Management Plan shall describe how the onsite parking will be managed to ensure compliance with the Parking Policy and may include, but not be limited to, the following matters:

- How will access to the facility be controlled?
- How will different types of parking within the facility be managed and controlled?
- What management will be imposed on public parking to reflect short stay or long stay parking restrictions?
- What methods will be used to police and enforce compliance with the relevant planning approval and this Parking Policy?
- How will evidence be collected and reported to demonstrate compliance?
- What safety and security measures will be implemented to protect those using the facility and their property?

7. **Cash-in-lieu of Public Parking Provision**

7.1 In accordance with the minimum number of public parking bays to be provided on site under Table 1, the City may approve a 20% reduction in the minimum amount of public
parking required subject to the owner making a payment to the City prior to the issue of a building permit for development or the approval of a deposited plan for a subdivision or amalgamation or of a strata plan or survey strata plan, whichever occurs first, as a cash-in-lieu payment of public parking provision to meet the cost of the requirement for public parking bays. The cash-in-lieu payment will be calculated in accordance with Clause 5.8 of Local Planning Scheme No. 3.

7.2 Where payment is received by the City for the provision of public parking bays, these bays shall not be provided on the site the subject of the approval.

7.3 The cash-in-lieu payment shall be used to fund:

- Construction of public parking on part of lot 206 Ellen Stirling Boulevard and Lot 7427 Staveley Place, Innaloo;
- Purchase of additional land in the vicinity of the above sites to provide public parking in Innaloo;
- Additional on-street public parking in Innaloo, Woodlands and Stirling;

8. **Rate of Bicycle Parking Provision**

The following levels of bicycle parking shall be provided on site as outlined in Table 2:

<table>
<thead>
<tr>
<th>Activity/ Use</th>
<th>No. Bicycle Parking Spaces For Employees/Residents</th>
<th>No. Bicycle Parking Spaces For Customers/Visitors</th>
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<tr>
<td>Residential</td>
<td>0.5 space per dwelling (storage Unit)</td>
<td>1 space per 10 dwellings</td>
</tr>
<tr>
<td>Office</td>
<td>0.75 spaces per 100m^2 of NLA</td>
<td>0.1 spaces per 100m^2 of NLA</td>
</tr>
<tr>
<td>Other Non – Residential Uses</td>
<td>0.25 spaces per 100m^2 of NLA</td>
<td>0.1 spaces per 100m^2 of NLA</td>
</tr>
</tbody>
</table>

**Table 2 – Rate of Bicycle Parking Provision**

9. **Rate of Motorcycle/Scooter Parking Provision**

The following levels of motor cycle/scooter parking shall be provided on site as outlined in Table 3:

<table>
<thead>
<tr>
<th>Activity/ Use</th>
<th>No. Motorcycle/Scooter Parking Spaces For Employees/Residents</th>
<th>No. Motorcycle/Scooter Parking Spaces For Customers/Visitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Development exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays (for each 5 motorcycle/scooter parking bays provided, car parking bays may be reduced by 1 bay)</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Office</td>
<td>0.2 space per 100m^2 of NLA</td>
<td>0.1 spaces per 100m^2 of NLA</td>
</tr>
<tr>
<td>Other Non – Residential Uses</td>
<td>0.1 spaces per 100m^2 of NLA</td>
<td>0.1 spaces per 100m^2 of NLA</td>
</tr>
</tbody>
</table>

**Table 3 – Rate of Motorcycle Parking Provision**
10. Variations

No variations will be permitted on the following clauses:

- Table 1 - maximum parking in Core Area;
- Table 1 - maximum parking and minimum short stay parking in Outer Area; and
- Clause 7 - payment of cash-in-lieu for shortfall of minimum public parking.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

<table>
<thead>
<tr>
<th>Action</th>
<th>Resolution Number</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt</td>
<td>1115/036</td>
<td>15 December 2015</td>
</tr>
<tr>
<td>Modified</td>
<td>0217/039</td>
<td>18 July 2019</td>
</tr>
<tr>
<td>Modified</td>
<td>1119/004</td>
<td>19 Dec 2019</td>
</tr>
</tbody>
</table>
INTENTIONALLY BLANK
5.9 MIRRABOOKA TOWN CENTRE PARKING

Introduction
Where this Policy is inconsistent with the provisions of a parking Local Planning Policy applying to the whole of the Scheme area, the provisions of this local planning policy shall prevail. This Policy shall be read in conjunction with the Mirrabooka Town Centre Activity Centre Plan. The parking dispensations available under Clause 5.5 of the City’s Parking and Access Policy do not apply within this Policy area.

Objectives
- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.
- To prioritise access to the town centre by public transport, walking and cycling.
- To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure.
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for a town centre environment, and to efficiently manage parking supply and demand.
- To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.

Applications Subject of this Policy

This Policy applies to all development within the area as defined in Figure 1.
Definitions and Interpretations
Definitions in this Policy shall be as per Local Planning Scheme Number 3, Mirrabooka Town Centre Structure Plan and those outlined below:

End-of-Journey Facilities: are secure bicycle storage and other secure ‘end of trip’ facilities such as lockers and showers.

Net Site Hectare: means the total area of the site upon which the development or use is approved as contained in the certificate of title or titles for the land if the whole of a lot (or if a portion of a lot, the area occupied by the approved development), including all landscaping and ancillary development, as a proportion of 10,000m².

Public Parking: means parking that is provided or offered to members of the public whether or not upon a payment of a fee or subject to other condition, but does not include parking that involves the use of reserved or dedicated parking bay.

Short Stay Parking: means bays that are available to the public where a minimum of 50% of vehicles stay less than 4 hours and a minimum of 90% stay less than 6 hours.

POLICY PROVISIONS
Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

<table>
<thead>
<tr>
<th>Size Of Development</th>
<th>Max</th>
<th>Min Public Parking</th>
<th>Min Short Stay Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development with plot ratio over 1.0 of non-residential floor space</td>
<td>200 bays per hectare</td>
<td>100 bays/ hectare</td>
<td>60% of public parking*</td>
</tr>
<tr>
<td>Development with a plot ratio of 1.0 or less of non-residential floor space</td>
<td>2.0 bays per 100m² of non-residential floor space</td>
<td>1.0 bays per 100m² of non-residential floor space</td>
<td>60%*</td>
</tr>
<tr>
<td>Outer Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development with plot ratio over 1.0 of non-residential floor space</td>
<td>400 bays per hectare</td>
<td>200 bays/ hectare</td>
<td>60% public parking*</td>
</tr>
<tr>
<td>Development with a plot ratio of 1.0 or less of non-residential floor space</td>
<td>4.0 bays per 100m² of non-residential floor space of gross floor area</td>
<td>2.0 bays per 100m² of non-residential floor space of gross floor area</td>
<td>60% public parking*</td>
</tr>
</tbody>
</table>

*May include on-street parking directly abutting the site.

Note: Parking requirements for ‘Nursing Home’ uses to be assessed in accordance with Local Planning Policy 6.7 ‘Parking and Access’

Table 1 - Non - Residential Development
2. Redevelopment of Existing Developments

Where an existing non-residential development, with approved parking in excess of the provisions set out in Table 1 of this policy applies for re-development, the City may, at its discretion, permit the existing level of parking to remain, subject to all of the parking in excess of the permitted level of car parking being provided and managed as Public Parking as outlined in Table 1.

3. Residential Development

3.1 Car parking bays for residential development in areas allocated density codes of between R20 and R160 in an approved Activity Centre Plan shall be in accordance with State Planning Policy 7.3 Residential Design Codes.

3.2 Parking for multiple dwellings (apartments) with an R-ACO code shall be in accordance with Table 2.

<table>
<thead>
<tr>
<th>Dwelling Size</th>
<th>Minimum Car Parking Bays / Dwelling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small (less than 75m² or 1 bedroom)</td>
<td>0.75 bays / dwelling</td>
</tr>
<tr>
<td>Medium (75 – 110m²)</td>
<td>1 bay / dwelling</td>
</tr>
<tr>
<td>Large (more than 110m²)</td>
<td>1.25 bays / dwelling</td>
</tr>
</tbody>
</table>

Note: These parking ratios are as per Local Planning Scheme No.3 requirements

Table 2 – Multiple Dwelling Car Parking Ratios for Areas Coded R-AC0

3.3 Residential visitor bays may be provided on-street at the expense of the applicant directly abutting the site.

4. Calculation of Car Parking Provision Requirements

4.1 All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement shall be rounded down to the nearest whole number. All parking requirements for residential development are to be calculated by rounding up to the nearest whole number.

5. Special Purpose Car Parking

In addition to the provision of car parking bays in accordance with Table 1, the approval of a development or use may require the on-site provision of parking reserved exclusively for the use of disabled motorists, delivery and servicing vehicles, couriers, taxis, buses and coaches, park and ride and kiss and ride at train stations at the discretion of the City of Stirling.

6. Use and Management of Car Parking Bays

6.1 A minimum of 60% of the public parking bays provided on site in accordance with Table 1 shall be used as Short Stay Public Parking.

6.2 Applications for new or redeveloped parking or for change of use of parking bays shall be required to be accompanied by a detailed Parking Management Plan to ensure the development is in accordance with this policy.

6.3 The Parking Management Plan shall describe how the onsite parking will be managed to ensure compliance with the Parking Policy and may include, but not be limited to, the following matters:
• How will access to the facility be controlled?
• How will different types of parking within the facility be managed and controlled?
• What management will be imposed on public parking to reflect short stay or long stay parking restrictions?
• What methods will be used to police and enforce compliance with the relevant planning approval and this Parking Policy?
• How will evidence be collected and reported to demonstrate compliance?
• What safety and security measures will be implemented to protect those using the facility and their property?

6.4 Transport Assessments are required in accordance with the City’s Parking and Access Policy.

7. **Cash-in-lieu of Public Parking Provision**

7.1 In accordance with the minimum number of bays to be provided on site for public parking, under Table 1, the City may approve a 20% reduction in the minimum amount of public parking required subject to the owner making a payment to the City prior to the issue of a building permit for development or the approval of a deposited plan for a subdivision or amalgamation or of a strata plan or survey strata plan, whichever occurs first, as a cash-in-lieu payment of public parking provision to meet the cost of the requirement for public parking. The cash-in-lieu payment will be calculated in accordance with Clause 5.8 of Local Planning Scheme No.3.

7.2 Where payment is received by the City for the provision of public parking bays, these bays shall not be provided on the site the subject of the approval.

7.3 The cash-in-lieu payment shall be used to fund or partially fund:
- Construction of public parking on part of lot 603, Sudbury Road and part of Lot 507 Sudbury Road, Mirrabooka;
- Purchase of part of lot 507 Sudbury Road, Mirrabooka
- Additional on-street public parking in the Mirrabooka Town Centre.

8. **Rate of Bicycle Parking Provision**

The following levels of bicycle parking shall be provided on site as outlined in Table 3:

<table>
<thead>
<tr>
<th>Activity/ Use</th>
<th>No. Bicycle Parking Spaces For Employees/Resident</th>
<th>No. Bicycle Parking Spaces For Customers/Visitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>0.5 space per dwelling (storage Unit)</td>
<td>1 space per 10 dwellings</td>
</tr>
<tr>
<td>Office</td>
<td>0.75 spaces per 100m$^2$ of GFA</td>
<td>0.1 spaces per 100m$^2$ of GFA</td>
</tr>
<tr>
<td>Other Non – Residential Uses</td>
<td>0.25 spaces per 100m$^2$ of GFA</td>
<td>0.1 spaces per 100m$^2$ of GFA</td>
</tr>
</tbody>
</table>

Table 3 – Rate of Bicycle Parking Provision

9. **Rate of Motorcycle/Scooter Parking Provision**

In all developments, the following minimum levels of motor cycle parking (including scooters) shall be provided on-site in addition to Standard Car Parking Bays as follows:

<table>
<thead>
<tr>
<th>Activity/ Use</th>
<th>No. Motorcycle Parking Spaces For Employees/Residents</th>
<th>No. Motorcycle Parking Spaces For Customers/Visitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Development exceeding 20 dwellings provide 1 motorcycle/scooter space for</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>
### Table 4 – Rate of Motorcycle Parking Provision

<table>
<thead>
<tr>
<th></th>
<th>Per 100 m² GFA</th>
<th>Per 100 m² GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>every 10 car bays</td>
<td>(for each 5 motorcycle/scooter parking bays provided, car parking bays may be reduced by 1 bay)</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>0.2 spaces</td>
<td>0.1 spaces</td>
</tr>
<tr>
<td>Other Non – Residential Uses</td>
<td>0.1 spaces</td>
<td>0.1 spaces</td>
</tr>
</tbody>
</table>

### 10. Variations

Variations will be limited to the following percentages for the clauses listed below:

- Table 2, maximum car parking rates may be increased by 20% for tavern and hotel uses only.

No variations will be permitted on the following:

- Table 1 - Maximum parking for non-residential development;
- Table 1 – Minimum short stay parking;
- Clause 7 – Payment of cash-in-lieu for shortfall of minimum public parking.

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**OFFICE USE ONLY:**

Local Planning Scheme No.3 – Local Planning Policy History:

<table>
<thead>
<tr>
<th>Action</th>
<th>Resolution Number</th>
<th>Effective Date</th>
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<tr>
<td>Adopt</td>
<td>1215/035</td>
<td>26 January 2016</td>
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<tr>
<td>Modified</td>
<td>0217/041</td>
<td>12 June 2018</td>
</tr>
<tr>
<td>Modified</td>
<td>119/004</td>
<td>19 December 2019</td>
</tr>
</tbody>
</table>
6.1 ADVERTISING SIGNS

INTRODUCTION
This policy should be read in conjunction with Schedule 8 of the City of Stirling Local Planning Scheme No. 3 (LPS3) and the City of Stirling Local Law relating to Signs.

Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (eg Inglewood Town Centre Design Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives
- to ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;
- to avoid a proliferation of signs on individual sites and buildings;
- to improve the streetscape of major roads;
- encourage the rationalisation of advertising signs on individual premises;
- encourage the incorporation of advertising signs into the design consideration of buildings;
- To ensure that signs are not discriminatory or offensive; and
- To ensure that signs only relate to services and products on the site.

Applications Subject of this Policy
Planning Approval
A planning approval is required for all advertising signs located on zoned land and reserved land that seek to vary the provisions of this policy.

Building Licence
Certain advertising signs may also need a building licence approval for the structural aspects of the sign, applicants should liaise with the City’s Approvals Business Unit to determine which applications require a building licence.

Submission Requirements
Planning Application
For advertising signs that are not exempt from approval then the applicant needs to submit the following:

- Completed Planning Application Form;
- Payment of a planning fee (refer fees and charges info sheet);
- Site plan (1:100) showing the location of the sign(s), all buildings, lot boundaries, street names, north point;
- Elevations (1:100) illustrating the location of the sign(s) in relation to the building / site;
- Illustration (1:50) showing the contents, dimensions (including height above ground), surface areas and structural details of the sign;
- Structural engineering certificate for pylon signs; and
Sign strategy containing (Only for new Commercial or Industrial Developments):
  - a site plan (1:100) showing the location of all existing and proposed signs, all buildings and neighbouring buildings, lot boundaries, street names, north point;
  - a perspective or photomontage illustrating the location of all existing and proposed signs, buildings, neighbouring properties;
  - an illustration (1:50) showing the contents, dimensions (including height above ground), surface areas and structural details of each sign; and
  - a written justification explaining why Council should grant a variation.

Definitions
All definitions for advertising signs are outlined within Schedule 1 of LPS3 and are referred in this policy for reference purposes.

Definitions of individual sign types are defined and outlined in the Development Provisions section of this Policy.

Sign Types Not Listed
If a Sign Type or a particular advertising sign is not listed or defined, within the general terms of one of the definitions or is not otherwise mentioned in this Policy, such sign shall be deemed to be not permitted.

GENERAL DEVELOPMENT PROVISIONS
The following general provisions apply to all applications for advertising signs.

Design
Advertising signs shall:
  • be incorporated into the overall design of the building;
  • be in keeping with the scale and form of the building;
  • not cause visual clutter of the streetscape or the building;
  • not obscure any architectural features of the building;
  • not extend beyond any boundary of a lot;
  • not cause a nuisance, by way of light spillage, to abutting sites; and
  • not comprise of flashing or running lights.

Safety
Advertising signs shall:
  • not pose a threat to public safety or health;
  • not obstruct visual sightlines of vehicles and/or pedestrians;
  • not interfere with or be likely to be confused with traffic control signals; and
  • not obstruct pedestrian movement.
Content
Advertising signs shall:
- not advertise services or products other than those available on the lot; and
- not contain any discriminatory or offensive material.

SPECIFIC SIGN DEVELOPMENT STANDARDS

Community Service Sign

Definition
Sign which is a temporary non-illuminated sign that advertises non-profit, short-term events such as a fete, fair, or festival for charitable, religious, education, child care, sporting organisations or the like.

Standard
Community Service Signs shall:

- be located on the site of a community event or the property of the organisation holding the community event;
- have an area of not more than $10\text{m}^2$;
- be limited to a maximum of one sign per frontage on a lot;
- not be illuminated;
- not be exhibited more than 2 weeks prior to the event advertised and must be removed by the end of the day following the event.

Permitted Locations (Zones & Reserves)
- All zones

Figure 2 – Example of Community Service Sign
Construction Site / Development Signs & Real Estate Signs

Definition
Sign which is displayed only for the duration of the construction, development or transaction period.

Standards
A Construction Site / Development Sign / Real Estate Sign shall:

• only be in place for the duration of the construction works / development / transaction period;
• be limited to one sign per lot containing details of either the project and the contractors or relating to the sale, leasing or auction; and
• do not exceed:
  - 2.0m² sign for Single Residential Development;
  - 10.0m² sign for Multiple Dwellings, Shops, Commercial and Industrial Projects; and
  - 20.0m² sign for Large Development or redevelopment projects involving shopping centres, office or other buildings exceeding 3 storeys in height.

Permitted Locations (Zones & Reserves)
— All zones

Figure 3 – Example of a Construction Sign

Figure 4 – Example of a Real Estate Sign
Created Roof Signs

Definition
Sign which is affixed to the facia or parapet, or forms part of a projection above the eaves or ceiling of the building and complements the architectural style of the building, but does not include a Roof Sign.

Standards
A Created Roof Sign shall:

• be limited to a maximum of one sign per tenancy on a lot;
• be fixed parallel to the facia or portion of the building to which it is attached;
• not project more than 300mm from the portion of the building to which it is attached;
• not be within 500mm of either end of the facia, roof or parapet of the building;
• If the sign is less than 7.5m above natural ground level, then the sign shall be limited to 3.0m² in area;
• If the sign is between 7.5m and 9.0m above natural ground level, then the sign shall be limited to 4.5m² in area; and
• If the sign is over 9.0m from natural ground level, then the sign shall be limited to 9.0m² in area

Permitted Locations (Zones & Reserves)

<table>
<thead>
<tr>
<th>Local Centre</th>
<th>District Centre</th>
<th>Regional Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business</td>
<td>Industry</td>
<td>Hotel</td>
</tr>
<tr>
<td>Service Station</td>
<td>Mixed Business</td>
<td>Mixed Use</td>
</tr>
</tbody>
</table>

Figure 5 – Example of Created Roof Sign
Display Home Signs

Definition
Sign which is displayed for the period over which homes are on display for public inspection.

