

CITY OF STIRLING USER GUIDE: LOCAL PLANNING POLICIES AND APARTMENT CODES

Local Planning Policies impacted by 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments' (effective from 24 May 2019)

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Key:

-  Local Planning Policy requirements superseded by Apartment Codes
(For Multiple Dwelling Development Only)

- Notes:**
1. Apartment Codes means 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'
 2. Non-residential, Single Houses and Grouped Dwelling developments are to still comply with Local Planning Policies. The following Policies are for Multiple Dwellings and residential components of Mixed Use developments. Where a Policy makes reference to a Local Development Plan, refer to the Local Development Plan User Guide for assistance.



2.6 RESIDENTIAL BUILDING HEIGHTS (Multiple Dwelling Development only)

Disclaimer:

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This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

1.0 Introduction

Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (eg Heritage Protection Area Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

2.0 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.

[Refer 2.2 Element Objectives of Apartment Codes]

3.0 Applications Subject of this Policy

This Policy applies to all development within a Residential Zone.

4.0 Definitions

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

Gables

Subject to compliance with Clause 5.1.6 C6 Table 3 Note ii of the Residential Design Codes of Western Australia (R-Codes), 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.

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.

Building Height

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).

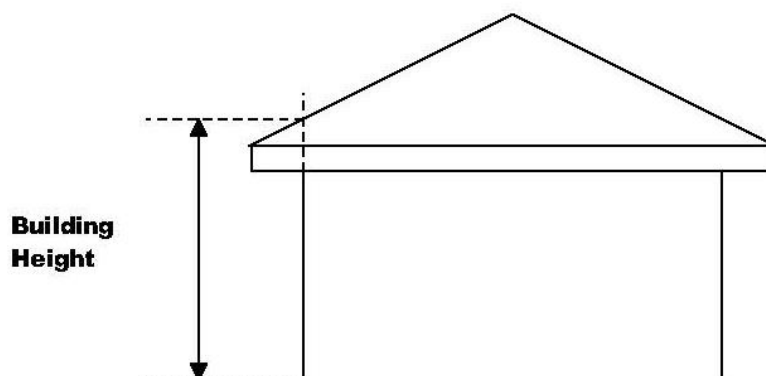


Figure 1 – Measurement of Building Height

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 2).

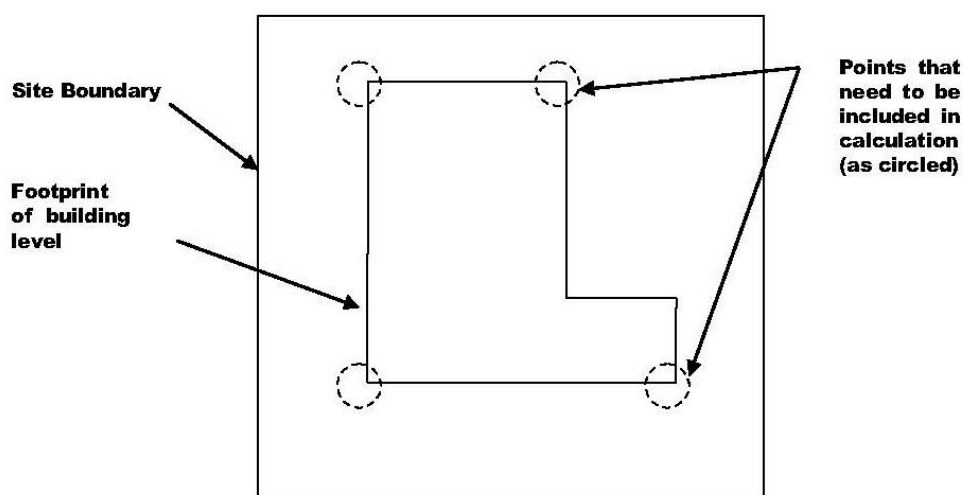


Figure 2 – Average Natural Ground Level Calculation

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 3 & 4)

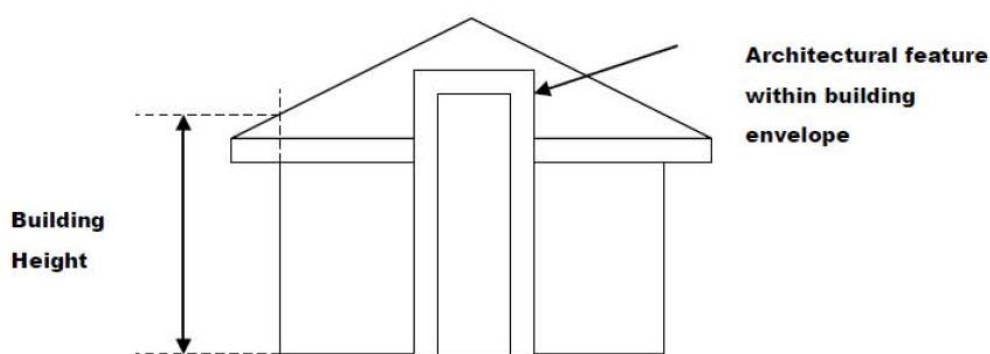


Figure 3 – Architectural feature within building envelope

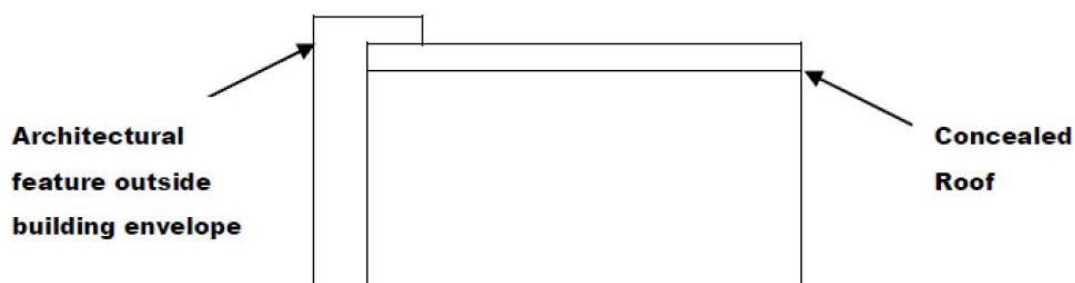


Figure 4 – Architectural feature outside of building envelope

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).

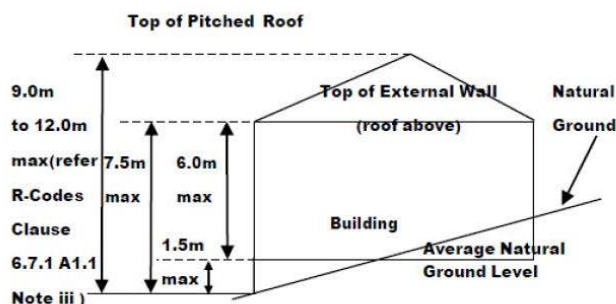


Figure 5 - Pitched Roof on a Sloped Site

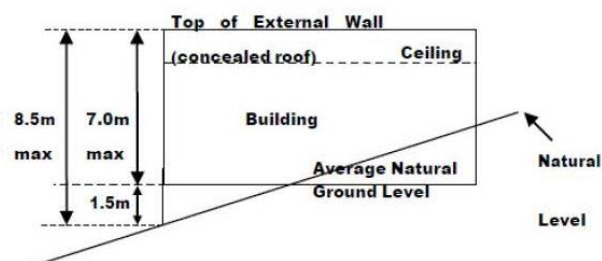


Figure 6 - Flat Roof on a sloped site

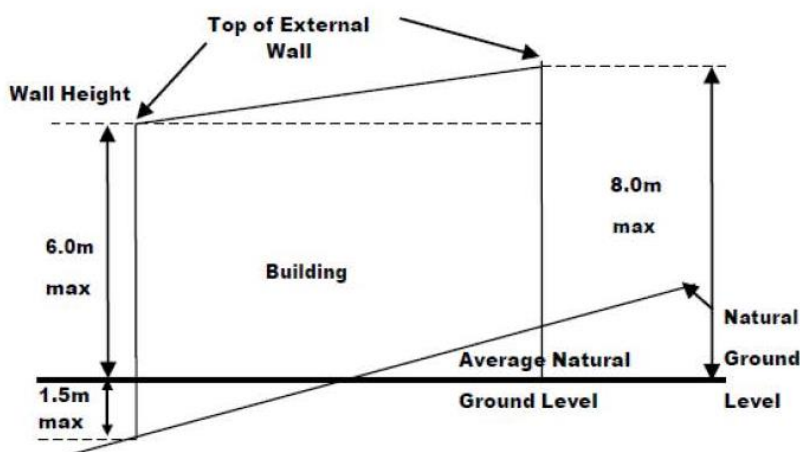


Figure 7 - Skillion Roof on a Sloped Site



5.2 Additions to Existing Dwellings

- 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
- 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

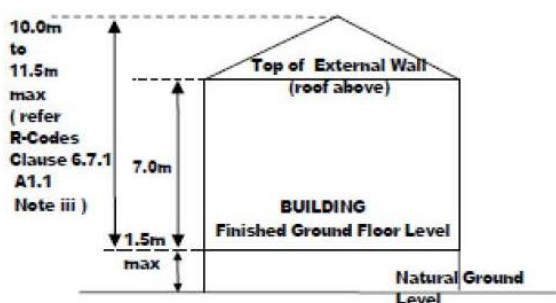


Figure 8: Addition with a Pitched Roof

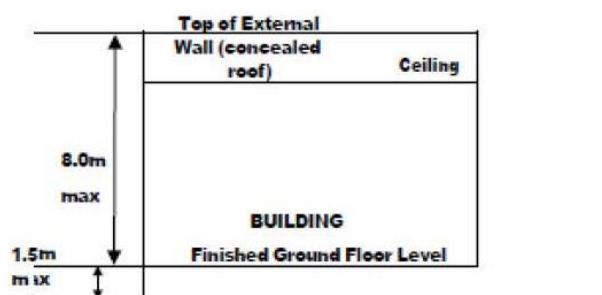


Figure 9: Addition with a Flat Roof

6.0 Acceptable Development Provisions

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

6.1 Building Height Deemed-to-comply Standards (Clause 5.1.6 C6)

- The Building Heights in areas coded R50 or less are as per Category B specified in Table 3 of the R-Codes, except for applications assessed under Part 6 of the R-Codes.
- The Building Heights in areas coded greater than R50 are as per Category C specified in Table 3 of the R-Codes, except for applications assessed under Part 6 of the R-Codes.
- Building height be calculated based on the ridge lengths outlined in Table 1 of this Policy (below)

Ridge Length	Maximum Ridge Height
6.0m and Greater	9.0m
4.01m - 6.0m	9.5m
2.01m - 4.0m	10.0m
0 - 2.0m	10.5m

Table 1 - Varying Ridge Heights for Varying Ridge Lengths

- d) The Building Heights for all applications assessed under Part 6 of the R-Codes are as per Table 4 of the R-Codes however building height is to be measured in accordance with the provisions of this Policy.

