

CONSISTENT LOCAL PLANNING SCHEMES REPORT

STAKEHOLDER CONSULTATION REPORT

DRAFT

PUBLIC CONSULTATION

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Terms

Action Plan	Action Plan for Planning Reform
Department	Department of Planning Lands and Heritage
LPS	Local Planning Scheme
Regulations	Planning and Development (Local Planning Schemes) Regulations 2015
SPP	State planning policy

EXECUTIVE SUMMARY

Current planning reforms in Western Australia commenced in 2018 with the Modernising WA's Planning System: Green Paper. The Green Paper resulted in an Action Plan for Planning Reform (Action Plan).

More consistent local planning schemes was identified as initiative (C1) within the Action Plan. Initiative C1 seeks to achieve *a standardised approach to zones, land use, permissibility and development control to increase consistency, while retaining the ability for local governments and their communities to respond to local circumstances, such as heritage and character.*

To assist delivery of initiative C1 the Department of Planning, Lands and Heritage (the Department) has undertaken the consistent local planning schemes project.

The consistent local planning schemes project has utilised:

- Outcomes from an audit of local planning schemes
- Review of policy changes since the Regulations became operational
- Preliminary consultation within the Department of Planning, Lands and Heritage (DPLH) and externally with key stakeholders, to inform a recommended approach for improving the consistency of local planning schemes.

This report is the culmination of the consistent local planning scheme project and provides an overview, context and justification for proposed changes to the Regulations and a recommended approach aimed at improving the consistency of local planning schemes.

This report:

- Provides the relevant background to the project
- Explains the process undertaken to deliver the project and prepare this report
- Summarises feedback from preliminary consultation with key stakeholders
- Outlines principles and rationale for draft proposals to amend the Regulations
- Outlines a recommended approach for improving the consistency of local planning schemes

The recommended approach for improving the consistency of local planning schemes across the State includes a number of short term (1-3 years) and longer term (3 years +) actions to support proposed changes and implementation through model and deemed provisions.

In the short term it is proposed to:

- amend the model provisions of the Regulations to refine land uses, zones and reserves (state wide) and introduce a standardised zoning table for land use permissibility and primary development controls for commercial and industrial type zones (metropolitan and Peel region scheme areas).
- amend the deemed provisions of the Regulations to include provisions relating to non-conforming uses and restrictive covenants (from model provisions) and for the establishment and maintenance of a significant tree register
- investigate the elements of the model provisions that could be included in the deemed provisions and the appropriateness of a 'deemed local planning scheme' that would include combining all elements of the model and deemed provisions
- prepare local planning scheme guidelines to assist preparation and amendment of local planning schemes and improve transparency of approved variations to the model provisions
- commence preparation of a design code for industrial zones and potentially the service commercial zone

In the longer term it is proposed to:

- amend the model provisions to provide more standardised content in local planning schemes (for example standard zoning table and primary development controls for relevant zones across the State)
- amend the deemed provisions to incorporate more elements of the model provisions and subject to the findings of the investigation in relation to the appropriateness of a 'deemed scheme', consider implementation options
- release and implement a design code for industrial zones and potentially the service commercial zone

The Department is seeking comment from key stakeholders including local government, State Government agencies and industry representative groups on the options described and recommendations included in this report. Feedback received on this report will be used to further refine proposed changes to the Regulations and the recommended approach for improving the consistency of local planning schemes.

1. THE NEED FOR CONSISTENCY IN LOCAL PLANNING SCHEMES

1.1. BACKGROUND

The Planning and Development (Local Planning Schemes) Regulations (the Regulations) 2015 became operational on 19 October 2015 and replaced the Town Planning Regulations 1967 and associated Model Scheme Text. Amongst other things, the Regulations provide for the preparation, adoption and amendment of local planning schemes and the establishment of model and deemed provisions.

Local planning schemes prepared in accordance with the Regulations will generally include the following documents:

- Scheme map
- Local planning scheme text (model provisions as provided in Schedule 1 of the Regulations)
- Deemed provisions (as provided in Schedule 2 of the Regulations) which do not need to be reproduced in individual schemes as they apply automatically
- Supplemental provisions to the deemed provisions
- Any supporting material required by the Western Australian Planning Commission (WAPC)

In regard to the local planning scheme text, there continues to be variance in the zones, land uses and the land use permissibility included in local planning schemes across Western Australia. Variability in the content and format of local planning schemes is largely a consequence of the currency of local planning schemes, with only 44 out of 139 local governments having had a new local planning scheme approved since the Regulations became operational in October 2015. Additionally, there have been a number of variations to the model provisions approved to address circumstances not adequately covered by the zones, reserves and land uses contained in the model provisions.

The lack of consistency within local planning schemes increases the complexity of the planning system and hinders the preparation, interpretation, assessment and implementation of local planning schemes by both local and State Government and the wider planning and development industry. Consistency is required in order to make the Western Australian planning system more efficient and easier to understand and implement by a broad range of stakeholders.

The current planning reforms began in Western Australia in 2018 with the Modernising WA's Planning System: Green Paper. The Green Paper resulted in an Action Plan for Planning Reform (Action Plan).

The Action Plan identified three key themes for the modernisation of planning in Western Australia:

- (a) Planning Creates Great Places for People
- (b) Planning is Easier to Understand and Navigate
- (c) Planning Systems are Consistent and Efficient

More consistent local planning schemes was identified as initiative (C1) within the Action Plan. Initiative C1 seeks to achieve *a standardised approach to zones, land use, permissibility and development control to increase consistency, while retaining the ability for local governments and their communities to respond to local circumstances, such as heritage and character.*

To achieve the consistency required by initiative C1, a number of sub projects were established in order to review and rationalise local planning frameworks, these included:

- Consistent local planning schemes
- Consistent approach to the use and application of discretion
- Consistent approach to development standards for non-residential uses
- Review of the use of local planning policies and associated guidance
- Review of the use of local development plans and associated guidance.

The consistent local planning schemes project has utilised:

- Outcomes from an audit of local planning schemes
- Review of policy changes since the Regulations became operational
- Preliminary consultation within the Department of Planning, Lands and Heritage (the Department) and externally with key stakeholders, to inform a recommended approach for improving the consistency of local planning schemes.

1.2. PURPOSE

The purpose of this report is to provide an opportunity for further consultation with key stakeholders by providing an overview, context and justification for proposed changes to the Regulations and a recommended approach aimed at improving the consistency of local planning schemes. The key stakeholders targeted for consultation on this draft report include local government, State Government agencies and industry representative groups.

The report:

- Provides the relevant background to the project
- Explains the process undertaken to deliver the project and prepare this report
- Summarises feedback from preliminary consultation with key stakeholders
- Outlines principles and rationale for draft proposals to amend the Regulations
- Outlines a recommended approach for improving the consistency of local planning schemes

Feedback received on this report will be used to further refine proposed changes to the Regulations and the recommended approach for improving the consistency of local planning schemes.

2. PROJECT PROCESS



Delivery of the project has been undertaken consistent with the process outlined in Figure 1 and in more detail below.

Figure 1 - Project Process



The project is currently within the key stakeholder consultation phase. Further information relating to the path forward is set out in Section 5 of this report.

2.1. LOCAL PLANNING SCHEMES AUDIT

To assist the identification of potential changes to zones listed under clause 16(2) of the model provisions, and land use terms defined under clause 38 of the model provisions, an audit of local planning schemes was undertaken by the Department.

Any land use listed in a zoning table of a current local planning scheme that did not use wording identical to a land use term listed in the model provisions, was recorded as a non-model land use. For example, the model provisions include the land use term 'rural pursuit/hobby farm', so where a land use in a zoning table was 'rural pursuit' it was recorded as a non-model land use.

The audit of local planning schemes identified the following key findings:

- Approximately 800 different land use terms are used within Western Australian local planning schemes
- Many land use terms constitute variations of similar land uses, for example *child care*; *child care centre*; *child care premises*; *child care service*; *child day care centre*; *child family care centre*; *child family day care*; *child minding centre*; *childcare centre*
- 269 differing zones are used within Western Australian local planning schemes
- Many of the zones constitute variations of similar zones and have some alignment with those within the model provisions
- Since the introduction of the model provisions in 2015 the following have been inserted into new schemes:
 - 11 new or modified reserves,
 - 24 new or modified zones and
 - 90 new or modified land uses

To narrow down the scope of work, those non-model land use terms (around 90) that have been included in local planning schemes gazetted since 2015 were further investigated for compatibility with the land use terms in the model provisions, with the outcomes contributing to potential changes to land uses that were further considered by key stakeholders during preliminary consultation.

2.1.1. CONSIDERATION OF POLICY CHANGES

Since the Regulations became operational in October 2015 a number of State planning policies and position statements have either been prepared, or reviewed, that have implications for model zones and land uses and the associated objectives and definitions. The following State planning policies and position statements proposed new or modified land uses and zones, and consideration was given to them in identifying potential changes to land uses and zones in the model provisions:

- State Planning Policy 2.5 Rural planning
- Draft State Planning Policy 4.2 Activity centres
- Planning Position Statement: Special residential zone
- Planning Position Statement: Residential accommodation for ageing persons
- Planning Position Statement: Renewable energy facilities
- Draft Position Statement: Planning for Tourism

2.2. LAND USE PERMISSIBILITY & DEVELOPMENT REQUIREMENTS FOR COMMERCIAL & INDUSTRIAL TYPE ZONES IN THE METROPOLITAN REGION & PEEL REGION SCHEME AREAS



Land use permissibility and development requirements form a substantial part of local planning schemes. Currently the model provisions provide only limited direction on the standardisation of the content of land use permissibility and development requirements. Given the vastness and diversity of issues across WA, a staged approach to achieving more consistent land use permissibility and development requirements in local planning schemes is considered appropriate.

Commercial and industrial type zones in the Metropolitan and Peel region scheme areas were identified as a priority for improving the consistency of land use permissibility and development requirements in the relevant local planning schemes.

A recommended approach, supporting information and guidance to improve consistency of land use permissibility and development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas has been developed.

To inform this, a review of local planning schemes in the metropolitan and Peel region scheme areas. Key findings of their review included:

- 183 different zones across 33 local authorities in the Metropolitan and Peel region scheme areas, including:
 - 31 centre zones,
 - 17 industrial zones
 - 15 commercial zones.
- It is noted that there is increased consistency in zoning within local planning schemes which have recently been reviewed or a new Scheme prepared.
- The need to rationalise the zones, inclusive of consistent naming conventions is evident from the review.

A wide range of land use permissibilities for commercial and industrial type zones were identified along with significant variation in the development requirements for these types of zones.

Without a consistent approach to zoning conventions, the introduction of standardised permissibilities and development requirements for these zones will be difficult to achieve.

Further detail can be found in a Background Report included at **Appendix D**.



2.3. PRELIMINARY CONSULTATION

The Department undertook a series of workshops with key stakeholder reference groups during September and October 2022 in order to:

- Confirm the benefits of improved consistency of local planning schemes
- Understand why there is variability in local planning schemes and how the consistency of local planning schemes could be improved
- Review potential changes to zones, reserves and land uses and associated objectives and definitions
- Review a recommended zoning table for commercial and industrial type zones in the Metropolitan and Peel region scheme areas
- Review and discuss principles for guiding more consistent development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas
- Identify and discuss potential changes to the Regulations
- Identify and discuss aspects of the preparation and implementation of local planning schemes that require guidance.

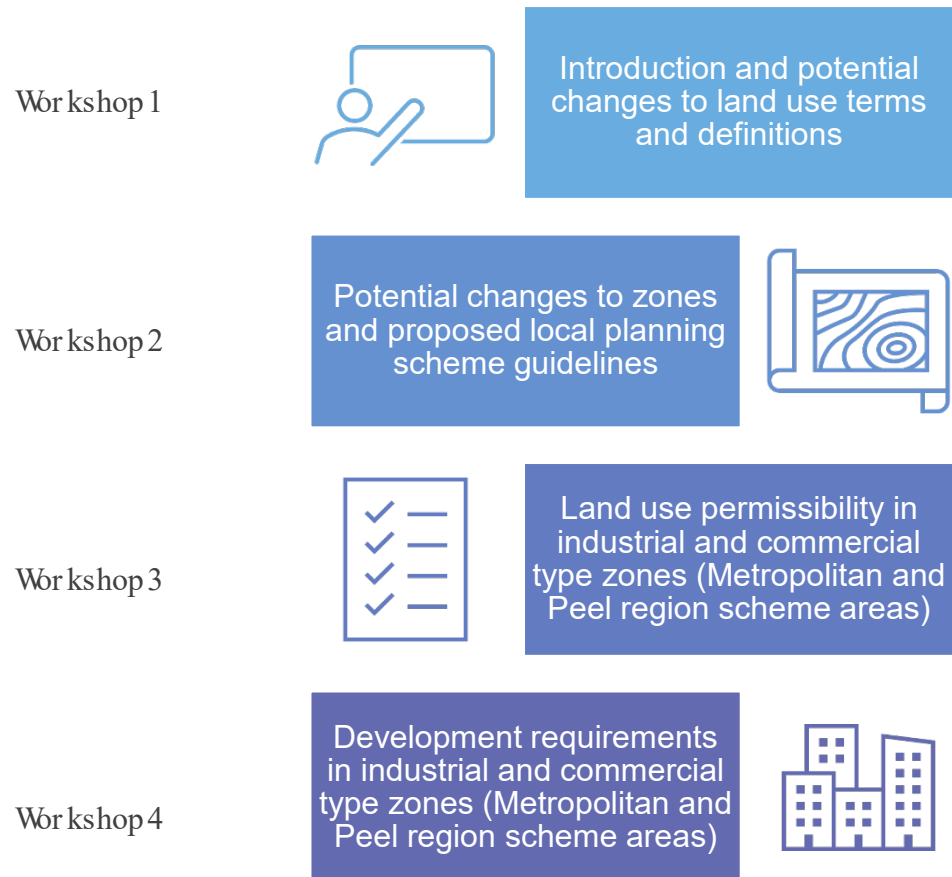
Two stakeholder reference groups (local government and industry) were established by the Department based on nominations received from local governments and industry.

A summary of the workshop content and key outcomes are set out below.

2.3.1. WORKSHOP CONTENT

Four workshop sessions with each of the stakeholder reference groups were facilitated by Shape Urban (a total of 8 sessions) to cover the following aspects of the project:

Figure 2 – Key Stakeholder Reference Group Workshops



The outcomes of the workshops have informed the refinement of the identified changes and draft proposals for amendments to the deemed and/or model scheme provisions.

2.3.2. KEY WORKSHOP OUTCOMES

A summary of the key outcomes of the workshops as compiled by Shape Urban are set out below:

Table 1 - Key Workshop Outcomes

Areas of general agreement	Areas of varying views
<ul style="list-style-type: none"> • Benefits of improving consistency within local planning schemes • Land uses, zones and associated definitions and objectives need to be less prescriptive and more general • Support for the proposed: <ul style="list-style-type: none"> • deletion of commercial and special residential zones • new and modified zones (local centre, neighbourhood centre, centre, mixed use, rural enterprise, priority agriculture and cultural and natural resource use zones) • That zones and objectives need to be more contemporary and provide additional clarity • Review the impact of proposed changes creating non-conforming use rights • A need for local planning scheme guidance on the manner and form provisions, transitioning between the current and new system, land use interpretations and discretionary provision test examples • Consideration of car parking implications from the proposed changes • Review and reconsider bulky goods, showroom, supermarket, office and shop definitions and permissibility • Review the definition, size, scale and functionality of alcohol based uses • The limitations of applicability outside Perth and Peel need to be considered • Standardisation should be balanced with local context 	<ul style="list-style-type: none"> • The industry stakeholder reference group had a clear preference for a standardised zoning table to be included in the deemed provisions along with land use definitions • Opinion on the implementation of a standardised zoning table was more varied amongst local government stakeholders, however there was general agreement that local context needed to be accounted for in implementation of any standardised zoning table • The local government stakeholder reference group expressed hesitancy about the implementation of development requirements through either model or deemed provisions, instead preferring that improved consistency in development requirements be facilitated through guidelines • Conversely the industry stakeholder reference group indicated a preference for development requirements be addressed through a mix of deemed and model provisions • The role of local planning policies was viewed differently by the local government and industry stakeholders reference groups

Other aspects raised include:

- Increased transparency in decision making conditions to ensure that previous approvals could be recognised as they were originally intended when contemplated in a future time frame (even if land use descriptions and definitions change over time).
- The need for guidance to be provided to assist local government to transition from current use of local planning schemes to the recommended approach for more consistent local planning schemes.

3. PROPOSED CHANGES TO LOCAL PLANNING SCHEME REGULATIONS



The audit of local planning schemes, review of land use permissibility and development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas and preliminary consultation with key stakeholders has resulted in a consolidation of draft proposals aimed at improving the consistency of local planning schemes.

This section provides a summary of proposals and the principles including justification for the proposals. More specific detail on the draft proposals is provided in **Appendices A, B and C**. **Appendix D** provides further background and context for land use permissibility and development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas.

3.1. LAND USE TERMS & DEFINITIONS – SUMMARY OF DRAFT PROPOSALS

The review process identified that the more specific or prescriptive land uses and associated definitions become, the more likely it is that more land uses and definitions will need to be added to the Regulations, creating additional levels of complexity. The primary principle forming the basis of proposed changes to land use terms and definitions, is the preference to have land uses and associated definitions to be less prescriptive.

The proposed changes to land use definitions can be separated into four key categories:

- Modifications to land uses terms and/or definitions
- Deletion of land use terms and definitions
- Replacement of land use terms and/or definitions
- Addition of land use terms and definitions

The proposed change to land uses are set out in Table 2 below including a summary of the draft proposals and discussion on the principles for change. A detailed rationale for each proposed change to land use term/definition is provided in **Appendix A**.

Table 2 - Land Use Definitions – Summary of Proposals

Proposed Change	Land Uses	Principles behind the draft proposals
Modify	Animal husbandry – intensive Bulky Goods Showroom Caravan Park Community Purpose Freeway Service Centre and Roadhouse Home business Hotel Liquor Store – large Liquor Store – small Small Bar Tavern Market Motel Nightclub Office Park Home Park	<p>It is proposed the definitions associated with these land use terms be modified.</p> <p>The audit of land use terms and definitions identified that these terms and/or definitions could be better defined to become less prescriptive/more flexible and to reflect similar definitions in state planning policies, position statements and other relevant legislation where applicable.</p> <p>Aspects that have been taken into account in reviewing the definitions / suggested modification include:</p> <ul style="list-style-type: none"> ▪ Achieving consistency across schemes (review of varying definitions to achieve optimal definition)

	Recreation - private Restaurant / Café Rural Home Business Service Station Tourist Accommodation Veterinary Centre Warehouse / Storage	<ul style="list-style-type: none"> ▪ Achieving consistency with State Planning Policies ▪ Achieving consistency with relevant Legislation ▪ Providing greater flexibility and improved implementation of terms and definitions ▪ Recognising changes in the way land uses operate ▪ Providing for ongoing technological and business improvements ▪ Addressing bugbears seen in land use definitions by local government and industry
Delete	Bed and breakfast	It is proposed these land uses are deleted.
Replace	Amusement Parlour (recreation private) Brewery (liquor production facility) Family Day Care (home business) Fast Food Outlet / Lunch Bar (food outlet) Home Occupation (home business) Home Office (home business) Home Store (home business) Industry – Primary Production (industry rural) Motor Vehicle Repair (vehicle repair/wash) Motor Vehicle Wash (vehicle repair/wash) Shop (shop – small, shop – large) Winery (liquor production facility) Wind Farm (renewable energy facility)	<p>It is proposed these land uses and their definitions are replaced with alternative terms.</p> <p>The audit of land use terms and definitions identified that these terms and/or definitions contained similarities with other terms or with definitions within State policy.</p> <p>The proposed replacement land use term is included in brackets.</p>
Add	Aerodrome Aircraft Landing Area Food Outlet Food Outlet with Drive Through Facility Independent Living Complex Industry rural Liquor Production Facility Renewable Energy Facility Repurposed Dwelling Residential Care Facility Second Hand Dwelling Shop – small Shop – large Vehicle repair/wash	<p>It is proposed these land uses be added to the list of land use terms.</p> <p>The audit of land use terms and definitions identified that these terms and/or definitions (or variations of) were included in a number of local planning schemes prepared since 2015 or has a basis established through recent policy reviews.</p> <p>The addition of these terms and associated definitions will provide greater consistency across schemes.</p>

Generally, land uses that appear in a zoning table are predominantly defined under clause 38 of the model provisions, however some land uses that have been included in the zoning tables of some local planning schemes (for example ancillary dwelling, container deposit recycling centre, grouped dwelling, multiple dwelling, and single house) are defined under clause 1 of the deemed provisions (terms used).

To enable better differentiation between land uses included in a zoning table and their definitions and other terms as defined in the Regulations, it is suggested that land use terms that are included in the deemed provisions be separated from other terms defined in the deemed provisions.

3.2. ZONES & RESERVES – SUMMARY OF DRAFT PROPOSALS

The primary principles behind the changes to zones and reserves is that zone names and associated objectives be less prescriptive and more general. The more specific or prescriptive zones and associated objectives become then the more likely it is that more zones and objectives will need to be added to the Regulations.

The objectives of some zones refer to specific State planning policy. It is suggested that any reference to State planning policy refer to 'applicable state planning policy', rather than the specific number and or name of the State planning policy.

The proposed changes to zones and reserves can be separated into four key categories:

- Modifications to zones and reserves
- Deletion of zones and reserves
- Addition of zones and reserves
- Rationalisation of zones and reserves

The zones and reserves identified for change are set out in Table 3 and Table 4 below. A summary of the draft proposals and discussion on the principles for change are provided. A detailed rationale for each proposed change to zones and reserves is provided in **Appendix B**.