Standards
A Display Home Sign shall:

- only be displayed for the period the home is on display;
- not exceed:

  - 2.0m² sign for each dwelling on display; and
  - an additional 3.0m² sign for each group of dwellings displayed by a single project builder giving details of the project building company and the range of dwellings on display.

Permitted Locations (Zones & Reserves)
— All zones

Figure 6 – Example of a Display Home Sign
Ground Based Signs

Definition

Sign which is not attached or otherwise affixed to a building and no portion of which is higher than 1.2 metres above natural ground level

Standards

Ground Based Signs which are portable shall:

- be limited to a maximum of one sign per tenancy on a lot;
- not be permitted if there is a non-portable ground based sign on the same lot;
- be displayed only during the normal business hours of the business to which the sign relates;
- have no moving parts once the sign is in place;
- predominantly display the word “open”; and
- have a maximum vertical or horizontal dimension of 1.0 metres and have an area of not more than 0.6m².

Ground Based Signs which are not portable shall:

- be limited to a maximum of one sign per tenancy on a lot.
- not be permitted if there is a portable ground based sign on the same lot;
- have a maximum vertical dimension of 1.2 metres and a maximum area of 1.5m²; and
- advertise only products or services available from the lot.

Permitted Locations (Zones & Reserves)

- All zones and reserves*

Note  * for standards on local reserves refer to the Specific Area Development Standards section of this policy

Figure 7 – Example of a Portable Ground Base Sign
Hoardings Signs

Definition

Sign which is affixed to a structure having one or more supports where the overall height (inclusive of the supports) is less than the sign’s horizontal dimension and portion of the sign is greater than 1.2 metres above natural ground level.

Standards

Hoardings Signs shall:

- be limited to a maximum of one sign per lot;
- not be permitted if there is a monolith sign or pylon sign on the same lot;
- have a maximum area of 20.0m²;
- not be less than 1.2 metres or greater than 6.0 metres from ground level; and
- not be erected in the area between any building and the front boundary of a lot except with the approval of the Council.

Permitted Locations (Zones & Reserves)

- Local Centre
- Business
- Service Station
- Mixed use
- District Centre
- Industry
- Mixed Business
- Regional Centre
- Hotel
- Civic

Figure 8 – Example of a Hoarding Sign
Monolith Signs

Definition
Sign which is not attached to a building with its largest dimension being vertical. Such a sign may consist of a number of modules and is generally uniform in shape from ground level to the top of the sign and is greater than 1.2m in height.

Standards
Monolith Signs shall:

- be limited to a maximum of one free standing sign on a lot;
- not be permitted when a pylon sign or hoarding sign is located on the same lot;
- not be located within 1 metre of a crossover;
- have a maximum depth of 0.5m
- If the lot frontage is less than 40m, then a sign shall be limited to 6.0m in height and 2.0m in width;
- If the lot frontage is between 40m and 70m, then a sign shall be limited to 7.5m in height and 2.5m in width;
- If the lot frontage is between 71m and 100m, then a sign shall be limited to 9.0m in height and 3.0m in width; and
- If the lot frontage is above 101m, then a sign shall be limited to 10.5m in height and 3.5m in width.

Permitted Locations (Zones & Reserves)
- Local Centre
- Business
- Service Station
- Mixed Use
- District Centre
- Industry
- Mixed Business
- Civic
- Regional Centre
- Hotel
- Civic

Figure 9 – Example of a Monolith Sign
Panel Signs

Definition
Sign which is affixed to a panel / fence and is greater than 1.2 metres above natural ground level, but does not include a Pylon or a Monolith Sign.

Standards
Panel Signs in non Residential Zones shall:

- be limited to one sign on a lot.
- have a maximum vertical dimension of 2.0 metres and a maximum area of $5.0m^2$;
- not be less than 1.2 metres or greater than 6.0 metres from ground level;
- not be erected in the area between any building and the front boundary of a lot; and

Panel Signs in the Residential Zone shall:

- be limited to one sign per lot;
- have a maximum area of $0.2m^2$ for Home Occupation;
- have a maximum area of $0.5m^2$ for Home Business & Bed & Breakfast Developments; and
- have a maximum area of $1.5m^2$ for Child Care Centres and other commercial uses.

Permitted Locations (Zones & Reserves)
- Local Centre
- Business
- Service Station
- Residential
- District Centre
- Industry
- Mixed Business
- Mixed Use
- Regional Centre
- Hotel
- Reserves*

* for standards on local reserves refer to the Specific Area Development Standards section of this policy

Figure 10 – Example of a Panel Sign
Portable Variable Message Signs

Definition

Portable advertising signage generally affixed to a trailer and where the message can be set to change at regular intervals, but does not flash or pulsate.

Standards

A Portable Variable Message Sign shall:

- Be limited to one (1) sign per lot;
- Only be in operation during business hours;
- Not be displayed on any one lot for more than fourteen (14) days in aggregate for any one calendar year;
- Not advertise services or products other than those available on the lot;
- Be positioned entirely within private property;
- Be positioned so that it does not occupy more than one (1) car parking bay;
- Be positioned outside of any area required for landscaping, vehicle manoeuvring, or visual sightlines;
- Not contain any pictorial displays, symbols, colours or text that appears to replicate any regulatory or warning traffic control sign or device, including traffic signals;
- Not create visual conflict with traffic signals (foreground or background) or temporary roadwork signage;
- Not be permitted where they unduly distract drivers due to their display, location, content, movement or rotation, frequency or flashing, brightness or luminance.
- Not be permitted where the advertising device invites drivers to turn where there is fast moving traffic or the device is so close to the turning point that there is no time to signal and turn safely.
- Compliance with these standards shall be demonstrated by the submission of a report from a qualified traffic engineer as part of a development application.

Permitted Locations

- Industry
Product Display Signs

Definition

Product / Vehicle Display Signs is defined as:

- a product or object which is displayed for the purposes of advertisement; or
- an advertisement sign which is applied or otherwise attached or placed on a vehicle. For the purposes of this term a vehicle includes a; car, truck, boat, trailer, caravan, machinery, and the like whether moveable or not.

Standards

Product Display Signs shall:

- be limited to a maximum of one sign per lot;
- be located wholly within the boundaries of a lot;
- be placed so as not to cause any interference, whether directly or indirectly, to vehicular traffic or pedestrians;
- have no moving parts; and
- have a maximum vertical or horizontal dimension of 2.0m.

Permitted Locations (Zones & Reserves)

- Industry
- Mixed Business

Figure 11 – Example of a Product Display Sign
Projecting Signs

Definition
Sign which is attached to a projection or projects more than 300mm from a wall of the building below the eaves or ceiling height.

Standards
All projecting signs shall:

• be limited to a maximum of one Projecting Sign per tenancy on a lot other than any Projecting Signs which are attached to the facia of a verandah or the like; and
• have a minimum clearance of 2.7 metres from ground level;

Projecting Signs which are attached to the facia of a verandah or the like shall:

• not exceed a vertical dimension of 600mm; and
• not project beyond the outer frame or surround of the facia;

Projecting Signs attached to the underside of a verandah or the like shall:

• not exceed 2.4 metres in length or exceed a vertical dimension of 500mm;
• not be within 3.0 metres of another such sign attached to the underside of the same verandah;
• be at right angles to the front street boundary except on a corner lot where the signs may be placed so as to be visible from both streets; and
• not project beyond the outer frame or surround of the verandah.

Projecting Signs attached above a verandah or the like shall:

• not exceed 2.0 metres in length or exceed a vertical dimension of 500mm;
• not be within 3.0 metres of another such sign attached above the same verandah; and
• not project beyond the outer frame or surround of the verandah.

Projecting Signs attached directly to a building shall:

• not project more than 1.0 metre from the wall and not exceed $4.0\text{m}^2$ in area;
• not be placed within 2.0 metres of either end of the wall to which they are attached; and
• not project above the top of the wall to which they are attached.

Permitted Locations (Zones & Reserves)
— All zones, except Residential Zone.
Figure 12 – Example of a Projecting Sign
Pylon Signs

Definition
Sign which is affixed to a structure having one or more supports where the overall height (inclusive of the supports) is greater than the sign’s horizontal dimension and portion of the sign is greater than 1.2 metres above natural ground level, but does not include a Monolith Sign.

Standards
Pylon Signs shall:

- be limited to a maximum of one sign per lot;
- not be permitted if a monolith sign or a hoarding sign is located on the same lot;
- have a minimum clearance of 2.7 metres from ground level;
- not be more than 6.0 metres above ground level;
- when a lot has an area up to 5000m² and one tenancy, a pylon sign shall be limited to 4.0m² in area, 6.0m in height and 2.5m in any dimension;
- when a lot has an area up to 5000m² and more than one tenancy, a pylon sign shall be limited to 5.0m² in area, 7.5m in height and 3.0m in any dimension;
- when a lot has an area over 5000m², a pylon sign shall be limited to 6.0m² in area, 9.0m in height and 3.0m in any dimension;

Permitted Locations (Zones & Reserves)
- Local Centre
- Business
- Service Station
- District Centre
- Industry
- Mixed Business
- Regional Centre
- Hotel
- Civic

Note: 1 – Not Permitted in the Herdsman Business Park and the Main Street Special Control Area

Figure 13 – Example of a Pylon Sign
Roof Signs

Definition
Sign which protrudes above the normal roof line or is on the roof with little or no relation to the architectural design of the building, but does not include a Created Roof Sign.

Permitted Locations (Zones & Reserves)
— Not Permitted in any zone or reserve

Figure 1 – Example of Roof Sign
Tethered Signs

Definition
Sign which is suspended from or tethered to any structure, tree or pole (with or without supporting framework) and made of paper, plastic, fabric or similar materials. The term includes lighter than air aerial devices, inflatables, bunting, banners, flags and kites.

Standards
Tethered Signs shall:

- be limited to a maximum of one sign per lot;
- be located wholly within the boundaries of the lot;
- have a maximum vertical dimension of 0.75 metres and a maximum area of 2.0m
- not be less than 2.7 metres or greater than 8.0 metres from ground level; and
- not be within 10.0 metres of a Pylon Sign.

Notwithstanding the above, Tethered Signs which consists of balloon type objects shall:

- be limited to a maximum of one sign per lot;
- not exceed 7.0 metres in diameter or 9.0 metres in height; and
- not be displayed for more than 14 days in aggregate for any one calendar year.

Furthermore, the advertiser shall supply to the Council prior to erecting such a sign a certificate from a structural engineer certifying that the connection of the balloon type object to the building or lot is of a structurally sound design.

Permitted Locations (Zones & Reserves)
- Local Centre
- District Centre
- Regional Centre
- Business
- Hotel
- Service Station
- Mixed Business

Figure 14 – Example of a Tethered Sign
Wall Signs

Definition
Sign which is affixed to the external part of a wall of the building but does not project more than 300mm from the wall and no part of which is above the lowest point of the eaves or ceiling of the building.

Standards
All Wall Signs shall:

• be limited to a maximum of two signs per tenancy on a lot other than a building within a residential zone;
• not exceed 10m² in area for non residential areas in aggregate per tenancy;
• if placed directly over door openings, have a minimum clearance of 2.7 metres from ground level;

if attached to the building by means of cables, ropes or the like:
• be non-flammable; or
• not be erected for more than 14 days in aggregate in any one calendar year.

If located within a residential zone and attached to a building used predominantly for a residential use:
• not exceed 0.2m² in area per lot; and
• not exceed one sign per lot.

If located within a residential zone and attached to a building used predominantly for a commercial use:
• not exceed 1.2m² in area per lot; and
• not exceed one sign per lot.

Permitted Locations (Zones & Reserves)
— All zones and reserves*

Note * for standards on local reserves refer to the Specific Area Development Standards section of this policy

Figure 15 - Example of Wall Sign in a Commercial Area
Window Signs

**Definition**

Sign which is affixed to either the interior or exterior of the glazed area of a window.

**Standard**

Window Signs shall:

- not cover more than 20% of the glazed area of any one window
- exceed 10.0m$^2$ in area in aggregate per tenancy on a lot.

**Permitted Locations (Zones & Reserves)**

- Local Centre
- Business
- Service Station
- Mixed Use

- District Centre
- Hotel
- Mixed Business
- Civic
- Regional Centre
- Industry
- Civic

![Image of Window Signs](image.png)

**Figure 16** – Example of Window Signs
SPECIFIC AREA DEVELOPMENT PROVISIONS
The following provisions are in addition to the General Development Provisions and the Specific Sign Development Provisions contained within this Policy and relate to specific areas within the City that contain individual provisions.

Where there is a conflict between the provisions outlined below and other provisions contained in this policy, the provisions outlined below will prevail for these specific areas.

Sponsorship Signs on Reserves
These provisions relate only to signage located on a site reserved as Public Open Space and Local Authority Purposes under Local Planning Scheme No. 3. Applications are also subject to relevant local laws (543 – 579). Applicants should contact the City for further information.

Moveable Sponsorship Signs on Reserves
A moveable sign shall:

• be displayed for not more than eight hours per day;
• be removed if the wind velocity exceeds 30km/hr;
• be made of canvas or sheet plastic with a steel, timber or plastic frame or supports;
• not cause an obstruction;
• not be dangerous;
• not be erected, placed or maintained on or over a public street or thoroughfare;
• not be affixed to a building;
• include the club’s name on at least some part of the sign.

Fixed Sponsorship Signs
A fixed sign shall:

• take into account the aesthetic characteristics of a reserve;
• not obstruct a resident’s view;
• include the club’s name in a legible form;
• be removed at the expiration of the sponsorship agreement;
• be restricted to a maximum of three per club;
• be restricted to a maximum number six signs, where there are two or more clubs on one reserve; and
• comply with the relevant provisions of the Club’s Lease Agreement with the City of Stirling.

Sponsorship Signs on Coastal Reserves
These provisions relate only to signage located on a Reserve 12992, which is reserved as Regional Parks and Recreation under the Metropolitan Region Scheme. Only signs for the City of Stirling, Scarborough Surf Lifesaving Club and Trigg Surf Lifesaving Club are permitted on this reserve.

Applications are also subject to relevant local law 342(d) Beaches and Bathing. Applicants should contact the City for further clarification.
Moveable Sponsorship Signs
Moveable signs shall:

- not exceed – 5m² in area;
- be removed if the wind velocity exceeds 30km/hr;
- be made of canvas or sheet plastic with a steel frame;
- not cause an obstruction;
- not be dangerous;
- only be erected only during normal Surf Lifesaving Club patrols hours;
- include the club's name on at least some part of the sign; and
- be subject to annual approval.

Fixed Sponsorship Signs
Fixed signs shall:

- not exceed 1 roof-mounted sign with a max area of 18m²;
- not exceed 3 fixed signs attached to the external walls of the building and not exceed 8m²;
- not causes interference with the aesthetics of a reserve;
- not obstructs a resident’s view;
- include the club's name on at least 25% of the overall area of the sign;
- be removed at the expiration of the sponsorship agreement;
- not be unsightly; and
- comply with the relevant provisions of the Club’s Lease Agreement with the City of Stirling.

Temporary Sign
The Manager Recreation and Reserves is authorised to approve of the erection of sponsorship and other signs for events approved under Policy H700106 – Beach Utilisation – Organised Groups.

Permanent Signs other than on Buildings
A Surf Life Saving Club may apply in writing to erect fixed signs within the coastal reserve. The Executive Manager Infrastructure in considering the merits of an application shall take the following into account with respect to the sea wall at Scarborough Beach.

- The maximum size of each sign shall not exceed 10m x 1.2m and in total shall not cover more than 15% of the area of the sea wall;
- No sponsorship sign shall contain cigarette advertising;
- Each sign shall clearly indicate that the proceeds are in support of Surf Life Saving;
- Sponsorship signs are to be removed at the expiration of the sponsorship agreement;
- The design, advertising material and location of each sign is to be subject to approval of the Manager Approvals.
Signage Visible from Mitchell Fwy, Stephenson Ave & Reid Hwy

Applications for signs designed to be visible for travellers on the Mitchell Freeway, Stephenson Avenue, Reid Highway and the railway shall:

- be limited to identification signs;
- form part of the façade and contain only the corporate logo and/or company identifier;
- be contained within the outline of the building and designed so as not to detract from the architecture of the building;
- roof, pylon, monolith, tethered or freestanding signs and internally illuminated signs are not permitted; and
- advertising signs, bunting and other such advertising devices are not permitted.

On any site containing multiple tenancies a signage application will be considered only where a sign strategy for the total site has been prepared and approved.

These provisions need to be read in conjunction with the provisions of the Main Roads (Control of Advertising) Regulations 1996 and the Roadside Advertising Policy. Applicants’ attention is drawn to the landscape theme being developed by the Main Roads Department as this will result in properties losing their exposure to the freeway reservation.

GUIDELINE AREAS

Council has a number of specific policy guideline areas that contain provisions relating to signage, including:

- Inglewood Town Centre Development Guidelines; and
- Main Street Plaza Precinct Development Guidelines.

Applicants should contact the City’s Approvals Business Unit to clarify if the development site is subject to specific design guidelines.

NEIGHBOUR CONSULTATION

For applications that do not comply with the provisions contained within this Policy the Council may require neighbour consultation as determined by Council.

VARIATIONS

Applications seeking variations to this Policy are required to submit a planning application and shall be determined in accordance with the objectives and the general development provisions of this policy.

In addition Council may request the removal of other signs on a site where a variation is being sought in accordance with Schedule 8 of Local Planning Scheme No.3.
CONTROL & MAINTENANCE OF EXISTING ADVERTISING SIGNS

Existing Advertising Signs
Clause 6 of Schedule 8 of Local Planning Scheme No. 3 enables Council to permit the continuing display of existing advertising signs.

Maintenance of Existing Advertising Signs
Clause 8 of Schedule 8 of Local Planning Scheme No. 3 enables Council to require the removal or repair of existing advertisement signs if it is considered that the signs have deteriorated to a point where they cease to be effective.

Removal of Existing Advertising Signs
Clause 9 of Schedule 8 of Local Planning Scheme No. 3 enables Council to remove unauthorised advertising signs or dangerous signs on zoned land.

The Local Law relating to Signs, Hoardings and Billpostings enables Council to remove unauthorised advertising signs within road reserves where the signs have been erected without approval, are considered to be dangerous or placed on a thoroughfare.

OFFICE USE ONLY:
Local Planning Scheme No.3 – Local Planning Policy History:

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<th>Action</th>
<th>Resolution Number</th>
<th>Effective Date</th>
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<td>2 Jul 2014</td>
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<td>1 Nov 2016</td>
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6.2  BICYCLE PARKING

Introduction
Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (e.g., Heritage Protection Area Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives
• To facilitate the development of adequate bicycle parking facilities;
• To ensure the provision of end of journey facilities; and
• To encourage the use of bicycles for all types of journeys.

Applications Subject of this Policy
This policy applies to the following:

• All non-residential development in excess of 400m² gross floor area (new or existing).

Submission Requirements
Plan highlighting the location and number of bicycle parking bays and end of trip facilities.

Development Provisions
Bicycle Parking Ratios
All developments with 400m² or more of gross floor area shall be provided bicycle parking bays in accordance with the following ratios.