[Refer Element 2.2 of Apartment Codes]

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

7.0 Neighbour Consultation

Consultation with neighbours sites will be required, in accordance with the R-Codes, when a variation to the Deemed-to-comply standards is sought. In all cases requiring consultation with neighbours, it is required that the City conduct the consultation process.

8.0 Variations

Should an application not comply with the acceptable development provisions of this Policy, it is to be assessed under the objectives of this policy and the appropriate Design Principles of the R-Codes.

3.1 CHARACTER RETENTION GUIDELINES MT LAWLEY, MENORA AND INGLEWOOD (Multiple Dwelling Development only)

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Extract Only:

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.

[Refer relevant Element Objectives of Apartment Codes]

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**).

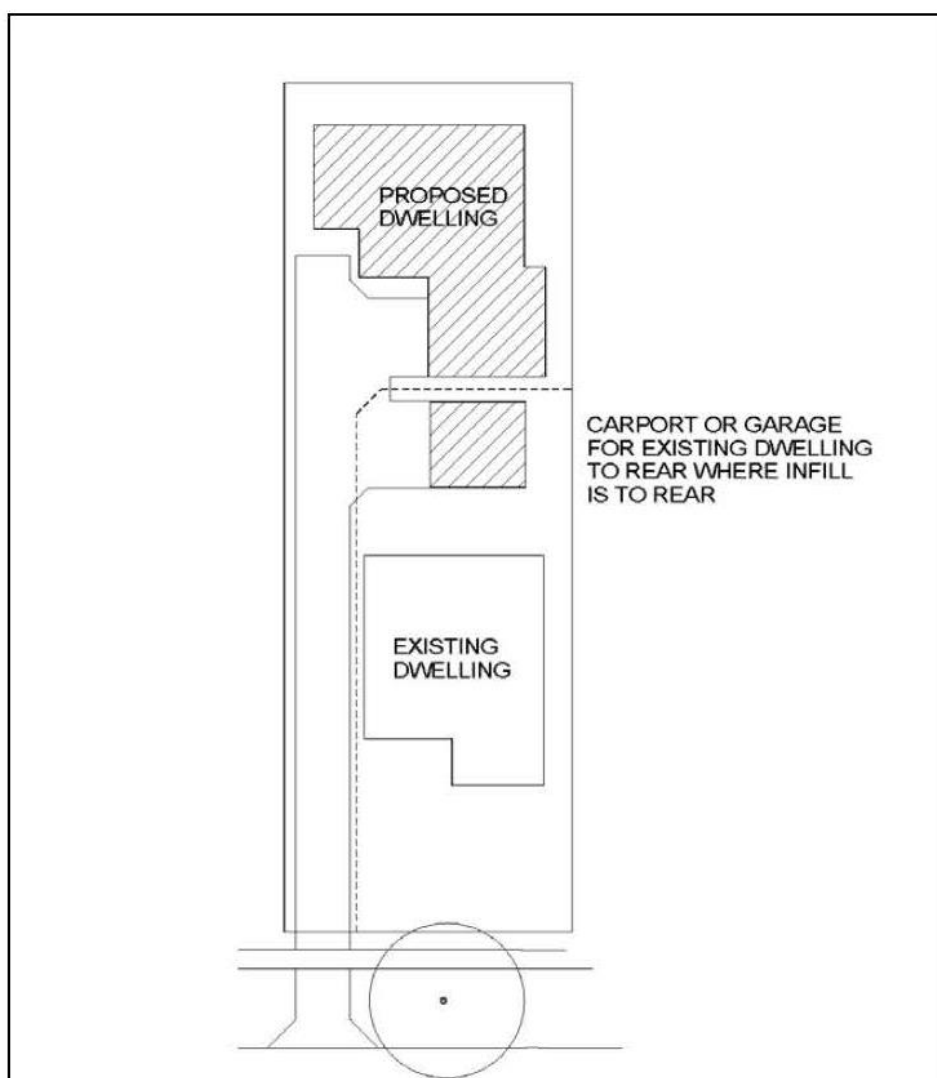


Figure 25 – Example of Infill Development



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.

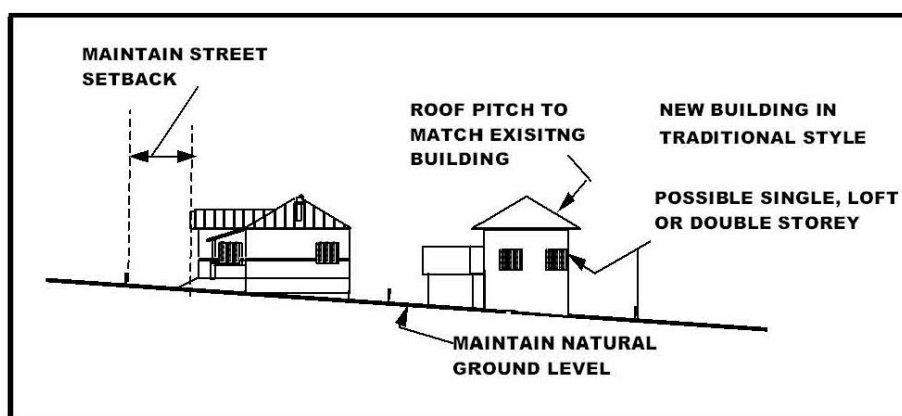


Figure 26 – Example of Infill Development

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.

[Refer relevant Element Objectives of Apartment Codes]

4.4.1 Vehicle Access

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

4.4.1.1 Location and Setbacks

- Carports and garages shall be located to the rear of dwellings, or alternatively, to the side of dwellings setback behind the predominant building line;
- Garages shall be setback a minimum of 0.5 metres behind the predominant building line;
- Garages shall not be located in front setback areas;
- 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
- Carports and garages should be set back from the side boundary where possible.

[Refer Element 3.9 of Apartment Codes]

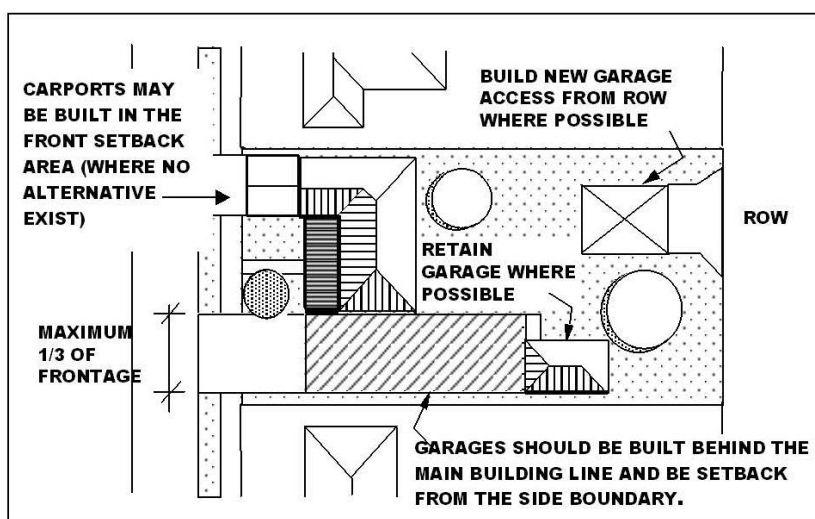




Figure 27 – Location of Carports and Garages

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**).

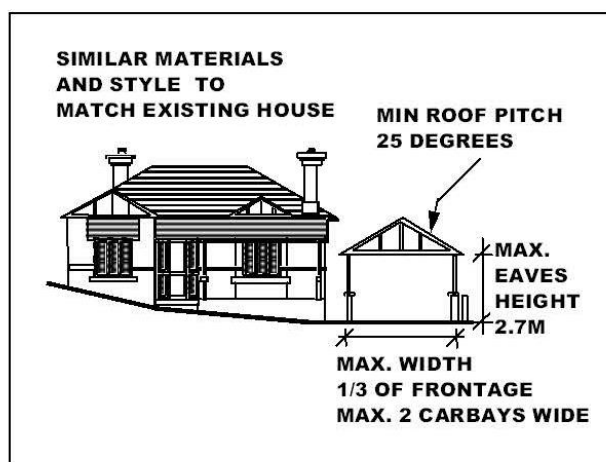


Figure 28 – Built Form of Carports and Garages

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

[Refer relevant Element Objectives of Apartment Codes]

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.