Table 3 – Zones – summary of proposals

Proposed Change	Zones	Principles behind the draft proposals
Modify	<p>Centre</p> <p>Mixed Use</p> <p>Urban Development</p> <p>Residential</p> <p>Rural residential</p> <p>Rural small holdings</p> <p>Service commercial</p> <p>Strategic industry</p> <p>Rural Townsite</p> <p>Special Use</p>	<p>It is proposed the objectives associated with these zones be modified.</p> <p>The audit of zones and their objectives identified there was a need to provide a greater ability for zones to guide the appropriateness of the land use and development within the respective zone.</p> <p>Modifying the zone objectives will allow for improved application of zones and in turn provide consistency in application across local planning schemes.</p> <ul style="list-style-type: none"> ▪ Aspects that have been taken into account in making the suggested modifications include: ▪ Achieving consistency across schemes ▪ Achieving consistency with State Planning Policies ▪ Achieving consistency with relevant Legislation ▪ Providing greater flexibility and improved implementation of zones and their objectives ▪ Addressing concerns raised ▪ Implementing best practise across all zones ▪ Recognising changes in the way land uses operate and how zones need to guide these ▪ Administrative edits (i.e removing the “zone” after Rural Townsite and Special Use)
Delete	<p>Commercial</p> <p>Special Residential</p>	<p>It is proposed these land uses are deleted.</p> <p>The audit of zones and objectives identified that these uses have been made redundant by either the proposed addition of new zones (i.e Commercial to be replaced by widened Centre zones) or through State directives (i.e Special Residential zone).</p>

Add	Local Centre Neighbourhood Centre Priority Agriculture Rural enterprise Cultural and Natural Resource	<p>The audit of local planning schemes identified a number of these zones being included in local planning schemes following the Regulations becoming operational in October 2015. It is proposed these zones and associated objectives be added to the list of zones in the model provisions.</p> <p>Consistency with State Planning Policies such as SPP 2.5 Rural Planning and SPP 4.2 Activity Centres has further guided the recommendation to add these zones and associated objectives. For example it is proposed to include new zones for local centre and neighbourhood centre and expand objectives of the centre zone to implement the activity centre hierarchy established in SPP 4.2.</p>
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Table 4 – Reserves – summary of proposals

Proposed Change	Reserves	Principles behind the draft proposals
Rationalisation	Social Care Facilities (civic and community) Cultural Facilities (civic and community) Medical Services (public purposes) Education (public purposes) Emergency Services (public purposes) Heritage (public purposes) Government Services (public purposes) Recreational (public purposes)	<p>It is proposed these reserves be rationalised to provide for improved application of public purposes. The reserve that is proposed to cover the rationalised reserve is included in brackets.</p> <p>The audit of reserves identified that a number of reserves were highly prescriptive and restricted the ability for these to be readily used.</p> <p>The rationalisation / grouping of various reserves will allow for greater flexibility and application in the reserve purpose.</p>
Add	Foreshore	<p>It is proposed this reserve be added to the list of reserves.</p> <p>The need for a specific foreshore reserve has been identified to assist with the implementation of SPP 2.6 Coastal Planning.</p>
Modify	Infrastructure Services	<p>It is proposed this reserve be modified as a result of feedback from the stakeholder reference groups to provide a more overarching objective to ensure consistency.</p>

3.3. LAND USE PERMISSIBILITY & DEVELOPMENT REQUIREMENTS FOR COMMERCIAL & INDUSTRIAL TYPE ZONES IN THE METROPOLITAN REGION & PEEL REGION SCHEME AREAS – SUMMARY OF DRAFT PROPOSALS

The review undertaken on commercial and industrial type zones in Metropolitan and Peel region scheme areas resulted in:

- A proposed zoning table
- Guidance on addressing development requirements
- A number of supporting actions.

Proposals recommended were presented and discussed during the preliminary consultation undertaken with stakeholder reference groups in workshops 3 and 4. Following preliminary consultation, refinements were made to the proposals, with a summary of those proposals provided below and specific detail provided in **Appendix C**.

3.3.1. LAND USE PERMISSIBILITY

The permissibility of land uses in each zone is generally set out in the form of a zoning table, which lists land uses against zones and assigns a permissibility to each land use within a zone. Based on work undertaken a standardised zoning table for commercial and industrial type zones in the Metropolitan and Peel region scheme areas is recommended in **Appendix C**.

In preparing the recommended zoning table the following assumptions were used:

- Given the importance of the objectives of each zone, it is desirable that each land use be first considered against the objectives of the zone
- The process for preparing a zoning table is consistent with the process outlined in section 5.4.3 of **Appendix D**
- Potential changes to land uses and zones proposed in appendices A and B were considered in assigning permissibility to land uses in the zoning table
- An incidental use is not a separate and distinct use in its own right, but rather is a related component of the predominant use and therefore the designation of incidental uses is not incorporated in the recommended zoning table. Given that both ancillary accommodation and caretakers dwelling are both land uses that in all circumstances are incidental to the predominant use, it is appropriate that they be excluded from the zoning table.

In support of the recommended zoning table and in recognition of the importance of the zone objectives in determining the permissibility of land uses, it is recommended that the permissibility definitions contained in the model (clause 18(2)) and deemed (clause 1) provisions be updated as follows:

class A use, in relation to a zone,

- (a) means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is consistent with the zone Objectives, but is not permitted in the zone unless the local government has exercised its discretion by granting development approval after advertising the application in accordance with clause 64;

class D use, in relation to a zone,

- (a) means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is consistent with the zone Objectives, but is not permitted in the zone unless the local government has exercised its discretion by granting development approval; but
- (b) does not include a class A use;

class P use, in relation to a zone,

- (a) means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is consistent with the zone Objectives and does not require approval consistent with cl 61(2) of the Deemed Provisions;

class X use, in relation to a zone,

- (a) means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is not permitted in the zone;

3.3.2. DEVELOPMENT REQUIREMENTS

The audit of development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas found significant variation for each local authority. It is highlighted that the location of the development requirements can vary between local governments, with some being located within the scheme and others being outlined in local planning policies, local development plans and/or guidelines.

Ideally development requirements for industrial type zones and potentially the service commercial zone will be addressed through an industrial design code. The development of an industrial design code similar to the R-Codes, would enable provisions and/or acceptable outcomes to be developed consistent with development requirement principles specified in a design code. This would ensure an overall consistency whilst also accommodating those localities or developments that might need a different approach.

In the interim it is recommended that a combination of provisions in the local planning scheme and local planning policy be used. It is suggested that the following primary controls be introduced to local planning schemes under part 4 – general development requirements of the model provisions:

- Lot sizes;
- Setbacks;
- Building height (if applicable)

It is also suggested that a local planning policy is used to address discretion in relation to the above primary controls and other elements of design not included in the local planning scheme, consistent with the following:

- General Matters
 - Precinct structure plan references
 - Other Guidance Document references (For example - EPA separation guidelines)
 - Design intent
- Site Layout and Building
 - Building orientation
 - Materials
 - Setbacks (guidance on the application of discretion)
 - Transition to other zones
- Community Spaces, Landscaping and Verges
 - Community spaces
 - Landscaping
 - Verge appearance and infrastructure
- Parking and Access
 - Parking provision (refer to relevant provision(s)), location and materials
 - Crossovers

- Bicycle parking
- End of trip facilities
- Loading and waste
 - Refuse and storage areas
 - Waste
 - Stormwater
 - Waste disposal
- Other matters
 - Lighting
 - Fencing
 - ESD
 - Acoustic considerations

It is recommended that the above guidance and more detail provided in section 4.3.5 of the document included at **Appendix D** be formalised through inclusion in the proposed local planning scheme guidelines.

3.3.3. OTHER MATTERS

During discussion regarding land use permissibility it was suggested that the definition of the approved land use(s) be included with the development approval to avoid any dispute or need for another approval should the land use definition change in the future.

It is recommended that clause 68 of the deemed provisions be amended to include a sub-clause as outlined below to require the decision maker to include the definition of the approved land use as an advice note to the approval/decision letter:

- (b) If development approval is granted under clause 68, the local government is to include a list of the approved land use(s) together with the applicable land use definition(s) as approved.

3.4. SUPPLEMENTAL PROVISIONS – SUMMARY OF DRAFT PROPOSALS

In addition to the model and deemed provisions, section 73(2A) of the *Planning and Development Act 2005* allows for a scheme to include supplemental provisions, provided those supplemental provisions are consistent with or not already covered by the Regulations.

There are some supplemental provisions commonly included in local planning schemes that may warrant broader application and standardisation in local planning schemes.

It is proposed that provisions relating to the establishment and maintenance of a significant tree register be included in the model or deemed provisions to address the following principles:

- Local governments can choose to establish or not establish a significant tree register
- The manner and form of the significant tree register
- Availability of the published significant tree register for inspection
- Process for inclusion or removal of a tree from the significant tree register
- Process and requirements relating to the cutting, pruning or removal of a tree included on the significant tree register
- Exemptions relating to the cutting, pruning or removal of a tree included on the significant tree register to be addressed through a local planning policy or supplemental provisions rather than the deemed provisions
- Recognition of a significant tree register established under a local planning scheme



4. IMPLEMENTATION OPTIONS

The implementation options for improving the consistency of local planning schemes across the State and for implementing the recommended zoning table and development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas are explained below and summarised generally as:

- Deemed provisions
- Model provisions
- Mixture of model and deemed provisions

4.1. DEEMED PROVISIONS

This option involves the expansion of the deemed provisions to incorporate more elements of the model provisions into the deemed provisions. Potentially all elements of the model provisions except the scheme map, schedules of special use zones, environmental conditions, special uses, additional uses and restricted uses, additional site development requirements, special control areas and supplemental provisions (provisions that deal with special circumstances for which adequate provisions are not provided in the deemed provisions) could eventually be included in the deemed provisions. Additional work would be required to be undertaken by the Department to first update and standardise more of the content of model provisions (for example standard zoning table and primary development controls for relevant zones).

A logical extension of the expansion of the deemed provisions could be to introduce a 'standardised deemed local planning scheme'. A standardised deemed local planning scheme could involve combining all elements of both the deemed provisions and the model provisions as one consolidated standardised scheme (currently a local planning scheme consists of two documents the deemed provisions and a local planning scheme generally consistent with the model provisions). In addition to improving consistency of local planning schemes a consolidated and standardised deemed local planning scheme would reduce the complexity associated with having both deemed provisions and a local planning scheme (consisting of model provisions, variations to model provisions and supplemental provisions).

4.2. MODEL PROVISIONS

An incremental and staged approach to achieving more consistent local planning schemes is through introducing more standardised content to local planning schemes (for example standard zoning table and primary development controls for relevant zones) through inclusion of that content in the model provisions. As acknowledged earlier, based on past uptake of the model provisions it may take a number of years for local governments to appropriately amend their schemes to be consistent with any new standardised content introduced into the model provisions.

To expediate the currency and consistency of the inclusion of the model provisions into local planning schemes, a timeframe for amending local planning schemes to be consistent with the model provisions could be specified. The Minister for Planning could potentially use powers under section 76 of the *Planning and Development Act 2005* to order local governments to amend their local planning scheme to be consistent with the model provisions within a specified timeframe. Prior to specifying a timeframe and ordering local governments to amend their schemes it is expected that the model provisions would have been adequately updated to include the changes proposed in this report and future changes relating to a standardised zoning table and primary development control for all zones.

4.3. MIXTURE OF MODEL & DEEMED PROVISIONS

The option of utilising both the model and deemed provisions allows for a balance between consistency and flexibility in local planning scheme provisions. This would require the interrogation of the draft proposals to the Regulations to determine which are best suited under the model provisions and which can be readily incorporated into the deemed provisions. Essentially the recommended approach for improving the overall consistency of local planning schemes across the State and for implementing the recommended zoning table and development requirements for commercial and industrial type zones in the Metropolitan and Peel region scheme areas (as outlined in section 1.2) uses a mixture of model and deemed provisions.

Table 5 – Implementation Options Pros and Cons

Pros	Cons
Model Provisions	
<ul style="list-style-type: none"> Provides for flexibility in the application of changes where relevant Allows for new / unique terms and definitions to be incorporated into schemes where deemed appropriate by the WAPC/Minister 	<ul style="list-style-type: none"> Reliant on local governments to amend or review local planning schemes. Potentially will take a lot longer than the deemed provisions for local planning schemes to become more consistent and contemporary unless Minister utilises powers under 76 of the Planning and Development Act to require updates to schemes Flexibility for variations may be counterproductive to achieving more consistent local planning schemes.
Deemed Provisions	
<ul style="list-style-type: none"> Ability to ensure ongoing consistency in land use terms and definitions Expedited efficiency of including the provisions in local planning schemes Changes or updates to land use terms, zone and reserve names and their associated definitions and objectives if included within the deemed provisions can be automatically updated in local planning schemes when the deemed provisions are amended. Changes to the content of the deemed provisions require amendments to the Regulations so are unlikely to be frequent and thus contributing to greater consistency. 	<ul style="list-style-type: none"> May result in non-conforming uses arising May still require elements of the local planning scheme to be amended (for example scheme map, additional uses, special control areas etc) when the deemed provisions are updated. Effect on other aspects of the scheme and local planning framework. Assuming land uses and zones are included in the deemed provisions, any new or specific land uses or zones would require amendment to the Regulations to become deemed. The majority of model provisions needs to be included in the deemed provisions at the same time as if it is staged there is potential to contribute to reduced readability and usability of the local planning scheme as scheme information will be split between deemed provisions and the local planning scheme. Requires ongoing amendments to the Regulations to stay current.
Mixture of Model and Deemed Provisions	
<ul style="list-style-type: none"> Scheme content can be standardised and texted through model provisions Ability to ensure ongoing consistency in planning aspects Allows for separation of provisions where required 	<ul style="list-style-type: none"> Some aspects of change still reliant on local governments to amend or review local planning schemes.

4.4. RECOMMENDED APPROACH

4.4.1. SHORT TO MID TERM ACTIONS (1 - 3 YEARS)

MODEL PROVISIONS

1. Update the model provisions to include:
 - (a) proposed changes identified in Appendix A for zones, reserves and land uses and associated definition and objectives
 - (b) recommended zoning table and primary development controls for commercial and industrial type zones in the model provisions (Appendix C) with recognition that it only applies to those local governments located in the Metropolitan and Peel region scheme areas.
 - (c) modified use class definitions for P, D, A and X to recognise consistency with zone objectives
2. Prepare a standardised zoning table and primary development controls (similar to work undertaken for the commercial and industrial type zones in the Metropolitan and Peel region scheme areas), for all other model zones (existing model zones – residential, urban development, settlement, special residential, rural, rural residential, rural smallholdings, rural townsite, environmental conservation, tourism, private clubs, institutions and places of worship; and proposed model zones – priority agriculture, cultural and natural resource use).
3. Undertake a review of supplemental provisions included in local planning schemes (gazetted after 19 October 2015) to identify those that might have broader application to other local governments (for example significant tree register) through inclusion in either model or deemed provisions.
4. Local governments located in the Metropolitan and Peel region scheme areas to commence amending their schemes to:
 - (a) be consistent with the updated model provisions
 - (b) incorporate development provisions for commercial and industrial type zones consistent with guidance provided in the local planning scheme guidelines

DEEMED PROVISIONS

5. Update the deemed provisions to include:
 - (a) model provisions relating to non-conforming uses and restrictive covenants
 - (b) provisions for the establishment and maintenance of a significant tree register
 - (c) separation of land use terms in the deemed provisions from other terms defined in the deemed provisions
 - (d) a requirement for the decision maker of an Application for Development Approval to include the land use definition(s) of all approved land use(s) as an advice note on a decision
6. Investigate the elements of the model provisions that could be included in the deemed provisions and the appropriateness of a 'deemed local planning scheme' that would include combining all elements of the model and deemed provisions

SUPPORTING IMPLEMENTATION ACTIONS

7. Prepare local planning scheme guidelines to provide:
 - (a) guidance on the process of preparing and amending a local planning scheme
 - (b) greater transparency on the process for varying model provisions and for sharing information on approved variations to the model provisions
 - (c) translation and alignment of non-model land uses, zones and reserves with those contained in the model provisions
 - (d) guidance for the preparation of development provisions for industrial and commercial type zones

- (e) improved guidance on the inclusion in schemes of additional uses, restricted uses, special use zones, non-conforming uses and special control areas
 - (f) improved guidance and updated manner and form for undertaking reports of review and amendments to local planning schemes
8. Commence the preparation of a design code for industrial zones, and potentially the service commercial zone
 9. Preparation and assessment of local planning schemes and amendments to be consistent with local planning scheme guidelines
 10. Publish approved variations to the model provisions, along with justification for their approval and applicability to other local governments

4.4.2. LONG TERM ACTIONS (3 YEARS+)

MODEL PROVISIONS

11. Update the model provisions to include a standardised zoning table and primary development controls for all model zones, to be applied statewide (with consideration of regional variations)

DEEMED PROVISIONS

12. Update the deemed provisions to include relevant elements from the model provisions
13. Subject to the findings of the investigation in relation to the appropriateness of a 'deemed scheme', the WAPC to consider implementation options

SUPPORTING IMPLEMENTATION ACTIONS

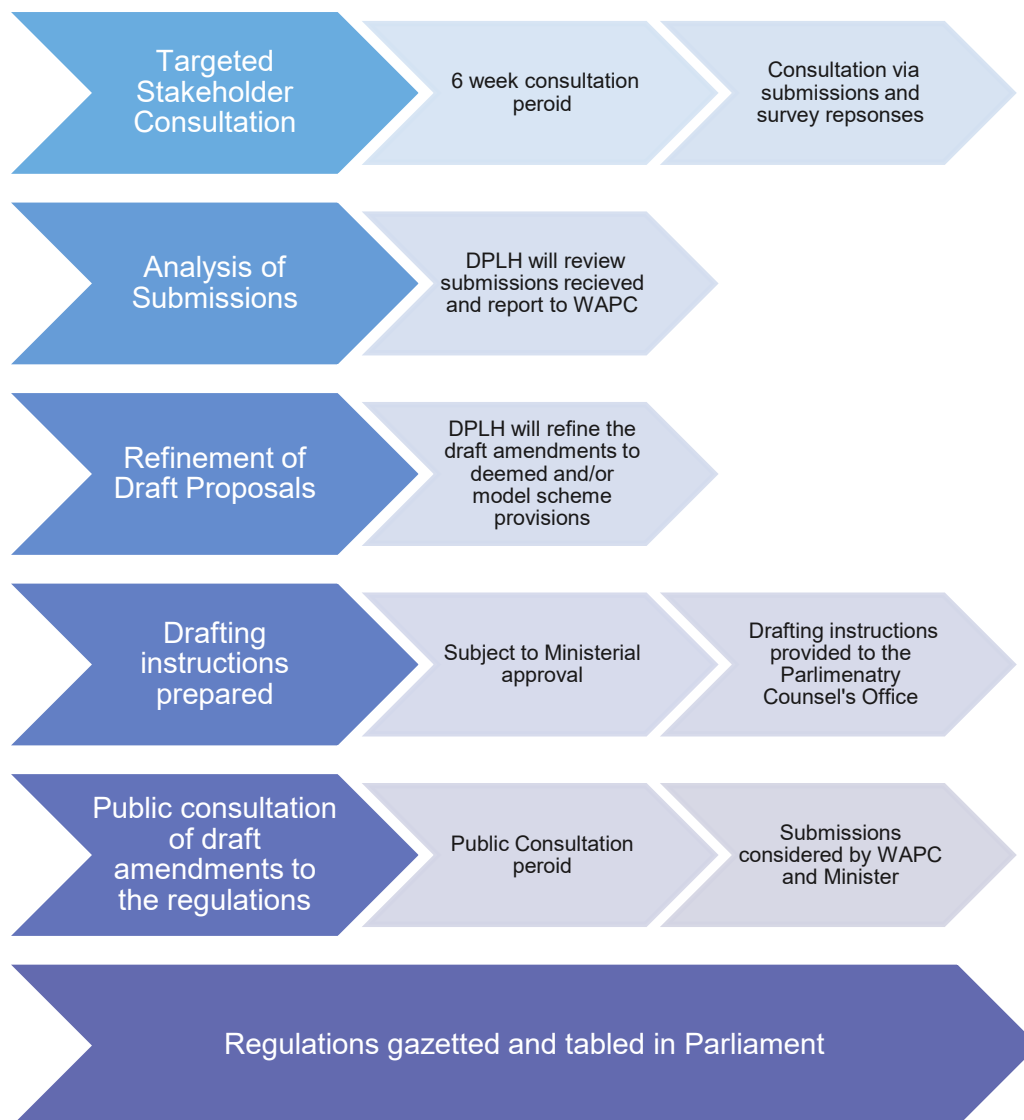
14. Release and implement a design code for industrial zones and potentially the service commercial zone
15. Conduct an ongoing review of the implementation of the standardised zoning objectives and table for the industrial and commercial zones



5. PATH FORWARD

Key stakeholder consultation is the next step for the Department in further progressing consistent local planning schemes project and potential changes to the Regulations. The remaining steps of this process are set out in Figure 3 below:

Figure 3 - Consistent Local Planning Schemes Project - Path Forward



5.1. TRANSITIONAL ARRANGEMENTS

The proposed changes contemplated in the draft consistent local planning schemes report are not expected to be integrated into the preparation of new local planning schemes or the amendment of existing local planning schemes until the proposed changes have been incorporated into drafting instructions for changes to the Regulations and or guidance for the preparation or amendment of local planning schemes.

At this stage those new local planning schemes or amendments to existing schemes that have been given consent to advertise prior to proposed changes to the Regulations being incorporated into drafting instructions and or finalisation of guidance for the preparation or amendment of local planning schemes, will not be required to be consistent with those proposed changes.