<table>
<thead>
<tr>
<th>ACTIVITY / USE</th>
<th>No. BIKE PARKING SPACES FOR EMPLOYEES / RESIDENTS / STUDENTS</th>
<th>No. BIKE PARKING SPACES FOR CUSTOMERS / VISITORS</th>
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<tr>
<td>All other uses</td>
<td>1 space per 400m² of the gross floor area (GFA)</td>
<td>N/A</td>
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<tr>
<td>Convenience Store</td>
<td>As above</td>
<td>1 space per 50m² of GFA</td>
</tr>
<tr>
<td>Shop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 – 5000m²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5000m² – 10,000m²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10,000m² plus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Educational Establishment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pre-primary</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Primary</td>
<td>1 space per 5 students (over year 4)</td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>1 space per 5 students</td>
<td></td>
</tr>
<tr>
<td>Tertiary / Technical</td>
<td>1 space per 20 students</td>
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</table>

City of Stirling Local Planning Scheme No. 3
End of Journey Facilities

End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The following facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces:

- There shall be a minimum of one female and one male shower, located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked);
- Additional shower facilities shall be provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and
- A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

Location of Bicycle Parking Facilities

All bicycle parking spaces and end of trip facilities shall comply with the following:

- Bicycle Parking Facilities shall be located at ground floor level and not require access via steps;
- Parking facilities shall be located as close as possible to main entrance points;
- Parking facilities shall be located in an area that allows informal surveillance of the facility to occur wherever possible; and
- Parking facilities shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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<td>Modified</td>
<td>0414/033</td>
<td>20 May 2014</td>
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</table>
6.3 BIN STORAGE AREAS

Objectives
• To provide sufficient space for the storage of bulk refuse bins; and
• To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.

Applications Subject of this Policy
This Policy applies to Grouped, Multiple Residential Development applications containing 13 or more dwelling units and all non-residential development.

Development Provisions
Bin Storage Area Size
Residential Zones
• Bin storage areas for bulk bins in residential zones shall have the following minimum sizes:
  - width: 3.5m per bulk bin; and
  - depth: 2.5m

Non Residential Zones
• Bin storage areas in non-residential zones shall have the following minimum sizes:
  - Size 10m²*; and
  - Width 3.5m.

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

Location of Bin Storage Area
• shall be located behind the building setback line; and
• shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.

Design of Bin Storage Area
• shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;
• materials shall match with the building;
• shall be sealed and regularly cleaned and maintained; and
• stormwater and effluent drainage facilities shall be contained within this area.

Bulk Bin Sizes
• For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m², plus 0.38m³ per three dwellings in excess of 13. *

Note: *Alternative arrangements may be made for the use of MGB’s (Green Bins) in consultation with the City's Sanitation Unit.
## Local Planning Scheme No.3 – Local Planning Policy History:

<table>
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<tr>
<th>Action</th>
<th>Resolution Number</th>
<th>Effective Date</th>
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</table>
6.4 CHILD DAY CARE CENTRES

Objectives
• To provide for the establishment of Child Day Care Centres in appropriate locations; and
• To minimise any adverse impact on the amenity of the area.

Applications Subject of this Policy
This Policy applies to Child Day Care Centre Developments.

Submission Requirements
In addition to the normal ‘non-residential’ development application submission requirement the following information is required to be submitted with a planning application:

• Details of the number and ages of children, number of staff, hours of operation and other information describing the business;
• A transport statement is to be submitted for developments that front a district distributor road (refer to the City’s Parking Policy).

Development Provisions

Location Criteria
Local Land Uses
Consideration will be given to surrounding land uses (particularly where these involve general industrial uses) and their compatibility with a child care facility. Applicants may be requested to demonstrate that the proposal will not unduly impact or be impacted by surrounding uses. Preferred locations are in or abutting commercial centres.

Traffic Impact
Consideration will be given to impact on traffic flow, safety and management, particularly in the location and design of access and egress points to customer parking.

Parking
• All parking shall be in accordance with the City’s Parking Policy.

Landscaping
• As per the City’s Landscaping Policy

Specific Provisions for a Residential Zone
In assessing an application for a Child Day Care Centre in a residential zone, the Council shall have regard to the following:

Location Criteria
Local Land Uses
To minimise impact on residential areas, to allow improved servicing and to promote multi-function trips, locations adjacent to non-residential uses, particularly shopping centres, medical centres, schools and other educational facilities and civic uses are preferred.
Road Hierarchy
In assessing the suitability of a site, consideration will be given to impact on residential amenity.

In this regard, preferred locations and configurations are those which do not propose direct access onto Primary Regional roads, or Local Access roads. The use of District Distributor B Roads and Local Distributor Roads are generally preferred.

Unsuitable Locations
Because of the conflicts with residential amenity, traffic and parking access, Child Care Centres will generally not be supported in the following locations / types of site:

- Cul de sacs;
- Sites with sole vehicular access from a longer, undedicated or predominantly residential ROW, under-width street or laneway;
- Rear battle-axe and strata sites;
- Multiple dwellings;
- Lots under 900m² in area; and
- Lots with less than a 20m frontage.

Amenity
To reduce impact on residential amenity, the following design requirements shall apply:

- Bulk, scale and architectural style of buildings to harmonise with the local streetscape;
- Setbacks and other design requirements specified in the Residential Design Code to be applied to developments in residential zones;
- Activity room windows facing residential properties to be double glazed and not be able to be opened; and
- Unless otherwise approved by Council, with due regard to impact on residential amenity, the hours of operation of Centres will be restricted 7.00am to 6.30pm on weekdays and 8.00am to 6.00pm on weekends.

Variations
Any variations to this policy will be assessed against the objectives of the policy.
6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY

1. INTRODUCTION
Where there is a conflict between this policy and other policies this policy shall prevail. The following standards are in addition to the Deemed to Comply Development standards contained in the Residential Design Codes of Western Australia (‘R-Codes’).

2. OBJECTIVES
2.1. To facilitate the improved management of Rights of Way (‘ROW’);
2.2. To promote better urban design by encouraging the use of ROW for vehicle access;
2.3. More efficient use of individual sites;
2.4. Create unique streetscapes along the ROW through sympathetic building orientation and design;
2.5. Maintain existing streetscapes, by minimising the need for and impact of additional garages/carports and paved areas within the street setback area, and better allowing the retention of existing buildings and landscaping;
2.6. Support the objectives of the City’s Rights of Way Management Strategy; and
2.7 To facilitate future widening of ROW.

3. APPLICATIONS SUBJECT OF THIS POLICY
This Policy applies to all developments and subdivisions abutting a ROW, a Crown Reserve for ROW purposes or a dedicated road which was originally created as a ROW. Reference to ROW hereinafter includes ROW, a Crown Reserve for ROW purposes and dedicated laneways that were formerly ROW.

4. RELEVANT DOCUMENT
The City's Developments and Subdivisions Abutting Rights of Way Management Practice provides administrative guidance to the implementation of this Policy.

This policy has been formulated to contribute to the achievement of the objectives of the Rights of Way Management Strategy through special development control standards for developments and subdivisions adjacent to ROW. The intent of the policy reflects the City’s management approach to each category of ROW as promulgated in the Strategy.

5. RIGHT OF WAY CATEGORIES
5.1 Each ROW within the City is allocated a ‘Category’ according to the ROW Category Designation System based on assessment of the relative suitability for use and strategic benefits of the ROW. The policy provisions directly relate to the Category allocation and objectives, which are as follows:

5.1.1 Category 1 - Traffic Management and Commercial ROW
Located in areas with significant traffic safety / management issues (including the majority of commercial developments capable of utilising ROW for service and/or parking access) or adjoins properties fronting major roads;
5.1.2 **Category 2 - Development Potential ROW**
Located in areas where the majority of abutting lots have infill development potential and the ROW is deemed to have the potential to reduce the negative impacts of this infill development (in terms of streetscape amenity, environmental impact, efficient use of land and traffic management).

5.1.3 **Category 3 - Heritage / Streetscape Benefit ROW**
Located in areas where identified heritage or special streetscape value may be protected and enhanced by the use of ROW for rear access, but where the majority of abutting lots do not have infill development potential.

5.1.4 **Category 4 - Minimal Strategic Benefit ROW**
Lacking the above potential or values, either through strategic location, development status and/or practical limitations to the use of the ROW for access.

5.1.5 **Category 5 - ROW Less Than 5 Metres Wide**
All which are under 5.0m in width (and consequently posing specific difficulties for use for access and future management) or other limitations to the use of the ROW which requires individual assessment and management plan to address the constraints.

**Note:** Plans showing the location and designated category of ROW are available for viewing at the City and online via ‘StirlingMaps’ or the ‘Rights of way management strategy’ project on the City’s website www.stirling.wa.gov.au. Amendments to ROW categories may occur from time to time as reviews occur or circumstances change.

5.2 The City is seeking to promote the use of Category 1 and 2 ROW for primary access, the use of Category 3 ROW for secondary access where this facilitates protection of the streetscape, and to discourage further use of Category 4 and 5 ROW, to allow for future closure unless closure has been determined to be impossible or the constraints can be overcome.

5.3 Reference to ‘primary access’ in this policy means a road or ROW which provides the principal access to the major entry (front door) of a dwelling.

5.4 Reference to ‘secondary access’ in this policy means a road or ROW which provides access to a dwelling other than the primary access.

6. **GENERAL PROVISIONS**
The following provisions shall apply to developments and subdivisions abutting all ROW.

6.1. Provide sufficient reversing and manoeuvring area for vehicular access to the satisfaction of the City (as per Australian Standards AS/NZS 2890).

6.2. Provide a minimum 1.5m wide pedestrian / service access to the pre-existing primary street where a development or subdivision uses a ROW for primary access (Refer to ‘Service Access’ section below).

6.3. Provide a 1.5m x 1.5m visual truncation for sightline to vehicular access via a ROW and any existing vehicle access on an adjacent development to a ROW.
6.4. Provide corner truncations for visual sightlines including:
   6.4.1 3.0m x 3.0m corner truncation for lots at the intersection of two ROW for ROW at least 5.0m wide;
   6.4.2 2.0m x 2.0m corner truncations for lots at the intersection of a ROW at least 5.0m wide and a street; and
   6.4.3 Corner truncations to City’s satisfaction for ROW less than 5.0m wide.

6.5. Corner truncations required in clause 6.4 are to be ceded to the Crown free of costs in the following circumstances:
   6.5.1 subdivisions;
   6.5.2 the development of a new single house, grouped dwelling or multiple dwelling;
   6.5.3 a new commercial or mixed-use development; or
   6.5.4 a development or a change of use that will, in the opinion of the City, result in increased traffic in the ROW.

6.6 The applicant is to seal and drain the ROW to the satisfaction of the City as required unless otherwise agreed by the City.

7. SPECIFIC PROVISIONS
   In addition to the General Provisions, the following provisions also apply to the specific categories of ROW.

7.1 Category 1
   7.1.1. Objective
   Developments and subdivisions are required to utilise Category 1 ROW for access and contribute to the development of a pleasant streetscape along it.

   7.1.2. General
   Developments and subdivisions are required to orient to and use the ROW for primary access except where the applicant provides adequate justification, clearly illustrating why use of the ROW does not represent the optimum traffic management option and that the development will not detract from the objectives of providing passive surveillance and creating a pleasant streetscape within the ROW.

   7.1.3. Commercial and Mixed Use Development
   Commercial and mixed use developments are required to provide lighting in parking accessed from the ROW. Developments providing parking accessed from the ROW will be encouraged and may be required to provide pedestrian access from the parking to the building entrance. Developments providing parking accessed from the ROW will be required to integrate this with parking on abutting commercial properties, wherever possible. Consideration of the impact on the development potential and streetscape or the ROW will be required in location and design of abutting buildings, fencing, bin stores, storage etc. The location of multi-storey car parking adjacent to a ROW is not permitted. Bin stores along ROW with residential land opposite should be screened, well maintained and managed to limit noise and odour emissions, and pests.
7.1.4. **Residential**

7.1.4.1. Residential developments and subdivisions are required to use the ROW for primary access.

7.1.4.2. Residential lots on the corner of a ROW and primary street are required to use the ROW for vehicle access and orient to the primary street for primary access.

7.1.4.3. Where residential developments and subdivisions abut commercial and mixed use developments across a ROW, applications will be assessed on their merits to ensure that residential amenity is protected and traffic problems are avoided. This may involve relaxation of some or all of the provisions below, including the requirement to orient to the ROW. In particular, where a ROW is dominated by commercial and/or mixed use developments or where the significant majority of abutting lots have no development potential, setbacks in accordance with Category 3 ROW may be considered.

7.1.4.4. Where a lot uses a ROW for primary access, the R-Codes provisions relating to primary streets shall apply, except where they conflict with the provisions below. This includes the requirement to ensure adequate surveillance between the dwelling and the ROW, but excepting provisions relating to setbacks from that street. Setbacks are specified below.

7.1.4.5. Residential developments utilising a ROW for access are required to provide adequate porch or carport lights.

7.1.5. **Setbacks**

7.1.5.1. All buildings are to be setback from the ROW:

7.1.5.1.1 A minimum of 2.0m at ground floor level;

7.1.5.1.2 A minimum of 3.0m at upper storey level;

7.1.5.1.3 Carports, garages and car-bays to residential developments using a ROW are to be setback a minimum of 5.5m (to allow for two casual visitor parking bays within this setback area as parking is not permitted in the ROW). A reduced setback of 2.0m may be acceptable for multiple dwellings or where primary access to the dwelling is available from the primary street (note: primary access via a pedestrian access leg does not qualify for setback reduction); and

7.1.5.1.4 Carports, garages and car-bays to commercial and mixed use developments are to be setback a minimum of 2.0m;

7.1.5.2 All setback provisions from the ROW are to be determined after allowing for any ROW widening requirement from the lot.
7.1.5.3 Where a development orients to the ROW, the location of courtyards in the ROW setback will generally not be permitted unless justified on grounds of maximum solar orientation, because of the need for these to have the ability to be adequately fenced and screened.

7.1.5.4 These setbacks apply to all residential, commercial and mixed-used developments. Averaging of setbacks is not permitted. All other setbacks for residential developments are as per the R-Codes. The setback provisions apply to all developments abutting a ROW even if it is not used for access. In case of lots (including lots which have been re-subdivided since the creation of the ROW) abutting more than one ROW or a ROW and a secondary street, the secondary street setbacks specified in the R-Codes apply to the ROW not used for access.

7.1.5.5 Where a residential development on a corner lot has direct frontage to a street, the garage / carport setback to the ROW may be reduced to comply with the secondary street setback provision of the R-Codes, whether or not it orients to the street or the ROW, provided that sufficient manoeuvring space is provided to the City's satisfaction.

7.1.5.6 Setback to shading structures such as pergolas, patios and sails that are open on the 3 sides closest to the ROW may be reduced to a minimum of 1.0m from the ROW where a 2.0m is unreasonable or impossible due to the location of an existing building. In such cases, the roof component must be setback at least 1.0m from the ROW.

7.1.6 Landscaping

7.1.6.1 Where a development uses a ROW for primary access, a significant component of soft landscaping within the setback to the ROW will be required in addition to the requirements of Planning Policy 6.6 ‘Landscaping’ in order to contribute to the creation of an attractive streetscape.

7.1.6.2 Commercial and mixed use developments, whether utilising the ROW for access or not, are required to provide a significant component of soft landscaping within the ROW setback area in addition to the requirements of Local Planning Policy 6.6 ‘Landscaping’ where the ROW also provides primary access to residential developments.

7.1.6.3 All landscaping within 0.5m of the ROW is to be no more than 0.75m in height and is not to be of a thorny, poisonous or hazardous nature.

7.1.7 Fencing & Gates

7.1.7.1 Where a development or subdivision is oriented to a ROW for primary access, fencing and retaining walls must be setback a minimum of 0.5m from the ROW boundary unless land has been ceded from the lot for the widening of the ROW or the ROW is at least 6.0m wide.
7.1.7.2 No fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.

7.1.8 Up-Grading of ROW

Developments and subdivisions are required to comply with the relevant construction and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.

7.1.9 Widening of ROW

7.1.9.1 The City is seeking to widen Rights of Way to which it has committed to upgrading to 6.0m. The City will seek to have lots abutting the Category 1 ROW transfer an appropriate widening (in the majority of cases, 0.5m) along the ROW boundary to the City free of cost as a condition of development or subdivision approval in the following circumstances:

7.1.9.1.1 Subdivisions;
7.1.9.1.2 The development of a new single house, grouped dwelling or multiple dwelling;
7.1.9.1.3 The development of a new commercial or mixed use development; or
7.1.9.1.4 A development or a change of use that will, in the opinion of the City, result in increased traffic in the ROW.

7.1.9.2 Notwithstanding that whilst widening requirements are generally divided equally between properties abutting both sides of the laneway, commercial developments or subdivisions may be required to cede the full width of land required for widening given the traffic generating potential and the benefit the land will derive from using the ROW.

7.2 Category 2

7.2.1 Objectives

Developments and subdivisions are generally required to orient to and use Category 2 ROW for primary access and not to detract from the long term objectives of good traffic management, passive surveillance and creating a pleasant streetscape along the ROW.

7.2.2 General

7.2.2.1 Developments and subdivisions not orienting to the ROW for primary access must provide justification for the selected orientation and demonstrate design features that support and address the policy objectives for Category 2 ROWs, including:

7.2.2.1.1 Visually permeable feature fence setback 0.5m from the ROW;
7.2.2.1.2 At least one major opening in one or more habitable room facing a ROW located not more than 5.0m from the ROW;
7.2.2.1.3 Pedestrian access to the ROW; or
7.2.2.1.4 Balcony with line of vision to the ROW.
7.2.2.2 Residential lots on the corner of a ROW and primary street are required to use the ROW for vehicle access and orient to the primary street for primary access.

7.2.2.3 Where a development uses a ROW for primary access, the R-Codes provisions relating to primary streets shall apply, except where they conflict with the provisions below. This includes the requirement to ensure adequate surveillance between the dwelling and the ROW, but excepting provisions relating to setbacks from that street.

Setbacks are specified below.

7.2.2.4 Residential developments utilising a ROW for access are required to provide adequate porch or carport lights.

7.2.3 Setbacks

7.2.3.1 Buildings are to be setback from the ROW:

7.2.3.1.1 Minimum of 2.0m at ground floor level;
7.2.3.1.2 Minimum of 3.0m at upper storey level, and
7.2.3.1.3 Carports, garages and car-bays to using a ROW are to be setback a minimum of 5.5m (to allow for two casual visitor parking bays within this setback area as parking is not permitted in the ROW). A reduced setback of 2.0m may be acceptable for multiple dwellings or where primary access to the dwelling is available from the primary street (note: primary access via a pedestrian access leg does not qualify for setback reduction).

7.2.3.2 Where a development orients to the ROW, the location of courtyards in the ROW setback will generally not be permitted unless justified on grounds of maximum solar orientation, because of the need for these to have the ability to be adequately fenced and screened.

7.2.3.3 These setbacks apply to all residential, commercial and mixed-use developments. Averaging of setbacks is not permitted. All other setbacks for residential developments are as per the R-Codes. The setback provisions apply to all developments abutting a ROW even if it is not used for access. In case of lots (including lots which have been re-subdivided since the creation of the ROW) abutting more than one ROW or a ROW and a secondary street, the secondary street setbacks specified in the R-Codes apply to the ROW not used for access.

7.2.3.4 Where a residential development on a corner lot has direct frontage to a street, the garage / carport setback to the ROW may be reduced to comply with the secondary street setback provision of the R-Codes, whether or not it orients to the street or the ROW, provided that sufficient manoeuvring space is provided to the City's satisfaction.
7.2.3.5 Setback to shading structures such as pergolas, patios and sails that are open on the 3 sides closest to the ROW may be reduced to a minimum of 1.0m from the ROW where a 2.0m is unreasonable or impossible due to the location of an existing building. In such cases, the roof component must be setback at least 1.0m from the ROW.