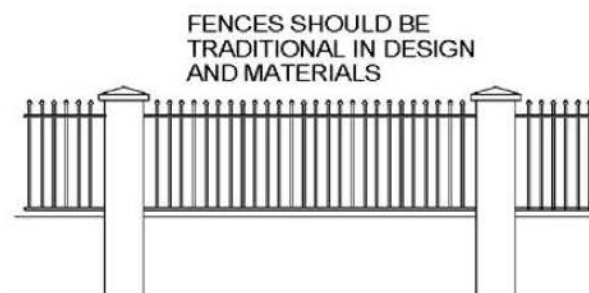


Figure 29 - Example of Open-Style Fencing

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

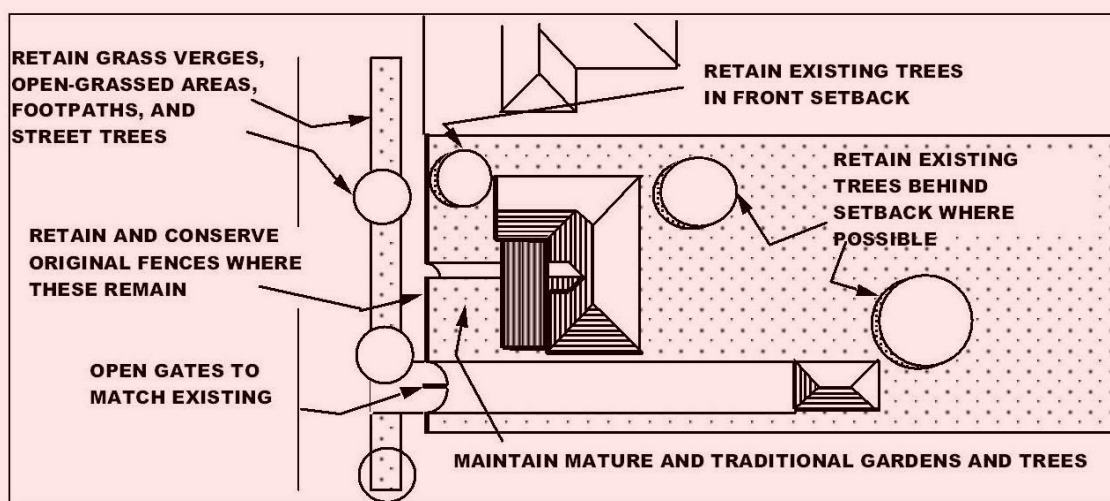


Figure 30 – Example of Traditional Garden Design

[Refer Element 4.1 of Apartment Codes]



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.

[Refer relevant Element Objectives of Apartment Codes]

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.

[Refer Element 3.2 of Apartment Codes]

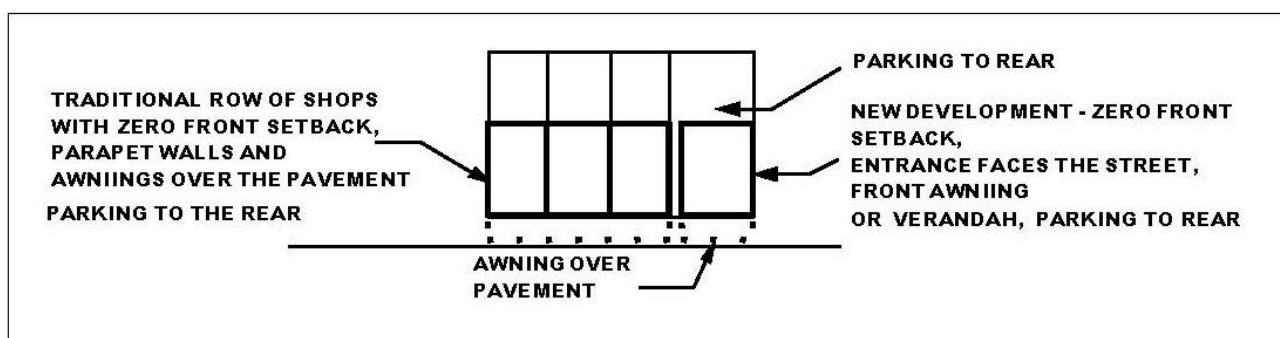


Figure 33 – Example of Traditional Commercial Layout

6.1.3 Traditional Houses Used for Non-Residential Uses

- 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;
- 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);
- 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

- New commercial and mixed-use buildings shall be of traditional style and reflect the design, colours, and materials of traditional buildings within the streetscape;
- New commercial and mixed-use buildings shall have similar facade treatments and architectural detailing / articulation as traditional buildings;
- New commercial and mixed-use buildings shall have similar sill and awning heights to traditional buildings;
- 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
- 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.



Figure 34 – Example of New and Existing Development

6.1.5 Signage

- 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;
- Multi-tenancy developments should provide a coordinated signage strategy as part of the development application; and
- Signage within the Mount Lawley, Menora and Inglewood Heritage Protection Areas and the area of the Beaufort Street Local Development Plan:
 - is subject to the signage provisions of Local Planning Scheme No. 3; and
 - 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.

[Refer relevant Element Objectives of Apartment Codes]

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.



4.2 MIXED USE & COMMERCIAL CENTRE DESIGN GUIDELINES (Multiple Dwelling Development only)

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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.

[Refer relevant Element Objectives of Apartment Codes]

Guideline Area

This policy applies to all development (commercial and residential) 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.

[Refer Element 4.1 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

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.
[Refer Element 4.4 of Apartment Codes]

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;
- 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.

[Refer Element 4.12 of Apartment Codes]

Access & Parking

Parking

- All parking is to be in accordance with the City's Parking Policy.

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 3.8 & 3.9 of Apartment Codes]



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.

[Refer Element 3.9 of Apartment Codes]



Bicycle Parking Facilities

- The provision of bicycle parking facilities in accordance with the City's Bicycle Parking Policy.

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 4.17 of Apartment Codes]

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;
- Over all footpaths;
- Over 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.

[Refer Element 4.18 of Apartment Codes]

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

[Refer Element 4.17 of Apartment Codes]

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.

[Refer Element 4.7 of Apartment Codes]

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.



4.5 PRIVATE INSTITUTION DESIGN GUIDELINES (Multiple Dwelling Development only)

Disclaimer:

Please note that the information provided in this document is for use of a general nature only and is subject to change without notice. It is not intended as specific professional planning advice and no responsibility is accepted by the City.

This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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 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.

[Refer relevant Element Objectives of Apartment Codes]

Applications Subject of this Policy

This Policy applies to all developments within the Private Institution zone.

Acceptable Development Provisions

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.

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.

[Refer Element 3.2 & 4.10 of Apartment Codes]



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:
 - a) 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.
 - b) 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.



Setbacks

Front

Subject to the following, front setbacks shall be 6.0 metres:

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

Side and Rear

- Where adjacent to residential properties all side and rear setbacks of all development shall be calculated in accordance with the Residential Design Codes of WA;
- 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.

[Refer Element 4.12 of Apartment Codes]

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, 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 unless acceptable justification is provided.

Fencing

- Fencing shall be in accordance with the provisions of the City's Streetscapes local planning policy and 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.



Access & Parking

Parking

- Parking bays for cars and other vehicles shall be provided for in accordance with the City's Parking Policy.

[Refer Element 3.9 of Apartment Codes]

- 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 maneuvering space for emergency vehicles (such as ambulances and fire engines) and service vehicles (delivery and pickup).

Other Considerations

Sustainability Design Standards

In order to optimise the sustainability of buildings, applicants are required to provide the following features in new buildings:

- Low flow triple dripper or coarse sprays and timer connection; and
- High efficiency lighting.

[Refer Element 4.15 & 4.16 of Apartment Codes]

Variations

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

5.3 MAIN STREET PLAZA DESIGN GUIDELINES (Multiple Dwelling Development only)

Disclaimer:

Please note that the information provided in this document is for use of a general nature only and is subject to change without notice. It is not intended as specific professional planning advice and no responsibility is accepted by the City.

This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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.

[Refer relevant Element Objectives of Apartment Codes]

3.0 Definitions

National Construction Code Series 2012 Volume 1: Means the publication titled National Construction Code Series 2012, Volume 1, Building Code of Australia Class 2 to Class 9 Buildings.

Disability (Access to Premises – Buildings) Standards 2010: Means the publication titled Disability (Access to Premises – Buildings) Standards 2010 under the Disability Discrimination Act 1992.

4.0 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:



5.1 Guideline Area

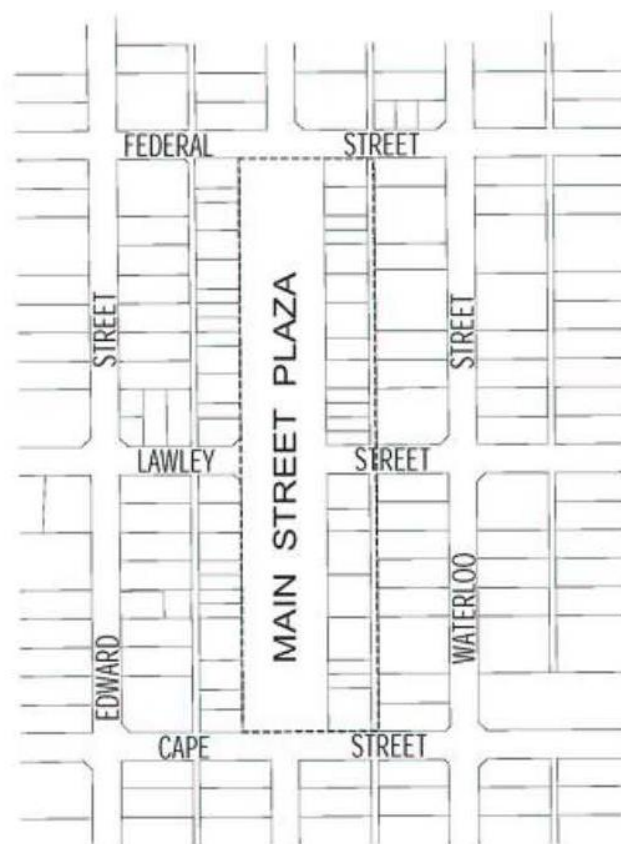


Figure 1 – Main Street Plaza Guideline Area

4.0 Design guidelines

4.1 Built Form

4.1.1 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 Residential Design Codes of Western Australia.