APPENDIX A – PROPOSED CHANGES TO LAND USES

Land Use	Current	Proposed change and justification
Amusement parlour	Means premises — (a) that are open to the public; and (b) that are used predominantly for amusement by means of amusement machines including computers; and (c) where there are 2 or more amusement machines.	Delete land use The definition of amusement parlour is considered very narrow in scope and it could easily be integrated into the definition of 'recreation-private'.
Animal husbandry - intensive	Means premises used for keeping, rearing or fattening of pigs, poultry (for either egg or meat production), rabbits (for either meat or fur production) or other livestock in feedlots, sheds or rotational pens.	Modify land use Following a review of State Planning Policy 2.5 - Rural planning, it was suggested that the definition of animal husbandry be expanded to include specific reference to additional animals such as alpacas, beef and dairy cattle, goats and sheep Rather than expanding the list of specific animals in the definition, it is considered more pragmatic to provide greater flexibility to accommodate a broader range of relevant animals by modifying the definition to remove reference to specific animals (for example pigs, rabbits etc) and replace with more broader reference to animals/livestock.
Aerodrome	No current definition in Regulations.	Add land use There have been a number of schemes pre and post Regulations that include a land use term of either aerodrome, airfield or aviation uses. It is proposed that the use aerodrome be introduced to include those areas of land or water certified under the Civil Aviation Act for use as an aerodrome.
Aircraft landing area	No current definition in Regulations.	Add land use There have been a number of schemes pre and post Regulations that include a land use term of either aerodrome, airfield or aviation uses. It is proposed that the use aircraft landing area be introduced to include those areas of land suitable for the conduct of take-off and landing and associated aircraft operations for private, aerial work or charter activities.

Land Use	Current	Proposed change and justification
Brewery	Means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the Liquor Control Act 1988.	<p>Replace land use</p> <p>The current definition of brewery includes other forms of liquor production including distillery and cidery. It is suggested that the land use term brewery and associated definition be replaced with 'liquor production facility'.</p> <p>The definition of 'liquor production facility' aligns with the Liquor Control Act and provides scope to include the full variety of alcohol production facilities (for example winery, brewery, cidery, distillery etc).</p>
Liquor store – large, liquor store – small, small bar, tavern, hotel, motel, nightclub, restaurant/café and proposed 'alcohol production facility'	Various.	<p>Modify land uses</p> <p>To improve clarity regarding the nature of each use in a planning context and remove potential for confusion regarding approval of the land use being dependent on a liquor license being granted and vice versa, it is proposed to:</p> <p>delete references to the type of liquor licence</p> <p>replace references to a licence being granted with capable of being granted a licence</p>
Bulky goods showroom	Means premises — (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes - (i) automotive parts and accessories; (ii) camping, outdoor and recreation goods; (iii) electric light fittings; (iv) animal supplies including equestrian and pet goods; (v) floor and window coverings; (vi) furniture, bedding,	<p>Modify land uses</p> <p>The review of SPP4.2 noted concerns from stakeholders that shops (such as supermarkets and pharmacies) are starting to locate in bulky goods and large format retail precincts (e.g. service commercial zone) which undermines the role and function of activity centres.</p> <p>In resolving to endorse the final release of SPP 4.2 (March 2022), the WAPC amongst other things resolved to review the 'shop' and 'bulky goods showroom' land use terms and zones related to activity centres in the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p>It is suggested that the definition of 'bulky goods showroom' be refined to:</p> <ul style="list-style-type: none"> - Specify that goods and services are of a bulky nature - Excludes the sale of foodstuffs, alcohol, medicines, footwear or clothing unless their sale is ancillary to the sale of bulky goods

Land Use	Current	Proposed change and justification
	<p>furnishings, fabrics, manchester and homewares;</p> <p>(vii) household appliances, electrical, goods and home entertainment goods;</p> <p>(viii) party supplies;</p> <p>(ix) office equipment and supplies;</p> <p>(x) babies' and children's goods, including play equipment and accessories;</p> <p>(xi) sporting, cycling, leisure, fitness goods and accessories;</p> <p>(xii) swimming pools.</p> <p>or</p> <p>(b) used to sell goods and accessories by retail if -</p> <p>(i) a large area is required for the handling, display or storage of the goods; or</p> <p>(ii) vehicular access is required to the premises for the purpose of collection of purchased goods.</p>	<ul style="list-style-type: none"> - Remove reference to the specific types of goods and accessories specified in the current definition
Caravan park	Means premises that are a caravan park as defined in the Caravan Parks and Camping Grounds Act 1995 section 5(1).	<p>Modify land uses</p> <p>9 schemes post Regulations and 21 schemes pre Regulations include camping ground as a land use term and definition.</p> <p>Schemes that include camping ground as a land use term refer to the Caravan Parks and Camping Grounds Act 1995 for a definition.</p> <p>The provision of 'caravan park/camping ground' as a combined land use term and definition in the model provisions, without reference to</p>

Land Use	Current	Proposed change and justification
		the Caravan Parks and Camping Grounds Act provides greater clarity to the use.
Community purpose	Means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.	Modify land use It is proposed that the community purpose definition be revised to exclude uses associated with alcohol or other drug rehabilitation services. It is recognised that such land uses could be dealt with as a use not listed.
Family day care	Means premises where a family day care service as defined in the Education and Care Services National Law (Western Australia) is provided.	Replace land use As both 'home business' and family day care' are a business operated from a dwelling, there is an opportunity to combine these uses. It is suggested that the 'family day care' use is deleted and integrated into the 'home business' use.
Fast food outlet/lunch bar	Means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten — (a) without further preparation; and (b) primarily off the premises.	Replace land use Replace land use with 'food outlet'. It is suggested that the definition of food outlet allow for the preparation, sale and serving of food, in a form ready to be consumed without further preparation on and/or off the premises' and explicitly exclude drive-through facility.
Food outlet with drive-through facility	No current definition in the Regulations.	Add land use Currently the Regulations do not distinguish between those food outlets that have a drive through facility and those that do not. It considered that the nature of land use and potential impact of a food outlet will be different depending on whether the food outlet has a drive through facility. To allow distinction between a food outlet that has drive through facility and those that do not, it is suggested that a new land use 'food outlet with drive-through facility' be introduced.

Land Use	Current	Proposed change and justification
Freeway service centre and roadhouse	<p>Means premises that has direct access to a freeway and which provides all the following services or facilities and may provide other associated facilities or services but does not provide bulk fuel services —</p> <ul style="list-style-type: none"> (a) service station facilities; (b) emergency breakdown repair for vehicles; (c) charging points for electric vehicles; (d) facilities for cyclists; (e) restaurant, cafe or fast food services; (f) take-away food retailing; (g) public ablution facilities, including provision for disabled access and infant changing rooms; (h) parking for passenger and freight vehicles; (i) outdoor rest stop facilities such as picnic tables and shade areas. 	<p>Modify land use</p> <p>The definition should be refined to be less prescriptive as the current definition lists a number of specific uses or activities that can be undertaken.</p>
Home business, home occupation, home office, home store	Various.	<p>Replace land use</p> <p>There are currently four land uses related to the operation of a commercial business from a residential home.</p> <p>There are subtle differences in the definition of each land use, which are essentially development requirements rather than a definition. For example number of people employed, area occupied etc.</p> <p>To allow for the rationalisation of these uses and deal with subtle differences through development exemptions, development requirements or local planning policies rather than separate land uses.</p>

Land Use	Current	Proposed change and justification
Independent living complex	No current definition.	<p>Add land use</p> <p>Independent living complex is a term that was introduced in the Position Statement - Residential accommodation for ageing persons (December 2021) and has been approved as a variation to the model provisions through its inclusion in local planning schemes recently approved by the Minister.</p> <p>It is suggested that the land use 'independent living complex' and associated definition from the Planning Position Statement - Residential accommodation for ageing persons, be included in the Regulations.</p>
Industry – primary production	<p>Means premises used —</p> <p>(a) to carry out a primary production business as that term is defined in the Income Tax Assessment Act 1997 (Commonwealth) section 995-1;</p> <p>or</p> <p>(b) for a workshop servicing plant or equipment used in primary production businesses.</p>	<p>Replace land use</p> <p>Continuous review of the Regulations have identified that stakeholders are more comfortable with the term 'industry – rural', than 'industry – primary production'.</p> <p>It is suggested that the land use term 'industry – primary production' be replaced with 'industry – rural'.</p> <p>It is also suggested that the definition be modified to remove reference to the Income Tax Assessment Act 1997.</p>
Market	Means premises used for the display and sale of goods from stalls by independent vendors.	<p>Modify land use</p> <p>The review of SPP4.2 acknowledged that the market land use definition may also require review as it may provide an opportunity for large shops to locate out of centre zones.</p> <p>It is suggested that the definition be modified to make reference to 'temporary' stalls.</p>
Motor vehicle repair and motor vehicle wash	<p>Means premises used for or in connection with -</p> <p>(a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or</p>	<p>Replace land use</p> <p>These uses are likely to result in similar considerations with respect to noise and traffic, and have similar use permissibility in a number of Schemes.</p>

Land Use	Current	Proposed change and justification
	<p>chassis reshaping of vehicles; or (b) repairs to tyres other than recapping or retreading of tyres.</p> <p>Means premises primarily used to wash motor vehicles.</p>	<p>It is suggested that Motor Vehicle Repair and Motor Vehicle Wash be combined as one use called vehicle repair / wash</p> <p>It is suggested that the definition for vehicle repair / wash address the following:</p> <p>Includes electrical, mechanical or tyre repairs or washing of vehicles</p> <p>Excludes panel beating, spray painting or chassis reshaping of vehicles or recapping or re-treading of tyres.</p>
Park home park	Means premises used as a park home park as defined in the Caravan Parks and Camping Grounds Regulations 1997 Schedule 8.	<p>Modify land use</p> <p>Reference to schedule 8 of Caravan Parks and Camping Grounds Regulations 1997 should be deleted as that schedule is no longer included in those Regulations.</p>
Recreation - private	Means premises that are — (a) used for indoor or outdoor leisure, recreation or sport; and (b) not usually open to the public without charge.	<p>Modify land use</p> <p>As it is suggested that the land use term 'amusement parlour' and associated definition be deleted, it is also suggested to modify the definition of 'recreation – private' to include reference to 'amusement'.</p>
Renewable energy facility	Not currently defined in the Regulations.	<p>Add land use</p> <p>The Minister has approved the inclusion of the term 'renewable energy facility' in 21 schemes post Regulations.</p> <p>The Position Statement – Renewable energy facilities (March 2020) proposed a definition for a 'renewable energy facility'. It is suggested that the definition for renewable energy facility be consistent with the definition from the position statement.</p>
Repurposed dwelling and second-hand dwelling	Not currently defined in the Regulations.	<p>Add land use</p> <p>Amenity concerns have been raised by various stakeholders with respect to repurposed dwellings and second-hand dwellings being exempt from requiring development approval under the Regulations as they currently fall within the definition of a 'single house' which are normally listed as a 'P' use in schemes.</p> <p>To allow local governments to control the location of repurposed dwellings and second-hand dwellings, the inclusion of repurposed</p>

Land Use	Current	Proposed change and justification
		<p>dwelling and second-hand dwelling as land uses has been approved as a variation to the model provisions in around 20 local planning schemes post Regulations.</p> <p>Preliminary consultation with some local governments and industry stakeholders has suggested that repurposed dwelling and second-hand dwelling are a single house and do not warrant inclusion as individual land uses within the Regulations. Those stakeholders suggested that that the appearance, condition and built form of a dwelling where necessary could be dealt with through scheme provisions or a local planning policy.</p> <p>Further feedback is sought as to whether repurposed dwelling and second-hand dwelling should be included as separate land uses in the Regulations.</p>
Residential care facility	Not currently defined in the Regulations.	<p>Add land use</p> <p>There have been many different land uses and definitions across schemes both pre and post Regulations that have been used to classify or define a facility providing personal and/or nursing care primarily to people who are frail and aged or dependent persons.</p> <p>Position Statement - Residential accommodation for ageing persons (December 2021) proposed the use of the land use term 'residential aged care facility' and associated definition.</p> <p>Preliminary consultation with some local governments and industry stakeholders has suggested as people of all ages can require high levels of care, broader reference to residential care is preferred over specific reference to 'aged care'.</p> <p>It is suggested that the proposed land use remove reference to 'aged' and instead be referred to as 'residential care facility'</p>
Rural home business	Means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or occupation if the carrying	<p>Modify land use</p> <p>There are a number of schemes post and pre Regulations that have included a diversity of land uses (e.g. wayside stall, produce stall) that</p>

Land Use	Current	Proposed change and justification
	<p>out of the business, service or occupation —</p> <p>(a) does not involve employing more than 2 people who are not members of the occupier's household; and</p> <p>(b) will not cause injury to or adversely affect the amenity of the neighbourhood; and</p> <p>(c) does not occupy an area greater than 200 m² ; and</p> <p>(d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and</p> <p>(e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and</p> <p>(f) does not involve the presence, use or calling of more than 3 vehicles at any one time or of a vehicle of more than 30 tonnes gross weight.</p>	<p>generally relate to the sale of produce or commodity grown on the land on which it is sold.</p> <p>To avoid the introduction of a new land use in the model provisions it is recommended that the definition of rural home business is modified to delete subclause (d) from the existing definition, so as to allow for the sale of goods.</p>
Service station	<p>Means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for —</p> <p>(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or</p>	<p>Modify land use</p> <p>the definition of service station should be refined to be less prescriptive to allow for the various types of fuel (currently limited to petroleum products) and the charging of vehicles.</p>

Land Use	Current	Proposed change and justification
	(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.	
Shop	Means premises other than a bulky goods showroom, a liquor store — large or a liquor store — small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;	<p>Modify land use</p> <p>Currently the Regulations includes the land use term ‘shop’. Shop means premises other than a bulky goods showroom, a liquor store — large or a liquor store — small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services. The recent review and update of SPP 4.2 provides for two different shop sizes:</p> <ul style="list-style-type: none"> - shop – small – no greater than 1500m2 NLA - shop – large – greater than 1500m2 NLA <p>The intent of specifying shop – small and shop – large is to encourage larger shops (full-line supermarkets) to locate in higher level activity centres (neighbourhood and above). Locating full-line or large supermarkets in higher order centres encourages diversity of land use and housing density around those centres intended to have the largest population catchments.</p> <p>To support implementation of SPP4.2 and encourage appropriate sized shops in activity centres, it is suggested that the current ‘shop’ land use be separated into two uses ‘shop – small’ (a net lettable area of less than 1,500m2) and ‘shop – large’ (a net lettable area of more than 1,500m2).</p> <p>It suggested that the definitions for shop – small and shop – large exclude other shops and liquor stores.</p>
Tourist accommodation related land uses	Various definitions.	<p>Modify land use</p> <p>The draft position statement: planning for tourism (December 2021) proposes a number of new and modified land uses related to tourist accommodation. Overall, it is proposed that land use definitions which refer to ‘short-stay’ be amended to refer to the updated terminology used in other jurisdictions, being ‘short-term rental accommodation’.</p>

Land Use	Current	Proposed change and justification
		<p>Holiday Accommodation, Hotel, Motel, Serviced Apartment and Tourist Development are all uses that offer short stay accommodation, along with varying forms of amenities. The likely impacts of these uses are similar. There is potential to possibly combine these uses. The draft position statement proposes a number of new and modified land uses related to tourist accommodation.</p> <p>For instance, it is noted that 'holiday unit' and 'holiday apartment' are potentially overlapping definitions and may be either a grouped or multiple dwelling. It is suggested that the well known 'holiday house' definition as applying to a single house, be retained. The impacts of a holiday house on amenity may not be as considerable compared with a grouped or multiple dwelling, due to factors such as the proximity of neighbours, parking and common facilities.</p> <p>It is intended to delete the land use term 'bed and breakfast' from the model provisions. With the advent of online platforms listing short-term rental accommodation, 'bed and breakfast' as a distinct land use is an out of date concept.</p> <p>Tourist development and serviced apartment are similar definitions, and it is likely that both are not required. Further, the definition for serviced apartment could be refined if retained to exclude references to a reception.</p> <p>It is proposed that the term short-term rental accommodation has been amended to include reference to accommodation provided on a commercial basis.</p> <p>There are two forms of low impact short-term rental accommodation in which it is proposed that they be exempt from the need to obtain development approval. These are as follows:</p> <ul style="list-style-type: none"> - Hosted accommodation: refers to a dwelling or ancillary dwelling, or portion thereof, used for the purpose of short-term rental accommodation, with a permanent resident who is present overnight for the duration of the stay either in the dwelling or ancillary dwelling.

Land Use	Current	Proposed change and justification
		<ul style="list-style-type: none"> - Unhosted accommodation: refers to a single house, grouped or multiple dwelling where it is let for no more than 60 days per calendar year. The intent is that unhosted accommodation over the 60 days per year would trigger a change of use, which may require the host to obtain development approval, depending on the requirements of the local government.
Veterinary centre	Means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.	Modify land use Update the land use to be consistent with the Veterinary Practice Act 2021.
Warehouse/storage	Means premises including indoor or outdoor facilities used for — (a) the storage of goods, equipment, plant or materials; or (b) the display or sale by wholesale of goods;	Modify land use The review of SPP4.2 acknowledged that the warehouse/storage land use definition may also require review as the current definition may assist warehouse style supermarkets to locate out of centre. It is suggested that the definition be modified to provide more clarity around the term “wholesale”, whereby the goods sold are to be on sold by a retailer.
Winery	Means premises used for the production of viticultural produce and associated sale of the produce.	Replace land use It is suggested that the ‘winery’ land use be deleted from the Regulations as it would fall under the broader proposed land use of ‘liquor production facility’ (see proposed new land use above).
Wind farm	Means premises used to generate electricity by wind force and any associated turbine, building or other structure but does not include anemometers or turbines used primarily to supply electricity for a domestic property or for private rural use.	Replace land use Consistent with the Position Statement – Renewable energy facilities (March 2020) it is suggested that the wind farm land use be replaced as it will be incorporated in the proposed new land use renewable energy facility.

APPENDIX B – PROPOSED CHANGES TO ZONES & RESERVES

Zone	Current	Proposed change and justification
Residential	<ul style="list-style-type: none"> • To provide for a range of housing and a choice of residential densities to meet the needs of the community. • To facilitate and encourage high quality design, built form and streetscapes throughout residential areas. • To provide for a range of non-residential uses, which are compatible with and complementary to residential development. 	<p>Modify zone objectives</p> <p>Review of the objectives is required to assist improved alignment of the zone objectives with the R-Codes. It is suggested that this may include clearer reference to the residential density code and objectives of the medium density policy component of the R-Codes.</p>
Rural	<ul style="list-style-type: none"> • To provide for the maintenance or enhancement of specific local rural character. • To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use. • To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage. • To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone. • To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses. 	<p>Modify zone objectives</p> <p>It is suggested that objectives be modified to:</p> <ul style="list-style-type: none"> • Refer to amenity rather than character to ensure consistency with the use of amenity in the objectives of other zones and in the deemed provisions. • Ensure that the objectives as currently worded do not imply that rural industry can only occur if it is incidental or ancillary to agricultural activities (such as cropping and grazing). • Broaden the scope of the third objective by removing reference to sensitive areas and natural valleys.

Zone	Current	Proposed change and justification
Rural Residential	<ul style="list-style-type: none"> To provide for lot sizes in the range of 1 ha to 4 ha. To provide opportunities for a range of limited rural and related ancillary pursuits on rural-residential lots where those activities will be consistent with the amenity of the locality and the conservation and landscape attributes of the land. To set aside areas for the retention of vegetation and landform or other features which distinguish the land. 	<p>Modify zone objectives</p> <p>It is suggested that objective 1 be modified to make reference to applicable State Planning Policy as <u>State Planning Policy 2.5 - Rural planning</u> provides criteria and controls around subdivision of rural residential lots. The objectives should also recognise that the zone provides for low density residential uses.</p>
Rural Smallholdings	<ul style="list-style-type: none"> To provide for lot sizes in the range of 4 ha to 40 ha. To provide for a limited range of rural land uses where those activities will be consistent with the amenity of the locality and the conservation and landscape attributes of the land. To set aside areas for the retention of vegetation and landform or other features which distinguish the land. 	<p>Modify zone objectives</p> <p>Similar to above it is suggested that objective 1 be modified to make reference to applicable State Planning Policy as <u>State Planning Policy 2.5 - Rural planning</u> provides criteria and controls around subdivision of rural smallholding lots. The objectives should also recognise that the zone provides for low density residential uses.</p>
Strategic Industry	To designate industrial sites of State or regional significance.	<p>Modify zone objectives</p> <p>The current objective is not that useful in assisting the assignment of permissibility of land uses to the zone. It is suggested that additional objectives consistent with SPP 4.1 be included to address principles related to:</p> <ul style="list-style-type: none"> Accommodating high intensity industries of state significance. Accommodating supporting infrastructure. Co-location of compatible and complimentary land uses. Incorporate impact areas within the zone that require suitable and appropriate integration with surrounding compatible zones, reserves and land uses.

Zone	Current	Proposed change and justification
Local Centre	No current zone / objectives.	<p>Add zone</p> <p>Based on the review of SPP4.2 Activity Centres, the WAPC has formed a position that a local centre warrants an individual zone. It is intended that a local centre provide for the incidental and convenience needs of the local community (within a walkable catchment) primarily through land uses such as convenience store, shop – small, liquor store – small, fast food outlet / lunch bar, restaurant/café, small bar. It is suggested that objectives for the local centre zone address principles related to:</p> <ul style="list-style-type: none"> • Providing for the local community's incidental and convenience needs of goods and services, consistent with this level of the activity centre hierarchy as outlined in the applicable State planning policy. • Ensuring that development is of a scale compatible with surrounding development and does not adversely impact on adjoining residential areas. • Providing for a pedestrian-dominant streetscape where the primary focus of activity is on the street, the public realm and public open spaces. • Prioritise walking, cycling and public transport access to and within the centre. • Ensuring the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Neighbourhood Centre	No current zone / objectives	<p>Add zone</p> <p>Based on the review of SPP4.2 Activity Centres, the WAPC has formed a position a neighbourhood centre warrants an individual zone. It is intended that a neighbourhood centres provide a local focal point for daily</p>

Zone	Current	Proposed change and justification
		<p>to weekly household shopping needs, community facilities and a small range of other convenience services. A neighbourhood centre may provide for land uses allowed in a local centre, plus the additional land uses of Shop – large, liquor store – large, market, restricted premises, amusement parlour, educational establishment, recreation – private, small bar, tavern, office – small, medical centre, art gallery.</p> <p>It is suggested that the objectives for the neighbourhood centre zone address the following principles:</p> <ul style="list-style-type: none"> • Providing a focal point for accommodating the local community's daily to weekly household shopping needs, community facilities, small range of convenience services and local employment consistent with this level of the activity centre hierarchy as outlined in the applicable State planning policy. • Ensuring that development is of a scale compatible with surrounding development and does not adversely impact on adjoining residential areas. • Providing for a pedestrian-dominant streetscape where the primary focus of activity is on the street, the public realm and public open spaces. • Providing a focus for integrated and well-designed medium density housing and mixed used development. • Prioritise walking, cycling and public transport access to and within the centre. • Ensuring the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.