7.2.3.6 Garages and outbuildings abutting but not opening onto a ROW are discouraged. However, where the City recognises that they are necessary because no other possible location exists and a 2.0m setback is unreasonable or impossible, a reduced setback of 0.50 metres may be permitted. In this case, the design of the building walls must be visually attractive and in keeping with the building style and materials of the house and must comply with the provisions of the Building Code of Australia for a parapet wall (to allow for the option of future widening). This concession will only be applied in exceptional circumstances.

7.2.4 Landscaping

7.2.4.1 Where a development uses a ROW for primary access, a significant component of soft landscaping within the setback to the ROW will be required in addition to the requirements of Planning Policy 6.6 ‘Landscaping’ in order to contribute to the creation of an attractive streetscape.

7.2.4.2 All landscaping within 0.5m of the ROW is to be no more than 0.75m in height and is not to be of a thorny, poisonous or hazardous nature.

7.2.5 Fencing & Gates

7.2.5.1 Where a development or subdivision is oriented to a ROW for primary access, fencing and retaining walls must be setback a minimum of 0.5m from the ROW boundary unless land has been ceded from the lot for the widening of the ROW or the ROW is at least 6.0m wide.

7.2.5.2 No fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.

7.2.6 Up-Grading of ROW

Developments and subdivisions are required to comply with the relevant construction and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.
7.3 Category 3

7.3.1 Objective
Developments abutting a Category 3 ROW are required whenever possible to use the ROW for secondary access or demonstrate that their access and parking proposal will not have a negative impact on the streetscape of the primary street. Use of the ROW for primary access will be considered on its merits but is generally only encouraged if it facilitates the retention of an existing dwelling or it is not located far from street access.

7.3.2 General
Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.

7.3.3 Setbacks
7.3.3.1 All buildings to be setback as per the R-Codes, to a minimum of 1.0m (or 0.5m for outbuildings or very small intrusions constructed to parapet standard, where no other possible location exists and a 1.0m setback is unreasonable or impossible).

7.3.3.2 Where primary access has been permitted, all buildings are to be setback from the ROW:
7.3.3.2.1 Minimum of 2.0m at ground floor level;
7.3.3.2.2 Minimum of 3.0m at upper storey level;
7.3.3.2.3 Carports, garages and car-bays using a ROW are to be setback a minimum of 5.5m (to allow for casual visitor parking within the setback area as parking is not permitted in the ROW); and
7.3.3.2.4 These setbacks apply to both single houses and strata developments (grouped and multiple dwellings). Averaging of setbacks is not permitted. All other setbacks are as per the R-Codes.

7.3.4 Fencing
Where primary access has been permitted, no fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.

7.3.5 Up-Grading of ROW
Developments and subdivisions are required to comply with the relevant construction and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.
7.4 Category 4 & 5

7.4.1 Objective

7.4.1.1 Developments and subdivisions abutting Category 4 & 5 ROW are discouraged from using the ROW for access and access may be refused unless closure has been determined to be impossible in the long term and the proponent can show that their use of the ROW is vital to their development and in keeping with the neighbouring properties.

7.4.1.2 Developments and subdivisions abutting Category 5 ROW and proposing use of the ROW will be considered if the access constraints can be overcome, such as through the widening of the ROW, and where the access to the ROW is proposed within one lot of street access point.

7.4.1.3 The City does not intend to upgrade nor dedicate Category 4 and 5 ROW for management as public roads. Where closure of these ROWs cannot be achieved, the City will progressively arrange for their conversion into Crown ROW reserves to enable management by the City as unsealed lanes as funding permits.

7.4.2 General

Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.

7.4.3 Setbacks

7.4.3.1 All buildings to be setback in accordance with the R-Codes.

7.4.3.2 Where primary access has been permitted, all buildings are to be setback from the ROW:

7.4.3.2.1 Minimum of 2.0m at ground floor level;
7.4.3.2.2 Minimum of 3.0m at upper storey level;
7.4.3.2.3 Carports, garages and car-bays using a ROW are to provide sufficient manoeuvring area to the opposite property boundary plus an additional 5.5 metres (to allow for casual visitor parking as parking is not permitted in the ROW); and
7.4.3.2.4 Averaging of setbacks is not permitted.

7.4.4 Fencing

Where primary access has been permitted, no fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.

7.4.5 Up-Grading of ROW

Where primary access has been permitted, the applicant is required to seal and drain that section of the ROW from the property to the nearest public street, to the satisfaction of the City.
8. SERVICE ACCESS

8.1. Notwithstanding whether a ROW has been dedicated or not, adequate provision for service access and rubbish collection must be made. In most instances, where a development or subdivision utilises a ROW for primary access, this is required through provision of a 1.5m wide pedestrian access leg to the street.

8.2. Council may waive this requirement where all the following conditions are met:
   8.2.1. The ROW is dedicated and sealed in its length;
   8.2.2. The ROW is at least 5.0m wide;
   8.2.3. The ROW has direct vehicular access to a normal public street at both ends (ie it is not at a ‘T junction’ with another ROW or a dead end) unless the walking distance from the development (or lot accessed from the ROW) to the nearest full-width public street is not more than if the pedestrian access leg was provided; and
   8.2.4. The ROW is less than 100m long unless the walking distance from the development (or lot accessed from the ROW) to the nearest full-width public street is not more than if the pedestrian access leg was provided.

8.3. Reduction in the width of the pedestrian access leg to 1.0m may only be considered where it is required to allow the retention of an existing house.

9. VARIATIONS

Variations to this policy will be assessed against the objectives of this policy.

10. LIST OF DEFINED TERMS

Feature fence means a fence constructed of materials other than fibro-cement, corrugated sheets, metal deck, flat sheet metal, concrete slot-in, untreated and undressed timber, chainmesh and unfinished utility bricks.

Major opening has the same meaning as defined in the R-Codes.

Mixed use development has the same meaning as defined in the R-Codes.


ROW means a laneway or private street for vehicular purposes and includes Crown Reserves for right of way purposes and dedicated public laneways that were formerly rights of way.
### OFFICE USE ONLY:

**Local Planning Scheme No.3 – Local Planning Policy History:**

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<th>Action</th>
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<td>21 May 2013</td>
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<td>Modified</td>
<td>0417/026</td>
<td>6 Jun 2017</td>
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<td>Modified</td>
<td>0518/040</td>
<td>21 Aug 2018</td>
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6.6 LANDSCAPING

Introduction
Where this Policy is inconsistent with the provisions of a specific Local Planning Policy, Local Development Plan, Activity Centre Plan or Structure Plan applying to a particular site or area (eg Character Retention Guidelines), the provisions of that specific planning instrument shall prevail.

Objectives
The following objectives apply to all development except multiple dwellings:

- To promote improved landscaping provision and design;
- To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;
- To provide shade and ‘green relief’ in built up areas; and
- To promote more environmentally sustainable landscaping.

The following objectives apply to multiple dwellings:

- Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.
- Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.
- Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.
- Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.

Applications Subject of this Policy
This policy applies to:

- All non residential developments;
- Non-residential uses in residential areas such as child care centres, etc;
- Grouped Dwelling developments involving 5 or more dwellings; and
- All multiple dwelling (apartments) developments.

The following applications are exempt from this policy:

- A Change of Use;
- Home Occupation and Home Businesses; and
- Minor extensions or changes (with a value of less than $10,000) to existing developments.

Submission Requirements
All development applications subject of this policy are required to submit a landscaping plan containing the following:

- Scale 1:100 – 1:250;
• North Point;
• Lot boundaries;
• Levels;
• Verge Areas;
• Building layout, including major openings;
• Paved areas, footpaths and driveways;
• Existing vegetation; and
• Proposed vegetation including plant sizes, plant species, number of plants and notation of existing vegetation proposed to be retained.

**Development Provisions**
The following provisions are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes.

**Landscaping Areas**
The following requirements are applicable to all applications subject of this policy:

- All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and
- The inclusion of verge areas (abutting the site) in the overall landscaping design is required.

**Plant Numbers & Types**
All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.

**Street Trees**
The provision of new street tree(s) are required where no street tree(s) currently exist. Species must be approved by the City.

**Retention of Existing Vegetation**
Council encourages the retention of existing vegetation and will consider the exercise of discretion in its application of scheme requirements and adopted local policies where such a variation would allow for the retention of significant existing vegetation on a site. (Note: Concessions cannot apply to non-discretionary provisions such as residential density).

**Reticulation and Mulching**
All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum depth of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds.
Parking Areas
A minimum of 1 tree per 4 bays for residential development and 1 tree per 6 bays for non-residential development (Minimum 45 litre container for exotics and 11 litre container for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.

![Figure 1 – Preferred Design](image1.png)

![Figure 2 – Acceptable Design](image2.png)
Specific Landscaping Provisions for Commercial Developments
Development applications for commercial development must contain a minimum of 10% landscaping of the total site area. This must include ‘soft’ landscaped buffers, where setbacks are provided, to adjacent properties with a minimum width of 1.5m.

Specific Landscaping Provisions for Industrial Developments
The following industrial zones contain specific provisions for landscaping:

- In all industrial precincts (except the Balcatta Precinct), a landscaped area not less than 1.5m wide shall be provided adjoining all street boundaries, primarily as planting bed;
- In the Balcatta Precinct and the Mixed Business zone, a minimum of one-sixth of the gross site area shall be landscaped. Landscaping should be provided primarily as buffers to adjacent properties, and along the street boundary; and
- In the Balcatta Precinct and the Mixed Business zone, a minimum landscaping strip of 6m wide along a primary road and 1.5m wide along a secondary road shall be provided, primarily as planting bed.

Assessment Procedure
Applications subject of this policy will be assessed against this policy by the City’s Parks and Sustainability Business Unit. Applicants are encouraged to undertake preliminary discussions with the City’s Parks and Sustainability Business Unit. Unsuitable species selection, insufficient numbers of species or inappropriate design (as determined by Parks and Sustainability Business Unit) will require the submission of a revised species list and plant numbers.

Variations
Should an application not comply with the requirements of this Policy, it may be assessed under the appropriate objectives of this Policy.
### Local Planning Scheme No.3 – Local Planning Policy History:

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<td>Modified</td>
<td>1119/004</td>
<td>19 December 2019</td>
</tr>
</tbody>
</table>
6.7 PARKING & ACCESS

1. Introduction
Where this policy is inconsistent with the provisions of a local planning policy or local development plan applying to a particular site or area, the provisions of that local planning policy or local development plan shall prevail to the extent of the inconsistency.

2. Objectives
a) To prioritise access by public transport, walking and cycling;
b) To facilitate the provision and development of adequate parking facilities within the City;
c) To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;
d) To ensure that a major parking problem is unlikely to occur;
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking; and
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.

3. Applications Subject of this Policy
All development on either zoned land or reserved land is subject to this policy.

4. Definitions
Alfresco Area: means an external area for public use with direct access from a restaurant, hotel or the like which is not permanently enclosed which may include a covered roof, and is utilised for the consumption of food or beverages.
Distributor Road: District Distributor A or District Distributor B road as defined in the City of Stirling Functional Road Hierarchy.
End-of-Journey Facilities: means facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female changing rooms and shower facilities and lockers for the storage of clothing and other personal items.
Gross Floor Area (GFA): means the total floor area within the building measured from the outside of main faces of external walls (including the portion of any common or party wall forming part of the building) exclusive of parking facilities sited within the building.
Gross Leasable Area (GLA): means in relation to a building, the area of all floors capable of being occupied by a tenant for its exclusive use measured from the internal finished surface of external building walls, but excluding features such as balconies and verandahs and, if there are two or more occupants or tenants, excluding common use areas, service areas, and non-exclusive public spaces and thoroughfares.
High Frequency Bus Route: means a public transport route with timed stops that runs a service at least every 15 minutes during week day peak periods (7am-9am and 5am-7pm).
Local Road: means as defined in the functional road hierarchy published by Main Roads WA.
Mixed Use Development: means a development comprising of both residential and non-residential uses.
Public Car Parking Area: means an area of car parking not provided as part of a public facility (such as a public library), but is maintained by the City and accessible to the public at all times.

Public Floorspace: To calculate public floorspace -

a) Measurements shall be taken within the finished surfaces of the internal walls of the building; and

b) Areas occupied by lifts, lift-wells, stairways, ramps, escalators, passages, corridors, lobby entries, kitchens, stages, sanitary areas, and staff areas, including staff areas behind counters, fixtures and similar areas shall not be included.

Redundant Crossover: means a crossover which no longer provides vehicular access to a lot or is no longer adjoined to a driveway or access way on a lot.

Residential Development: refers to development of single house/s, grouped dwellings, multiple dwellings, aged persons dwellings, single bedroom units and residential buildings as defined in the Residential Design Codes of Western Australia.

Reciprocal Parking: Parking facilities serving separate uses, but not shared concurrently between the users and not necessarily on one site.

Service Access: means vehicular access for non-residential uses to provide a function which includes, but is not limited to the loading and un-loading of goods, deliveries, dispatch and the like.

5. Parking Ratios

5.1. Car Parking Ratio

The number of car parking bays required to be provided for the uses and activities referred to in Table 1: Car Parking Ratios shall be in accordance with the car parking ratios in Table 1 unless otherwise approved by the City.

Table 1: Car Parking Ratios

<table>
<thead>
<tr>
<th>ACTIVITY / USE</th>
<th>CAR PARKING RATIO</th>
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</thead>
<tbody>
<tr>
<td>Alfresco Area</td>
<td></td>
</tr>
<tr>
<td>0 – 30m2</td>
<td>0 Bays</td>
</tr>
<tr>
<td>Greater than 30m2</td>
<td>1 bay per 14m2 of alfresco floor area</td>
</tr>
<tr>
<td></td>
<td>(Note – for example a 60m2 alfresco requires 4.2 bays.)</td>
</tr>
<tr>
<td>Boarding House</td>
<td>1 bay per bed or 1 bay per unit as the case may be</td>
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<tr>
<td>Child Care Premises</td>
<td>1 bay per staff member; and</td>
</tr>
<tr>
<td></td>
<td>1 bay per 7 children</td>
</tr>
<tr>
<td>Club Premises</td>
<td>1 bay per 9m2 of public floorspace</td>
</tr>
<tr>
<td>Consulting Rooms and Medical Centre</td>
<td>5 bays for 1 health consultant</td>
</tr>
<tr>
<td></td>
<td>10 bays for 2 health consultants</td>
</tr>
<tr>
<td></td>
<td>2 additional bays for each health consultant in excess of 2 health consultants; and</td>
</tr>
<tr>
<td></td>
<td>Where a medical centre includes a chemist as an ancillary service, the number of parking bays to be provided for the purpose of that chemist shall be calculated at the rate of 1 bay per 25m2 of GFA.</td>
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### Education Establishment

<table>
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<tr>
<th>Type</th>
<th>Bay Allocation</th>
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<tbody>
<tr>
<td>Pre-primary and Primary</td>
<td>1 bay per staff member; and</td>
</tr>
<tr>
<td></td>
<td>3.5 bays per classroom</td>
</tr>
<tr>
<td>Secondary</td>
<td>1 bay per staff member; and</td>
</tr>
<tr>
<td></td>
<td>3 bays per classroom</td>
</tr>
<tr>
<td>Tertiary / Technical</td>
<td>1.25 bays per classroom; and</td>
</tr>
<tr>
<td></td>
<td>1 bay per 3.5 students.</td>
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<table>
<thead>
<tr>
<th>Type</th>
<th>Bay Allocation</th>
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<tbody>
<tr>
<td>Garden Centre</td>
<td>1 bay per 50m² of nursery area</td>
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<tr>
<td>Hardware Showroom</td>
<td>1 bay per 20m² GFA</td>
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<td>Hospital</td>
<td>1 bay per patient bed; and</td>
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<td></td>
<td>1 bay per staff member rostered on duty.</td>
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<tr>
<td>Hotel/Motel</td>
<td>1 bay per bedroom; and</td>
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<td></td>
<td>1 bay per 3m² of public floorspace.</td>
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<table>
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<tbody>
<tr>
<td>Industry - Extractive</td>
<td>1 bay per 50m² of GFA</td>
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<td>Industry – General</td>
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<tr>
<td>Industry - Light</td>
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<tr>
<td>Industry - Noxious</td>
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<tr>
<td>Industry - Service</td>
<td>1 bay per 50m² of GFA (industry component); and</td>
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<td></td>
<td>8 bays per 100m² of GLA (retail component).</td>
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<td>Motor Vehicle, Boat or</td>
<td>1 bay per 100m² of display area; and</td>
</tr>
<tr>
<td>Caravan Sales</td>
<td>1 bay per staff member</td>
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<tr>
<td>Motor Vehicle Repair</td>
<td>1 bay per 40m² of GFA</td>
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<tr>
<td>Nursing Home</td>
<td>1 bay per 3 beds</td>
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<tr>
<td>Office</td>
<td>1 bay per 30m² of GFA</td>
</tr>
<tr>
<td>Place of Worship</td>
<td>1 bay per 4 seats; and</td>
</tr>
<tr>
<td></td>
<td>1 bay per staff member</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Bay Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Amusement</td>
<td></td>
</tr>
<tr>
<td>Cinema/Theatre</td>
<td>1 bay per 4 seats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Bay Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation Private</td>
<td></td>
</tr>
<tr>
<td>Bowling Alley</td>
<td>2.5 bays per lane</td>
</tr>
<tr>
<td>Gym</td>
<td>1 bay per 20m² of public floorspace</td>
</tr>
<tr>
<td>Health Studio&lt;sup&gt;(a)&lt;/sup&gt;</td>
<td>1 bay per 4 persons accommodated</td>
</tr>
<tr>
<td>Skating Rink</td>
<td>1 bay per 20m² GFA</td>
</tr>
<tr>
<td>Sports Hall</td>
<td>1 bay per 20m² GFA</td>
</tr>
<tr>
<td>Swimming Pool</td>
<td>1 bay per 4 people accommodated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Bay Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>As per State Planning Policy 7.3 Residential Design Codes</td>
</tr>
<tr>
<td>Restaurant, Fast Food Outlet, Reception Centre, Small Bar</td>
<td>1 bay per 10m² of public floorspace</td>
</tr>
</tbody>
</table>
### Service Station
- **Service Bays**
  - 1 bay per Service Bay provided
- **Additional Uses**
  - To be calculated according to use of component areas.

### Short Stay Accommodation
- Short stay accommodation in Local Centre, District Centre, Hotel, Mixed Use and Regional Centre Zones to comply with the multiple dwelling requirements of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.
- Short stay accommodation in Residential zones where rooms are proposed to be rented individually, require one bay for each bedroom to be used as Short Stay Accommodation. Where one or more residents reside permanently at the dwelling, the requirements of State Planning Policy 7.3 Residential Design Codes (Volume 1 or 2 as the case may be) apply in addition.
- Short Stay Accommodation in Residential zones where rooms are not proposed to be rented individually are to comply with the parking requirements in State Planning Policy 7.3 Residential Design Codes (Volume 1 or 2 as the cases may be).