4.1.2 Building Height

- Buildings shall be a maximum of two (2) storeys and be no greater than 8.0m in height.

4.1.3 Corner Sites

- Buildings located on corner sites shall include architectural roof features that protrude above the normal roof line.

4.2 Streetscape Relationship

4.2.1 Development within the Street Setback Area

- The following shall not be permitted within the setback area:
 - No fencing above 1.0m in height;
 - No car parking bays;
 - No access driveways.

4.2.2 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

5.1 Parking

- All parking bays at the rear to be setback a minimum of 2m from the rear Right of way.

5.2 Parking Ratio

- Minimum On-Site Car Parking Ratio shall be 1 bay per 100m² of site area plus 1 bay per dwelling with all bays having access off the rear Right of Way (ROW).

[Refer Element 3.9 of Apartment Codes]

6.0 Vehicular and Pedestrian Access

6.1 Vehicular Access

- All vehicular access is to be in accordance with the City's Parking and Access Policy

[Refer Element 3.9 of Apartment Codes]



6.2 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;

6.3 Disabled Access

- All developments are to comply with Part D3 the National Construction Code Series 2012, Volume 1
- All developments are to comply with the Disability (Access to Premises – Buildings) Standards 2010.

[Refer Element 4.9 of Apartment Codes]

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.

5.7 **KARRINYUP REGIONAL CENTRE GUIDELINES** (Multiple Dwelling Development only)

Disclaimer:

Please note that the information provided in this document is for use of a general nature only and is subject to change without notice. It is not intended as specific professional planning advice and no responsibility is accepted by the City.

This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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.

[Refer relevant Element Objectives of Apartment Codes]

Guideline Area

This policy applies to development on areas zoned regional centre, civic and residential (with additional use) in the following area:

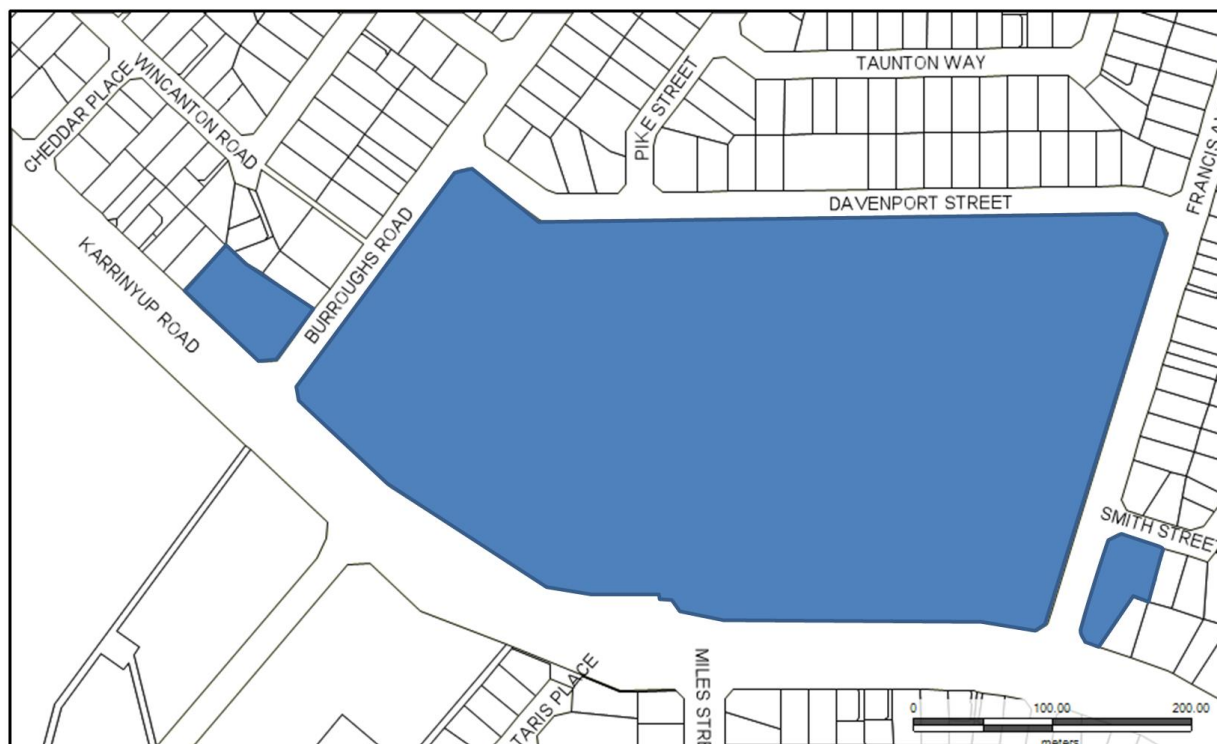


Figure 1 – Karrinyup Regional Centre Guidelines Area

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.

[Refer Element 4.1 of Apartment Codes]

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:

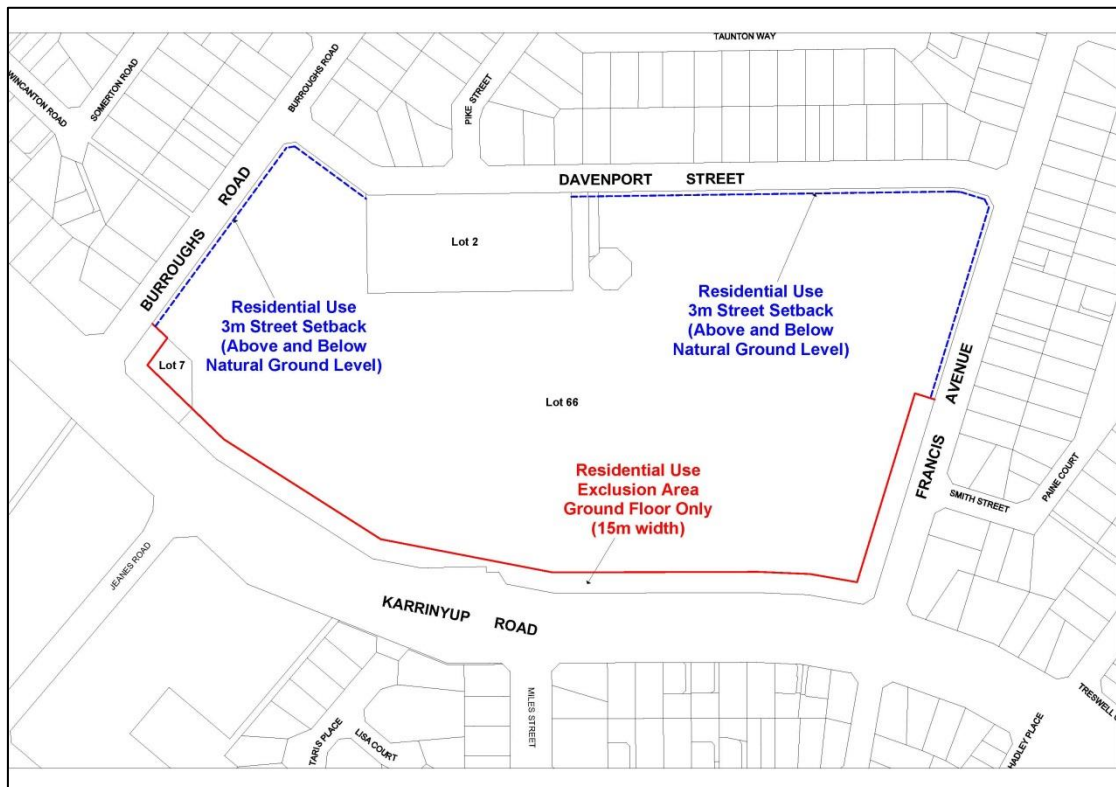


Figure 2 - Residential Street Setbacks

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.

[Refer Element 3.9 of Apartment Codes]

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.
[Refer Element 4.4 of Apartment Codes]

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.

[Refer Element 4.12 of Apartment Codes]

Access & Parking

Parking

- All parking is to be in accordance with the City's Parking Policy.
[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 3.8 & 3.9 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

Bicycle Parking Facilities

- The provision of bicycle parking facilities in accordance with the States Guidelines.

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 4.17 of Apartment Codes]



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.

[Refer Element 4.18 of Apartment Codes]

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.

[Refer Element 4.7 of Apartment Codes]

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.

[Refer Element 4.14 of Apartment Codes]

VARIATIONS

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



5.8 **STIRLING CITY CENTRE PARKING** (Multiple Dwelling Development only for site which have been allocated a density code in a Structure Plan or Local Development Plan – refer Clause 6.11.5 in Local Planning Scheme No.3)

Disclaimer:

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This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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 Structure Plan. Some of the provisions in this policy repeat provisions included the Stirling City Centre Structure Plan. The parking dispensations available under Clause 5.2.1 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.

[Refer relevant Element Objectives of Apartment Codes]

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.