Zone	Current	Proposed change and justification
Centre	<ul style="list-style-type: none"> • To designate land for future development as a town centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy. 	<p>Modify zone objectives</p> <p>Based on the review of SPP4.2 Activity Centres, It is generally agreed that the differences between district, secondary and strategic centres as identified in SPP 4.2, is a matter relating to the area of land zoned rather than land use permissibility and so a separate zone is not necessarily required for each of the three centres of district, secondary and strategic. It is therefore suggested that any district, secondary or strategic centres be zoned 'Centre'.</p> <p>It is suggested that the current objectives of the 'Centre' zone under clause 16 of the Model Provisions be modified to address the following principles:</p> <ul style="list-style-type: none"> • Providing a focal point for accommodating a broad range of land uses to meet the community's district and/or sub-regional needs for goods and services, community facilities, entertainment and leisure, education, health and tourism, consistent with the centre's level of the activity centre hierarchy as outlined in the applicable State planning policy. • Facilitating a broad range of employment to contribute towards the sub-region's employment self-sufficiency, consistent with the centre's level of the activity centre hierarchy. • Providing a basis for detailed planning in accordance with any relevant State planning policy. • Ensuring that development at the edges of the centre is of a scale which facilitates transition with adjoining residential areas. • Providing for a pedestrian-dominant streetscapes where the primary focus of activity is on the street, the public realm and public open spaces.

Zone	Current	Proposed change and justification
		<ul style="list-style-type: none"> • Providing a focus for integrated and well-designed high density housing and mixed used development. • Providing for a diverse range of housing options to meet the needs of the community. • Providing public open space and other infrastructure needed to serve residents, workers and visitors. • Ensuring walking, cycling and public transport access to and within the centre is prioritised whilst ensuring safe and efficient access for service vehicles. • Ensuring the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community
Mixed Use	<ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. 	<p>Modify zone objectives</p> <p>SPP 4.2 encourages the use of a 'mixed use' zone for the frame of strategic, secondary and district centres. The frame is the area of land used to transition from the core of the activity centre to surrounding residential areas. Modification to the objectives of the mixed use zone is required to recognise the role of the mixed use zone in providing for the frame of activity centres. It suggested that an objective be included for the mixed used zone that provides for a transition in the scale of development from a centre zone to surrounding areas.</p> <p>As mixed use zones are also used in local governments that do not fall in the Metropolitan, Peel or Bunbury Region Scheme areas and/or do not include a centre zone, it is suggested that a note be included in brackets to acknowledge that the objective only applies where a centre zone exists.</p>

Zone	Current	Proposed change and justification
Service Commercial	<ul style="list-style-type: none"> To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones. 	<p>Modify zone objectives</p> <p>To support implementation of SPP 4.2, it is suggested that the objectives of the service commercial zone are modified to make appropriate reference to proposed centre zone(s) and reinforce the importance of the service commercial zone not impacting on the role and function of centre zone(s).</p>
Commercial	<ul style="list-style-type: none"> To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres. To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades. To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality. 	<p>Delete zone</p> <p>With the addition of the local and neighbourhood centre zones and modification to objectives of the centre zone, it is unlikely that a commercial zone is required. Out-of-centre developments shouldn't really be happening and if they are, an additional use or special use zone is the most appropriate way to do it so that it can be conditioned.</p> <p>It is suggested that the commercial zone and associated objectives be deleted from the Regulations.</p>
Rural Enterprise	No current zone / objectives.	<p>Add zone</p> <p>SPP 2.5 (approved December 2016) recognised the need to support economic opportunities in small rural communities by providing for rural enterprise zones which combine light industry and housing, provided they are carefully planned; in general proximity to urban areas; serviced; and have design features that address buffers and amenity.</p> <p>It is suggested that objectives for the rural enterprise zone address the following principles:</p>

Zone	Current	Proposed change and justification
		<ul style="list-style-type: none"> • Providing for light industrial and ancillary residential development on one lot. • Providing for lot sizes in the range of 1 ha to 4 ha. • Carefully design rural enterprise estates to provide a reasonable standard of amenity without limiting light industrial land uses.
Priority agriculture	No current zone / objectives.	<p>Add zone</p> <p>As a result of the review of SPP 2.5 Rural Planning, it has been suggested that a 'priority agriculture' zone be included in the Regulations for land of state, regional or local significance for food production.</p> <p>It is suggested that the objectives for a 'priority agriculture' zone address following principles:</p> <ul style="list-style-type: none"> • Identify land of State, regional or local significance for food production purposes. • Retain priority agricultural land for agricultural purposes. • Limit the introduction of land uses which may compromise existing, future and potential agricultural production.
Cultural and natural resource use	No current zone / objectives.	<p>Add zone</p> <p>A new 'cultural and natural resource use' zone is proposed. It is expected that the zone would typically cover Aboriginal Land Trust land where a variety of land use rights and interests apply over the land as part of indigenous land use agreements under the Native Title Act 1993, such as traditional hunting and camping, management of land and economic ventures.</p> <p>It is suggested that the objectives for a 'cultural and natural resource use' zone address the following principles:</p>

Zone	Current	Proposed change and justification
		<ul style="list-style-type: none"> • Ensure the preservation of Aboriginal heritage and culturally significant areas. • Provide for the conservation of significant landscape and environmental areas and values. • Allow for low impact tourism and economic development opportunities. • Allow land uses associated with Aboriginal heritage, traditional law and culture.
Urban development	<ul style="list-style-type: none"> • To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme. • To provide for a range of residential densities to encourage a variety of residential accommodation. • To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development. • To provide an intermediate transitional zone following the lifting of an urban deferred zoning within the Metropolitan Region Scheme. 	<p>Modify zone objectives</p> <p>The fourth objective is specific to the Metropolitan region scheme so it is suggested that the objectives for the zone are modified to replace the reference to the Metropolitan Region Scheme with 'a region planning scheme' so that the objective can be applied to those schemes that fall within a region scheme area</p>
Special residential	<ul style="list-style-type: none"> • To provide for lot sizes in the range of 2 000 m² and 1 ha. • To ensure development is sited and designed to achieve an integrated and harmonious character. • To set aside areas where the retention of vegetation and landform or other features which distinguish the land, warrant a larger residential lot size than that expected in a standard residential zone. 	<p>Delete zone</p> <p>In 2021 the WAPC released a position statement Planning Position Statement - Special residential zone (www.wa.gov.au) outlining the WAPC's intent to discontinue the special residential zone in local planning schemes. Consistent with the intent of the WAPC's position statement it is suggested that the special residential zone is removed from the Regulations.</p>
Rural townsite zone	To provide for a range of land uses that would typically be found in a small country town	Modify zone name

Zone	Current	Proposed change and justification
		<p>For consistency with other zone names listed, Remove the word 'zone' from the zone name in cl.2 of Schedule 3 and from the zone name listed in cl.16 of the model provisions.</p>
Special use zone	<ul style="list-style-type: none"> • To facilitate special categories of land uses which do not sit comfortably within any other zone. • To enable the Council to impose specific conditions associated with the special use. 	<p>Modify zone name</p> <p>For consistency with other zone names listed, Remove the word 'zone' from the zone name in cl.2 of Schedule 3 and from the zone name listed in cl.16 of the model provisions.</p> <p>To ensure consistency throughout the Regulations, in the second objective change 'Council' to 'local government'.</p>
Foreshore	N/A	<p>Add reserve</p> <p>The need for a new reserve called 'foreshore' has previously been identified to assist with the implementation of SPP 2.6 Coastal Planning.</p> <p>It is suggested that the objectives for a 'foreshore' reserve address the following principles:</p> <ul style="list-style-type: none"> • Set aside areas for foreshore reserved abutting a body of water or water course. • Provide for the protection of natural values and processes, including a coastal retreat. • To accommodate a range of active and passive recreational uses that would be capable of relocation or rehabilitation.
Civic and community, social care facilities, cultural facilities	N/A	<p>Rationalise reserves</p> <p>Remove 'social care facilities' and 'cultural facilities' reserves and retain the 'civic and community' reserve'.</p> <p>It is suggested that the objectives for the 'civic and community' reserve address the following principles:</p> <ul style="list-style-type: none"> • Provide for a range of community facilities and services which are compatible with surrounding land use and development.

Zone	Current	Proposed change and justification
		<ul style="list-style-type: none"> Provide for public facilities and other services by organisations involved in activities for community benefit.
Public purposes, medical purposes, education, emergency services, heritage, government services and recreational	N/A	<p>Rationalise reserves</p> <p>Rationalise the number of public purpose reserves by grouping them together under the reserve 'public purposes'.</p> <p>It is suggested that the objectives for the 'public purpose' reserve address the following principle:</p> <ul style="list-style-type: none"> Provide for a range of essential public services and facilities. Prior to proceeding with the suggested changes above, further consideration will be given to the implications for exemptions for public works if the list of public works reserves were to be rationalised.
Infrastructure services	N/A	<p>Modify reserve</p> <p>Preliminary consultation with local government and industry stakeholders indicated a preference for retaining 'infrastructure services' as a specific reserve.</p> <p>It is suggested that the objectives for 'infrastructure services' reserve address the following principle: provide for a range of essential public infrastructure services.</p>

APPENDIX C – RECOMMENDED ZONING TABLE FOR COMMERCIAL & INDUSTRIAL TYPE ZONES IN THE METROPOLITAN REGION & PEEL REGION SCHEME AREAS

DRAFT

PUBLIC CONSULTATION

LEGEND:

Proposed changes to land uses identified in **Appendix A** are acknowledged in the below table as follows:

- Land uses coloured green are proposed new land uses.
- Land uses coloured blue are those where the definition is proposed to be modified.
- Land uses coloured red are proposed to be deleted and/or replaced by another land use.

Proposed changes to zones identified in **Appendix B** are acknowledged in the below table as follows:

- Zones coloured in green are proposed new zones.
- Zones coloured in blue are those where the objectives of the zone are proposed to be modified.

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Abattoir	X	X	X	X	X	X	A	X
Agriculture — extensive	X	X	X	X	X	X	X	X
Agriculture — intensive	X	X	X	X	X	D	D	A
Amusement Parlour	A	D	D	A	P	X	X	X
Animal Establishment	X	X	X	X	X	X	X	A
Animal Husbandry – intensive	X	X	X	X	X	X	X	X
Art Gallery	X	P	P	P	D	X	X	X
Aerodrome	X	X	X	X	X	X	X	X
Aircraft Landing Area	X	X	X	X	X	X	X	X
Bed & Breakfast	P	P	P	P	X	X	X	X
Betting Agency	A	A	D	A	D	X	X	X
Brewery	X	X	D	X	D	D	P	D
Bulky goods showroom	X	X	D	D	P	X	X	X
Car Park	D	D	D	D	P	P	D	X
Caravan Park / Camping Ground	X	X	X	X	X	X	X	X
Child Care Premises	D	P	P	D	D	X	X	X
Cinema/Theatre	X	P	P	X	X	X	X	X
Civic Use	D	P	P	D	D	X	X	X
Club Premises	X	A	A	A	A	X	X	X
Commercial Vehicle Parking	X	X	X	X	D	P	P	D
Community Purpose	D	P	P	D	D	X	X	X
Consulting Room	P	P	P	P	D	X	X	X
Container Deposit Recycling Centre	X	X	X	X	D	P	P	D

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Convenience Store	P	P	P	D	D	D	X	X
Corrective Institution	X	X	X	X	X	X	X	X
Educational Establishment	D	P	P	D	D	A	A	X
Exhibition Centre	X	P	P	D	D	X	X	X
Family Day Care	P	P	P	P	X	X	X	X
Fast Food Outlet / Lunch Bar	P	P	P	D	D	D	X	X
Food Outlet	P	P	P	D	D	D	X	X
Food Outlet with Drive-Through Facility	A	P	P	X	D	X	X	X
Freeway Service Centre	X	X	X	X	X	X	X	X
Fuel Depot	X	X	X	X	X	A	P	X
Funeral Parlour	X	D	P	D	D	D	X	X
Garden Centre	D	D	D	D	P	D	X	X
Grouped Dwelling	P	D	D	D	X	X	X	X
Holiday Accommodation	D	D	D	D	X	X	X	X
Holiday House	D	D	D	D	X	X	X	X
Home Business	D	D	D	D	X	X	X	D
Home Occupation	P	P	P	P	X	X	X	P
Home Office	P	P	P	P	X	X	X	P
Home Store	P	P	P	P	X	X	X	P
Hospital	X	D	D	A	D	X	X	X
Hotel	A	D	D	A	X	X	X	X
Independent Living Complex	D	D	D	D	X	X	X	X
Industry	X	X	X	X	X	X	P	X

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Industry - extractive	X	X	X	X	X	X	A	X
Industry - light	X	X	X	X	D	P	P	P
Industry – primary production	X	X	X	X	X	D	P	D
Industry - rural	X	X	X	X	X	D	P	D
Liquor Production Facility	X	X	D	X	D	D	P	D
Liquor Store - large	D	P	P	A	X	X	X	X
Liquor Store - small	P	P	P	A	X	X	X	X
Marina	X	X	X	X	X	X	X	X
Marine Filling Station	X	X	X	X	D	A	D	X
Market	X	P	P	A	D	X	X	X
Medical Centre	D	P	P	D	D	X	X	X
Mining Operations	X	X	X	X	X	X	A	X
Motel	X	D	D	A	X	X	X	X
Motor Vehicle, Boat or Caravan Sales	X	X	D	A	P	X	X	X
Motor Vehicle Repair	X	A	A	X	A	D	P	D
Motor Vehicle Wash	A	D	P	X	P	P	P	D
Multiple Dwelling	P	P	P	P	X	X	X	X
Nightclub	X	X	D	X	X	X	X	X
Office	D	D	P	P	D	X	X	X
Park Home Park	X	X	X	X	X	X	X	X
Place of Worship	X	D	P	A	D	X	X	X
Reception Centre	X	D	P	A	D	X	X	X
Recreation – Private	A	D	D	A	P	X	X	X

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Renewable Energy Facility	A	A	A	A	D	D	P	A
Repurposed Dwelling	D	D	D	D	X	X	X	D
Residential Care Facility	D	D	D	D	X	X	X	X
Residential Building	D	D	D	D	X	X	X	X
Resource Recovery Centre	X	X	X	X	X	A	A	X
Restaurant / Café	P	P	P	D	X	X	X	X
Restricted Premises	A	A	D	A	D	X	X	X
Road House	X	X	X	X	X	X	X	X
Rural Home Business	X	X	X	X	X	X	X	P
Rural Pursuit / Hobby Farm	X	X	X	X	X	X	X	P
Second-hand Dwelling	D	D	D	D	X	X	X	D
Service Station	A	D	D	X	P	D	D	X
Serviced Apartment	A	A	D	D	X	X	X	X
Shop	D	P	P	D	X	X	X	X
Shop – large	D	D	P	A	X	X	X	X
Shop – small	P	P	P	A	X	X	X	X
Single House	P	D	D	D	X	X	X	D
Small Bar	D	P	P	D	X	X	X	X
Tavern	A	D	D	A	X	X	X	X
Telecommunications Infrastructure	D	P	P	D	P	P	P	P
Tourist Development	A	A	D	D	X	X	X	X
Trade Display	X	X	X	X	D	P	P	X
Trade Supplies	X	X	X	X	D	P	P	D

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Transport Depot	X	X	X	X	X	D	P	A
Tree Farm	X	X	X	X	X	X	X	A
Vehicle Repair / Wash	X	A	A	X	D	P	P	D
Veterinary Premises	D	P	P	D	P	X	X	X
Warehouse / Storage	X	X	D	X	P	P	P	D
Waste Disposal Facility	X	X	X	X	X	X	A	X
Waste Storage Facility	X	X	X	X	X	A	D	X
Wind Farm	A	A	A	A	D	D	P	A
Winery	X	X	D	X	D	D	P	D
Workforce Accommodation	X	D	D	D	X	X	X	X

**APPENDIX D – BACKGROUND REPORT
– LAND USE
PERMISSIBILITY &
DEVELOPMENT
REQUIREMENTS FOR
COMMERCIAL &
INDUSTRIAL TYPE
ZONES IN THE
METROPOLITAN
REGION & PEEL
REGION SCHEME
AREAS**

Background Report - Land Use Permissibility and Development Requirements for Commercial and Industrial Type Zones in the Metropolitan Region and Peel Region Scheme Areas

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1.0 Executive Summary

There is a need to consolidate and simplify the planning system in Western Australia, particularly in relation to zonings, land use and development provisions.

The analysis of the 33 local planning schemes found considerable variation, albeit that the more recent schemes were more similar in content and outcomes. The analysis found that there were over 180 different zones, and over 530 different land uses. The range, variance and implementation method (scheme or local planning policy) of the development provisions was also extensive. It is considered that the continued efforts of the DPLH with respect to the consistent format and content of the new schemes needs to be maintained. Guidance with respect to the format and content of local planning policies would assist.

There was general agreement during the preliminary stakeholder engagement about modifications to the zone objectives, how zoning tables should be prepared, the draft zoning table and the overall framework for development provisions. How consistency with respect to development provisions could be delivered was subject to varying opinions.

While the introduction of Deemed Provisions has assisted with the timely and coordinated introduction of provisions, the interaction with existing schemes is clumsy and difficult to navigate and understand, particularly by non-professionals.

The benefit of including the outcomes of this study within the Deemed Provisions would be the almost immediate introduction of the various provisions. There is a concern however that the inclusion of additional provisions that relate to only the commercial and industrial zones will further complicate the planning framework. Given the variability of the zone names, the application of the recommendations may also be potentially confusing. It is considered that the majority of the recommendations contained within this report would be more appropriately included, initially, within the model provisions.

This review has resulted in a number of recommendations regarding potential changes to zones, zone objectives, land uses and land use permissibility definitions and a proposed standardised zoning table for commercial and industrial type zones in the Metropolitan and Peel region scheme areas.

In relation to the implementation of these recommendations, and as part of a broader initiative aimed at improving the overall consistency of local planning schemes (not just the commercial and industrial type zone components) it is recommended that the DPLH investigate the appropriateness of a 'deemed scheme', which would involve combining all elements of both the Deemed Provisions and the model provisions as one standardised deemed scheme. It is expected that local governments could include site specific provisions via a schedule.

Initially, and or if the introduction of a deemed scheme is not progressed, it is recommended that the DPLH include the zoning table for commercial and industrial type zones in the model provisions with recognition that it only applies to those local governments located in the metropolitan region or Peel region scheme areas, and that this should be supported by clear and consistent guidance of when any variations to the model will be considered. It is also recommended that variations should only apply in limited, clearly defined circumstances.

Recommendations and key findings of this report have been integrated into the DPLH's draft report on the consistent local planning schemes project.

2.0 Introduction

The Action Plan for Planning Reform (Action Plan) was released in August 2019 to deliver a streamlined contemporary and fit for purpose planning system to meet the varying needs across Western Australia into the future.

The Action Plan includes objectives, initiatives and actions aimed at ensuring more consistent local planning schemes. A consistent approach to the formulation of Local Planning Schemes through Western Australia ensures that day-to-day decisions on land use and built form are aligned with the community's expectations of a locality. Consistency in the construction and implementation of Local Planning Schemes similarly provides investment confidence and the determination of planning risk for private industry.

The underlying principle of consistency in decision making is generally aligned with the notion that it is in the interests of orderly and proper planning that planning decisions in relation to a site are made in a consistent manner.

To assist implementation of initiatives of the Action Plan aimed at improving the consistency of local planning schemes, a recommended approach, supporting information and guidance to improve consistency of land use permissibility and development requirements for commercial and industrial type zones in the metropolitan region and Peel region scheme areas has been developed. Recommendations and key findings of this report have been integrated into the Stakeholder Consultation Report.

3.0 Methodology

To determine whether there is the ability to create an appropriate standardised framework for commercial and industrial type zones in the metropolitan region and Peel region scheme areas there was a need to undertake a systemic review of the existing planning framework prior, explore the options for the delivery of framework that would promote consistency and finally the preparation of the preferred new planning framework, if appropriate.

The following sets out the approach undertaken to frame the recommendations contained in this report.

3.1 Document Review

This task involved a comprehensive review of the planning framework with respect to industrial and commercial development within the Perth and Peel region scheme areas. The findings of the review are outlined within Section 4 and the Attachments.

3.1.1 State Government Documents

In relation to the various State Government documents, the following State Government documents were reviewed:

- Planning and Development Regulations 2015
- Perth and Peel @ 3.5 million Frameworks
- State Planning Policies:
 - SPP2.1 The Peel-Harvey Coastal Plain Catchment
 - SPP2.10 Swan-Canning River System
 - SPP4.1 State Industrial Interface
 - Draft SPP4.1 State Industrial Interface
 - SPP4.2 Activity Centres for Perth and Peel
 - Draft SPP4.2 Activity Centres for Perth and Peel
 - SPP5.1 Land Use Planning in the Vicinity of Perth Airport
 - SPP5.2 Telecommunications Infrastructure
 - SPP5.3 Land Use Planning in the Vicinity of Jandakot Airport
 - SPP5.4 Road and Rail Noise
- Development Control Policies
 - Industrial Subdivision
 - Planning for Hazards and Safety
- Planning Bulletins
 - 70 – Caretakers’ Dwellings in Industrial Areas
 - 87 – High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region
- Guidelines
 - Road and Rail Noise
 - Designing Out Crime
 - Draft Planning Position Statement – Special Entertainment Precincts
 - Draft Planning Position Statement – Container Deposit Scheme Infrastructure

3.1.2 Local Government Documents

With respect to the various local authorities, all 33 local authorities with the Perth Metropolitan and Peel Regions were included. A review of each local authority scheme included the zoning tables, zoning objectives and the various development provisions from the respective schemes and Local Planning Policies was undertaken.