### Shop/Personal Services/Personal Care Services
- **0 - 5000m²**
  - 8 bays per 100m² of GLA
- **5001 - 10,000m²**
  - 400 bays plus 7 bays per 100m² of GLA in excess of 5001m²
- **10,001m² plus**
  - 750 bays plus 6 bays per 100m² of GLA in excess of 10001m²

### Showroom/Retail Establishment
- 1 bay per 30m² of GFA

### Tavern
- 1 bay per 3m² public floorspace

### Veterinary Centre
- **Practitioners**
  - 6 bays for one practitioner
  - 10 bays for two practitioners
  - 2 additional bays for each practitioner in excess of 2 practitioners

### Warehouse
- 1 bay per 50m² of GFA

Note: The parking ratio for an office which is incidental to the activity or use referred to in Table 1, where the area of the office is less than 60m², is the same ratio as the activity or use to which it relates.

a) *Health Studio* refers to the room or area designated for group exercise and fitness use such as Yoga classes, Cycle classes etc.

### 5.1.1 Uses Not Listed
Where an activity or use is not listed in Table 1 the parking ratio will be determined by the City, having regard to the objectives of this policy, similar uses, surrounding uses, off-site parking availability and the results of parking surveys at similar use locations if required.

### 5.1.2 Rounding of Parking Bay Required
Calculations for parking ratios for all residential development shall be rounded up to the next whole number. All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number.
5.1.3. **On Street Parking in Centres**
For development within a Local Centre Zone, District Centre Zone or Regional Centre Zone, existing or new on-street parking that is line marked and within 100 metres of the main public pedestrian entrance to the building may be included in parking requirement calculations.

5.2. **Specific Purpose Bays**
The provision of bays marked exclusively for the use of motor cycles, bicycles, delivery and service vehicles, taxis, buses, coaches, courier services, and timed bays where the nature of the development requires specific purpose bays may be required in addition to the requirements of Table 1. The City will determine the number of bays to be marked for specific purpose bays depending on the nature of the development; however, the following rates are to be used as a guide:

5.2.1. **Delivery Bays**
In non-residential developments with over 500m² of GFA, at least one bay shall be permanently set aside and marked for the exclusive use of delivery and service, and courier vehicles;

5.2.2. **Bay Location**
The location of specific purpose bays shall be determined by the City having regard to the nature of the specific purpose bays required.

5.3. **Education Facilities**
For all Primary and Secondary Education Establishment developments:
- In addition to, and complimentary to pedestrian and bicycle paths, a ‘Kiss and Drive’ drop off/pick-up drive through facility is to be provided and managed on-site, to the satisfaction of the City.

5.4. **Car Parking in Local and Neighbourhood Centres**

5.4.1. **Local/Neighbourhood Centre Ratios**
Car parking ratios applicable to all change of use and development applications, which increase the non-residential floor area by not more than 50%, within a Local or Neighbourhood Centre are included in Table 2: Local and Neighbourhood Centre Car Parking Ratios. Table 2 does not apply if car parking ratios are specified in a Local Development Plan for the Local Centre, or elsewhere in the Scheme.

*Note: A Local/Neighbourhood Centre locational map is provided below for reference.*

5.4.2. **Alfresco in Centres**
Development within the City’s Local and Neighbourhood Centres are not required to provide car parking for Alfresco areas.

5.4.3. **Office in Centres**
The parking ratio for an Office located on the ground floor, will be as per the applicable ratio under Table 2.
A parking ratio of 2 bays per 100m² Gross Floor Area applies to Offices on upper floors.

5.4.4. **Residential in Centres**
Additionally, Table 2 does not apply to residential components of a residential or
mixed use development, which are as per State Planning Policy 7.3 Residential Design Codes.
Table 2: Local and Neighbourhood Centre Car Parking Ratios

<table>
<thead>
<tr>
<th>Ratio</th>
<th>Neighbourhood Centre</th>
<th>Local Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 bays per 100m² GFA</td>
<td>NC5 - Flynn Street</td>
<td>LC8 - Blythe Avenue</td>
</tr>
<tr>
<td></td>
<td>NC10 - Mirrabooka Village</td>
<td>LC9 - Brighton Road</td>
</tr>
<tr>
<td></td>
<td>NC15 - Stirling Village</td>
<td>LC10 - Calais Road</td>
</tr>
<tr>
<td></td>
<td>NC19 - Woodlands Village</td>
<td>LC13 - Central Avenue</td>
</tr>
<tr>
<td></td>
<td>NC1 - Adair Parade</td>
<td>LC14 - Coode Street</td>
</tr>
<tr>
<td></td>
<td>NC6 - Glendalough</td>
<td>LC18 - Elsie Street</td>
</tr>
<tr>
<td></td>
<td>NC6 - Glendalough</td>
<td>LC29 - Kitchener Street</td>
</tr>
<tr>
<td></td>
<td>NC13 - North Beach Plaza</td>
<td>LC2 - Balcatta Fresh</td>
</tr>
<tr>
<td></td>
<td>NC14 - North Beach Drive</td>
<td>LC3 - Balcatta Road</td>
</tr>
<tr>
<td></td>
<td>NC13 - North Beach Plaza</td>
<td>LC4 - Bayley Street</td>
</tr>
<tr>
<td></td>
<td>NC14 - North Beach Drive</td>
<td>LC5 - Bennion Street</td>
</tr>
<tr>
<td></td>
<td>NC13 - North Beach Plaza</td>
<td>LC12 - Carine</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC16 - Doric Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC17 - Duffy Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC20 - Flinders Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC21 - Flora Terrace</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC24 - Hector Street</td>
</tr>
<tr>
<td>5 bays per 100m² GFA</td>
<td>NC19 - Westminster Plaza</td>
<td>LC28 - Karrinyup Road</td>
</tr>
<tr>
<td>4 bays per 100m² GFA</td>
<td>NC4 - Fieldgate Square</td>
<td>LC1 - Arkana Road</td>
</tr>
<tr>
<td></td>
<td>NC6 - Glendalough</td>
<td>LC2 - Balcatta Fresh</td>
</tr>
<tr>
<td></td>
<td>NC8 - Gwelup Plaza</td>
<td>LC3 - Balcatta Road</td>
</tr>
<tr>
<td></td>
<td>NC12 - Nollamara</td>
<td>LC4 - Bayley Street</td>
</tr>
<tr>
<td></td>
<td>NC18 - Westminster Plaza</td>
<td>LC5 - Bennion Street</td>
</tr>
<tr>
<td></td>
<td>NC12 - Nollamara</td>
<td>LC12 - Carine</td>
</tr>
<tr>
<td></td>
<td>NC18 - Westminster Plaza</td>
<td>LC16 - Doric Street</td>
</tr>
<tr>
<td></td>
<td>NC18 - Westminster Plaza</td>
<td>LC17 - Duffy Road</td>
</tr>
<tr>
<td></td>
<td>NC18 - Westminster Plaza</td>
<td>LC20 - Flinders Street</td>
</tr>
<tr>
<td></td>
<td>NC18 - Westminster Plaza</td>
<td>LC21 - Flora Terrace</td>
</tr>
<tr>
<td></td>
<td>NC18 - Westminster Plaza</td>
<td>LC24 - Hector Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC28 - Karrinyup Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC29 - Kitchener Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC30 - Lawley Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC32 - Lynn Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC35 - Muriel Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC36 - Pimlott Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC41 - Sackville Terrace</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC45 - The Downs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC46 - The Strand</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC47 - West Coast Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LC48 - Yokine</td>
</tr>
<tr>
<td></td>
<td>NC2 - Coode Street</td>
<td>LC6 - Beryl Street</td>
</tr>
<tr>
<td></td>
<td>NC7 - Grindleford Drive</td>
<td>LC11 - Canara Road</td>
</tr>
<tr>
<td></td>
<td>NC9 - Lord Street</td>
<td>LC19 - Erindale Road</td>
</tr>
<tr>
<td></td>
<td>NC11 - Morris Place</td>
<td>LC26 - Hutton Street</td>
</tr>
<tr>
<td></td>
<td>NC17 - Walter Road West</td>
<td>LC27 - Jones Street</td>
</tr>
<tr>
<td></td>
<td>NC2 - Coode Street</td>
<td>LC6 - Beryl Street</td>
</tr>
<tr>
<td></td>
<td>NC7 - Grindleford Drive</td>
<td>LC11 - Canara Road</td>
</tr>
<tr>
<td></td>
<td>NC9 - Lord Street</td>
<td>LC19 - Erindale Road</td>
</tr>
<tr>
<td></td>
<td>NC11 - Morris Place</td>
<td>LC26 - Hutton Street</td>
</tr>
<tr>
<td></td>
<td>NC17 - Walter Road West</td>
<td>LC27 - Jones Street</td>
</tr>
<tr>
<td></td>
<td>NC2 - Coode Street</td>
<td>LC6 - Beryl Street</td>
</tr>
<tr>
<td></td>
<td>NC7 - Grindleford Drive</td>
<td>LC11 - Canara Road</td>
</tr>
<tr>
<td></td>
<td>NC9 - Lord Street</td>
<td>LC19 - Erindale Road</td>
</tr>
<tr>
<td></td>
<td>NC11 - Morris Place</td>
<td>LC26 - Hutton Street</td>
</tr>
<tr>
<td></td>
<td>NC17 - Walter Road West</td>
<td>LC27 - Jones Street</td>
</tr>
<tr>
<td>3 bays per 100m² GFA</td>
<td>NC1 - Adair Parade</td>
<td>LC22 - Green Avenue</td>
</tr>
<tr>
<td></td>
<td>LC23 - Harrison Street</td>
<td>LC37 - Powell Street</td>
</tr>
<tr>
<td></td>
<td>LC33 - McDonald Street</td>
<td>LC37 - Powell Street</td>
</tr>
<tr>
<td>2 bays per 100m² GFA</td>
<td>NC1 - Adair Parade</td>
<td>LC22 - Green Avenue</td>
</tr>
<tr>
<td></td>
<td>LC23 - Harrison Street</td>
<td>LC37 - Powell Street</td>
</tr>
<tr>
<td></td>
<td>LC33 - McDonald Street</td>
<td>LC37 - Powell Street</td>
</tr>
</tbody>
</table>

5.5. Reduction of the Required Number of Car Parking Bays for Non-Residential developments

The City may consider the following reductions to car parking bay requirements that have been calculated using Table 1 ratios only.

5.5.1. Parking Reductions

The number of car parking bays required in accordance with Table 1 may be reduced where the performance criteria in Table 3 are satisfied. Reductions to calculations may be granted cumulatively however, the maximum variation that will be permitted is 65% of the required number of bays.

The reductions in parking as outlined in Table 3 are not applicable where Local Planning Scheme No.3 or a specific local planning policy specifies a parking ratio different to Table 1 or a modified overall parking requirement.
5.5.2. Additional Parking Reductions

Additional reductions to those specified in Table 3 will require the City’s approval, having due regard to the circumstances of a particular case, any justification submitted by the applicant and the likely impact on the amenity of the surrounding area and residents.

Table 3: Car Parking Reductions

<table>
<thead>
<tr>
<th>Reduction %</th>
<th>Performance Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>20% or 10%</td>
<td>The proposed development is within 400 metres(^{(a)}) of a rail station; or The proposed development is within 800 metres(^{(a)}) of a rail station.</td>
</tr>
<tr>
<td>15% or 10%</td>
<td>The proposed development is within 200 metres(^{(a)}) of a stop on a high frequency bus route or a bus station(^{(c)}); or The proposed development is within 400 metres(^{(a)}) of a stop on a high frequency bus route or a bus station(^{(c)}).</td>
</tr>
<tr>
<td>20% or 10%</td>
<td>The proposed development is within 200 metres(^{(a)}) of an existing public car parking area(^{(d)}); or The proposed development is within 400 metres(^{(a)}) of an existing public car parking area(^{(d)}).</td>
</tr>
<tr>
<td>5% or 10%</td>
<td>The proposed development provides an additional number of bicycle bays at least 10% more than the total required as per specifications in 6.2 Bicycle Parking; or Where the above concession is sought and ‘end-of-journey’ facilities are provided(^{(b)}) (as per specifications in Local Planning Policy 6.2 – Bicycle Parking);</td>
</tr>
<tr>
<td>10%</td>
<td>The proposed development is within a District Centre, Regional Centre, Mixed Use, Mixed Business or Business Zone.</td>
</tr>
<tr>
<td>10%</td>
<td>Where the building/place is listed on the City’s Heritage List, Municipal Inventory or the State Register of Heritage Places (subject to the building being appropriately conserved).</td>
</tr>
</tbody>
</table>

\(a\) Distances is calculated via constructed footpaths or along road reserves (where no footpaths exist) and not “as the crow flies”.

\(b\) Parking reduction may be granted if additional bicycle bays take the total number of bays to 10 or more bays, which would then require end-of-journey facilities to be provided in accordance with Local Planning Policy 6.2 – Bicycle Parking.

\(c\) Information regarding high frequency Bus Routes and Bus Stations can be found at: [www.transperth.wa.gov.au](http://www.transperth.wa.gov.au)

\(d\) Information regarding Public Car Parking areas can be found at [www.stirling.wa.gov.au](http://www.stirling.wa.gov.au)
5.6. Reciprocal Parking

5.6.1. Reciprocal Parking Arrangements
The City may consider reciprocal parking arrangements as follows:

a) Up to 90 per cent of the parking requirement specified in Table 1 where there is minimal overlap (less than 30 minutes) in the operating times of uses; or

b) Up to 50 per cent of the parking requirement specified in Table 1 where there is partial overlap (not more than 50 percent) in operating times of the uses.

5.6.2. Reciprocal Parking Locations and Cumulative Affects
Reciprocal parking arrangements may be considered acceptable where the City is satisfied that:

a) An appropriate level of car parking is provided for the uses on the subject site and any other site applicable to the reciprocal arrangement;

b) Where the parking facilities serving the uses are located on a separate lot not owned by the applicant, the applicant must provide evidence that an initial, informal agreement has been reached between the owners of both parties;
Policy Manual

The parking facilities serving the uses will be located on the one lot, or if located on a separate lot, the parking arrangements are permanent and provided by the owner of the land (e.g. through an easement, notification on title, amalgamation, legal agreement, condition of approval, restrictive covenant or any other formal arrangement acceptable to the City);

d) The parking facilities are conveniently located and accessible for both developments; and

e) The cumulative impacts of previous reciprocal parking concessions have been evaluated appropriately.

5.6.3. Reciprocal Parking Arrangements Between Land Uses

Reciprocal parking arrangements can be considered within mixed use development sites and/or between different development sites.

5.7. Cash-in-Lieu

Cash-in-lieu of parking shall be considered where non-residential developments are unable to meet the Local Planning Policy and/or Scheme parking requirements (i.e. they have a shortfall of parking). This provision is not replacing the developer's responsibility to provide sufficient on-site parking, but rather as a mechanism to enable desirable developments, for which the full amount of parking cannot be provided on site but can be provided elsewhere, to proceed. In determining whether to accept cash in lieu of parking, the following will be considered / required:

a) The actual provision of an adequate supply of parking;

b) An identified location (on or off-street) within close proximity of the subject site for the provision of additional bays exists (either proposed or already constructed);

c) Contributions will be calculated per bay based on the estimated average cost of providing a public parking bay (including turning areas) in that locality at current market costs for both the land component (to be determined by an independent valuer, at the applicant’s cost) and construction (to be determined by the City’s Engineering Operations Business Unit). Where opportunities exist for both on-street and off-street parking to be provided by the City, an averaged cost shall be applied, unless otherwise approved by the City;

d) Payments by installments may be considered for ten or more bays; and

e) Monies received by the City will be placed in a Special Parking Fund which may only be used by the City for:

- Acquisition of land for parking in the municipal district;
- Construction of public parking, both on-street and in a parking station;
- Improvements to existing parking stations and on-street parking;
- Servicing of loans obtained to provide parking;
- Maintenance of public parking areas and bays; or
- Public transport or cycling infrastructure, where the City considers that such expenditure would result in a reduced demand for parking in that area.

Whilst the City will make every effort to ensure the expenditure of cash-in-lieu occurs within the appropriate location to meet the parking shortfall, the collection of sufficient funds to complete works may take time to accumulate. Consequently, the City makes no commitment in accepting cash-in-lieu of parking to expend that money within a particular time-frame.
6. **Traffic Assessment**

Development Applications for non-residential development must provide a Transport Impact Assessment. The level of assessment required will be determined by reference to the Transport Impact Assessment Guidelines published by the Western Australian Planning Commission. The City requires the submission of a transport analysis for certain developments as outlined below or where deemed necessary.

6.1. **Brief Transport Analysis Statement**

A brief Transport Analysis (non-technical report) is required to be submitted for Child Care Centres, Education Establishments and non-residential developments fronting a District Distributor Road or above and in instances where a proposal seeks reciprocal parking or cash in lieu of parking bays. The Transport Statement shall include but not limited to:

- a) Description of the development;
- b) Vehicle access and parking arrangement;
- c) Provisions for service vehicles;
- d) Hours of operation;
- e) Estimate of daily traffic volumes and type of vehicles (staff & customers);
- f) Location of nearest bus stops, train stations and level of accessibility;
- g) Pedestrian access / facilities (footpaths);
- h) Cycle access / facilities (bike paths); and
- i) Survey of existing car parking usage in the locality.

6.2. **Full Transport Analysis Report**

A full Transport Analysis (prepared by a qualified Traffic Engineer) is required to be submitted for developments requiring or proposing more than 50 parking spaces (after factoring in any reductions) and shall include, but not limited to:

- a) Assessment of impact of vehicular movements upon surrounding roads and intersections;
- b) Description of the development;
- c) Assessment of the likely parking demand;
- d) Consideration of nearby developments including those with valid approvals which are yet to be constructed;
- e) Assessment of accessibility to the site by non-car modes;
- f) Assessment of the impact of the development on existing shared path and public transport networks; and
- g) Assessment of the potential impact on the amenity of the surrounding area.

7. **Residential Parking Layout, Design and Access**

All car parking and manoeuvring areas for residential developments are to be designed in accordance with State Planning Policy 7.3 Residential Design Codes and the provisions set out hereunder.
7.1. Residential Parking Layout and Design
   a) Parking for all residential development shall be paved and drained to the satisfaction of Council and maintained thereafter;
   b) Parking areas shall be designed so as to enable vehicles to return to the street in forward gear where it is considered that reversing onto the road will pose a traffic hazard;
   c) Any parking bays provided in the road reserve do not contribute towards the number of on-site bays required; and
   d) Where a loss of off-site parking occurs due to new vehicular access arrangements, the applicant must either pay cash-in-lieu for the loss in parking, or provide the loss of parking on-site, or at an appropriate location off-site.

7.2. Residential Access
   7.2.1. Driveways and Crossovers
      Where applicable, driveways and crossovers shall be no wider than the width of the garage or carport in which it serves.
   7.2.2. Turning Circles (manoeuvring)
      a) A manoeuvring depth of 6.0 metres is required for single vehicle garages or multiple vehicles garages containing internal walls and/or obstructions between vehicles.
      b) A manoeuvring depth of 5.8 metres may be considered for multiple vehicle garages with no internal walls and/or obstructions between vehicles.
7.2.3. Driveway Taper

a) A maximum internal driveway taper of 1:5 is permitted; and

b) A decrease in the internal driveway tapers must comply with the "Standard single turn swept path templates" as detailed in Australian Standard AS 2890.1.

![Figure 4 - Driveway Taper](image)

7.2.4. Driveway Gradients

Driveway gradients shall comply with Australian AS 2890.1 (as amended) and a longitudinal section may be required to demonstrate compliance.