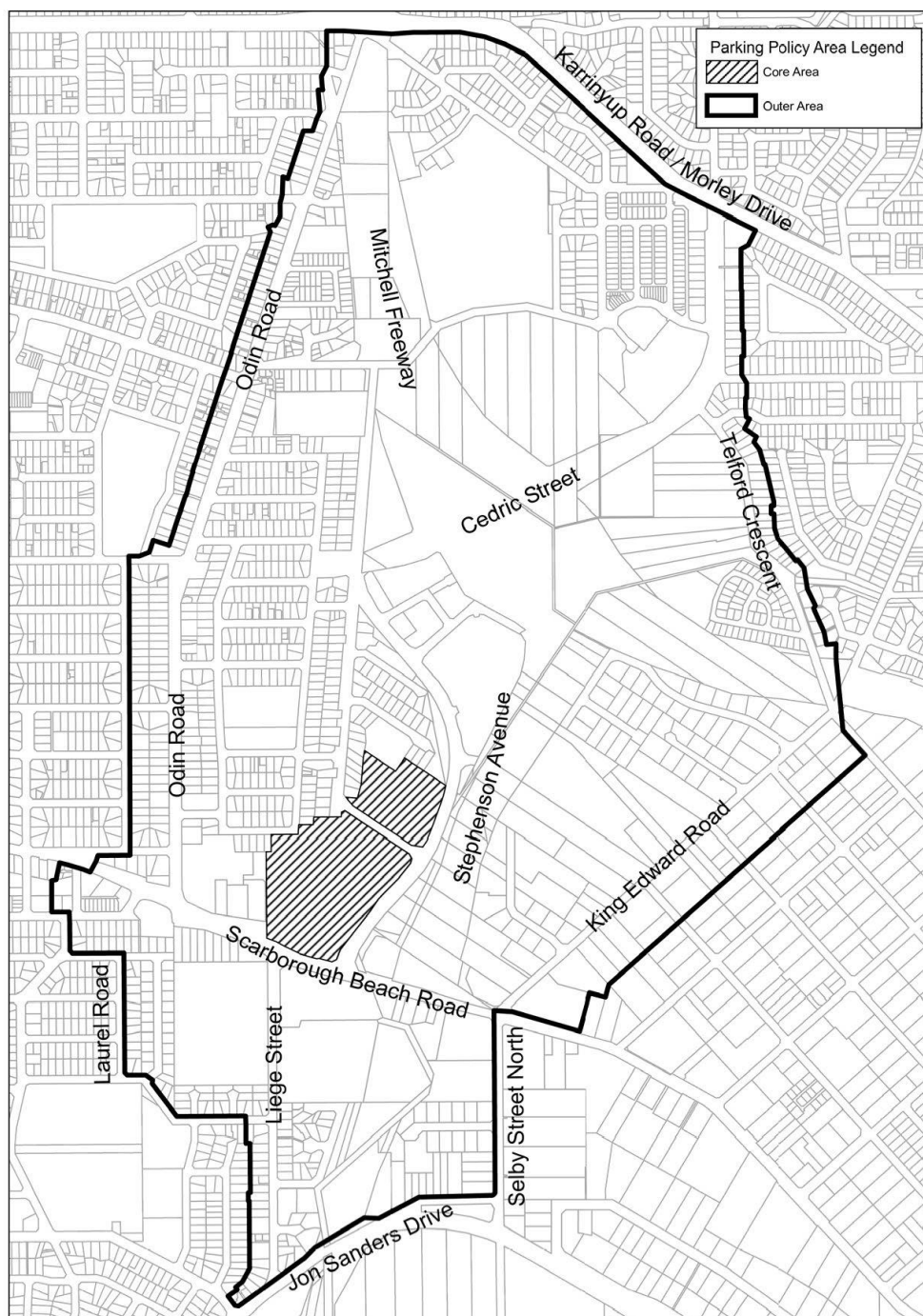


Figure 1 - Parking Policy Area

Policy Provisions

1. Non-residential Development

Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

Size Of Development	Max	Min Public Parking	Min Short Stay Parking
Core Area			
Development with plot ratio over 1.0 of non-residential floor space	400 bays per hectare	350 bays/ hectare	60%
Development with a plot ratio of 1.0 or less of non-residential floor space	2.5 bays per 100m ² of non-residential floor space	1.25 bays per 100m ² of non-residential floor space	60%
Outer Area			
Development with plot ratio over 1.0 of non-residential floor space	300 bays per hectare (250 bays per hectare after 31 December 2016)	125 bays/ hectare	60%
Development with a plot ratio of 1.0 or less of non-residential floor space	2.5 bays per 100m ² of non-residential floor space	1.25 bays per 100m ² of non-residential floor space	60%

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

3.1 Car parking bays for residential uses shall be provided on the site of such use or development in accordance with the R-Codes, unless varied in a Structure Plan or Detailed Area Plan.

3.2 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.

[Refer Element 3.9 of Apartment Codes]

3.3 Car parking bays for short-stay accommodation uses shall be provided on the site of such use or development at the rate of a maximum of 1 bay per 2 short-stay accommodation units.

4. Calculation of Car Parking Provision Requirements

4.1. All parking requirements 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.

[Refer Element Table 3.9 Note 1 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

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?

[Refer Element 3.9 of Apartment Codes]

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:

Activity/ Use	No. Bike Parking Spaces For Employees/Residents	No. Bike Parking Spaces For Customers/Visitors
Residential <i>[Refer Element 3.9 of Apartment Codes]</i>	1 space per dwelling unit (storage Unit)	Not Applicable
Office	0.75 spaces per 100m ² of NLA	0.1 spaces per 100m ² of NLA
Other Non – Residential Uses	0.25 spaces per 100m ² of NLA	0.1 spaces per 100m ² of NLA

Table 2 – Rate of Bicycle Parking Provision

9. Rate of Motorcycle Parking Provision

The following levels of motor cycle parking shall be provided on site as outlined in Table 3:

Activity/ Use	No. Bike Parking Spaces For Employees/Residents	No. Bike Parking Spaces For Customers/Visitors
Residential <i>[Refer Element 3.9 of Apartment Codes]</i>	0.1 space per dwelling unit	Not Applicable
Office	0.2 space per 100m ² of NLA	0.1 spaces per 100m ² of NLA
Other Non – Residential Uses	0.1 spaces per 100m ² of NLA	0.1 spaces per 100m ² of NLA

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.



5.9 MIRRABOOKA TOWN CENTRE PARKING (Multiple Dwelling Development only for site which have not been allocated an R-AC0 density code – refer Clauses 6.8.7 and 6.8.14b in Local Planning Scheme No.3)

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This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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 Structure Plan. The parking dispensations available under Clause 5.2.1 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.

[Refer relevant Element Objectives of Apartment Codes]

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.

The area to which the Parking Policy applies is depicted in Figure 1 below:

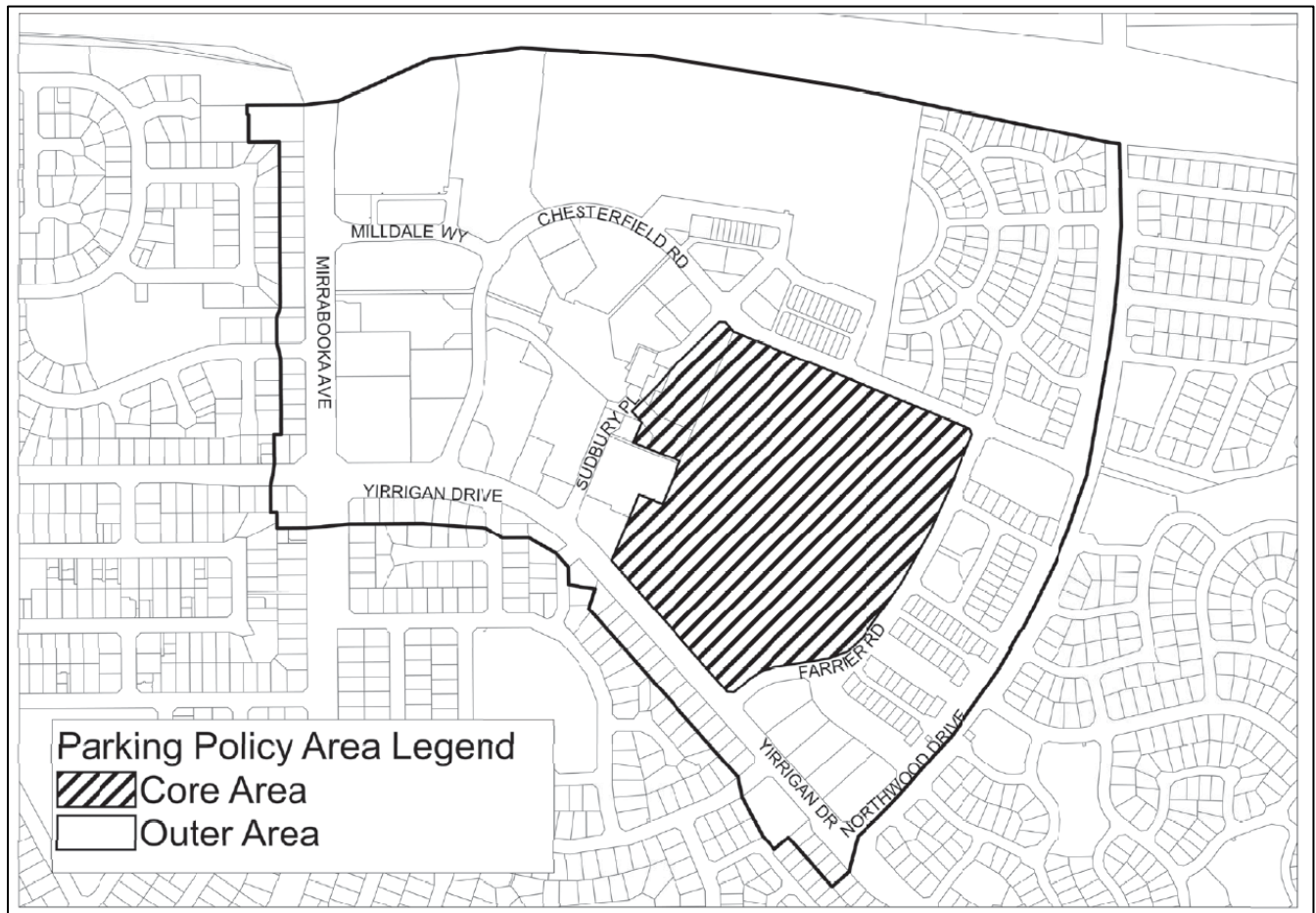


Figure 1 – Parking Policy Area

**POLICY PROVISIONS****1. Non - Residential Development - Core Area Car Parking Provisions**

Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

Size Of Development	Max	Min Public Parking	Min Short Stay Parking
Core Area			
Development with plot ratio over 1.0 of non-residential floor space	200 bays per hectare	100 bays/ hectare	60% of public parking*
Development with a plot ratio of 1.0 or less of non-residential floor space	2.0 bays per 100m ² of non-residential floor space	1.0 bays per 100m ² of non-residential floor space	60%*
Outer Area			
Development with plot ratio over 1.0 of non-residential floor space	400 bays per hectare	200 bays/ hectare	60% public parking*
Development with a plot ratio of 1.0 or less of non-residential floor space	4.0 bays per 100m ² of non-residential floor space of gross floor area	2.0 bays per 100m ² of non-residential floor space of gross floor area	60% public parking*