The Schemes reviewed were:

Local Authority	Findings
Armadale	Town Planning Scheme No.4
Bassendean	Local Planning Scheme No.10
Bayswater	Local Planning Scheme No.24
Belmont	Local Planning Scheme No.15
Cambridge	Local Planning Scheme No.1
Canning	Local Planning Scheme No.42
Claremont	Local Planning Scheme No.3
Cockburn	Town Planning Scheme No.3
Cottesloe	Local Planning Scheme No.3
East Fremantle	Local Planning Scheme No.3
Fremantle	Local Planning Scheme No.4
Gosnells	Local Planning Scheme No.6
Joondalup	Local Planning Scheme No.3
Kalamunda	Local Planning Scheme No.3
Kwinana	Local Planning Scheme No.2 & Local Planning Scheme No.3
Mandurah	Local Planning Scheme No.12
Melville	Local Planning Scheme No.6
Mosman Park	Local Planning Scheme No.3
Mundaring	Local Planning Scheme No.4
Murray	Local Planning Scheme No.4
Nedlands	Local Planning Scheme No.3
Peppermint Grove	Local Planning Scheme No.4
Perth	Local Planning Scheme No.2
Rockingham	Local Planning Scheme No.2
Serpentine Jarrahdale	Town Planning Scheme No.2
South Perth	Local Planning Scheme No.6
Stirling	Local Planning Scheme No.3
Subiaco	Local Planning Scheme No.5
Swan	Local Planning Scheme No.17
Victoria Park	Local Planning Scheme No.1
Vincent	Local Planning Scheme No.2
Wanneroo	District Planning Scheme No.2
Waroon	Local Planning Scheme No.7

Table 1: Planning Schemes List

A spreadsheet was developed to help identify the areas of variation and consistency.

It was intended that the predominant use permissibility of each use would guide the formulation of the draft model zoning table.

All the Local Planning Policies that were deemed to be relevant to industrial and commercial developments were also reviewed. Refer to Attachment Seven, which outlines the reviewed policies. The policies related to heritage were not reviewed as these policies are either very site specific or issue specific. The provisions within the Deemed Provisions include recognition of heritage outcomes, which should be addressed separately. Likewise policies relating to parking and signage were also not reviewed.

While a number of Activity Centre Plans (now known as Precinct Structure Plans) were also reviewed, the study did not include every Structure Plans or Precinct Structure Plans related to centres. Local Development Plans were not included in this review.

Also included as part of this task was a review of a number of recent decisions from the State Administrative Tribunal (SAT) with respect to the interpretation and use of purposes and objectives of a zone and incidental uses. This helped frame the recommendations in relation to whether there is a need to update those objectives/purposes contained in the model provisions.

3.1.2.1 Zones

The scope with respect to the zones, was to consider the following zones from clause 16 (2) of the model provisions:

- Light industry
- General industry
- Service commercial

The following proposed new or modified zones were also considered:

- Local centre
- Neighbourhood centre
- Centre
- Mixed use
- Rural enterprise

The scope of this review excluded consideration of the commercial zone (as currently included in the Regulations) as the proposed modification of the centre zone and introduction of the local centre and neighbourhood centre zones would negate the need for a commercial zone in the future. The Strategic Industry zone was not included in the scope of this review given the likely specific needs of that zone.

3.1.2.2 Land Uses

As part of the wider consistent local planning schemes project, DPLH is considering a number of proposed modifications to the land use terms and associated definitions contained under clause 38 of the model provisions. Those proposed modifications were considered in the scope of this project, with recommendations for further refinement of those proposed changes and other potential changes provided in this report (see section 4.3.3 and 5.4.1).

3.1.2.3 Objectives Analysis

The objectives of relevant commercial and industrial type zones contained in the model provisions were reviewed with a view to determine whether they would provide the appropriate guidance, consistent with the SAT determinations.

3.1.2.4 Zoning Tables

Zoning tables from local planning schemes in the metropolitan region and Peel region scheme areas were collated and analysed to assist the preparation of a standardised zoning table.

3.1.2.5 Development Provisions

The various development provisions from each Scheme and the selected Local Planning Policies were collated and analysed to assist the consideration of options for improving the consistency of the development requirements of local planning schemes.

3.1.3 Targeted Preliminary Consultation

The DPLH undertook targeted consultation which helped guide the scope of this report and testing of the draft deliverables. Workshops involved a variety of local government and industry representatives. The first set of workshops focused on permissibility of land uses in commercial and industrial type zones through consideration of a draft zoning table and the principles and assumptions used to formulate the zoning table. The second set of workshops discussed options for improving the consistency of development requirements associated with commercial and industrial type zones. The background papers that informed delivery of the workshops and the key outcomes of those workshops can be found in the workshop outcomes report prepared by Shape Urban (November 2022).

4.0 Analysis

4.1 State Government Documents

A review of relevant WAPC State Planning Policies ('SPP') and associated guidance statements and Development Control ('DC') policies has been undertaken as part of this project.

Please see Attachment Two of this report for a summary of each document.

The purpose and objectives of each policy document has been considered, in addition to any specific policy measures contained therein of relevance to the project brief. This includes, where applicable, consideration of relevant commercial and industrial type zones and land use terms and their associated objectives and definitions specified in the policy documents. The following provides a summary of the conclusions and recommendations arising from this review.

4.1.1 Summary and Conclusions

The following documents are considered most relevant to the project brief:

- *Planning and Development (Local Planning Schemes) Regulations 2015* (Schedules 1 and 2)
- SPP 4.1 – Industrial Interface
- DC 4.1 – Industrial Subdivision
- SPP 4.2 – Activity Centres for Perth and Peel

Schedule 1 (model provisions) and Schedule 2 (Deemed provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* list and define a range of industrial and commercial zones and land uses however do not prescribe development standards or land use permissibility. Consistent zone names and objectives (once determined) should be included in Schedules 1 and 2. This is expected to require an amendment to the Regulations.

SPP 4.1 lists a range of industrial zones but provides definitions for the 'Strategic Industrial' Zone and the 'Industrial Development' Zone only. The SPP does not prescribe specific land use permissibility or development control provisions.

Many of the SPPs address matters that are 'location specific' such as SPP 5.4 – Road and Rail Noise which applies only to land in the vicinity of rail and road corridors. The objectives and policy measures contained within these SPPs apply in addition to any land use and development control provisions under a local planning scheme and as such, they are not suitable for use as 'standard provisions'.

There are a number of consistent themes throughout the SPP and policy guidance framework that relate to the subdivision and development of industrial land. These are as follows:

- The need to carefully manage land use conflict between industrial and sensitive land uses. Policy measures to address land use conflict include the use of a 'transitional' zones between industrial and sensitive land uses. The Light Industrial and Service Commercial zones are identified as suitable 'transitional' zones under SPP 4.1.
- The need to protect industrial land (particularly strategic industrial areas) from encroachment by sensitive uses. This can be addressed by land use control in the transitional zone.
- The need to determine suitable buffers for industrial land uses. The type and size of buffers depend on the nature and size of the land use not the zone making it difficult to assign a 'standard' buffer for each zone.

- The need for industrial and commercial developments to be connected to reticulated sewer or a suitable on-site treatment solution. This issue comes under the guidance of the state-wide Government Sewerage Policy and does not need to be addressed in the proposed standard provisions.
- The need for industrial zones to provide a range of lot sizes to accommodate the needs of a broad range of land uses, but also to be flexible to enable re-subdivision/amalgamation of lots to accommodate industrial needs over time.

SPP4.2 is arguably the most relevant document given that it identifies the centre hierarchy and is most relevant to office and shop uses. The draft SPP4.2 includes two major recommended changes associated with office and shop uses, being a recommended floorspace differentiations. In relation to the shop use, the draft seeks to limit larger shops from local centres, while in relation to the office use, the draft seeks to limit the potential for strategic office floorspace from locating out of centres. The implications of the draft SPP4.2 will be addressed as part of the Land Use analysis.

The Perth and Peel @ 3.5 Million Frameworks were also reviewed. There was no specific outcomes, strategies or recommendations within the frameworks that directly impact on the efforts to improve consistency.

4.1.2 Recommendations

The following recommendations should be considered as part of the analysis of the methods to improve the consistency of commercial industrial type zones in local planning schemes:

- Consistent zone names and objectives (once determined) should be included in Schedule 1 (model provisions) and potentially Schedule 2 (Deemed provisions) of the Regulations, through appropriate amendment of the Regulations.
- The existing definitions in Schedule 2 (Deemed provisions) for the Light Industry Zone, Commercial Zone, Centre Zone and Mixed Use Zone allow local government to modify the name of the zone and Schedule 2 (Deemed provisions) do not list all of the zones that are listed in Schedule 1 (model provisions). This could present a problem for enforcing mandatory zone names and objectives, particularly in instances where a local planning scheme is considerably old and the provisions in Schedule 1 have not been inserted as part of the scheme review process. Suggest an update to Schedule 2 (Deemed provisions) to capture the full list of zones contained in Schedule 1 (model provisions).
- The Light Industry and Service Commercial zones should act as transitional zones between the General Industry zone and other non-industrial zones, primarily urban/residential.
- Development standards in the Light Industrial Zone should be more stringent because they are often located at the interface with sensitive land uses. Development standards should include a requirement for any buffers to be contained within the lot boundary and a requirement for a higher level of amenity to complement the land use transition (ie. landscaping, built form and appearance etc).
- Consider whether model conditions for industrial and commercial developments are needed.
- Consider the role of the EPA's Guidance Statement on Separation of Industrial land uses, given the site specific characteristics.

4.2 State Administrative Tribunal

4.2.1 Zone Objectives

Zone objectives are included within the majority of the planning schemes to provide the context for the breadth of appropriate land use outcomes within each of respective zone.

Historically, the approach to the construction of zone objectives within planning schemes has been inconsistent. In some instances the terminology used resulted in confusion with respect to the need to satisfy or not be inconsistent with some or all zone objectives.

The introduction of the updated model provisions at Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) has gone some of the way to address this inconsistency through the inclusion of 'pro forma' zone objectives.

However, outdated planning schemes which have not been updated since 2015 retain zone objectives which are inconsistent with the model provisions and are generally difficult to administer and satisfy.

As an example, the City of Rockingham Primary Centre zone is subject to 16 separate and detailed objectives which contemplate and encourage the variety of land uses which are capable of approval. The objectives of the Primary Centre zone are constructed in a way which implies that a proposed land use is required to satisfy each objective. The approach taken by the City of Rockingham is juxtaposed to that of the City of Cockburn which sets higher-level objectives, which establish the ambition of the relevant zone rather than setting out detailed objectives.

It is usual practice for an Application for Development Approval to involve an assessment of the proposed land use against the relevant zone objectives. This necessarily involves an examination of the zone objectives relative to the land use as a distinct element of the proposal, separate from considerations of built form and potential amenity impacts. However, the assessment of land use and physical implementation are often conflated when undertaking an analysis of consistency with zone objectives.

While it is usual practice for a decision maker to consider zone objectives, the statutory requirement to do so is unclear. The model provisions, together with the majority of operational Schemes, establishes that a local government is to undertake an analysis of a use that is not specifically referred to in the zoning table against the objectives of the corresponding zone. However, there is no consistent statutory equivalent for a land use which is identified as being permitted or discretionary within the zone. That is, a scheme does not require the local government to consider whether a permitted or discretionary use is consistent with the objectives of a zone.

Accordingly it must be assumed that the local government has undertaken the analysis of the appropriateness of a land use within a zone as part of preparing the Zoning Table, although there can be no guarantees. The exercise of preparing a Zoning Table necessarily requires an analysis of a defined land use against the objectives of each zone, ultimately determining whether a use is, or may be, consistent with the relevant objectives.

On several occasions, however, the State Administrative Tribunal (Tribunal) has closely examined the role of zone objectives and the appropriateness of permitted and discretionary uses within zones. The consideration of objectives for permitted and discretionary uses reasonably falls within the ambit of 'orderly and proper planning', which is to be given due regard by a decision maker.

In considering the appropriateness of a land use within a zone, the Tribunal has concluded that it is a question of consistency.

The Tribunal stated in *Warr and Town of Cambridge [2020]* WASAT 126 that zone objectives do not provide mandatory requirements that a development is to meet. Rather, as part of an analysis of orderly and proper

planning, a land use should be said to be consistent or 'sufficiently consistent' with the objectives of a zone, stating:

A development need not meet all or any of the objectives of the [zone] in order to be approved. These zoning objectives guide and inform the exercise of planning discretion pursuant to Pt 9 of the Deemed Provisions.

The zoning objectives do not provide for mandatory requirements that a development must meet. However, ... a development should ... ordinarily be said to be consistent (or 'sufficiently consistent') with the zoning objectives if approval is to be granted.

The expression 'consistent with' is not defined within the model provisions, Deemed Provisions or planning schemes generally, however, was considered in *Phillips and Shire of Mundaring [2009]* WASAT 193 (Applying *Gillespies v Warringah Council* (2002) 124 LGERA 147) where it was determined that the expression carries its ordinary and natural meaning.

Coffs Harbour Environment Centre Inc v Coffs Harbour City Council (1991) 74 LGRA 185, referred to in *WA Timber Supplies Pty Ltd and City of Swan [2020]* WASAT 153, provides a guiding principle on determining the meaning of 'consistent' for the purpose of considering a development proposal against zone objectives. It was stated that:

...a development will generally be consistent with the objectives if it is not antipathetic to them. It is not necessary to show that the development promotes or is ancillary to those objectives, not even that it is compatible.

The Tribunal rejected this guiding principle, citing *Phillips*:

Compatible is a relevant apposite meaning of consistent. Consequently, for a proposed development to be 'consistent with' zone objectives, the development must be compatible with those objectives.

It was essentially determined that, for a land use to be consistent with the objectives of the zone, it is necessary to show that the proposed use was not antipathetic to and is reasonably contemplated by the objectives of the zone.

Having regard to the decisions of the Tribunal explored above, it is evident that the Tribunal is of the view that, in exercising discretion in respect of land use, the local government is to be satisfied that the *proposed development* is compatible with the objectives of the zones, not that the *land use* is compatible.

This approach was acknowledged, but not followed, in *Brikmakers (a division of BGC (Australia) Pty Ltd) and City of Swan [2021]* WASAT 66 where approval was granted for a '*...[d]evelopment [which was] inconsistent with the objectives of the [zone]*'.

In *Brikmakers* the Tribunal stated that:

...the zoning objectives are just on factor that falls to be considered in the exercise of planning discretion. And,

It follows, having regard to [orderly and proper planning], that there is a sound planning basis to allow the Proposed Development even though ... it will also be inconsistent with the objectives of the [zone].

The Tribunal decisions establish that, when determining whether to exercise its discretion with respect to a discretionary land use, a local government is to be satisfied that the development is compatible with and not antipathetic to the objectives of the zone. However, a development may be inconsistent and antipathetic to the objectives of the zone where it can be shown that the development satisfies higher-order orderly and proper planning objectives.

While this approach has been applied by the Tribunal and follows established planning principles, an opportunity exists as part of this review to reinforce the separation between considerations of land use and built

form implementation. Similarly, this review presents an opportunity to reinforce the consideration of zone objectives whereby a land use not specifically listed in the scheme is required to be consistent with the relevant objectives of the zone, and not inconsistent with the balance.

It would follow that a land use listed as permitted or discretionary within the zoning table is deemed to be consistent with the relevant zone objectives, however, a local government is to undertake the necessary assessment to determine whether the land use proposed is appropriate in each particular circumstance having regard to the outcomes of an assessment consistent with the principles of orderly and proper planning. A land use deemed to comply with the relevant zone objectives is to be clearly distinguished from the consideration of the appropriateness of the physical implementation of the proposal and the impacts that the land use may have. This is also reflected by Note 1 to Clause 18 of the model provisions which states:

1. *The development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances 1 application is made for both the carrying out of works on, and the use of, land.*

4.2.2 Incidental Uses

The model provisions currently establishes the broad format and detail of a zoning table to be included in local planning schemes including the symbols to be used in a zoning table to designate permissibility and their meaning. Included within the Clause 18(2) of the model provisions is the symbol 'I' and the following:

means that the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with any relevant development standards and requirements of this Scheme;

The Deemed Provisions include a definition for 'incidental use', being:

incidental use means a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use;

The accepted elements which are to be satisfied to establish that a land use is incidental to another were outlined in *City of Swan v Taylor* where the Supreme Court of Appeal stated that it first:

[r]equires the identification of a predominant use and a determination of whether the proposed use is consequent on such a use or naturally attaching, appertaining or relating to such a use.

While the elements of what an incidental use is are established, the approach taken to the consideration and determination of an Application for Development Approval which proposes an incidental use is inconsistent. For example, the City of Kwinana Local Planning Scheme No. 2, which is an older scheme, includes an 'IP' land use permissibility symbol, which has the following meaning:

A use which will not be approved pursuant to this Scheme unless the Council can be satisfied that the proposed use will be dependent upon and incidental and subservient to the predominant use of the land as may be determined by Council.

The City of Kwinana Zoning Table identifies the specific land use and zone combinations where an incidental use may be considered. Separating incidental uses from permissible (P) and discretionary (D and A) land uses suggests that an incidental use is a use in its own right, not a subordinate component of the predominant use.

Consideration of an incidental use as a separate land use is inconsistent with prevailing planning law which has clearly established that incidental uses do not require separate or standalone approval.

In *G&G Corp Asset Management Pty Ltd v Presiding Member of the Metropolitan East Joint Development Assessment Panel*, the Court established that an incidental use to the predominant use was not a land use requiring development approval, rather the incidental element fell within the scope of the primary use. This reasoning was cited and applied by Parry J in *West Australian Shalom Group Inc v City of Swan* where it was accepted that not all activities which take place on a property constitute separate uses in their own right.

This review provides an opportunity to reinforce the planning law approach for the consideration of incidental uses. That is, reiterate that incidental land uses are not separate and distinct uses in their own right, but rather, is a related component of the predominant use.

In this regard, it is the correct approach that standardised Zoning Tables do not incorporate land use permissibility symbols which denote incidental land uses, reflecting the established planning law. Rather, the model provisions and Deemed Provisions or Local Planning Schemes could include standardised clauses which reiterate that an incidental use is a use which naturally attaches, appertains or relates to the predominant use, and therefore comprises a part of the predominant use whereby separate approval for the incidental component does not require separate approval.

4.3 Schemes and Local Planning Policies

Each Local Authority scheme was reviewed with respect to the commercial and industrial zones.

The Local Planning Policies that we deemed to be relevant to development within the industrial and commercial zones were also reviewed.

4.3.1 Zones

As noted above there are 33 local authorities within the Perth and Peel regions. This review found a total of 183 different zones, including 31 different centre zones, 17 industrial zones and 15 commercial zones. Refer Attachment Three.

By way of contrast, Victoria rigidly applies the model provisions, which has a total of 31 standardised zones and reserves. Each Local Authority selects the relevant standard zones applicable to their Municipality, and has the ability to add additional development provisions to a Schedule via a Scheme Amendment. There would clearly be some benefit in adopting a framework which rationalised the number of zonings.

There were a number of zones that were consistent across a number of local authorities, being:

- Mixed Use – 19
- Local Centre – 15
- Industrial or General Industry or General Industrial – 15
- Commercial – 14
- Light Industry or Light Industrial – 13
- District Centre – 10
- Service Commercial – 10
- Town Centre – 9.

The audit found significant variations between each local authority, albeit that the more recent schemes were more consistent. Obviously not every scheme will have all the same zones, as some local authorities don't have industrial areas, rural areas or the full range of centres. However, there was range of zone names and the attributes of zones varied. A summary of various local authorities follows:

Local Authority	Findings
Armadale	<ul style="list-style-type: none"> - Includes General Industry and Industrial Business - No Mixed Use, but does include Mixed Business/Residential. - Includes Strategic Regional Centre, District Centre and Local Centre.
Bassendean	<ul style="list-style-type: none"> - Includes General Industry and Light Industry - No Mixed Use or Service Commercial - Includes Town Centre and Local Shopping.
Bayswater	<ul style="list-style-type: none"> - No Service Commercial zone, but Showroom / Warehouse allowed for Showroom / Warehouse (Bulky Goods Showroom) use. - No lower order activity centre zones, but Business zone allowed for shops. - Morley Strategic Metropolitan Centre included 5 separate zones, which reflected the approved Activity Centre Plan.
Belmont	<ul style="list-style-type: none"> - Only has an Industrial zone. - The Mixed Use zone would potentially include a very wide range of uses. - No Service Commercial zone, but Showrooms are intended to be primarily located within either the Mixed Use or Mixed Business zones. - Lower order activity centres are zoned Commercial.
Cambridge	<ul style="list-style-type: none"> - No Industrial or Service Commercial zones. Showrooms are not included in the scheme.