7.2.5. Removal of Redundant Crossovers

Any redundant crossover is to be removed and verge and kerb reinstated to the City's requirements at the applicants expense.

7.2.6. Verge Levels

Existing verge levels are not to be modified unless determined necessary by the City due to topography considerations.

8. Non-Residential Parking Layout, Design and Access

All car parking and manoeuvring areas for non-residential developments are to be designed in accordance with the Australian Standards AS 2890.1 (as amended) and the provisions set out hereunder:

8.1. Non-Residential Parking Layout and Design

a) Parking areas shall be sealed, drained and marked to the satisfaction of the City and maintained thereafter;

b) Parking areas shall be designed so as to enable all vehicles to return to the street in forward gear;

c) Universal Access parking bays as required under the provisions of the Building Code of Australia may be included in the number of bays calculated in accordance within Table 1. The provision of universal access parking bay/s should not reduce the number of parking bays being able to be provided on site as required by this policy;

d) Universal Access parking bays are required to be provided in accordance with Australian Standard AS 2890.6 (as amended);

e) Entry and exit points and vehicle circulation patterns are to be clearly indicated;

f) Parking bays shall generally not be provided in tandem, unless:
1. The two bays are provided for the use of staff occupying a single tenancy;  
2. The land use would allow for this practice; and  
3. The length of the tandem bay is at least 10.8m.

g) Unless located in the Local Centre; District Centre or Regional Centre zones, parking bays already provided in the road reserve do not contribute to the number of on-site bays required; and

h) Car stacking systems or other such systems may be supported subject to the submission on an acoustic report and parking management plan detailing the operation and specification of the system to the satisfaction of the City.

8.2. Non-Residential Access

Access to non-residential parking areas shall be provided in accordance with the provisions set out hereunder:

8.2.1. Access Ways & Cross Overs

Access ways and crossovers (where applicable) shall;

a) Be provided at a rate of no greater than one per street frontage;

b) Be no less than 6.0m in width and no greater then 10m in width;

c) Be no closer than 0.5m to a side boundary and street poles;

d) Be setback a minimum distance from street trees in accordance with the City’s Street and Reserve Trees Policy;

e) Be aligned at right angles to the street and parallel in width;

f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;

g) Be designed in accordance with Australian Standard AS 1742 and AS 2890.1;

h) Be designed to accommodate the relevant sized vehicle turning radius associated with loading of waste and unloading of goods for the land use, as per current Austroads and Australian Standards;

i) Be subject to Main Roads WA approval where they connect onto roads under Main Roads WA control such as, but not limited to, Primary Distributor Roads, roads designated as truck haulage routes and properties that abut traffic lights; and

j) Be accessed from a local road in cases where a lot has access to both a Distributor Road and Local Road unless it can be demonstrated that access from the Distributor Road is safer.

8.2.2. Non-Residential Service Access

Service Access shall be provided to the rear of a shop, showroom, restaurant, warehouse or other commercial use for the purpose of loading and unloading of goods unless, in the opinion of the City, the circumstances do not warrant the provision of such access. Where alternative service access is provided, and such access is considered acceptable by the City, the City may waive the requirement of this Clause. Service Access shall be provided in accordance with the provisions set out hereunder:

a) The service access shall be constructed such that vehicles using it may return to a street in forward gear;

b) If a Right of Way is located to the rear of the lot, an area shall be paved on the lot so that vehicles when loading or unloading shall not remain on the
right of way. The paved area shall be of such a size that if no alternative route exists, vehicles may manoeuvre so as to return to the street in forward gear;

c) The service access shall not be less than six metres in width. If the size of the lot makes the provision of a six metre wide access way impracticable or unreasonable, the City may permit a service access of a lesser width, but in no case, less than three metres in width;

d) The service access as required above shall be designed so as to segregate vehicles, both moving and stationary, from parking areas and access ways provided for customer parking;

e) Loading/unloading areas should not be located within close proximity to any adjoining residential uses; and

f) The service access shall be so designed to accommodate vehicle movement and turning for waste pick up and deliveries.

8.2.3. Removal of Redundant Crossovers

Any redundant crossover is to be removed and the verge, footpath and kerb reinstated to the City's requirements at the applicants expense.

8.2.4. Verge Levels

Existing verge levels will not be modified unless determined necessary by the City due to topography considerations.

9. Relevant Policies, Management Practice and Documents

- Street and Reserve Trees Policy
- Crossover Policy
- Guidelines and Technical Specification for Crossovers
- Modification of Traffic Management Treatments for Property Access Policy
- Verge Treatment Policy
- Local Planning Policy 6.2 Bicycle Parking
- Local Planning Policy 6.6 - Landscaping
- Local Planning Policy 6.11 - Trees and Development

10. Variations

Applications seeking variations to this Policy shall be determined by the City in accordance with the objectives of this Policy. This may result in the City seeking the comments of adjoining or nearby neighbours in accordance with the City’s Planning Consultation Procedure.

| OFFICE USE ONLY: |
| Local Planning Scheme No.3 – Local Planning Policy History: |
| Action | Resolution Number | Effective Date |
| 6.7 Parking – Revoked | 0712/005 | 7 Aug 2012 |
| 6.7 Parking and Access - Adopted | 0712/005 | 7 Aug 2012 |
| Modified | 0218/037 | 15 May 2018 |
| Modified | 0219/037 | 12 Mar 2019 |
| Modified | 119/004 | 19 Dec 2019 |
6.8 SATELLITE DISHES

Objectives
• To provide for the protection of the quality of the streetscape; and
• To ensure that there is no detrimental impact on the amenity of nearby properties.

Applications Subject of this Policy
An application for approval to commence development (planning approval) is required for:

Satellite Dishes and Microwave Receivers (MSD)
- In a property used for residential purposes, where:
  - The dish has a diameter of 0.9m or greater;
  - The dish can be seen from the public street or is within the street setback;
  - If mounted on the roof, the dish is not of similar colour to the roof; or
  - Another satellite dish or microwave receiver exists on the property; and
- In all other instances, where;
  - The dish has a diameter of over 2.0m

Radio Antenna
- Which exceeds 3.0 metres in height above the ridge of the roof on which it is located or, if located on the ground, exceeds 6.0 metres from natural ground level or is closer to a residential boundary than 3.0m; or
- Which is within the street setback.

Submission Requirements
Applications should include details of the location, diameter, support and total height of the installation.

Where an application is visible from a public street or neighbouring property and seeks a variation to the development standards of this policy, submission of a photomontage or photographs from the location of concern with the dish drawn on, to scale, and / or technical justification for its location and dimensions may also be required to allow detailed assessment.

Development Provisions
Satellite Dishes and Microwave Receivers
Be permitted where:

- They are not visible from the street;
- The dish diameter does not exceed 3.0m;
- The support height does not exceed 2.0m (centre of dish to natural ground);
- The combined height does not exceed 3.5m; and
- The setback from boundaries is not less than the combined height of the satellite dish and its support.
Radio Masts
May be permitted where:

- They are not located within a street setback area;
- They do not exceed 9m in height; and
- They are set back a minimum of 3m from any property boundary.

Neighbour Consultation
Where variations are sought consultation may occur in accordance with the consultation provisions of the Residential Design Codes.

Variations
Variations to this policy will be assessed against the objectives of this policy.
1.0 Introduction
This Policy is applicable to all green title and strata title lots. The City will refer to Australian Standard AS/NZS 4819:2011 for further detail as required.

2.0 Objectives
- To ensure street addresses are clear and logical;
- To enable the correct street addressing of all properties within the City; and
- To ensure that all properties can be identified as easily and quickly as possible.

3.0 Development Provisions

3.1 Correct Street Address

3.1.1 Allocation of Street Address
- Every lot shall be allocated a street number, including padmounts, reserves and drain reserves.
- Lots accommodating multiple properties require a street address for each property.
- The main pedestrian access from a street to a building (front door) for visitors determines the correct street address of a property.
- The location of a driveway does not determine the address of a property.
- The use of a building name as a street address is not permitted.
- A property without direct pedestrian access to a public road shall be allocated an address relevant to the nearest public road.

3.1.2 Identification of Street Address
- As required by Landgate (Western Australian Land Information Authority) and the Department of Fire and Emergency Services (Western Australia), identification of a street address shall be as follows:
  - The letterbox shall be located on the front boundary of the property on the street to which the property is addressed;
  - The letterbox shall be close to the main pedestrian access point (i.e. front door) with the street number clearly displayed; and
  - Properties without a letterbox shall have the street number clearly displayed and visible from the street.
- The minimum dimensions for each number on a letterbox are 75mm high by 35mm wide. Displaying street numbers on the building and the painting of reflective numbers on the kerb are encouraged. Kerb numbers shall be in accordance with Council Policy J801108.

3.2 Correct Suburb Name
The street address allocated to a property determines the suburb within which the property is located. In some instances, corner lots are on the border of two suburbs. If redevelopment of a property on such a corner lot results in reorientation from one street frontage to the other, the subsequent change of address may also result in that property’s relocation to a different suburb. The City will seek to realign locality boundaries to retain such lots within their original suburb where practicable.

3.3 Numbering

3.3.1 Start Point for Numbering
Street numbering commences at the “start point’ of the road. The start point for a road is based on a hierarchy system. In determining where this start point is, the following methods will be used:
3.3.2 Numbering Patterns
- Numbers shall be consecutive and where a street number has been allocated to a property, that number must be used.
- Odd and even numbers cannot be used on the same side of a street. Odd numbers shall be allocated to properties on the left hand side of a street commencing from the start point, and even numbers shall be allocated to the right hand side.
- Cul-de-sacs shall be numbered in the same way to the head of the cul-de-sac.
- In determining the flow of numbers, attention will be paid to road design and other traffic management devices (i.e. traffic islands and brick paving). All numbering shall be sequential ranging from the lowest to the highest (i.e. 1,3,5,7,7A not 1,5,3,7,7A etc.).

3.3.3 Allocation of Numbers
- Every property will be allocated a street number.
- Normally one street number will be allocated per property, but if possible, extra numbers will be set aside to allow for the development potential of a lot.
- Where a dwelling is proposed on a single lot that can be further developed, the existing address may be reviewed to ascertain if allowance is required for future additional addresses.

3.3.4 Corner Lots
- A single dwelling on a corner lot that is addressed to Street ‘A’ and is redeveloped to Street ‘B’ will have an address to Street ‘B’.
- In the case of an undeveloped lot with two street frontages, the lot will have a street number for both streets reserved. The City will initially allocate the lot a street number adjacent to the boundary with the smaller frontage. Should the lot subsequently be developed with a property’s main access point facing the boundary with the larger frontage, the address allocated to that street frontage will then be applied.
- The letterbox for corner properties shall be located at a point on the property boundary near to the main pedestrian access to the front door.

3.3.5 Infill Developments, Grouped and Multiple Dwellings, and New Subdivisions
- The strata lot number does not determine the street address of a property.
- Grouped dwellings and infill subdivisions may be required to share a street number – (e.g. 3 and 3A, or 1/15, 2/15 and 3/15).
- If a lot containing an existing building is redeveloped with an additional building at the rear and where there is only one street number available, the front building shall retain the original street number and the new building shall be allocated the suffix ‘A’ (e.g. 17A). New dwellings/buildings shall be numbered with suffixes (e.g. Two new dwellings shall be numbered with the front 17A and rear 17B respectively).
- Where there is more than one building being constructed on a property, each with individual street frontage, the allocated street numbers will follow the current street numbering pattern.
Where possible, individual street numbers will be allocated. However, if there is a lack of spare street numbers they will be allocated numbers with suffixes. Suffixes are considered ‘higher’ than a number without suffixes (e.g. 5,7,7A,9). A lot that is redeveloped containing an existing building that is already using the base number on its own shall retain the original street number provided it is in order as per Australian Standard AS/NZS 4819:2011.

- Where there is only one street number, developments of up to five units will be numbered with suffixes (e.g. 17A to 17E). More than five dwellings/buildings will be numbered with a numeric prefix (e.g. 1/9, 2/9...9/9).
- If a new subdivision is being developed in stages and the first portion occurs in the middle section of what will eventually be a continuous road, an estimate will be made of the total number of lots likely to be created along the entire road. As a general rule, one street number for approximately every 12-16 metres of street frontage will be allocated.
- Street numbers for subdivisions/amalgamations and vacant strata surveys will be allocated at the Clearance of Conditions stage. Following an amalgamation, the City reserves the right to retain any street numbers not used, for either the potential redevelopment of the original properties or for possible future use on other properties. Surveyors/developers/owners and the Western Australian Planning Commission will be advised of the new street addresses via a note on the subdivision clearance letter.

4.0 Change of Street Address

- There is a presumption against changing the address of a property, where this results in the need to re-address other properties in the vicinity. The City will only consider altering the address of a property if there are difficulties associated with its identification (i.e. if the access to the front door of a house on a corner lot faces the other street).
- Requests to change the street address of a property must be submitted on the relevant application form with the owner’s signature and application fee. Refer to the City’s planning fees and charges.
- The City cannot accede to requests for a change in street address based on any of the following:-
  - To facilitate the property's re-addressing to an adjacent suburb;
  - The number is considered unlucky;
  - Religious reasons;
  - To improve the feng shui of the property;
  - Personal preferences;
  - The number is not good for business;
  - The property is difficult to sell; and
  - The number/address is perceived to devalue the property.

- An unused street number which has been set aside for a corner property will not be re-allocated to the adjoining property as this number may be required for future purposes.
- The City will only consider re-allocating other unused street numbers if the adjacent property cannot be further developed.
- Requests for a change of street address which comply with this Policy and which do not affect any other property can be approved under delegated authority.
- The City will consult with affected owners where a change in street address is being considered.
- Council will consider all requests where objections to the proposal are received from affected owners.

5.0 Advice to Owners/Applicants

- If an owner’s request for a change of address is approved, the City will notify any affected owners and the relevant government agencies. These government agencies are as follows:
- Australian Electoral Commission;
- Western Australian Electoral Commission;
- Telstra;
- Water Corporation;
- Australia Post; and
- Landgate (Western Australian Land Information Authority).

- All other costs associated with a change of street address remain the responsibility of the owner. This includes the replacement and/or relocation of letterboxes, cost of new numbers, alterations to numbers on buildings, replacing/removing painted kerb side numbers, notifications to other government agencies, business contacts, personal contacts, and alterations to business and personal stationery.

### 6.0 Variations

Variations to this Policy will be assessed against the objectives of this Policy and shall be considered by Council.

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**OFFICE USE ONLY:**

Local Planning Scheme No.3 – Local Planning Policy History:

<table>
<thead>
<tr>
<th>Action</th>
<th>Resolution Number</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified</td>
<td>1215/039</td>
<td>26 January 2016</td>
</tr>
</tbody>
</table>
6.10 RENEWABLE ENERGY SYSTEMS

Introduction
This Policy is intended to provide guidance for the development of Renewable Energy Systems associated with buildings on land controlled under the City’s Local Planning Scheme No.3.

Objectives
- Facilitate the introduction of renewable energy technologies into the City on a broad scale and address the potential planning issues associated with this change.
- Provide for the protection of the quality of the streetscape and amenity (particularly visual and acoustic amenity) of nearby properties from the impact of Renewable Energy Systems.
- Highlighting the environmental, economic and social benefits associated with renewable energy technologies.

Applications Subject of this Policy
This Policy applies to all Renewable Energy System developments within Residential and Non-Residential Zones.

Approvals Required
Planning Approval:
- An Approval to Commence Development is required for all Wind Energy System installations across all zones in the City of Stirling.
- Solar Energy System installations do not require an Approval to Commence Development.

Building Licence:
- A Building Licence is required for the installation of any Wind Energy System.
- A Building Licence is not required for the installation of a Solar Energy System, however it remains the property owner’s duty of care to ensure that any installation does not impact on the structural integrity of the building on which it is installed or any other structure.

Definitions
“Wind Energy System” means equipment that converts and then stores or transfers energy from the wind into usable forms of energy. This equipment includes any base, blade, foundation, generator, nacelle, rotor, tower, transformer, vane, wire, inverter, batteries or other component used in the system.

“Small Wind Energy System” means a wind energy system that:
  a) is used to generate electricity;
  b) has a nameplate capacity of 2 kilowatts or less.

“Solar Energy System” means a system which converts energy from the sun into useable electrical energy, heats water or produces hot air or a similar function through the use of solar panels.

“Total height” means the vertical distance from natural ground level to the tip of a wind generator blade when the tip is at its highest point.
Acceptable Development Provisions
Renewable Energy Systems which comply with the following Acceptable Provisions are deemed to comply.

Wind Energy Systems
All Wind Energy Systems should comply with the following general and amenity provisions in addition to the development standards specified in Table 1:

General and Amenity:
- the system is not to be located between the front of the building and the street alignment;
- the system is not located on a property/building on the City’s Heritage List or within the Heritage Protection Areas;
- the system is setback from overhead utility lines;
- the turbine system be fitted with an automatic and manual braking system or an over-speed protection device;
- the wind generator and any tower structure shall remain painted or finished the colour or finish that was originally applied by the manufacturer, unless roof-mounted, where the generator and/or tower may be coloured to match the surrounding roof;
- all electrical components and wires associated with a small wind energy system not to be visible from any public road;
- all signs, other than the manufacturer’s or installer’s identification are prohibited;
- systems that connect to the electric utility supply shall comply with the requirements of relevant public authorities; and
- Wind energy systems are to be adequately maintained at all times, in accordance with manufacturers specification.

Note: The City of Stirling accepts no responsibility for, and will not prevent, disrupted renewable wind resource access with regards to neighbouring developments

Solar Energy Systems
Solar Energy Systems are permitted to be located in all areas across the City. Approval to Commence Development is not required for the installation of a Solar Energy System. However, Solar Energy Systems should be designed or positioned on rooftops so as not to detract from the building itself or impose on the existing streetscape. Additionally, Solar Energy Systems constructed within the Herititage Protection Area, should not be located on rooftops facing the street.

Note: The City of Stirling accepts no responsibility for, and will not prevent, disrupted solar access with regards to neighbouring developments.
<table>
<thead>
<tr>
<th>Classification</th>
<th>Residential Zones</th>
<th>Mixed Use Zone and Non-Residential Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Wind Energy System Permitted</td>
<td>Wind Energy System Permitted</td>
<td>Small Wind Energy System Permitted</td>
</tr>
<tr>
<td><strong>Number of Systems</strong></td>
<td>1 per lot</td>
<td>Undefined</td>
</tr>
<tr>
<td><strong>Nameplate Capacity</strong></td>
<td>Max 2kW</td>
<td>Unlimited</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>Pole Mounted: Max 6m total height (above NGL)</td>
<td>Pole Mounted: Max 10m total height (above NGL)</td>
</tr>
<tr>
<td></td>
<td>Roof Mounted: Maximum total height 3.0m above roofline</td>
<td>Roof Mounted: Maximum 7.5m above rooftop</td>
</tr>
<tr>
<td></td>
<td>Minimum 1m clearance from roofline</td>
<td></td>
</tr>
<tr>
<td><strong>Diameter</strong></td>
<td>2m blade diameter max</td>
<td>5.5m blade diameter max</td>
</tr>
<tr>
<td><strong>Noise</strong></td>
<td>Compliance with the Environmental Protection (Noise) Regulations 1997</td>
<td>Compliance with the Environmental Protection (Noise) Regulations 1997</td>
</tr>
<tr>
<td><strong>Boundary Setbacks (Side &amp; Rear)</strong></td>
<td>Pole Mounted: The setback from boundaries is not less than the total height of the wind energy system.</td>
<td>Pole Mounted: The setback from boundaries is not less than half of the total height of the wind energy system.</td>
</tr>
<tr>
<td></td>
<td>Roof Mounted: No minimum setback from boundary, however Wind Energy System to be located minimum of 7.5 metres from major opening of adjoining dwelling.</td>
<td>Roof Mounted: No minimum setback from boundary, however Wind Energy System to be located minimum of 7.5 metres from major opening of adjoining building.</td>
</tr>
</tbody>
</table>

**Table 1** – Wind Energy System Development Standards
Variations
The provisions in this policy should not restrict advances in renewable energy technology being implemented within the City of Stirling. Where a proposal does not meet the specific requirements of this policy, discretion shall be applied in determining any development application in accordance with the objectives of this Policy.