*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 uses in areas coded between R20, and R160 density code as identified in the Structure Plan shall be in accordance with the R- Codes.

3.2 Parking for multiple dwellings in areas coded R-AC0 shall be in accordance with Table 2.

Dwelling Size	Minimum Private Car Parking
Small (less than 75m ² or 1 bedroom)	0.75
Medium (75 – 110m ²)	1
Large (more than 110m ²)	1.25

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.

[Refer Element 3.9 of Apartment Codes]

4. Calculation of Car Parking Provision Requirements

4.1 All parking requirements 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.

[Refer Element Table 3.9 Note 1 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

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:

Activity/ Use	No. Bike Parking Spaces For Employees	No. Bike Parking Spaces For Customers/Visitors
Residential [Refer Element 3.9 of Apartment Codes]	1 space per dwelling unit (storage Unit)	Not Applicable
Office	0.75 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.25 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 3 – Rate of Bicycle Parking Provision

9. Rate of Motorcycle 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:

Activity/ Use	No. Motorcycle Parking Spaces For Employees	No. Motorcycle Parking Spaces For Customers/Visitors
Residential <i>[Refer Element 3.9 of Apartment Codes]</i>	0.1 space per dwelling unit	Not Applicable
Office	0.2 space per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.1 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 4 – Rate of Motorcycle Parking Provision

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.

6.3 BIN STORAGE AREAS (Multiple Dwelling Development only except LPS3 Clause 6.11.5)

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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.

[Refer 3.6 and 4.17 Element Objectives of Apartment Codes]

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

[Refer Element 4.17 of Apartment Codes]

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.

[Refer Element 3.6 & 4.17 of Apartment Codes]



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.

[Refer Element 4.17 of Apartment Codes]

Bulk Bin Sizes

- For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m^2 , plus 0.38m^3 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.

[Refer Element 4.17 of Apartment Codes]



6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY (Multiple Dwelling Development only except LPS3 Clause 6.11.5)

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This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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.

[Refer relevant Element Objectives of Apartment Codes]

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).

[Refer Element 3.9 of Apartment Codes]

- 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.

[Refer Element 3.2 of Apartment Codes]

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.

[Refer Element 3.6, 4.5 & 4.17 of Apartment Codes]



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.

[Refer Element 4.5 of Apartment Codes]

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-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.
- 7.1.5.5 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.

[Refer Element 4.12 of Apartment Codes]



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.

[Refer Element 4.5 of Apartment Codes]

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.

[Refer Element 4.4 of Apartment Codes]

- 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.

[Refer Element 3.9 of Apartment Codes]

- 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.

[Refer Element 3.9 of Apartment Codes]



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.

[Refer Element 4.12 of Apartment Codes]

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.

[Refer Element 4.5 of Apartment Codes]

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

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 4.5 of Apartment Codes]

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.

[Refer Element 3.9 of Apartment Codes]

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.

[Refer Element 4.17 of Apartment Codes]

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.

Right of Way Management Strategy means the City of Stirling Rights of Way Management Strategy document adopted by Council on 10 November 2009.

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.



6.6 LANDSCAPING (Multiple Dwelling Development only except LPS3 Clause 6.11.5)

Disclaimer:

Please note that the information provided in this document is for use of a general nature only and is subject to change without notice. It is not intended as specific professional planning advice and no responsibility is accepted by the City.

This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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 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.

[Refer 3.3 and 3.9 Element Objectives of Apartment Codes]

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; and
- Multiple & grouped dwelling residential developments involving 5 or more units.

[Refer Element 3.3 of Apartment Codes - for all Apartments]

The following applications are exempt from this policy:

- Applications under Town Planning Scheme No. 38 – (Subject to separate landscaping provisions);
- Applications for a Change of Use & Home Occupations; and
- Minor extensions or changes 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 supplementary to the Acceptable Development standards specified under Clause 6.4.5 - A5 of the Residential Design Codes of Western Australia.

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

[Refer Element 3.3 of Apartment Codes]

- 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's Parks Department.



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).

[Refer Element 3.3 of Apartment Codes]

Reticulation and Mulching

All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds.

Parking Areas

A minimum of 1 tree per 6 bays (Minimum 45 litre for exotics and 11 litre 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.

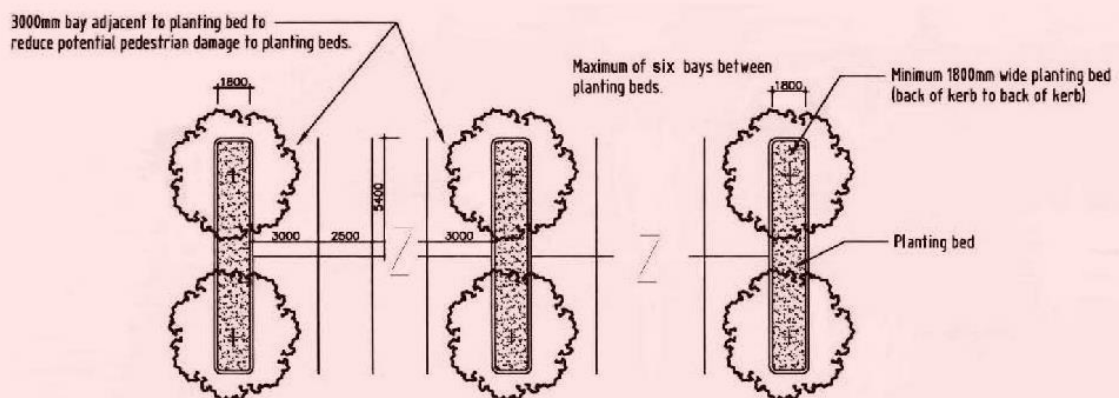


Figure 1 – Preferred Design

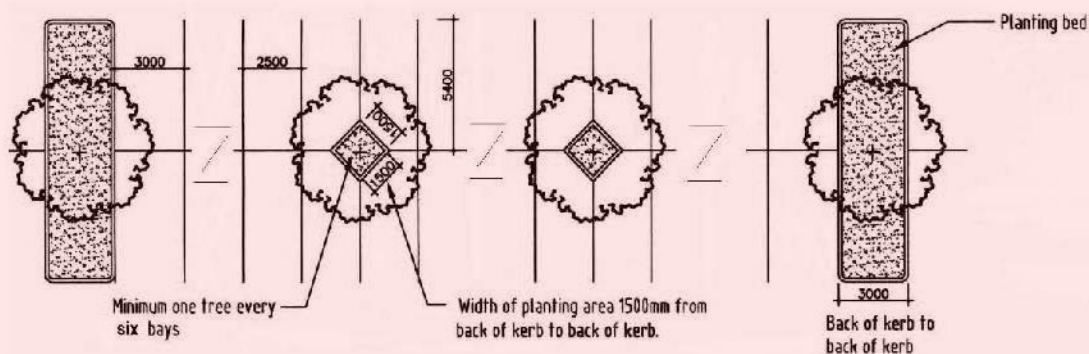


Figure 2 – Acceptable Design

[Refer Element 3.3 & 3.9 of Apartment Codes]

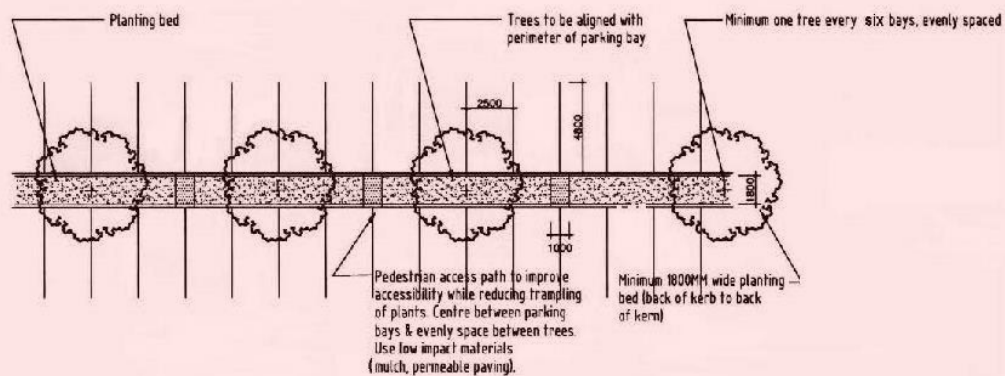


Figure 3 – Acceptable Design

[Refer Element 3.3 & 3.9 of Apartment Codes]

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 Department. Applicants are encouraged to undertake preliminary discussions with the City's Parks Department. Unsuitable species selection, insufficient numbers of species or inappropriate design (as determined by Parks & Reserves) will require the submission of a revised species list and plant numbers.