Local Authority	Findings
	<ul style="list-style-type: none"> - Does include Local Centre and District Centres. The Cambridge Street local centre, would be larger than many district centres and includes uses normally included in many higher order centres.
Canning	<ul style="list-style-type: none"> - A post 2015 scheme. - Includes both General Industry and Light Industry - Includes Service Commercial, Commercial and Mixed Use - Includes Local Centre, District Centre and Centre
Claremont	<ul style="list-style-type: none"> - Includes Light Industrial zone. - No Service Commercial or Mixed Use zones - Includes Local Centre and Town Centre - Bulk Retail Sales (Bulky Goods Showroom) is permissible in the Highway zone - Shop is divided into Shop (small) - <80m2, Shop (intermediate) – 80-400m2, Retail Store - >400m2.
Cockburn	<ul style="list-style-type: none"> - Includes Light and Service Industry, Industry and Strategic Industry (Cockburn Sound Marina and Henderson localities). Showroom is permissible in both the Light and Service Industry and Industry zones. - No Service Commercial, but does include Business zone and Mixed Use zone - Includes Local Centre, District Centre, Regional Centre.
Cottesloe	<ul style="list-style-type: none"> - No industrial, Service Commercial or Mixed Use zones - Includes Local Centre and Town Centre zones - Showroom and Industry – Light uses are permissible in the Town Centre zone (only).
East Fremantle	<ul style="list-style-type: none"> - No industrial zones, and the only industrial uses are permissible within the municipality are Service Industry and Cottage Industry. - Includes Mixed Use zone and Special Business zone - Include Town Centre zone. - Showrooms permissible in all zones except for the Residential zone.
Fremantle	<ul style="list-style-type: none"> - Includes Industrial zone - Includes Mixed Use and Commercial zones - Includes Local Centre, Neighbourhood Centre and City Centre - Light Industrial uses are permissible within the Mixed Use zone
Gosnells	<ul style="list-style-type: none"> - Includes both General Industry and Light Industry. Also includes a Residential/Light Industry Composite zone. - No Mixed Use zone, but does include Office, Mixed Business and Highway Commercial zone. Mixed Business and Highway Commercial are intended to accommodate bulk retailing. - Includes Local Centre, District Centre and Regional Centre.
Joondalup	<ul style="list-style-type: none"> - A post 2015 scheme. - Includes Light Industry - Includes Mixed Use and Service Commercial - Includes Centre and Commercial for the smaller centres
Kalamunda	<ul style="list-style-type: none"> - Includes both General Industry and Light Industry. Also includes Industrial Development. - Includes Rural Composite, but this zone does not permit Industry – Light uses. - Includes Mixed Use - Includes District Centre and Commercial for the smaller centres
Kwinana	<ul style="list-style-type: none"> - The Kwinana Town Centre is subject to the provisions of a second Scheme - Includes both General Industry and Light Industry - No Mixed Use zone. - Includes Service Commercial and Mixed Business 1. Bulky Goods Showroom is defined but not included in the Zoning Table. - Includes Kwinana Town Centre and Commercial for the smaller centres.

Local Authority	Findings
Mandurah	<ul style="list-style-type: none"> - A post 2015 scheme. - Includes General Industry - Includes Service Commercial and Mixed Use. - Includes Strategic Centre, District Centre, Neighbourhood Centre and Local Centre.
Melville	<ul style="list-style-type: none"> - A post 2015 scheme. - Includes Light Industry - Includes Mixed Use and Service Commercial - Includes four centre zones – Centre C1, Centre C2, Centre C3 and Centre C4, which relation to Secondary, District, Neighbourhood and Local Centres.
Mosman Park	<ul style="list-style-type: none"> - A post 2015 scheme. - No industrial zones - Includes Mixed Use - Includes Centre and Commercial. Centre relates to a neighbourhood centre, while the Commercial zone relates to a range of uses primarily fronting and in close proximity to Stirling Highway
Mundaring	<ul style="list-style-type: none"> - Includes Light Industry and Service Commercial - No Mixed Use - Includes Town Centre and Local Centre
Murray	<ul style="list-style-type: none"> - Includes the most zones - Includes Industry and Nambeelup Industrial Zone, along with two Industrial Development zones. - Includes Service Commercial but not Mixed Use. - Includes Town Centre and Commercial for the smaller centres.
Nedlands	<ul style="list-style-type: none"> - A post 2015 scheme. - No industrial zones - Includes Mixed Use and Service Commercial - Includes Neighbourhood Centre and Local Centre
Peppermint Grove	<ul style="list-style-type: none"> - A post 2015 scheme. - Includes only four zones - No industrial zones - Includes Mixed Use and District Centre
Perth	<ul style="list-style-type: none"> - Like Fremantle, and area/precinct based Scheme - No Industrial zones
Rockingham	<ul style="list-style-type: none"> - Includes General Industry, Light Industry and Special Industry - No Mixed Use - Includes Service Commercial, Commercial and Special Commercial and Kennedy Bay Business Enterprise - Includes a number of zones for the Rockingham City Centre, along with District Centre. The Commercial zone caters for the smaller centres
Serpentine Jarrahdale	<ul style="list-style-type: none"> - Includes the most zones, although most aren't included on the Scheme Maps - Includes General Industry and Light Industry - Includes Commercial, Showroom/Warehouse, Mixed Business and Highway Commercial - Includes Town Centre, Neighbourhood Centre
South Perth	<ul style="list-style-type: none"> - No industrial zones, but does include the Technology Park zone. - No Mixed Use or Service Commercial, but does include Highway Commercial. - Includes Centre, District Centre Commercial, Neighbourhood Centre and Local Commercial.
Stirling	<ul style="list-style-type: none"> - Includes Industry zone.

Local Authority	Findings
	<ul style="list-style-type: none"> - No Service Commercial, but does include Business, Mixed Business. - Includes Mixed Use - Includes Regional Centre, District Centre, Neighbourhood Centre. - Stirling City Centre is zoned Development and subject to a draft Structure Plan.
Subiaco	<ul style="list-style-type: none"> - A post 2015 scheme. - Only includes four zones, with no industrial or Service Commercial zones. - Includes Mixed Use - Includes Centre and Local Centre
Swan	<ul style="list-style-type: none"> - Includes General Industrial, Light Industrial and Industrial Development zones. - No Mixed Use zone - No Service Commercial zone, but does include Highway Commercial - Includes Midland Strategic Regional Centre and General Commercial.
Victoria Park	<ul style="list-style-type: none"> - Includes Industrial (1) and Industrial (2). - No Mixed Use, but does include Residential/Commercial, Office/Residential and Commercial, which are all similar. - Includes District Centre, Local Centre.
Vincent	<ul style="list-style-type: none"> - A post 2015 scheme. - No industrial or Service Commercial zones - Includes Mixed Use - Includes Regional/District Centre and Local Centre
Wanneroo	<ul style="list-style-type: none"> - Includes General Industrial and Service Industrial - Includes Mixed Use - No Service Commercial but does include Business Zone. - No centre zones but does include Commercial.
Waroona	<ul style="list-style-type: none"> - Includes Industrial and Special Industry - Includes Service Commercial, but no Mixed Use - Includes Town Centre

Table 2: Zoning Variations

There is clearly a need to rationalise the number of zones, and ensure the consistent naming of zones, although it is evident that the Department of Planning, Lands and Heritage is ensuring that a more consistent approach is taken as part of the newer schemes.

The lack of uniformity with the names of zones will make it particularly difficult to introduce standardised provisions, with wide ranging application. All the relevant zones would need to be listed individually. While this would assist in the application of the standardised provisions, it would be cumbersome to navigate, particularly for the non-planning professional.

In order for the prompt implementation of standardised provisions to be facilitated, all local authorities would need to update their schemes to reflect the standardised provisions. Whichever option is chosen, local authorities will need to prioritise the necessary updates to their schemes and mapping to reflect the standardised approach. The requirement for this to occur within a specified timeframe rather than at the next review is preferred to ensure a more timely outcome.

4.3.2 Objectives

As noted previously the audit also found variations between the content, format and language used in the objectives. Standardised provisions and zoning tables should be based on standardised zone objectives.

The various Objectives are included in Attachment Four.

An example of variability of content is the various objectives for the Neighbourhood Zone as outlined in Table 3.

Neighbourhood Centre	Objectives
Fremantle	<p>Development within the neighbourhood centre zone shall:</p> <ul style="list-style-type: none"> (i) provide for weekly and convenience retailing including small-scale shops, showrooms, cafes, restaurants, consulting rooms, entertainment, residential (at upper levels), recreation, open spaces, local offices, cottage industry, health, welfare and community facilities which serve the local community, consistent with the local – serving role of the centre, (ii) encourage the provision of suitable and accessible services to residents of the locality, (iii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties, and <p>Note objective (iii) derived from Part 4.1, A 5.4 of Fremantle Planning Strategy.</p> <ul style="list-style-type: none"> (iv) conserve places of heritage significance the subject of or affected by the development.
Mandurah	<ul style="list-style-type: none"> • Provide services for a number of neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas. • Provide for neighbourhood focus on the main daily and weekly household shopping and community needs. • Encourage high quality, pedestrian- friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Melville	<ul style="list-style-type: none"> • To designate land for future development as a city centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the <i>Activity Centres State Planning policy</i>. • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • C4 – All Neighbourhood and Local Centres: to provide for Neighbourhood and Local Centres to focus on the main daily to weekly household shopping and community needs and focus for medium density housing. • To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality. • To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Nedlands	<ul style="list-style-type: none"> • To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. • To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities. • To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links.

Neighbourhood Centre	Objectives
	<ul style="list-style-type: none"> • To provide for a range of quality medium and high-density residential development, to meet the diverse needs of the community. • To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.
Serpentine Jarrahdale	The purpose and intent of the Neighbourhood Centre zone is to provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services for the surrounding neighbourhood. Typical land uses will include smaller format supermarkets, personal services, convenience shops, local professional services and medium density housing.
Stirling	<ul style="list-style-type: none"> a) To provide for a range of shopping, commercial and community facilities to meet the weekly and daily needs of the neighbourhood and contribute towards the employment needs of the local workforce. b) To contain a small supermarket to provide for a mix of small retail and commercial land uses, in addition to entertainment, professional offices, business services. c) To ensure that residential apartment development is an integral component of all neighbourhood centres, including within mixed use buildings. d) To generally be between 1500m² and 6000m² in size and have a population catchment between 2,000 and 15,000 persons and a 1km radius. e) To be located on public transport routes and on a district distributor road. f) To provide for each centre to have a two-sided shopping street. g) To provide for public plazas for dining and meeting points for the local community." h) Building scale to be low rise where residential properties abut and mid-rise towards the centre of larger lots.

Table 3: Objective Variations Examples

Some of the above objectives are more consistent with the language used in development provisions or design guidelines. Consistent language, structure and content will help facilitate more appropriate and consistent assessment of application.

It is important to consider the approach taken by the State Administrative Tribunal.

4.3.3 Uses

The audit also found significant variations between the use terms, and between the permissibility of various uses between different local authorities. There are 526 different uses, although many of these are clearly the same uses, albeit with minor variations in spelling and/or wording, as per the following examples:

Child Care Premises	Vehicle Sales	Warehouse/Storage
Child Care Centre	Automotive & Marine Sales	Warehouse
Child Care Premises	Car, Boat, Caravan & Agric. Equip Sales	Warehouse / Storage
Child Day Care Centre	Motor Vehicle, Boat and Caravan Sales	Warehouse & Storage
Child Family Day Care	Motor Vehicle, Boat or Caravan Sales	Warehouse/Storage
Child Minding Centre	Motor Vehicles and Marine Sales Premises	
Child/Day Care	Vehicle Sales	
	Vehicle Sales or Hire Outlet	
	Vehicle Sales/Hire Premises	

Table 4: Land Use Variations Examples

It is important to note, that this review, for the purpose of analysis combined uses, as per the above, to determine the differences in permissibility across the local authorities.

As part of the broader consistent local planning schemes project undertook, a review of land uses contained in the model provisions was undertaken to identify possible changes to land use terms and associated definitions to improve consistency of land uses in schemes. As part of the background work to inform preparation of a zoning table, the project’s planning consultants were requested to provide advice on potential changes to land uses, particularly those related the implementation of SPP 4.2.

4.3.3.1 SPP 4.2

SPP4.2 seeks to encourage showroom and larger office development to be located within or adjacent to centres. SPP4.2 also seeks to ensure that larger shops (full line supermarkets and department stores) are not located within Local Centres.

There are concerns that the current Bulky Goods Showroom definition potentially allows for supermarket and department store uses. The outcomes in relation to Bulky goods showroom and shops are linked.

If the Bulky goods showroom use was to remain there is a need to update the definition to remove the potential for other uses to utilise this definition. A definition similar to that used in NSW and Victoria could be introduced in Western Australia, as follows:

means a premises used primarily for the sale by retail, wholesale or auction of (or for the hire or display of) goods whereby the majority of goods are of such size, shape, weight or quantity as to require:

- a) a large area for handling, display or storage; or*
- b) direct vehicular access to the site of the building or place by members of the public, for the purpose of loading and unloading the items into their vehicle after purchase or hire,*

but does not include the sale of foodstuffs, alcohol, medicines, footwear or clothing unless their sale is ancillary to the sale of bulky goods.

The option of adding a note, that would provide an indication of the likely uses, as follows, was considered.

Note - Examples of goods that may be sold at a shop - bulky goods / large format include automotive parts and accessories, babies’ and children’s goods, furniture, hardware and trade supplies, household appliances and fittings, homewares, office equipment, outdoor and recreation equipment, party supplies, pet supplies, and swimming pools.

It is considered however that this might cause some confusion in relation to proposals that could not be easily included in one of the examples listed above.

If Shop – large and Shop – small, are introduced the definitions could be:

Shop – large means premises other than a shop – bulky goods / showroom, shop – convenience, shop – liquor (large), shop – liquor (small) and shop – restricted used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services with a net lettable area of more than 1,500m².

Shop – small means premises other than a shop – bulky goods / showroom, shop – convenience, shop – liquor (large), shop – liquor (small) and shop – restricted used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services with a net lettable area of not more than 1,500 m².

Subject to the finalisation of the zoning table, these would mean that larger supermarkets could be discouraged from locating in local centre zones, however any new development would be subject to an assessment regardless of the use permissibility. At that time the local authority would be obligated to assess the application with regard to SPP4.2, and at that time a determination could be made regarding the acceptability or otherwise of a large shop in a local centre zone.

An alternative to all the above could involve the replacement of the Shop and Bulky Goods Showroom definitions with Shop, Shop – Large Format and Shop – Supermarket. If introduced the definitions could be:

Shop means premises other than a shop – large format, shop – supermarket, convenience store, a liquor store — large or a liquor store — small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.

Shop - Large Format means a premises with an individual retail tenancy with a floor area greater than 450m2, but does not include a building or place used for the sale of foodstuffs, alcohol, medicines, footwear or clothing unless their sale is ancillary to the sale of the other goods.

Shop - Supermarket means an individual retail outlet, which sells, primarily by way of self service, a comprehensive range of domestic supplies, fresh food and groceries and may include a small proportion of non-domestic supplies and comparison goods.

Shop – Supermarket should be subject to a development application within the Local Centre zone to enable assessment against the SPP4.2 preference to avoid large shops.

It is noted that stakeholder workshop feedback was negative with regards to this approach.

Based on further discussions with the Department, the preferred approach is to include the bulky goods showroom definition, the large and small shops.

In relation to office, draft SPP4.2 seeks to promote strategic office uses being located within activity centres. It is suggested that these larger offices not be permitted in Service Commercial and industrial zones, whereas the location of smaller offices is not as critical. Draft SPP4.2 proposes that a notional floorspace limit define these office uses.

If introduced the definitions could be:

Office – large means premises used for administration, clerical, technical, professional or similar business activities, where the floor area of which exceeds 1,500 m2 net lettable area.

Office – small means premises used for administration, clerical, technical, professional or similar business activities, where the floor area of which does not exceed 1,500 m2 net lettable area.

The floorspace designation for the office size is more arbitrary than the equivalent shop uses. It is more appropriate that the consideration of the impacts, or otherwise, of an office in an out of centre location be considered on a case by case basis. Accordingly it is recommended that the office definition remain as it is and that office be a discretionary use in the non-centre zones.

In relation to the Warehouse/Storage use, there has been a number of instances of retailers seeking to exploit the warehouse definition. Whilst the application of the existing definition should be straightforward, a clarification around the term “wholesale” might be of assistance. The definition could be as follows:

warehouse/storage means premises including indoor or outdoor facilities used for —

- a) the storage of goods, equipment, plant or materials; or*
- b) the display or sale by wholesale (to be on-sold by a retailer) of goods;*

but does not include the display or sale by retail.

4.3.3.2 Other Land Uses

Other potential changes to land uses were also considered, and these are discussed below.

Currently there are a number of retail uses that cater for the sale of items that are restricted to persons over the age of 18 years. These include Liquor Store – large, Liquor Store – small, Restricted Premises and Betting Agency. Given that the form and content of development is similar there would be minimal implications if these uses were amalgamated into one overall use. However given that there is currently a clear understanding within the community about what a Betting Agency, Liquor Store and a Restricted Premises is, the removal of these uses might result in some confusion.

It has been suggested that the construction industry would benefit from easier access to concrete, via more conveniently located concrete batching plants. As part of the preparation of the draft Zoning Table, there was an assessment undertaken with respect to whether concrete batching plants could become a separate use and where these might be appropriately located.

Given the potential for off-site adverse impacts allowing it in non-industrial zones is problematical. It is also noted that for large building projects a concrete batching plant could be included within the site to help facilitate construction. Whilst this might not always be practicable or achievable, it is considered to be more appropriate that the potential for a concrete batching plant to permanently located within a centre or industrial zone. Given this there is no need to separate this use from the Industry definition.

Another stakeholder suggestion was the introduction of two new definitions for Repurposed Dwelling and Secondhand Dwelling, as a result of the need for the local authority to review the appearance of these dwellings. There is a question as to whether it is appropriate / worthwhile to differentiate uses based on the method of construction. It might be more appropriate to amend the exemptions within cl 61 of the Deemed Provisions, to add an additional condition:

- (d) The proposed dwelling was not previously used for another purpose or was located on a different lot.*

This proposal would not resolve those outcomes where the R-Codes do not apply, such as within Rural, Rural Residential and Rural Small Holding zones. However, this highlights that in these areas a planning approval is currently required for a single house, as this exemption does not apply. It is therefore suggested that the exemptions within cl 61 of the Deemed Provisions be updated as follows:

	Column 1 Works	Column 2 Conditions
6.	The erection of, or alterations or additions to, a single house on a lot.	(a) The works comply with the deemed-to-comply provisions of the R-Codes (if applicable) and all other Scheme provisions. (b) The works are not located in a heritage-protected place. (c) The proposed dwelling was not previously used for another purpose or was located on a different lot.

Table 5: Suggested Deemed Provision Modification – Second-hand and Repurposed Dwellings

Both uses are included in the draft zoning table should the Department wish to include them in the final recommended zoning table.

This review also identified that there were a range of other uses that could be amalgamated together or otherwise removed.

In relation to Brewery and Winery, both definitions are similar and define different elements associated with the production of different forms of liquor. It is would be appropriate to amalgamate these uses into one.

As both Home Business and Family Day Care, are business operated from a dwelling, there is an opportunity to combine these uses. This could also Bed and Breakfast, and it is suggested that this be further considered by DPLH when finalising the planning for tourism position statement.

In relation to Holiday Accommodation, Hotel, Motel, Serviced Apartment and Tourist Development, these uses all offer short stay accommodation, along with varying forms of amenities. The likely impacts are similar. There is an opportunity to combine these uses and it is suggested that this be further considered by DPLH when finalising the planning for tourism position statement.

With respect to Motor Vehicle Repair and Motor Vehicle Wash, these uses are likely to result in similar considerations with respect to noise and traffic, and have similar use permissibility in a number of Schemes. There is an opportunity to combine these uses.

It is also recommended that uses which are clearly incidental uses should be removed from the Zoning Table.

The potential changes to land uses recommended above have been integrated into the list of potential changes to land uses recommended in the draft report for the consistent local planning schemes project (please see Appendix A of that report).

4.3.4 Zoning Tables

The audit found discrepancies between the use permissibility between the various local authorities. As noted above, this analysis combined (as best as possible) the variations of the same use.

The table below provides a number of examples:

ZONE	Use	P	D	A	I	X
General Industry	Bulky Goods Showroom	5	5	2	1	4
Light Industry	Bulky Goods Showroom	5	6		1	3
Service Commercial	Bulky Goods Showroom	11	4			2
Mixed Use	Bulky Goods Showroom		6	3		9
District Centre	Bulky Goods Showroom	2	13	2		2
General Industry	Industry - light	13	3			
Light Industry	Industry - light	14				1
Service Commercial	Industry - light	1	5	2		9
Mixed Use	Industry - light		3	2		11
District Centre	Industry - light		4	4		11
General Industry	Medical Centre		5			12
Light Industry	Medical Centre		5			9
Service Commercial	Medical Centre	5	9	1		2
Mixed Use	Medical Centre	8	5	5		1
District Centre	Medical Centre	10	8	1		
General Industry	Veterinary Premises	7	3			6
Light Industry	Veterinary Premises	6	6			1
Service Commercial	Veterinary Premises	5	12			
Mixed Use	Veterinary Premises	1	5	8		4
District Centre	Veterinary Premises	1	14	3		1

Table 6: Use Permissibility Variations Examples

Refer to Attachment Five of this report for the zoning permissibility table for each zone.

It is important to note that there was a general consistency within the centre zones, albeit with some fluctuation between P and D classifications.

A lack of consistency and variability in content of local planning schemes (zones, reserves and land uses) makes their preparation, assessment and implementation challenging. Greater consistency in the content of local planning schemes will assist in making the planning system simpler to use, easier to understand and more efficient.

It was also clear that the inclusion of some uses within some zones was not as a result of the assessment against the zone objectives but rather an assessment about the likely impacts a use might produce. As an example, Veterinary Premises was frequently approvable within the General Industry and Light Industry zones, despite it not being an industrial use or likely to need separation from residential or commercial uses. As a result valuable industrial land was potentially occupied by a commercial health related use.

Interestingly one of local authorities did not have any of the standard residential uses within its zoning table. As such any residential application is technically a use not listed, and therefore a complex application. This is clearly not an ideal outcome.

One of the areas of investigation related to whether it would be appropriate to combine the Service Commercial and Light Industry zones. The audit found note that the use permissibility for the Service Commercial and Light Industrial zones was similar within the existing zoning tables.