Advertising
Where a variation to the Renewable Energy System development standards is proposed the wind energy system shall be treated as an ‘D’ use and advertised in accordance with the requirements for a ‘Simple DA’ under the City’s Public Consultation Procedure.

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Local Planning Scheme No.3 – Local Planning Policy History:

<table>
<thead>
<tr>
<th>Action</th>
<th>Resolution Number</th>
<th>Effective Date</th>
</tr>
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<tbody>
<tr>
<td>Adopt</td>
<td>0810/071</td>
<td>14 Sep 2010</td>
</tr>
</tbody>
</table>
6.11 TREES AND DEVELOPMENT

1.0 Introduction
There has been considerable depletion of tree canopy cover in the Scheme area due to development. The purpose of this Policy is to minimise this situation through the retention of significant trees or planting of new trees on privately-owned zoned land and abutting road verges as part of the development approval process under Local Planning Scheme No.3.

Where this Policy is inconsistent with the provisions of a specific Local Planning Policy, Local Development Plan, Activity Centre Plan or Structure Plan applying to a particular site or area, the provisions of that specific planning instrument shall prevail.

2.0 Objectives

2.1 Objectives for all Development
a) To promote and facilitate development that enables existing significant trees to be retained;
b) To minimise the removal of significant trees on zoned land as a consequence of development;
c) To protect significant trees which are to be retained on zoned land and existing street trees during the demolition and construction phase of development;
d) To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have been removed or do not exist on zoned land;
e) To ensure suitable advanced trees are planted on verges forming part of the road reserves abutting a development site where street trees have been removed;
f) To protect and increase the long term viability of City trees on verges adjacent to development sites; and
g) To preserve the existing streetscapes within the City.

2.2 Additional Objectives for Multiple Dwellings
a) Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees;
b) Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition; and
c) Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.

3.0 Applications Subject of this Policy
This Policy applies to all development valued over $100,000 on land zoned under the City’s Local Planning Scheme No.3.

This Policy must also be read in conjunction with:
- Local Planning Policy 6.6 Landscaping;
- Street and Reserve Trees Policy; and
- Crossover Policy.
4.0 Definitions
For the purpose of this Policy, the following definitions apply:

‘Advanced Tree’ - means a tree which requires planting in at least a 90 litre container or greater size and which is at least 2 metres in height and at least 2 years of age.

‘Significant Tree’ - means a woody plant at a height of at least four (4) metres above ground level and meets one of the following criteria:
    a) for a single trunk species, a trunk circumference of at least 500mm at a height of one (1.0) metre above ground level; or
    b) for a multi trunk species, a trunk circumference of at least 250mm at a height of one (1.0) metre above ground level.

‘Street Tree’ - means a tree that is located within a road reserve.

5.0 Development Provisions

5.1 Trees on Development Sites
The following provisions apply to all development and are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes (for Apartments).

a) The retention of significant trees may be imposed as a condition of development approval in accordance with Clause 68(2) of the Planning and Development (Local Planning Schemes) Regulations 2015 and Clause 10.3 of the Local Planning Scheme No.3 (refer to Appendix 1 for further information).

b) Where the Council approves development on a site which, at the time of subdivision or demolition does not contain a significant tree or involves the removal of a significant tree from the land, the Council may, as a condition of development approval, require advanced trees approved by the Council to be planted by the applicant in particular locations on the site in accordance with:
   - In the case of Multiple Dwellings: Design Element 3.3 Table 3.3a of State Planning Policy 7.3 Residential Design Codes Volumes 2 – Apartments; or
   - For all other development: Table 1 below:

<table>
<thead>
<tr>
<th>SITE AREA</th>
<th>NUMBER OF ADVANCED TREES TO BE PLANTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1m² - 500m²</td>
<td>1</td>
</tr>
<tr>
<td>501m² - 1,000m²</td>
<td>2</td>
</tr>
<tr>
<td>1,001m² - 1,500m²</td>
<td>3</td>
</tr>
<tr>
<td>1,501m² - 2,000m²</td>
<td>4</td>
</tr>
<tr>
<td>Over 2,000m²</td>
<td>1 for every 500m² (or part thereof)</td>
</tr>
</tbody>
</table>

   c) Where the maximum ratio specified in Table 1 is inconsistent with the maximum ratio specified by a Local Planning Policy, Structure Plan, Activity Centre Plan Local Development Plan or State Planning Policy 7.3 Residential Design Codes which applies to the particular site or the area in which the site is located, the maximum ratio of that specific planning instrument shall apply and the Council may as a condition of development approval, require advanced trees approved by the Council to be planted in particular locations on the site in accordance with that maximum ratio.
d) Where the Council approves development on a site with a condition of development approval requiring the retention of a significant tree or the planting of an advanced tree, the following minimum soil space (at ground level free of intrusions) is required around each tree:
  - In the case of Multiple Dwellings: in accordance with Design Element 3.3 Table 3.3b of the Residential Design Codes – Volume 2; or
  - For all other development: 9m².

(Note: Details of the tree species, location and surrounding soil space are to be shown on the approved development plans).

e) Significant trees being retained as part of a proposed development are to be protected during the demolition and construction phase of development.

5.2 Street Trees

a) The Council may impose a condition of development approval to require the planting of an advanced tree, at the applicant’s cost, on an abutting road reserve. All new developments that do not have a street tree on the verge will have a tree planted in the next available planting season, as deemed appropriate by the City, and included as a condition of development along with a contribution payment by the applicant towards the cost of the tree/s planted as per Council’s Fees and Charges.

b) Street and reserve trees need to be protected at development sites in order to preserve the amenity of streetscapes and neighbourhoods.

c) 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 200mm requires a minimum setback of one metre;
  - DBH of 201mm to 400mm requires a minimum setback of two metres;
  - DBH of 401mm 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.

d) To keep retained trees in a sound condition and to reduce the impact on its root system, no setback requests less than 1.0 metre will be accepted.

e) The City prioritises tree retention on City managed land adjacent to development sites, and will only consider removal when no other reasonable design alternative exists. Where a tree is to be removed/pruned, the landowner/applicant will be required to meet the contributory costs associated with the removal and replacement of the tree and will be required to compensate the City for the costs associated with the loss of the tree asset (as outlined in Section 5 ‘Bonds and Payments’ of the City’s Street and Reserve Trees Policy).

f) Replacement street trees that are required as a result of being removed through the development process will be in line with the following:
Policy Manual

- A minimum of one replacement tree will be planted on the verge adjacent to the development;
- Where a number of frontages are created due to subdivision, then a minimum of one tree shall be planted on each frontage, space permitting;
- Where there is room for more than one tree on each frontage/lot, then multiple trees will be planted in relation to the available space;
- Any additional replacement trees that are not able to be planted on the verge adjacent to the development will be planted elsewhere in the City and at the City’s discretion;
- All replacement trees will be of a species and size that is acceptable to the City; and
- The replacement cost will be met by the developer/applicant (as outlined in Section 5 ‘Bonds and Payments’ in the City’s Street and Reserve Trees Policy).

5.3 Council Discretion

Council will consider the exercise of discretion under Clause 5.5.5 of the Scheme in its application of the standards and requirements of the Scheme and adopted local planning policies where such a variation would allow for the retention of existing significant trees.
(Note: Variations cannot apply to non-discretionary provisions, such as residential density).

6.0 Variations to Policy Requirements

Any variations to this Policy will be assessed by the City against the objectives of this Policy and the relevant objectives of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.
APPENDIX 1

Assessing Significant Trees for Retention

When assessing whether an existing significant tree has high retention value, the following points will be considered by the City:

a) the condition (shape, health and structure) and life expectancy of the tree;
b) any community, cultural or heritage value;
c) the amenity value of the tree;
d) the proximity to conservation areas and its biodiversity value;
e) the amount of auxiliary works required for retention and protection of the tree;
f) the location of the tree on the development site;
g) the possibility of safety risks;
h) does the tree have any pests, diseases or is an undesirable or an invasive species; and
i) the number of existing trees on site.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

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<th>Action</th>
<th>Resolution Number</th>
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<td>1016/009</td>
<td>24 Oct 2017</td>
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6.14 FOOTPATH TRADING & ACTIVATION

1. Introduction
This policy applies to footpaths adjacent to non-residential properties only.

A vibrant and active footpath area has a positive impact on commercial centres and on the viability of local businesses. Carefully planned and well managed footpath trading areas, including outdoor dining, street trading, and product display areas, can activate and energise the street environment.

It is also important that the limited available space within footpaths is used in a way that does not compromise pedestrian access and safety.

This Policy sets out the requirements for the conduct of footpath trading and other forms of activation on footpaths in accordance with the City’s Thoroughfares and Public Places Local Law 2009.

2. Objectives
a) To promote the use of the City’s Footpaths for place activation purposes in a way that does not adversely impact on the amenity of adjacent businesses, residents and other street users.

b) To activate the City’s Footpaths in a way that does not visually or physically enclose the Footpaths or privatise that space.

c) To allow Footpaths to be used by traders in a way that does not impede access to the Footpath or cause a hazard or danger to any person using the Footpath.

d) To ensure that items placed on the Footpath do not result in visual or physical clutter, or restrict views of building and shop frontages.

e) To promote and activate the Footpath in a way that does not obstruct or impede the use of the Footpath or access to buildings, or sight lines for pedestrians or vehicles.

3. Purpose
The purpose of this Policy is to:

a) Identify the process by which footpath trading and activation can take place without the need for Development Approval.

b) Encourage the practice of street activation to create vibrant, innovative and economically successful activity centres and Public Places.

c) Enhance the shopping, dining and visitor experience within the public realm.

d) Ensure that proposals which comply with the requirements of this Policy are exempt from requiring Development Approval.

4. Applications Subject of this Policy
a) Use of the Footpath and Verge for trading and other forms of Activation shall only commence following the granting of a Permit or Development Approval from the City, as applicable.
b) A Permit will be issued by the City for proposals for footpath trading and other forms of Activation which comply with the requirements of this Policy, as demonstrated through the ‘Self-Assessment Checklist’ (see Appendix 1).

c) Proposals for footpath trading and other forms of Activation which do not comply with the requirements of this Policy will be assessed against the Objectives of this Policy and any other relevant legislation. Such proposals shall also require Development Approval.

d) A Permit will generally only be issued to the Business Operator of an existing or proposed tenancy fronting the Public Place where the Footpath Activation Area will be situated, unless otherwise approved by the City.

e) In addition to the information contained within this Policy, the operation of a Footpath Activation Area is to comply with all requirements of the Disability Discrimination Act 1992, the City of Stirling Thoroughfares and Public Places Local Law 2009, the Building Code of Australia and any other relevant legislation and City of Stirling local laws and policies.

Note: Applicants are required to ensure that all relevant Planning, Health and other relevant approvals are in place.

5. Definitions

**Activation:** means the use of Public Place by the occupants of adjoining commercial tenancies for the purposes of street Trading, commercial display, an Outdoor Eating Facility, ground-based signage, furniture, amenities and decoration.

**Applicant:** means a person who applies for a Permit.

**Building Activation Area:** means a Footpath Activation Area located immediately adjacent to a building or lot boundary.

**Business Operator:** means the owner or occupier of a Premises proposing to conduct street Activation in accordance with this Policy.

**Carriageway:** means the same as defined in the Thoroughfares and Public Places Local Law 2009.

**City Property:** has the same meaning as in clause 1.5 of the Thoroughfares and Public Places Local Law 2009 – that is, it means anything except a thoroughfare –

a) which belongs to the City;

b) of which the City is the management body under the Land Administration Act 1997; or

c) which is an ‘otherwise unvested facility’ within section 5.33 of the Local Government Act 1995.

**Clearance Zone:** means an area into which a Footpath Activation Area shall not encroach.

**Compliant Proposal:** means a proposal for a Footpath Activation Area which meets the standards and requirements of this Policy.

**Footpath:** means the same as defined in the Thoroughfares and Public Places Local Law 2009.

**Footpath Activation Area:** means an area within a thoroughfare where an Outdoor Eating Facility, street Trading, display of goods and other forms of Activation related to an adjoining Premises may be located. A Footpath Activation Area may be located immediately adjacent to a building or lot boundary (Building Activation Area) and/or adjacent to a Carriageway (Kerbside Activation Area).
Furniture and Decoration: means items which may be Permitted within Footpath Activation Areas including but not limited to, tables and chairs, decorative objects, goods displays (e.g. clothing racks, card stands, shelves etc.), screens and barriers, blinds and weather barriers, umbrellas, lighting, public art, heating devices, planter boxes, pot plants, bike racks, street furniture, and the like.

Kerbside Activation Area: means a Footpath Activation Area located adjacent to a Carriageway.

Outdoor Eating Facility: means an Outdoor Eating Facility or establishment on any part of a Public Place.

Permanent Items: Means Furniture and Decoration which are permanently fixed within the Footpath Activation Area.

Permit: means a Permit issued under this Policy and the Thoroughfares and Public Places Local Law 2009.

Permit Holder: has the same meaning as in clause 1.5 of the Thoroughfares and Public Places Local Law 2009 – that is, a person who holds a valid Permit.

Premises: means a building or similar structure, but does not include a carpark or a similar place.

Public Place: has the same meaning as in clause 1.5 of the Thoroughfares and Public Places Local Law 2009 - that is, it includes a thoroughfare or place which the public are allowed to use, whether or not the thoroughfare or place is on private property, but does not include –

a) Premises on private property from which trading is lawfully conducted under a written law; and

b) City Property.

Semi-Permanent Items: means Furniture and Decoration that can be removed at will but which remain within Footpath Activation Area outside of trading hours.

Street Infrastructure: means public seating, bins, bicycle racks, street trees and tree pits, public art, parking meters, parking signage, pay phones, fire hydrants, bollards, power poles, public signage, sewer manholes, telecommunications and electricity conduits, service easements, post boxes, paving and the like.

Temporary Items: means Furniture and Decoration that can be shifted or removed at will and are removed from the Footpath Activation Area at close of daily trading.

Trading: includes –

a) The selling or hiring of, the offering for sale or hire of, or the soliciting of orders for, goods or services in a public place; and

b) Displaying goods in any public place for the purpose of –

i. offering them for sale or hire;

ii. inviting offers for their sale or hire;

iii. soliciting orders for them; or

iv. carrying out any other transaction in relation to them.

Verge: has the same meaning as in clause 1.5 of the Thoroughfares and Public Places Local Law 2009 - that is, that part of the thoroughfare between the Carriageway and the land which abuts the thoroughfare and includes a nature strip, but does not include a Footpath.
6. Process for Obtaining a Permit

6.1 Permit Requirements

a) To be eligible for a Permit, the Applicant must be the Business Operator of a business Premises adjacent to the Footpath Activation Area, including a Business Operator within a strata property.

b) An Applicant will need to satisfy the following requirements:

i. Complete the Footpath Trading and Activation Form, including the Self-Assessment Checklist (Appendix 1);

ii. Provide a sketch of the proposed Footpath Activation Area on the supplied sheet accompanying the Footpath Trading and Activation Form;

iii. Provide a letter of consent where the proponent seeks to occupy the public space immediately adjoining a neighbouring premises; and

iv. Complete and sign the Terms and Conditions Agreement attached to the Footpath Trading and Activation Form.

6.2 Public Risk

a) The Permit Holder is responsible for any injury or damage to a third party which occurs in connection with an Activation area.

b) The Permit Holder must ensure that it obtains and maintains, at all times, adequate public liability insurance to cover the risk of injury or damage to a third party in connection with an Activation area.

c) To meet the City’s requirements the public liability insurance must:

i. Be for a minimum amount of $10,000,000 that specifically includes using the Footpath for the proposed activity.

ii. Cover injury, loss, or damage to persons arising out of the activity carried out under the Permit or the granting of a Permit.

iii. Note the interest of the City of Stirling on the insurance policy.

iv. State the period covered by the insurance policy (ie. commencement and expiration date) and be renewed upon expiry.

v. Be issued by an insurer approved by the Australian Prudential Regulation Authority (APRA).

vi. Be supplied in an approved form, such as a Certificate of Currency.

d) The Permit Holder must agree to indemnify the City in respect of any injury to any person or any damage to any property which may occur in connection with an Activation area.

e) Subclauses 6.2 c) and d) do not apply to signs that meet the requirements of Clause 8.2.5 – Signage and Advertising of this policy.

6.3 Determination of Proposals

The Applicant's completion of the Self-Assessment Checklist shall be used to establish if a proposal is a Compliant Proposal.
6.3.1. **Compliant Proposals**

Where the City determines a proposal meets the standards and requirements of this Policy, the City shall issue a Permit. Development Approval will not be required for the proposed works and use of a Compliant Proposal.

6.3.2. **Non-Compliant Proposals**

Where the City determines a proposal is not a Compliant Proposal:

a) A Development Approval is required.

b) The Applicant shall provide with their Development Application the following additional information:

   i. A written description of the proposed variation(s) from the Policy standards and requirements; and

   ii. Supporting justification for proposed variation(s) which addresses the objectives of this Policy.

c) If the Development Approval is granted, the City shall issue a Permit.

d) For the purpose of assessing a non-Compliant Proposal, the City may seek the comments of adjoining or nearby neighbours in accordance with the City’s Planning Consultation Procedure’.

7. **Site and Access Requirements**

7.1 **Clearance Zone**

A Clearance Zone must be adhered to and shall not be encroached upon by any object or Activation associated with an approved Footpath Activation Area (refer to Figure 1). The Clearance Zones may overlap for the purposes of determining the maximum width of the Footpath Activation Area.

7.1.1. **Pedestrian Clearance Zone**

a) A minimum 1.5 metre width of Footpath is to be kept clear between the building frontage and the kerb line to provide a clear path of travel for pedestrians, which is to align with any adjacent Pedestrian Clearance Zones.

b) A Pedestrian Clearance Zone to access ramps, as measured from the centreline of the ramp, at a minimum width of 2.5 metres.

c) Where there is no ramp, a minimum 1.5 metre wide evenly spaced pedestrian break is to be provided per lot frontage.

7.1.2. **Kerb Clearance Zone**

A minimum 0.6 metre setback distance is to be provided between the Footpath Activation Area and the roadway, measured from the Carriageway side of the kerb.
7.1.3. **Street Corner Clearance Zone**

To maintain sightlines for road users, Activation areas must be setback from intersections, including any driveway, laneway, and/or right-of-way. The typical minimum setback from intersections to the Activation area is determined by a line of sight, set at a 45-degree angle from the corner of the property to the kerb (refer to Figure 2). For a Kerbside Activation Area within 20m from the corner of the property at an unsignalised intersection, Furniture and Decoration may be no greater than 1m high and all barriers shall be visually permeable.