Variations

Should a residential application not comply with the requirements of this Policy, it may be assessed under the appropriate Performance Criteria of the R-Codes and the objectives of the Policy.

6.7 PARKING & ACCESS (Multiple Dwelling Development only except LPS3 Clause 6.11.5)

Disclaimer:

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This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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.

[Refer 3.9 Element Objectives of Apartment Codes]

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 5pm-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 -

- Measurements shall be taken within the finished surfaces of the internal walls of the building; and
- 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

ACTIVITY / USE	CAR PARKING RATIO
Alfresco Area 0 – 30m ² Greater than 30m ²	0 Bays 1 bay per 14m ² of alfresco floor area (Note – for example a 60m ² alfresco requires 4.2 bays.)
Boarding House	1 bay per bed or 1 bay per unit as the case may be
Child Care Premises	1 bay per staff member; and 1 bay per 7 children
Club Premises	1 bay per 9m ² of public floorspace
Consulting Rooms and Medical Centre	5 bays for 1 health consultant 10 bays for 2 health consultants 2 additional bays for each health consultant in excess of 2 health consultants; and 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 25m ² of GFA.



Education Establishment	
Pre-primary and Primary	1 bay per staff member; and 3.5 bays per classroom
Secondary	1 bay per staff member; and 3 bays per classroom
Tertiary / Technical	1.25 bays per classroom; and 1 bay per 3.5 students.
Garden Centre	1 bay per 50m ² of nursery area
Hardware Showroom	1 bay per 20m ² GFA
Hospital	1 bay per patient bed; and 1 bay per staff member rostered on duty.
Hotel/Motel	1 bay per bedroom; and 1 bay per 3m ² of public floorspace.
Industry - Extractive Industry – General Industry - Light Industry - Noxious	1 bay per 50m ² of GFA
Industry - Service	1 bay per 50m ² of GFA (industry component); and 8 bays per 100m ² of GLA (retail component).
Motor Vehicle, Boat or Caravan Sales	1 bay per 100m ² of display area; and 1 bay per staff member
Motor Vehicle Repair	1 bay per 40m ² of GFA
Nursing Home	1 bay per 3 beds
Office	1 bay per 30m ² of GFA
Place of Worship	1 bay per 4 seats; and 1 bay per staff member.
Public Amusement	
Cinema/Theatre	1 bay per 4 seats
Recreation Private	
Bowling Alley	2.5 bays per lane
Gym	1 bay per 20m ² of public floorspace
Health Studio ^(a)	1 bay per 4 persons accommodated
Skating Rink	1 bay per 20m ² GFA
Sports Hall	1 bay per 20m ² GFA
Swimming Pool	1 bay per 4 people accommodated
Residential	As per the Residential Design Codes of Western Australia.



Restaurant, Fast Food Outlet, Reception Centre, Small Bar	1 bay per 10m ² of public floorspace
Service Station Service Bays Additional Uses	1 bay per Service Bay provided 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 the Residential Design Codes of Western Australia. 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 the Residential Design Codes of Western Australia 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 the Residential Design Codes of Western Australia.
Shop/Personal Services/Personal Care Services 0 - 5000m ² 5001 - 10,000m ² 10,001m ² plus	8 bays per 100m ² of GLA 400 bays plus 7 bays per- 100m ² of GLA in excess of 5001m ² 750 bays plus 6 bays per 100m ² of GLA in excess of 10001m ²
Showroom/Retail Establishment	1 bay per 30m ² of GFA
Tavern	1 bay per 3m ² 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 50m ² 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

All parking requirements 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.

[Refer Element 3.9 of Apartment Codes]

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 the Residential Design Codes.

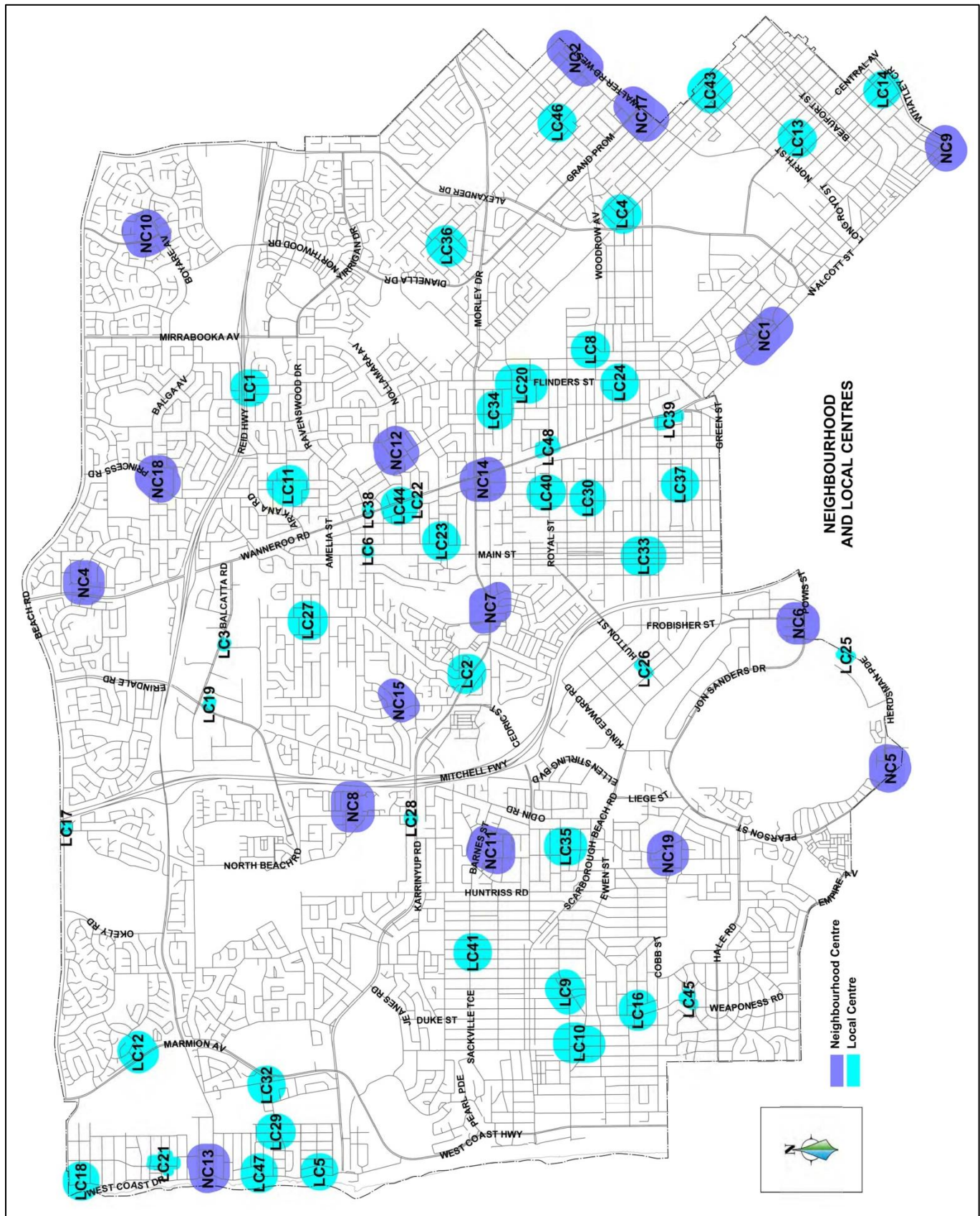


Figure 1 - Neighbourhood and Local Centres

**Table 2: Local and Neighbourhood Centre Car Parking Ratios**

Ratio	Neighbourhood Centre	Local Centre	
8 bays per 100m ² GFA	NC5 - Flynn Street NC10 - Mirrabooka Village NC15 - Stirling Village NC19 - Woodlands Village	LC8 - Blythe Avenue LC9 - Brighton Road LC10 - Calais Road LC13 - Central Avenue	LC14 - Coode Street LC18 - Elsie Street LC25 - Herdsman Hotel
5 bays per 100m ² GFA	NC13 - North Beach Plaza NC14 - North Beach Drive		
4 bays per 100m ² GFA	NC4 - Fieldgate Square NC6 - Glendalough NC8 - Gwelup Plaza NC12 - Nollamara NC18 - Westminster Plaza	LC1 - Arkana Road LC2 - Balcatta Fresh LC3 - Balcatta Road LC4 - Bayley Street LC5 - Bennion Street LC12 - Carine LC16 - Doric Street LC17 - Duffy Road LC20 - Flinders Street LC21 - Flora Terrace LC24 - Hector Street	LC28 - Karrinyup Road LC29 - Kitchener Street LC30 - Lawley Street LC32 - Lynn Street LC35 - Muriel Avenue LC36 - Pimlott Street LC41 - Sackville Terrace LC45 - The Downs LC46 - The Strand LC47 - West Coast Drive LC48 - Yokine
3 bays per 100m ² GFA	NC2 - Coode Street NC7 - Grindleford Drive NC9 - Lord Street NC11 - Morris Place NC17 - Walter Road West	LC6 - Beryl Street LC11 - Canara Road LC19 - Erindale Road LC26 - Hutton Street LC27 - Jones Street	LC34 - Michael Street LC38 - Ravenswood Drive LC39 - Roberts Street LC40 - Royal Street
2 bays per 100m ² GFA	NC1 - Adair Parade	LC22 - Green Avenue LC23 - Harrison Street LC33 - McDonald Street	LC37 - Powell Street LC43 - St Peters Place LC44 - Sylvia Street



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

Reduction %	Performance Criteria
20% or 10%	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.
15% or 10%	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) .
20% or 10%	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) .
5% or 10%	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);

10%	The proposed development is within a District Centre, Regional Centre, Mixed Use, Mixed Business or Business Zone.
10%	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).