Service Commercial						Light Industry				
P	D	A	IP	X		P	D	A	IP	X
				6	Abattoir					4
1	4	1		9	agriculture - extensive					7
				7	agriculture - intensive		1			6
	3	1		7	Ancillary Dwelling					3
	1	1		7	Animal Establishment	1	2			6
				7	Animal Husbandry - intensive					5
1	3			1	Art Gallery		2	1		2
					Aviation Facility					
	2			8	Bed & Breakfast					11
1	6			6	Betting Agency		3	1		6
2	1			3	Brewery	1	1			1
12	4			2	Bulky Goods Showroom	5	6		1	3
				16	Caravan Park / Camping Ground		1			11
1	11		6		Caretaker's Dwelling	2	7	1	4	
6	11				Car Park	4	7		2	1
	13	1		3	Child Care Premises		2	1		12
	6	1		7	Cinema/Theatre		1			11
7	11				Civic Use	2	5	1		7
	13	1		4	Club Premises	1	7	1		5
6	5	1			Commercial Vehicle Parking	7	3			
2	7			1	Community Purpose		4	1		4
				1	Concrete Batching Plant					1
5	10			3	Consulting Room	1	3			10
					Container Collection Cage					
					Container Deposit Recycling Centre					
3	6	1		5	Convenience Store	2	6		1	3
				8	Corrective Institution					7
					Drop-off Refund Point					
1	14			3	Educational Establishment		8	3		4
	7	1		3	Exhibition Centre		3			5
1	3			8	Family Day Care					8
7	5	2			Food Outlet	3	8			1

Service Commercial						Light Industry				
P	D	A	IP	X		P	D	A	IP	X
3	3	5		3	Food Outlet with Drive-Through Facility	1	2	2		7
				1	Freeway Service Centre					1
	1	1		14	Fuel Depot	1	9	4		
4	13			1	Funeral Parlour	2	8	1		4
4	8			2	Garden Centre	3	5			
	3	1		11	Grouped Dwelling					13
	1			10	Holiday Accommodation		1			6
	1			5	Holiday House					3
2	4			11	Home Business		1			12
	6			11	Home Occupation		3			11
4	1			5	Home Office	3				5
1	3			8	Home Store		1			9
1	6	1		9	Hospital		1	1		13
	3	3		10	Hotel					12
	1	1		5	Independent Living Complex					6
	1			17	Industry	1	3	3		7
				14	Industry - extractive					10
1	6	2		9	Industry - light	14				1
1				8	Industry - rural	1	3	2		3
	2	2		5	Liquor Store - large					5
1	4	4		6	Liquor Store - small					9
				1	Marina	1				1
					Marine Filling Station		1	1		
1	7	1		4	Market		4	2		6
5	10	1		2	Medical Centre		5			9
				1	Mining Operations					
1	5	3		7	Motel		2			11
6	7			3	Motor Vehicle, Boat or Caravan Sales	5	6	1		2
2	9	2		3	Motor Vehicle Repair	7	8			
2	10	1	1	2	Motor Vehicle Wash	8	4			1
	3	1		10	Multiple Dwelling					13
	2	2		10	Nightclub		2	1		9
9	3	1	4	1	Office	1	3		5	6
				8	Park Home Park					6
2	11	1		4	Place of Worship	2	7	3		2
2	8	1		4	Reception Centre		2			9
3	13			1	Recreation – Private	2	6	3		3
				3	Renewable Energy Facility					1

Service Commercial						Light Industry				
P	D	A	IP	X		P	D	A	IP	X
				1	Repurposed Dwelling					1
	1	1		7	Residential Aged Care Facility					6
	2	2		9	Residential Building					13
		1		2	Resource Recovery Centre		1			2
5	5	2		5	Restaurant / Café		3			11
	4	2		10	Restricted Premises		2	4		8
					Reverse Vending Machine					
	1			1	Road House		1			1
				3	Rural Home Business					1
				9	Rural Pursuit / Hobby Farm		1	1		5
					Second-hand Dwelling					
		1		6	Serviced Apartment					4
	12	3		3	Service Station	2	9	2	1	1
2	1	1	5	9	Shop				1	13
	4	1	1	9	Single House				1	12
1		1	1	7	Small Bar					7
	5	4		8	Tavern	1	2	2		9
2	6	2		1	Telecommunications Infrastructure	1	6	2		
	2			5	Tourist Development					5
1	8			7	Trade Display	3	10			
2	6				Trade Supplies	1	3			
1	5			12	Transport Depot	8	5			1
				8	Tree Farm					2
5	13				Veterinary Premises	6	6			2
5	8		3	2	Warehouse / Storage	12	3			
				1	Waste Disposal Facility					1
				2	Waste Storage Facility					1
					Wind Farm					
				9	Winery					7
					Workforce Accommodation					

Table 7: Light Industry and Service Commercial Permissibility Comparison

The key differences were Child Care Premises, Consulting Room, Fuel Depot, Light Industry, Trade Display and Transport Depot. However it is noted that there is currently a high degree of variability with respect to the zone objectives, which might be contributing to some of the similarities.

Keeping the Service Commercial and Light Industry zones separate would allow them to achieve more targeted outcomes.

Combining the service commercial and light industry zone was not considered appropriate for the following reasons:

- the Service commercial zone (low-intensity commercial and retail uses) will tend to attract different land uses, traffic and visitors than light industry (manufacturing, servicing, storage and distribution).
- It may be more difficult to get approval for a number of industrial uses in a combined service commercial zone than would otherwise have been permitted in a light industry zone due to light industry uses needing to co-locate with more sensitive uses.
- There is already an encroachment of commercial uses across industrial zoned land and combining service commercial and light industry zones may accelerate this encroachment. This encroachment has the potential to increase land values, and can lead to the displacement of “traditional” industrial land uses away from their service population. Service commercial zones and land uses can attract higher \$/m² rates than industrial uses. This could in turn have negative implications for access to services and employment self-sufficiency as workers are displaced to a relocated industrial location.

The inclusion of a standardised Zoning Table will have the potential to make a number of existing uses as non-conforming uses. Whilst this is not ideal, it is a potential outcome of each scheme review, and as such should not be a reason not to implement an overall improvement to the planning framework.

4.3.5 Development Provisions

The audit found significant variations associated with the development provisions for each local authority. The amount and content of provisions within the Scheme varied significantly. Some of the more detailed provisions were included in some schemes, while many local authorities included the detailed requirements in Local Planning Policies.

The extent of guidance within the provisions also varied greatly. Some local authorities included very specific requirements, whereas other local authorities were less prescriptive.

Noting that car parking standards are being reviewed separately, this report has not catalogued or reviewed parking provisions.

Refer to Attachment Six, which lists the provisions for each zone by local authority.

Particularly in relation to the industrial and service commercial zones, the form of development is not dissimilar and need for localised requirements is significantly lessened. Development within the various centre zones should be tailored towards the local circumstances/conditions, albeit that some consistent general guidance could be included.

Should a consistent approach be implemented, the most comprehensive approach would also include standardised development provisions, either via the model provisions or Deemed Provisions.

It is important to note that during the stakeholder workshops there was a high level of consistency between the local government and industry representatives in relation to the majority of issues. The area that exposed a substantial difference of opinion was in relation to the implementation of development provisions. There appeared to be significant concern from the local government representatives about the implementation of standardised development provisions, particularly by way of Deemed Provisions. The industry representatives were keen for consistent provisions to be introduced and were more open to a range of measures to support their implementation, including the Deemed Provisions.

The views from the local government representatives might change once a review of the draft provisions has been undertaken. However the introduction of codes would allow for more site specific outcomes and is preferred to a full suite of development provisions.

There are a number of options for the implementation of a more consistent development provision framework, being:

- Industrial and Service Commercial Code
- Deemed Development Provisions
- Model Provisions
- Guidance Statement (or similar) for Preparation of Local Planning Policy(s)

4.3.5.1 Industrial and Service Commercial Code

The successful implementation of the R-Codes demonstrates that a codes approach is a superior method of facilitating high quality development outcomes. Codes would allow for some certainty associated with acceptable development whilst also providing guidance for alternative solutions.

Whilst the likely preferred development outcomes for the industrial zones and the Service Commercial zone will be similar, but specific site conditions or desired precinct outcomes might vary, the use of a code for these zones would provide a better statutory framework. The framework for an Industrial and Service Commercial Design Code could indicatively be as follows:

General Matters

- Introduction
- Any other relevant consideration or reference not covered elsewhere

Guiding Principles

- Relevant zone guidance

Justification against these Guiding Principles required if any of the following requirements are proposed to be varied.

Deal with transition to other zones here

Site Planning

- Orientation
- Setbacks
- Tree Canopy and Deep Soil Area
- Communal Open Space
- Vehicle Access
- Pedestrian Access
- Car Parking
- Bicycle Parking
- Loading and Storage

Building Design

- Height
- Facade Design
- Roof Design
- Materials
- Communal Facilities (including end-of-trip cyclist facilities)

Infrastructure and Services

- Lighting
- Noise Management
- Energy Efficiency
- Water Management and Conservation
- Waste Management
- Utilities

Given the likely timeframes to prepare, advertise and adopt a Code, an interim outcome might also be required.

4.3.5.2 Deemed Development Provisions

Should a more prescriptive approach be sought, the most efficient method of introducing uniform provisions would be via inclusion in the Deemed Provisions. Should deemed uniform development provisions be the desired outcome then the following is recommended:

No.	Description of Land	Requirement
1.	All Industrial and Commercial Zones (General Industry, Light Industry, Service Commercial, Rural Enterprise, Mixed Use, Centre, Neighbourhood Centre, Local Centre)	<p>1.1 Planning Principles</p> <p>In determining any development application within an industrial or commercial zone, the Council shall —</p> <p>a) be guided by intent, objectives and measures contained in State Planning Policy 7.0: Design of the Built Environment;</p> <p>b) have due regard to the principles and objectives of State Planning Policy 4.2: Activity Centres for Perth and Peel (if applicable);</p> <p>c) have due regard to the impact of the development on the establishment, quality and use of the public domain; and</p> <p>d) consider the objectives and specific requirements of the policies established by any relevant Policies.</p> <p>1.2 Parking and End of Trip Facilities</p> <p>a) Provision shall be made for the on-site parking of motor vehicles and bicycles and for the provision of end of trip facilities for all development in accordance with the relevant Scheme or Local Planning Policy provisions to the satisfaction of the Council.</p> <p>b) Any crossovers, driveways and/or parking areas shall be constructed, sealed and drained to the Council's satisfaction and ensure that vehicles can enter and leave in forward gear. These approved areas shall be provided at the time of the development and thereafter maintained to the satisfaction of Council.</p> <p>1.3 External Lighting</p> <p>Outdoor lighting shall be provided to illuminate entrances of development, parking areas and key pedestrian areas.</p> <p>1.4 Environmentally Sustainable Design</p> <p>a) The incorporation of environmentally sustainable design elements into development proposals is strongly encouraged and will be positively considered when assessing any application that seeks to vary any provision.</p> <p>b) Solar:</p> <p>Systems that are either rooftop mounted, integrated with the design of the structure or that form part of the façade or structure of buildings such as solar glass shall be exempt from the need to obtain development approval. Where a solar installation is ground mounted or forms part of another structure it shall not be located in the front setback area or forward of the building line.</p> <p>c) Wind:</p> <p>Development approval is required for all wind energy systems and are to be considered against the standards in the remainder of the Scheme for the relevant zone and the following:</p> <p>(i) The system(s) are not to be located where the appearance of the structures will impact negatively on the established street scape;</p> <p>(ii) The system(s) shall be positioned so that the blades are a minimum height of 2.75 metres above ground level.</p> <p>(iii) The system(s) shall be setback from a boundary in accordance with the recommendation of an acoustic report, lodged with the application, but at least the minimum setback applicable to the adjoining land;</p> <p>(iv) The height on non-residential lots will be determined with regard to the need for efficient operation of the system and the impact on adjoining properties and the established streetscape character;</p> <p>(v) The system(s) shall be fitted with an automatic or manual braking system and an over-speed protection device to prevent noise impacts on adjoining properties during periods of high wind speeds; and</p> <p>(vi) The system(s) shall be subject to the requirements of the Western Australian Planning Commission Position Statement: Renewable energy systems and any other applicable requirement.</p>

No.	Description of Land	Requirement
		<p>d) Other: Development approval is required for other renewable energy systems (such as geothermal) that may be used to generate power to supply the needs of the site, or portion thereof.</p> <p>1.5 Verge and Amenity</p> <p>a) Except as otherwise prevented by the existing or proposed infrastructure, maintenance of sightlines or any other requirement, development is to include the provision of street trees to the satisfaction of the Council.</p> <p>b) Street verges shall be kept in a tidy and visually appealing manner at all times and maintained by abutting landowners.</p> <p>c) Verges are not permitted to be used for the display of goods or the informal parking of vehicles without the approval of the Council.</p> <p>1.6 Refuse and Storage Areas</p> <p>a) Council may require the provision of one or more areas for the storage of refuse in any development.</p> <p>b) Any refuse or storage area provided shall be:</p> <p>(i) screened from view from any public street, and, if not contained within the building, enclosed by a wall of masonry or other approved building material, and being of not less than 1.8 metres in height;</p> <p>(ii) accessible to service vehicles;</p> <p>c) The design and specifications of the enclosure and the nature and extent of any planting shall be determined by the local government in respect of each case taking into consideration any matters it considers relevant including the physical characteristics and the zoning classification of surrounding land.</p> <p>1.7 Stormwater / Waste and Effluent Disposal</p> <p>a) Stormwater disposal is to be to the specifications and satisfaction of the Council.</p> <p>b) No land shall be used for the disposal of any waste products, by-products, industrial waste or residue of any form, nature or description unless the prior approval of the local government has been granted. In considering an application for development approval, the local government shall have regard to the possible effects of the development on the amenity of the surrounding areas and the possible result of such development on the soils, sub-soils as well as ground waters.</p> <p>c) All development shall be connected to a comprehensive reticulated sewerage system. Where no such connection is available, the local government may consult with the Department of Health and the Environmental Protection Authority when considering the suitability of the application. Should on-site effluent be supported, all proposed or upgrades to on-site effluent disposal are to be nutrient retentive, with conventional effluent disposal systems being not permitted.</p> <p>1.8 Unkempt Land</p> <p>To preserve the Local Amenity:</p> <p>a) for any land, where in the opinion of the Council any undergrowth, refuse, rubbish or disused material is likely to adversely affect the amenity of the area or the health, comfort or convenience of the inhabitants thereof, the Council may cause a notice to be served on the owner or occupier of such land requiring, within a specified time, removal from the land of such undergrowth, refuse, rubbish or disused material;</p> <p>b) every owner or occupier of land to whom a notice is served shall comply with it within the time period therein specified; and</p> <p>c) any person who fails to comply with any notice served commits an offence and is liable to action under section 218 of the Planning and Development Act.</p>
2.	Industrial and Service Commercial zones	2.1 Building Orientation

No.	Description of Land	Requirement
		<p>a) The primary building entrance and façade shall orient to the primary street.</p> <p>b) For lots with multiple street frontages, the building must address both adjoining streets through orientation, design detail, materials and major opening(s).</p> <p>2.2 Separation to Residential Development</p> <p>a) The location of any industrial use should have consideration of the EPA's Guidance Statement on Separation of Industrial land uses.</p> <p>b) On any land which adjoins land zoned to allow for residential uses, the development shall:</p> <p>(i) Be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Council.</p> <p>(ii) Be setback at least twice the setback (excluding boundary walls) applicable to the residential zone.</p> <p>2.3 Materials</p> <p>a) The portion of any wall or building facing any street for an industrial use that is not glazed shall be constructed in brick, concrete or masonry or other material as approved by the local government.</p> <p>b) All other uses, shall have at least 50% of the frontage facing any street as being glazed. The remainder of the street façade shall be constructed in brick, concrete, masonry, or other material as approved by the local government.</p> <p>2.4 Setbacks</p> <p>a) Buildings shall have a minimum setback of:</p> <p>(i) Industrial Zone - 6 metres to any street, and nil to any other boundary.</p> <p>(ii) Service Commercial Zone - 3m to any street, and nil to any other boundary.</p> <p>b) The area between the setback and the street boundary may include the access, services, fencing, approved signage and the landscaping.</p> <p>2.5 Landscaping (Industrial Zone)</p> <p>a) Trees are to be planted within uncovered car parking areas at the rate of 1 per 4 car parking spaces in the same row or 1 per 8 car parking spaces where a tree is located in between the rows.</p> <p>b) A minimum soil space (at ground level free of intrusions) of 9m², with a minimum dimension of 2m, is to be provided for each tree (new or retained) located within the landscaping strip. Structural soil cells (or similar) are to be provided for trees within car parking areas to enable root growth where the deep-soil tree planting area is not be provided.</p> <p>c) All landscaping proposals approved by Council pursuant to this Scheme shall be carried out at the time of the development or at such other time as may be agreed in writing between the developer and the Council and shall thereafter be permanently maintained to the satisfaction of the Council.</p> <p>d) Industrial Zone:</p> <p>(i) A landscaping strip of not less than 4.5 metres in width is to be provided along all street frontages.</p> <p>(ii) The landscaping strip abutting street frontages is to be planted with large trees that have a minimum bag size of 100L at a rate of 1 tree for every 10m of frontage. The projected canopy cover of the trees within the landscaping strip is to be not less than 80% of total required landscaping strip area.</p> <p>(iii) In addition, the area between the trees is to include a variety of shrubs (1 – 2m in height) and groundcovers so as to generally screen the site from the street.</p> <p>e) Service Commercial Zone</p>

No.	Description of Land	Requirement
		<p>(i) Large trees are to be provided along all street frontages, with planted trees to have a minimum bag size of 100L at a spacing of 1 tree for every 1.5m of frontage.</p> <p>(ii) The projected canopy cover of the trees within the street frontage is to be not less than an area that is equal to three (3) times the total street frontage.</p> <p>2.6 Storage of Goods and Materials</p> <p>a) In the Industrial zone where the open storage of goods or materials is permitted, and the goods and materials stored are, in the opinion of the local government, of an untidy nature and likely to have an adverse effect upon the general appearance of the area, the local government may require –</p> <p>(i) the owner or occupier to restrict the height to which goods and materials may be stored; and</p> <p>(ii) the screening of the open storage area by a visually impermeable fence and the planting of trees and/or shrubs as may be considered desirable.</p> <p>2.7 Fencing</p> <p>a) Any security fence on a front lot boundary (including to a secondary street) shall be open-style palisade fencing.</p> <p>b) Solid fencing is to be setback as if it were a building.</p>
3.	Rural Enterprise Zone	<p>3.1 On any lot situated within the Rural Enterprise Zone, no person shall:</p> <p>a) develop, establish, continue or allow to be developed or established an industry or business use unless a dwelling is erected first and forms an integral part of the development;</p> <p>b) develop, establish, continue or allow to be developed or established an industry or business use within the first half of the lot from the rural frontage, such part of the land as this is required to be set aside exclusively for rural / residential purposes and access unless the lot is a corner lot or is irregular in shape in which case Council shall determine the area to be used for industry or business;</p> <p>c) allow a dwelling to be occupied by any person other than the owner or manager or an employee of the industrial or business use;</p> <p>d) use or permit to be used an area in excess of 50% of the lot for non-rural uses, including open storage buildings, yards, vehicle movement areas, unless otherwise approved by Council;</p> <p>e) establish or permit to be established more than one industrial or business use to operate from each lot;</p> <p>f) develop or allow the development of a residence without providing vehicle access with a minimum width of 5 metres to the area approved for industrial or business use;</p> <p>3.2 Industrial Building Orientation and Materials</p> <p>a) Where the lot has two street frontages or is a corner lot for the same street, the primary building entrance and façade shall orient to the street, with the portion of any wall or building facing any street that is not glazed shall be constructed in brick, concrete or masonry or other material as approved by the local government.</p> <p>3.3 Industrial Development Adjoining Rural / Residential Zones</p> <p>On any land which adjoins land zoned for rural or residential purposes, the industrial development shall be:</p> <p>a) Screened from the abutting rural/residential land to the satisfaction of the Council; and</p> <p>b) Setback twice the usual setback or 20m, whichever is the greater, from the rural/residential zone.</p> <p>3.4 Setbacks</p>

No.	Description of Land	Requirement
		<p>a) The required boundary setback in respect of any rural / residential development shall accord with the requirements of the requirements for the Rural zone.</p> <p>b) The setback to any building used for industrial or business purposes shall be in accordance with the requirements of Industry Zone or the Rural zone, whichever is the greater.</p> <p>3.5 Industrial Use Landscaping</p> <p>Where the industrial use directly fronts a street:</p> <p>a) A landscaping strip of not less than 5 metres in width is to be provided along all street frontages.</p> <p>b) The landscaping strip abutting street frontages is to be planted with large trees that have a minimum bag size of 100L at a spacing of 1 tree for every 10m of frontage. In addition a variety of shrubs (1 – 2m in height) and groundcovers are to be included so as to screen the site from the street.</p> <p>c) In addition, trees are to be planted within uncovered car parking areas at the rate of 1 per 4 car parking spaces.</p> <p>d) Street verges shall be kept in a tidy and visually appealing manner at all times and maintained by abutting landowners.</p> <p>e) Development is to provide a minimum of one verge tree for every 1.5m of street frontage and onsite reticulation shall be extended to the verge landscaping and maintained by the landowner.</p> <p>f) Verges are not permitted to be used for the display of goods or the informal parking of vehicles without the approval of the Council.</p> <p>3.6 Storage of Goods and Materials</p> <p>a) Where goods and materials stored are, in the opinion of the local government, of an untidy nature and likely to have an adverse effect upon the general appearance of the area, the local government may require the owner and/or occupier to –</p> <p>(i) restrict the height to which goods and materials may be stored;</p> <p>(ii) screen the open storage area by a visually impermeable fence and the planting of trees and/or shrubs as may be considered desirable; and/or</p> <p>(iii) relocate the materials to inside the building, where the above requirements are unlikely to significantly improve the appearance of the property.</p> <p>3.7 Fencing</p> <p>a) Security fencing is not to be located on a street boundary (including to a secondary street).</p> <p>b) Any security fencing surrounding the industrial use shall be open-style palisade fencing or solid fencing.</p> <p>c) Security fencing is to be setback as if it were a building.</p> <p>3.8 Signage</p> <p>a) Signage shall be limited to:</p> <p>(i) A maximum of two (2) signage areas within a combined area of 15m²;</p> <p>(ii) Fixed or painted on the building, fence, wall or a signage blade (maximum dimensions height – 2m x width 3m) on the front boundary fence; and</p> <p>(iii) Relate solely to the business operated from the lot.</p>
4.	All Centres and Mixed Use Zones	<p>Where there is no Precinct Structure Plan or a Local Development Plan approved by the Western Australian Planning Commission, development is to comply with the following:</p> <p>4.1 Proposals for land use and development are to demonstrate good urban design by:</p> <p>a) the presentation of buildings and facades that are attractive and inviting, and which harmoniously relate with each other, and have regard to climate; and</p>

No.	Description of Land	Requirement
		<p>b) the creation of spaces which encourage pedestrian movement and provide places for pedestrians to congregate.</p> <p>4.2 Building Orientation</p> <p>a) The primary building entrance(s) shall orient to the primary street.</p> <p>b) For lots with multiple street frontages, the building must address both adjoining streets through orientation, design detail, materials and major opening(s).</p> <p>c) Buildings are to provide glazed areas along the building's ground floor street frontage to provide lines of sight into and from the building with no more than 40% solid walls</p> <p>d) Within the Centre zones, At least 50% of the glazed area on each shop front shall remain unobscured</p> <p>4.3 Setbacks</p> <p>a) Where residential is proposed on the Ground Floor, fronting a street, the dwelling(s) shall be setback with an average setback of 3 metre setback at the ground level and to a depth of 3m below ground level to allow for a courtyard and a deep root zone.</p> <p>4.4 Adjacent to Residential</p> <p>Notwithstanding any other provision(s), where the site adjoins or is immediately adjacent to land in the Residential zone:</p> <p>a) The building is to be setback a minimum of 3 metres from the common boundary;</p> <p>b) This setback area is to include appropriate landscaping; and</p> <p>c) The siting and/or height of the portion of the building above three (3) storeys is to be guided by the Design Principles relating to overshadowing applicable to such adjacent land under the relevant R-Coding.</p> <p>4.5 Landscaping</p> <p>a) Within the Transition zone, landscaping, including the provision of deep root zones, is to be provided in accordance with the applicable State Planning Policy.</p> <p>b) Within the Centre zones, landscaping shall be provided to the satisfaction and specification of Council.</p> <p>c) In addition, trees are to be planted within uncovered car parking areas at the rate of 1 per 4 car parking spaces in the same row or 1 per 8 car parking spaces where a tree is located in between the rows.</p> <p>4.6 Verge and Amenity</p> <p>a) Street verges shall be kept in a tidy and visually appealing manner at all times and maintained by abutting landowners.</p> <p>b) Development is to provide a minimum of one verge tree for every 10m of street frontage and onsite reticulation shall be extended to the verge landscaping and maintained by the landowner.</p> <p>c) Verges are not permitted to be used for the display of goods or the informal parking of vehicles without the approval of the Council.</p> <p>4.7 Where an interim use or development is proposed, the applicant is to demonstrate to the satisfaction of Council how the ultimate planned development of the centre could still occur.</p> <p>4.8 Development of new large scale / format uses within the Local Centre zone will not be supported unless Council is satisfied that the proposal is consistent with the objectives of the zone and the intent of the applicable State Planning Policy.</p>

Table 8: Possible Standard Development Provisions

Whilst the inclusion of the above provisions within the Deemed Provisions would result in greater consistency, it is not ideal as certain areas might benefit from more bespoke provisions.