Setbacks from intersections may vary depending on site-specific streetscape conditions. Additional setbacks may be required at intersections with high traffic volumes, speeds and/or poor visibility. Final intersection setbacks are subject to the City’s approval.
7.1.4. **Bus Stop Clearance Zone**

A minimum 2 metre width of Footpath measured from the outer face of the kerb, extending laterally 10 metres behind and 2 metres forward of a bus stop, is to be kept clear to maintain pedestrian access to transit (refer to Figure 3).

*Note: The arrangement of Furniture and Decoration within Footpath Activation Areas shall not obstruct, impact or affect Public Transport Authority infrastructure, such as a bus shelter and tactile paving.*

![Figure 3 - Bus Stop Clearance Zone Requirements](image)

7.1.5. **Street Infrastructure Clearance Zone**

a) The arrangement of Furniture and Decoration within Footpath Activation Areas shall not compromise public access to Street Infrastructure.

b) Furniture and Decoration which are deemed by the City to obstruct, impact or affect Street Infrastructure shall be removed or relocated within a timeframe specified by the City.

c) The City may consider the removal/relocation of any Street Infrastructure or minor modifications to engineering treatments of a Footpath in order to safely accommodate Trading and Activation in accordance with this Policy. Such proposals will require the Development Approval of the City and will be assessed against the objectives of this Policy.

d) The cost of installation and reinstatement of any works and improvements shall be borne by the Permit Holder.

7.2 **Footpath Activation Layout and Design**

A Footpath Activation Area is:

a) To be located within the existing Footpath and must not extend into parking areas or vehicle Carriageways;
b) Not to encroach into Clearance Zones as defined in Clause 7.1; and  
c) Not exceed 30 square metres in area.

7.2.1. **Footpaths less than 3.5 metres wide**

Where Footpaths are less than 3.5 metres in width, Footpath Activation Areas are to be located within the Building Activation Area (refer to Figure 4).

![Figure 4 - Building Activation Area - Footpaths Less Than 3.5 Metres Wide](image)

7.2.2. **Footpaths greater than 3.5 metres wide**

Where Footpaths are 3.5 metres in width or greater, Footpath Activation Areas may be located within the Kerbside Activation Area. A 0.6 metre Kerb Clearance Zone is required where a Kerbside Activation Area is proposed (refer to Figure 5).

![Figure 5 - Kerbside Activation Area - Footpaths 3.5 Metres Wide or Greater](image)
7.2.3. **Footpaths greater than 3.8 metres wide**

Where Footpaths are greater than 3.8 metres in width, both Kerbside and Building Activation Areas may be proposed, provided required Clearance Zones can be maintained (refer to Figure 6).

![Diagram showing both Building & Kerbside Activation Areas – Footpaths 3.8 Metres Wide or Greater](image)

**Figure 6** - Both Building & Kerbside Activation Areas – Footpaths 3.8 Metres Wide or Greater

7.3 **Exclusions**

Irrespective of Clause 7.2.2 and 7.2.3, Building Activation Areas are mandatory and Kerbside Activation Areas are prohibited where a posted speed limit of 60km/hr or greater applies to the adjacent street.

7.4 **Car Parking**

Where a Footpath Activation Area exceeds 30 square metres in area and proposes an Outdoor Eating Facility the provisions of the City’ Parking Policy will apply.

7.5 **Use of Neighbouring Activation Areas**

a) Footpath Activation Areas shall be situated directly adjacent to the business premises.

b) Use of a neighbouring Footpath Activation Area shall only be permitted where:

i. The neighbouring Business Operator provides written consent for the proponent’s use the area; and/or

ii. Any limits to the maximum number of persons permitted at the adjacent premises under a Development Approval or Occupancy Permit are adhered to.

c) The written consent of a neighbouring Business Operator is not required where Business Operators of rear strata tenancies propose signage that meets the requirements of Clause 7.2.5 – Signage and Advertising.

Where the Business Operator of an adjacent premises has withdrawn its consent (provided in accordance with Clause 6.1b) in writing to the City, the proponent must cease using and reinstate the area to its original state within a timeframe specified by the City.
8. **Furniture and Decoration Requirements**

8.1 **Furniture and Decoration Permanency**

The permissibility of Furniture and Decoration shall be determined by whether they will be temporary, Semi-Permanent or permanent within the Footpath Activation Area.

8.1.1. **Temporary Items**

All Temporary Items shall be located with the Footpath Activation Area at all times and stored within the related business Premises outside of trading hours.

8.1.2. **Semi-Permanent Items**

a) Semi-Permanent Items are only Permitted on Footpaths of 3.5 metres or greater.

b) Semi-Permanent Items must be able to be moved at the request of the City to provide for maintenance, cleaning or other activities.

8.1.3. **Permanent Items**

a) Permanent Items may be supported at the City’s discretion but will require Development Approval.

b) Proposals for Permanent Items will be assessed against the objectives and clause 7.1.5 of this Policy and the following criteria:

   i. In the opinion of the City, contributes a broader public benefit;

   ii. The Permit Holder shall reinstate the affected public space back to its original condition at their own cost;

   iii. Is in keeping with existing urban character and respects heritage streetscape values; and

   iv. Does not create an impediment to cleaning or maintenance of the thoroughfare.

8.2 **Furniture and Decoration Requirements**

All Furniture and Decoration items must be maintained in a physically sound and safe condition to the City’s satisfaction.

Specific requirements apply to some but not all Furniture and Decoration. Forms of Furniture and Decoration for which standards are not prescribed are still Permitted within Footpath Activation Areas.

All Furniture and Decoration and the like must not be Permanent Items only (refer to Clause 8.1.3), fully contained within the Footpath Activation Area, including canopy, and not encroach into any applicable Clearance Zone.

8.2.1. **Screens and Barriers**

Screens and Barriers are:

a) To provide a minimum of 2 metre gap per lot frontage to allow access from the roadway to the Footpath; and

b) Not to exceed a maximum height of 1 metre.

8.2.2. **Weather Protection**

Weather protection devices are:
a) To provide a minimum underside clearance of 2.4 metre;
b) To be self-supporting; and
c) To be adequately weighted or otherwise secured to ensure they do not become dislodged.

Note: Clasps, ties, footings or other means of permanently fixing umbrellas and awnings to the Footpath Activation Area are considered to be permanent and require Development Approval. Vertical café blinds are not acceptable due to their potential to visually enclose and privatise public spaces.

8.2.3. Lighting, Wiring and Electrical Devices

No lighting or other items requiring mains power, including point-of-sale and power outlets, are to be installed on City Property. All electrical works need to be contained within the private lot. Lighting, wiring and other electrical installations are:
a) To not comprise flashing, intermittent or running lights;
b) To be disconnected and removed at close of daily trading unless permanent installation is approved by the City;
c) Not to result in any occupational health and safety issues;
d) To be sited so as not to obstruct pedestrian movement; and
e) Not to be installed or operated in a manner that may be prejudicial to safety or inconsistent with relevant Australian Standards.

8.2.4. Heating Devices

Heating devices are:
a) To be self-contained, stable and free standing;
b) To be sited to achieve adequate clearances from combustible objects;
c) To operate in accordance with the manufacturers specifications; and
d) To have a registered Australian Gas Association Number (AGA No.) or SAI Global approval where relevant.

8.2.5. Signage and Advertising

Advertising signs are:
a) To be an ‘A’ frame or similar Ground Based sign;
b) To be located adjacent to the building to which the sign relates and be located on the Footpath immediately adjacent to the building;
c) To be displayed only during the normal business hours of the business to which the sign relates;
d) To be limited to a maximum of one sign per tenancy;
e) To advertise only the name of the owner or occupier of the Premises, and/or the nature of the business and/or activities to which it relates and carried on therein; and
f) To have a maximum vertical or horizontal dimension of 1 metre and have an area of not more than 0.6m².

Product advertising additional to ground based sign is Permitted and does not require Development Approval where limited to umbrellas and barriers.
9. Operation, Management and Compliance

9.1 Cleaning and Maintenance

A Permit Holder is:

a) To ensure that Furniture and Decoration within the Footpath Activation Area are maintained in a physically sound and aesthetically acceptable condition at all times;

b) To be responsible for regular cleaning of the approved Footpath Activation Area; and

c) To be responsible for repairing any damage to works on public land (e.g. paving, street furniture, street planting) caused by the operations of the Footpath Activation Area, to the satisfaction of the City.

Should the Footpath Activation Area not be maintained in a good condition and clean and tidy state and/or the conditions of Council’s approval are not adhered to, the City may cancel the Permit (refer to the City’s Clause 6.11 of the *Thoroughfares and Public Places Local Law 2009*).

9.2 Operations of an Outdoor Eating Facility

a) An Outdoor Eating Facility within a Footpath Activation Area will be considered only where it is part of a proposal to establish an eating establishment within a directly adjoining tenancy, or is proposed as an extension of an existing eating establishment operating within a directly-adjoining tenancy.

b) If not previously granted as part of an existing eating establishment, a proposal to operate an Outdoor Eating Facility will require a separate Certificate of Registration of a Food Business.

c) A Permit issued by the City of Stirling for a Footpath Activation Area does not authorise the sale, supply, display, or consumption of liquor. To permit the sale, supply, display and/or consumption of liquor in connection with an Outdoor Eating Facility, a Permit Holder must obtain the relevant licence or other approval under the *Liquor Control Act 1998* permit from the Department of Racing, Gaming and Liquor.

d) The A Permit may be used to accompany an application for a licence under section 40 of the *Liquor Control Act 1988* for a Footpath Activation Area may be used to accompany a Section 40 Application.

9.3 Sale of Goods

Goods on display are to reflect the products sold within the related business Premises and are to be removed at the end of trading for that day.

9.4 Public Works and Special Events

a) The City may require the use of a Footpath or adjacent area to undertake works or to allow an event or other activity to occur. This may include repair to infrastructure as a result of emergency works being undertaken. The City will endeavour to give a Permit Holder sufficient notice to vacate the Footpath Activation Area prior to the event.

b) Where notice is given, a Permit Holder shall remove all Furniture and Decoration from the Footpath Activation Area within the time period and for the duration specified by the City.

c) In cases of an emergency, the Footpath Activation Area may need to be cleared immediately by the Permit Holder at the request of the City or its authorised agents, and/or government agencies, or emergency services. The City shall not be responsible for any claim for loss of trade or damage and repair of the Permit Holder’s Furniture and Decoration items during the time of an emergency.
9.5 Permit Validity

a) A Permit is not subject to a requirement for renewal and remains valid unless otherwise cancelled by the City.

b) A Permit is not tied to a property and will be cancelled requiring a new application where:
   i. The Permit Holder has not complied with a condition of the Permit; or
   ii. The Permit Holder fails to maintain any required public liability insurance or ceases to indemnify the local government against damages; or
   iii. The transfer of a tenancy or change of ownership of a Premises; or
   iv. Permanent cessation of the activity occurs; or
   v. The owner of a neighbouring premises withdraws consent for the proponent to occupy public space in front or immediately adjacent to their premises; or
   vi. In the opinion of the City, the Activation is causing a nuisance or is having an unreasonable impact upon surrounding residents, pedestrians, cyclists or surrounding businesses; or
   vii. The Footpath Activation Area is on land defined under the Metropolitan Region Scheme as within a Planning Control Area or an Other Regional Roads or Primary Regional Roads reservation, and the Western Australian Planning Commission requests the cancellation of the Permit.

9.6 Cancellation of a Permit

a) Following cancellation of a Permit, all Furniture and Decoration must be removed from a Footpath Activation Area within the time period specified by the City.

b) Once the Permit is cancelled, a Footpath Activation Area must be restored to its original condition within the time period specified by the City, including the removal of all permanent fixtures, to the satisfaction of the City and at the Permit Holder’s cost.

c) If a Footpath Activation Area is not restored to its original condition within the time period specified by the City, or is damaged as a result of Footpath Activation, restoration works and/or repair works must be carried out at the Permit Holder’s expense. The Permit Holder shall not be entitled to any payments, compensation or damages of any kind from the City where this occurs.
6.16 CONTAINER DEPOSIT SCHEME INFRASTRUCTURE

1. Introduction
This Policy is to provide an exemption in accordance with Clause 61(1)(i) and (2)(e) of the Planning and Development (Local Planning Schemes) Regulations 2015 from the requirement to obtain development approval for container deposit scheme facility proposals which satisfy minimum development standards.

2. Objectives
2.1 To ensure the location, design and siting of container deposit scheme infrastructure is complementary to the character, functionality and amenity of urban localities.

2.2 To prevent negative impacts on local amenity from the operation of container deposit scheme infrastructure.

2.3 To enable the timely, cost effective delivery of essential container deposit scheme infrastructure.

2.4 To provide conveniently located infrastructure to ensure the container deposit scheme effective reduction of litter, increased recycling and protection of the environment.

3. Applications Subject of this Policy
3.1 This Policy applies to all container deposit scheme infrastructure developments.

3.2 Development approval will not be required for container deposit scheme infrastructure proposals that comply with the provisions of this policy, in accordance with Clause 61(1)(i) and (2)(e) of the deemed provisions of the Local Planning Scheme No. 3 provided for by the Regulations, unless the development is proposed on land that is:

a. entered in the State Register of Heritage Places under the Heritage Act; or
b. the subject of an order under Part 4 of the Heritage Act; or
c. included on a heritage list prepared in accordance with Local Planning Scheme No. 3; or
d. within an area designated under Local Planning Scheme No. 3 as a heritage area; or
e. the subject of a heritage agreement entered into under section 90 of the Heritage Act.

3.3 Container deposit scheme infrastructure proposed to be erected on a temporary basis of not more than 48 hours within a 12 month period are exempt from approval, as per the requirements of 61(1)(f) and (2)(d) of the deemed provisions provided in the Regulations and contained within Local Planning Scheme No. 3. As such, the policy provisions would not apply.

4. Definitions
Container collection cage: means a cage, or other structure, that is designed to store containers deposited at return points, and is incidental to the predominant land use.

Container deposit scheme: means the Western Australian program that provides a refund for the return of eligible beverage containers at various container return points. The program is not intended to collect normal household waste.

Container deposit scheme infrastructure: means a reverse vending machine or a container collection cage used for the container deposit scheme.
Noise Regulations: means Environmental Protection (Noise) Regulations 1997 (as amended) prepared under the Environmental Protection Act 1986.
Regulations: means the Planning and Development (Local Planning Schemes) Regulations 2015 prepared under the Planning and Development Act 2005.
Reverse vending machine: means an unattended device that accepts empty beverage containers used for the container deposit scheme, and is incidental to the predominant land use.
Total lot area: means the total land area of a freehold or survey strata lot.

5. General
5.1 Container deposit scheme infrastructure must not result in any change to the property that results in the site no longer complying with any relevant development standards and/or requirements of the Local Planning Scheme No. 3.

5.2 Where the development is no longer incidental to an existing land use, development approval for the change of land use may be required.

6. Zones and Reserves
6.1 Development approval for the development or operation of a container collection cage is not required where it complies with all the relevant development standards outlined by this policy, and may take place in any zone or local reserve.

6.2 Development approval for the development or operation of a reverse vending machine is not required where it complies with all the relevant development standards outlined by this policy, and may take place in any local reserve or any of the following zones:
   a. Business;
   b. Civic;
   c. District Centre;
   d. Hotel;
   e. Industry;
   f. Local Centre;
   g. Mixed Business;
   h. Mixed Use;
   i. Private Institution;
   j. Regional Centre;
   k. Service Station.

7. Location
7.1 Container deposit scheme infrastructure must not be erected within 10 metres of an adjoining lot boundary that accommodates a residential use.

7.2 Container deposit scheme infrastructure must not restrict any vehicular or pedestrian access to or from, or entry to any building, on the land on which the infrastructure is located.

7.3 Container deposit scheme infrastructure must not obstruct the operation of, or access to, any utility services on the land on which the infrastructure is located or on adjacent land.

7.4 To preserve pedestrian and vehicular sightlines, and servicing access, container deposit scheme infrastructure must not be erected within two (2) metres of any road reserve or right-of-way intersection or crossover, and shall not reduce existing car park sightlines, aisle widths and manoeuvring spaces.
8. **Visual Amenity**

8.1 Where the development of a container deposit scheme infrastructure is proposed outdoors:

   a. placement of the infrastructure must not result in the removal of any vegetation, landscaping or street tree;
   
   b. the infrastructure must be constructed and clad with low-reflective, graffiti-resistant materials, which provide protection from the elements, where not consisting of promotional or branding material approved under the operation of the container deposit scheme; and
   
   c. the infrastructure must not display any advertising signage other than promotional or brand signage related to the operation of the container deposit scheme infrastructure, that must be attached to the infrastructure and not extend beyond the surface of the infrastructure. The signage is not to comprise of lights.

8.2 Where the development of a container deposit scheme infrastructure is proposed outdoors, and the infrastructure exceeds a development footprint of 10 square metres, bins for the removal of waste or recyclable materials not accepted by the infrastructure must be provided. The bins are to be adjacent to the container deposit scheme infrastructure, and serviced regularly at the applicants expense to maintain the amenity of the area, at a rate of one (1) waste bin and 0.5 recycling bins (both 240L in volume) per 10 square metres or part thereof development footprint.

9. **Operational Amenity**

9.1 Where the development or operation of a container deposit scheme infrastructure is proposed within 100 metres to land that accommodates a residential use, the infrastructure must operate only:

   a. between 7.00 am and 7.00 pm Monday to Saturday; and
   
   b. between 9.00 am and 7.00 pm on Sunday and public holidays.

   Outside of these hours the container deposit scheme infrastructure shall be locked and made inoperable.

9.2 Where the development of a container deposit scheme infrastructure is proposed, the operation of the infrastructure must not prejudicially affect the amenity of the locality due to the emission of light, noise, vibration, electrical interference, smell or any other by-product.

9.3 Where the development or operation of a container deposit scheme infrastructure is proposed, the infrastructure or use of the infrastructure must not emit noise at a level which exceeds any requirement(s) under the Noise Regulations.

9.4 Where the development or operation of a container deposit scheme infrastructure is proposed, the infrastructure must be provided with lighting that complies with AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces, Part 3.1: Pedestrian area (Category P) lighting—Performance and design requirements (as amended).

9.5 Where the development or operation of a container deposit scheme infrastructure is proposed, the infrastructure must be accessible to any person with a disability.

10. **Development Footprint**

10.1 For a container collection cage proposed outdoors, the cage must not have a development footprint of more than eight (8) square metres or be more than 2.5 metres in height. There shall not be more than one (1) cage per lot.
10.2 For a reverse vending machine proposed outdoors, on land not used for car parking, the machine must not be more than three (3) metres in height, or have dimensions greater than eight (8) metres by six (6) metres. There shall not be more than one (1) machine per 15,000 square metres of total lot area or part there of.

10.3 For a reverse vending machine proposed within an existing car park, there must be a minimum of 40 car parking spaces available after the development of the infrastructure with the provision of car parking bays on-site complying with the City’s Car Parking Policy. There shall not be more than one (1) machine per 1,000 car parking space or part there of. The area occupied by the large reverse vending machine must not exceed:

a. 50 square metres, where there are less than 200 car parking spaces; or
b. 75 square metres, where there are 200 or more car parking spaces.

11. Variations to Policy Requirements
Any variations to this Policy will be assessed by the City against the objectives of this Policy.