- Distances is calculated via constructed footpaths or along road reserves (where no footpaths exist) and not "as the crow flies".
- 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.
- Information regarding high frequency Bus Routes and Bus Stations can be found at: www.transperth.wa.gov.au
- Information regarding Public Car Parking areas can be found at www.stirling.wa.gov.au

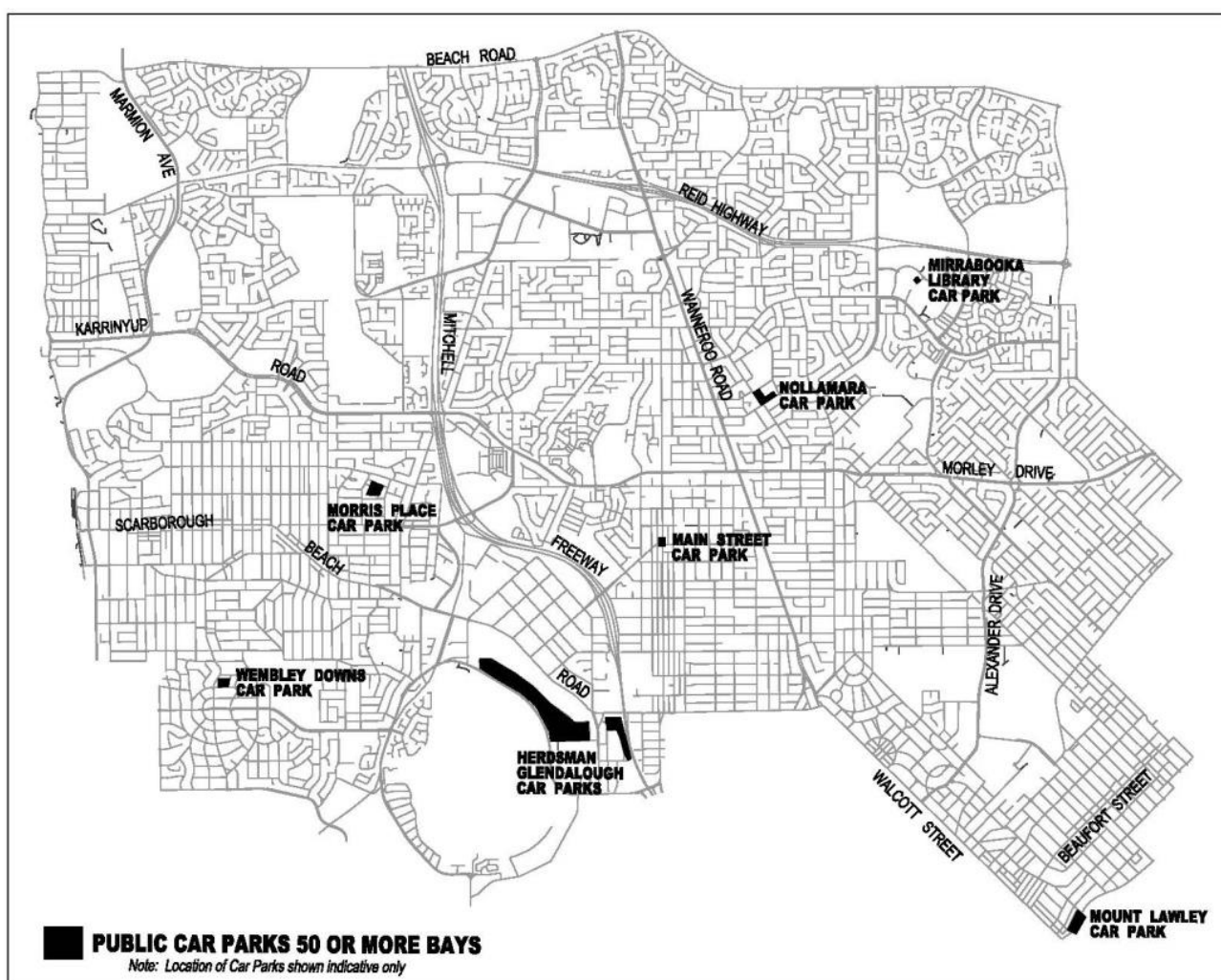


Figure 2 - Public Car Parking Areas

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;
- c) 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.

[Refer Element 3.9 of Apartment Codes]

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 the Residential Design Codes of Western Australia 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

[Refer Element 3.9 of Apartment Codes]

- 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 manoeuvring depth of 6.0 metres is required for single vehicle garages or multiple vehicles garages containing internal walls and/or obstructions between vehicles.
- A manoeuvring depth of 5.8 metres may be considered for multiple vehicle garages with no internal walls and/or obstructions between vehicles.

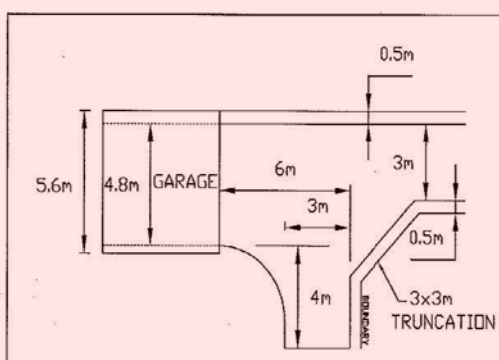


Fig. 1

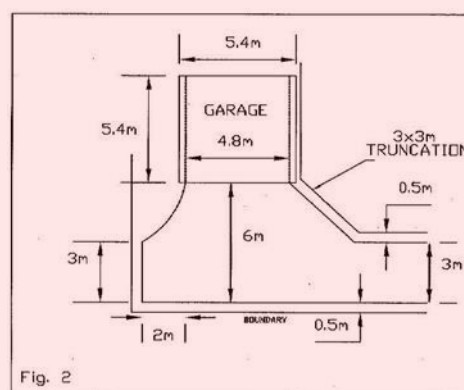


Fig. 2

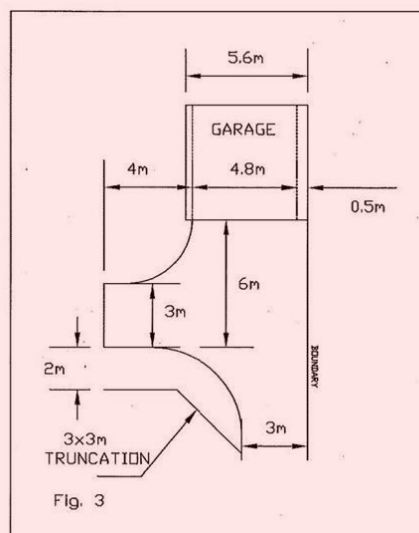


Fig. 3

7.2.3. Driveway Taper

- A maximum internal driveway taper of 1:5 is permitted; and
- 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.

[Refer Element 3.9 of Apartment Codes]

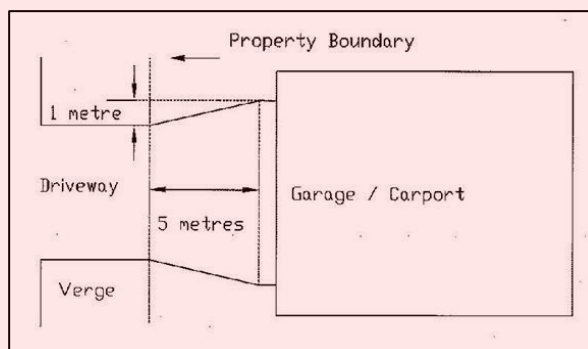


Figure 4 - Driveway Taper

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.

[Refer Element 3.9 of Apartment Codes]

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 than 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.



6.11 TREES AND DEVELOPMENT (Multiple Dwelling Development only except LPS3 Clause 6.11.5)

Disclaimer:

Please note that the information provided in this document is for use of a general nature only and is subject to change without notice. It is not intended as specific professional planning advice and no responsibility is accepted by the City.

This document is to be read in conjunction with 'State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments'.

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, Structure Plan or Local Development Plan applying to a particular site or area, the provisions of that specific Local Planning Policy, Structure Plan or Local Development Plan shall prevail.

2.0 Objectives

- 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.

[Refer 3.3 Element Objectives of Apartment Codes]



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

- 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 at a maximum ratio of one advanced tree for every 500m² (or part thereof) of the site's area (refer examples below). Where this maximum ratio is inconsistent with the maximum ratio specified by a Local Planning Policy, Structure Plan or Local Development Plan which applies to the particular site or the area in which the site is located, the maximum ratio of that specific Local Planning Policy, Structure Plan or Local Development Plan 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.

SITE AREA	NUMBER OF ADVANCED TREES TO BE PLANTED
1m ² - 500m ²	1
501m ² - 1,000m ²	2
1,001m ² - 1,500m ²	3
1,501m ² - 2,000m ²	4
Over 2,000m ²	1 for every 500m ² (or part thereof)

- c) 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, a minimum 9m² soil space at ground level, free of intrusions, is required around each tree to sustain its health and growth (details of the tree species, location and surrounding soil space are to be shown on the approved development plans).
- d) Preference is for new or existing trees to be located in communal areas in strata properties.
- e) Significant trees being retained as part of a proposed development are to be protected during the demolition and construction phase of development.

[Refer Element 3.3 of Apartment Codes]

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:
- 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.



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.

RELATED POLICIES

- Landscaping Policy
- Streetscape Policy
- Street and Reserve Trees Policy
- Crossover Policy