Also the form of the provisions and inclusion within the Deemed Provisions is not ideally suited to design based outcomes, which is the preferred way for applications to be assessed.

This method is not recommended as the preferred approach to deliver high quality and site specific outcomes.

4.3.5.3 Model Provisions

The above provisions could be included within the model provisions.

However as noted above the inclusion of prescriptive and detailed provisions is not preferable, as there will be some local circumstances that warrant a different approach. Whilst consistency is preferable, it is more preferable that the overall approach via consistent objectives, zoning tables and a framework for the preparation of provisions is implemented rather than detailed provisions.

4.3.5.4 Guidance Statement for Preparation of Local Planning Policy(s)

Ideally development requirements for industrial type zones will be addressed through an industrial design code, however as noted above the introduction of a code, if this recommendation is supported, would not be immediate. In the interim it is recommended that a combination of provisions in the local planning scheme and local planning policy be used.

It is suggested that only the following primary controls are included in the local planning scheme under part 4 – general development requirements of the model provisions:

1. Lot sizes;
2. Setbacks;
3. Building height (if applicable);

It is suggested that a local planning policy is used to address discretion in relation to primary controls and other elements of design not included in the local planning scheme.

Provided below is the recommended structure for presenting other elements of built form and design within a Local Planning Policy:

1. General Matters

- Precinct Structure Plan references
- Other Guidance Document references (For example - EPA separation guidelines)
- Design intent

2. Site Layout and Building

- Building Orientation
- Materials
- Setbacks (guidance on the application of discretion)
- Transition to other zones

3. Community Spaces, Landscaping and Verges

- Community Spaces
- Landscaping
- Verge Appearance and Infrastructure

4. Parking and Access

- Parking Provision (refer to relevant provision(s)), location and materials
- Crossovers

- Bicycle Parking
- End of Trip facilities

5. Loading and Waste

- Refuse and Storage areas
- Waste
- Stormwater
- Waste Disposal

6. Other Matters

- Lighting
- Fencing
- ESD
- Acoustic considerations

It is important to note that not all the elements of design will be relevant to each zone.

While the Zone Objectives provide for the range of uses and overall outcomes, the primary controls in the local planning scheme and other design elements addressed in a local planning policy provide more clarity on the form of development. Included below is the recommended list of key considerations/outcomes for each commercial and industrial type zone, which will then guide the specific content that may be included in a local planning policy:

Rural Enterprise

- Dwelling should be secondary and incidental to primary use of industry light
- Access to industrial component should be located appropriately
- Quality building frontages for industrial elements
- Adequate, landscaped on-site parking for industrial elements
- Storage of materials should be screened from view
- Encouragement of ESD outcomes

Industrial (includes general industry and light industry zones)

- Tree-lined streetscapes and screening landscaping should be prioritised
- Quality building frontages more important than other elements of buildings
- Adequate on-site parking and no informal verge parking
- Provision of shaded, landscaped parking areas
- Storage of materials should be screened from view
- Access
- Transition between zones
- Encouragement of ESD outcomes

Service Commercial

- Tree-lined streetscapes that dilute effects of parking areas within the frontages
- Quality built form (particularly frontages) should be prioritised
- Provision of shaded, landscaped parking areas
- Allowance of corporate branding and large signage opportunities
- Access
- Transition between zones
- Encouragement of ESD outcomes

Mixed Use

- Promotion of structure plans (noting not all centres require a structure plan)
- In the absence of a structure plan or when structure plan not required:
 - Transition between zones
 - Delivery of high quality streetscapes and active frontages, with setbacks to read as extension of public realm or residential courtyards
 - High quality built form with a decent scale (min 3 stories)
 - Parking screened from view
 - Not necessary for each building to be mixed use
 - Ground floor residential (raised above footpath)
 - Non-residential uses at grade
 - Access
 - Encouragement of ESD outcomes

Local Centre

- Reference to SPP4.2
- Small scale development consistent with place
- Day to day / high convenience goods or services
- Active frontage(s)
- High quality built form
- Access and/or availability of short term parking (but with discretion)
- Minimal impact on surrounding uses
- Not necessarily retail
- Encouragement of ESD outcomes

Neighbourhood centres and above would ideally be subject to additional planning by way of a Precinct Structure Plan. However, provision could be made within Schemes for those circumstances where a Structure Plan has not yet been prepared.

Where there is no Precinct Structure Plan or a Local Development Plan approved by the Western Australian Planning Commission, development should be consistent with the centre hierarchy and other outcomes proposed by State Planning Policy 4.2. The design of all development within any centre zone should be guided by the principles of State Planning Policy 7.0 – Design of the Built Environment and any interim or staged outcomes should adequately demonstrate that the ultimate development of the centre can still occur.

It is recommended that a Position Statement (or similar) be prepared by the Department, consistent with the above, that provides guidance with respect to the preparation of Local Planning Policies and Scheme provisions.

5.0 Recommendations

As noted previously a consistent approach to the formulation and application of Local Planning Schemes through Western Australia would ensure that day-to-day decisions on land use and built form are aligned with the community's expectations. Consistency in the construction and implementation of Local Planning Schemes similarly provides investment confidence.

Consistency in decision making and consistency in the formulation of Local Planning Schemes is a core element of administrative functions and at the centre of the meaning of the term 'orderly and proper planning'. There is a need for consistency throughout Local Planning Schemes generally, dealing with (amongst other things) administrative procedure, the identification and objectives of zones, definitions and permissibility of land uses and general development standards. The need for consistency is not limited to certain zones, but, rather, is a requirement of the application of orderly and proper planning throughout the State.

The audit found that there is significant variance between the different local authorities. A number of Schemes have been in operation for over 20 years and there is a need for a consolidation of the zones, land uses and provisions contained in Schemes. The audit's findings with respect to the industrial and commercial zones is likely to be replicated within the other zones, which are likely to be just as varied.

There are two key elements to recommendations, being the overall framework / implementation method and the specific elements (zones, objectives, uses, zoning tables and provisions). The specific elements are generally consistent with any of the implementation methods.

5.1 Overall Framework / Implementation Methods

There are a number of overall options for the implementation of the outcomes of this study. These are:

1. Deemed Uniform Scheme
2. Commercial / Industrial Elements within Deemed Provisions
3. Commercial / Industrial Elements within the model provisions
4. Combination of the above.

5.1.1 Deemed Uniform Scheme

A Deemed Scheme would include all those items set out within the 'model provisions' and Deemed Provisions and would combine with standardised zones, zone objectives, land use permissibility table and general development provisions.

As part of the preparation of a Deemed Scheme, each local authority would amend its scheme maps to incorporate standardised zones, but in recognition of local character and desirable land use and development outcomes, each local government would have the capacity to introduce special, addition and restricted uses, special control area and amended / supplementary development provisions by way of appended schedules to the Deemed Scheme.

It is important to note that the Deemed Uniform Scheme could be applied as a rigidly applied model provisions, however the benefits associated with Deemed Provisions would be negated, and as such that option is not recommended.

The introduction of an Industrial / Service Commercial Design Code is more preferable to standard Development Provisions. For the purposes of this report standard provisions have been prepared.

5.1.2 Commercial / Industrial Elements within Deemed Provisions

Should there only be a desire to introduce standardised provisions relating to the industrial and commercial zones, the most timely and comprehensive method of introduction would be via the Deemed Provisions contained in Schedule Two of the Planning Regulations.

As noted within the analysis, given the variability of the zones, a comprehensive list of applicable zones would need to be included, otherwise the new provisions would have limited application. That is, the new provisions would only relate to the exact named zone. The other option, which is preferred, is that all the local authorities are given a period of time to update their scheme maps to reflect the specific zones. Ideally these amendments would all be gazetted at the same time, being the introduction of the provisions into the Deemed Provisions.

As noted previously the inclusion of zone objectives, zoning table and provisions relating only to the commercial and industrial zones within the Deemed Provisions will further complicate the readability and use of the Schemes, particularly for a non-professional. Obviously the clear benefit would be that amendments to these standard provisions could be implemented in a more co-ordinated manner.

5.1.3 Commercial / Industrial Elements within the Model Provisions

Similar to the second option, whereby only the industrial and commercial zones are addressed, this option includes the recommendations within the model provisions. Whilst the provisions could be included whenever a local authority next updates their Scheme, ideally the implementation should be 'fast-tracked' via a directive requiring all local authorities to amend their schemes within a set timeframe.

The introduction of the recommendations contained in 4.2 – 4.6 via this option would be less confusing than inclusion via the Deemed Provisions, although any subsequent modifications would rely on local authorities making separate amendments to their Schemes.

5.1.4 Preferred Framework / Implementation Option

Section 6 of this report outlines the preferred implementation option.

5.2 Zones

Consistent with the intent of the model provisions of the Regulations, it is recommended that there be an overall reduction in the number of zones used within Western Australia. The differences in some zones within schemes, particularly those schemes with a higher number of zones, was difficult to differentiate. The need for bespoke zonings for certain areas has historically been overstated, by some local governments.

It is recommended that the following commercial and industrial type zones be used in schemes:

- Rural Enterprise
- General Industry
- Light Industry
- Service Commercial
- Mixed Use
- Local Centre
- Neighbourhood Centre
- Centre

It is also recommended that a Strategic Industry zone be considered by areas such as the Kwinana Industrial area (including Rockingham and Henderson). The Kwinana industrial area includes major and hazardous industrial uses that are integral to the economy of the State. There are specific planning outcomes and matters that should be considered within this area, including risks and hazards, use of strategic land and infrastructure provision, that are above and beyond the usual matters appropriate to general industrial areas.

In addition, whilst not specifically related to the industrial and commercial zones, it is recommended that further consolidation of the various rural zones be reviewed as part of the consideration as to whether a Deemed Uniform Scheme be implemented.

5.3 Zone Objectives

As noted previously the State Administrative Tribunal places a lot of emphasis on objectives of each zone. It is considered that best practice would be to focus the preparation of zoning tables on the objectives. As a result there is a need for the objectives to include consistent language and set the overall direction for each zone.

It is suggested that DPLH give consideration to refinement of the objectives of commercial and industrial type zones consistent with the following suggested objectives:

Zone	Objective
<i>Centre</i>	<ul style="list-style-type: none">• To provide a focal point for a range of land uses to meet the community's district and/or sub-regional needs for goods and services, including shopping, community facilities, entertainment and leisure, education, health services and tourism, consistent with the centre's level on the activity centre hierarchy• To provide a focal point for accommodating higher-density residential and employment self-sufficiency, consistent with the centre's level of the activity centre hierarchy.• To provide a basis for detailed planning in accordance with any relevant state planning policy.• To ensure that development at the edges of the centre is of a scale which facilitates a transition with adjoining areas.• To allow for the staged delivery of the ultimate built form and provide for the possibility of interim uses.• To promote excellence in the design of a centre's built environment and public realm.• To prioritise walking, cycling and public transport access to and within the centre.• To promote high quality building design and well-planned public realm and public spaces, that contribute towards a sense of place and community.
<i>Neighbourhood Centre</i>	<ul style="list-style-type: none">• To provide a focal point for accommodating a range of activity, vibrancy and land uses which meet the local community's daily to weekly household shopping needs, community facilities, employment opportunities, higher-density residential and other activities, consistent with the centre's level of the activity centre hierarchy.• To facilitate development which is of an appropriate scale which promotes activity and vibrancy while managing off-site impacts.• To allow centres to be developed over time commensurate with community needs and demands, including provision for compatible interim uses and building forms.• To prioritise walking, cycling and public transport access to and within the centre.• To promote excellence in the design of a centre's built environment and public realm.
<i>Local Centre</i>	<ul style="list-style-type: none">• To provide a focal point for the local community's daily, incidental and convenience needs of goods and services, consistent with this level of the activity centre hierarchy.• To ensure that development of the centre is of a small-scale compatible with the existing and desired future character of surrounding areas;• To encourage development which is compatible with the scale and planned amenity of the surrounding locality.• To prioritise walking, cycling and public transport access to and within the centre.• To promote excellence in the design of a centre's built environment and public realm.
<i>Mixed Use</i>	<ul style="list-style-type: none">• To provide an interface and transition between a centre zone or corridor and the surrounding areas.• To provide for a variety of compatible commercial and residential land uses in a complimentary and co-located manner, often in a mixed-use format, consistent with the centre's role (where directly associated with a centre).• To promote high quality building design and well-planned public realm and public spaces, that contribute towards a sense of place and community.
<i>Service Commercial</i>	<ul style="list-style-type: none">• To provide for a range of wholesale sales, showrooms/large format retail, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated the centre zone(s).• To ensure that the zone does not adversely impact on the mix of uses or activity within the centre zone(s).• To promote high quality urban design, built form, landscape and streetscape outcomes.
<i>Rural Enterprise</i>	<ul style="list-style-type: none">• To provide for light industrial and ancillary residential development on one lot.

Zone	Objective
	<ul style="list-style-type: none"> To provide for lot sizes, generally in the range of 1 ha to 4 ha, within estates that are carefully designed to provide a reasonable standard of amenity without limiting light industrial land uses.
<i>General Industry</i>	<ul style="list-style-type: none"> To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses. To primarily accommodate industry that would not otherwise comply with the performance standards of light industry, and seek to discourage non-industrial related uses that would compromise the location of industrial development. Seek to manage impacts such as noise, dust and odour within the zone. To promote quality urban design, built form, landscape and streetscape outcomes.
<i>Light Industry</i>	<ul style="list-style-type: none"> To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in centres zones. To ensure that where any development adjoins zoned or developed residential properties, the development is suitably designed so as not to detract from the residential amenity. To promote high quality urban design, built form, landscape and streetscape outcomes.

Table 9: Recommended Zone Objectives

5.4 Land Use and Permissibility

5.4.1 Land Uses

It is suggested that DPLH give consideration to the following suggestions as part of its review and refinement of the land uses contained in the model provisions:

In relation to Bulky Goods Showroom and Shops it is recommended that the following be introduced.

Bulky Goods Showroom means a premises used primarily for the sale by retail, wholesale or auction of (or for the hire or display of) goods whereby the majority of goods are of such size, shape, weight or quantity as to require:

- a large area for handling, display or storage; or
- direct vehicular access to the site of the building or place by members of the public, for the purpose of loading and unloading the items into their vehicle after purchase or hire,

but does not include the sale of foodstuffs, alcohol, medicines, footwear or clothing unless their sale is ancillary to the sale of bulky goods.

Shop – Large means premises other than a shop – bulky goods / showroom, shop – convenience, shop – liquor (large), shop – liquor (small) and shop – restricted used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services with a net lettable area of more than 1,500m².

Shop – Small means premises other than a shop – bulky goods / showroom, shop – convenience, shop – liquor (large), shop – liquor (small) and shop – restricted used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services with a net lettable area of more than 1,500m².

In relation to Brewery and Winery it is recommended that these be amalgamated into one use – Liquor Production, as follows:

Liquor Production means premises used for the production of alcoholic beverages and the associated sale of the liquor produced on the lot.

In relation to Home Business and Family Day Care, it is recommended that these uses be combined. The following is the recommended definition:

Home Business means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service, profession or family day care if the carrying out of the business, service, profession, family day care or the provision of short-term accommodation —

- does not involve employing more than 2 people who are not members of the occupier's household; and
- does not occupy an area greater than 50 m² (except in relation to a family day care); and
- does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and
- does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight;

With respect to Motor Vehicle Repair and Motor Vehicle Wash, it is recommended that these uses be combined. The following is the recommended definition:

vehicle repair / wash means premises used for or in connection with —

- electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or
- repairs to tyres other than recapping or re-treading of tyres; or
- washing of vehicles;

Given that both Ancillary Accommodation and Caretakers Dwelling are both uses that in all circumstances are incidental to the predominant use of the site, it is appropriate that they be excluded from the Zoning Table.

5.4.2 Permissibility Classification Definitions

Having regard to the separation of the consideration of land use from physical implementation, it flows that the proper meaning given to land use permissibility zoning should be amended. Given how the Zoning Table has been prepared, whereby the uses are tested against the objectives of the zone before the determination as to the process for assessment / approval is determined, it would be appropriate to amend how the permissibility classifications are defined.

It should also be noted that the current definition within the Deemed Provisions for a ‘P’ use states:

class P use, in relation to a zone, means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is permitted in the zone if it complies with any relevant development standards and requirements of this Scheme;

There is however, no alternative when a proposal does not comply with the relevant development standards.

It is recommended that the following modifications be introduced. The difference between “P”, “D” and “A” relates the process to determine an application.

- P means that the use is consistent with the zone Objectives and does not require approval consistent with cl 61(2) of the Deemed Provisions.
- D means that the use that is consistent with the zone Objectives, but is not permitted in the zone unless the local government has exercised its discretion by granting development approval.
- A means that the use that is consistent with the zone Objectives, but is not permitted in the zone unless the local government has exercised its discretion by granting development approval after advertising the application in accordance with clause 64 of the Deemed Provisions.
- X means that the use is not permitted by this Scheme.

5.4.3 Zoning Table

5.4.3.1 Preparation

In order to prepare a recommended zoning table it was considered necessary to first define the process for assigning a permissibility class to each land use against each zone. The process is outlined as 5 parts in table 13. Regardless of whether the zoning table itself in standardised through either model or Deemed Provisions, it is considered appropriate for a standardised approach to be used for the preparation of zoning tables. Given the importance of the zone objectives it is desirable that each use be considered against the objectives as a first step, with a determination about the appropriate process to follow. The following outlines the suggested process:

Task	Consideration
Part 1	Review objectives of the Zone Determine whether all the relevant considerations, including higher order planning requirements, are included.
Part 2	Determine likely consistency of each use (excluding the associated development) with zone objectives Will the use be consistent with, not inconsistent with, or will the use not restrict the ability to achieve the objectives of the zone?

	Or is there a higher order planning requirement that would require that the use be able to be approved in certain circumstances? If Yes – Proceed to Part 3. If No – Use should be deemed to be a “X” use. Note: The key element for this determination is to consider the use generally in isolation of the likely / possible development form / outcomes.
Part 3	Identify whether the assessment of the use would benefit from advertising or whether the use is likely to draw significant public interest. If Yes – Use should be deemed to be an “A” use. If No – Proceed to Part 4. Note: Unlike Part 2, there should be some consideration about the likely or possible development outcomes. As an example, whilst appropriately located within Residential areas, it is preferable to consult the community with respect to commercial uses such as Child Care Premises and Consulting Rooms. Where there is any doubt it is appropriate to err on the side of advertising.
Part 4	Identify whether it is appropriate that a change of use to the proposed use in all usual circumstances would not need a review by the local authority. If Yes – Use should be included as a “P” use. If No – Use should be included as a “D” use.
Part 5	Overall Review to ensure consistency.

Table 10: Zoning Table Preparation Methodology

As noted above, the key emphasis is the consideration, in the first instance, of the use in relation to the objectives of the zone. This would ideally be undertaken without consideration for the potential development form.

5.4.3.2 Draft Zoning Table

As noted previously a key element in promoting consistency will be the introduction of a standardised zoning table. This will allow for some additional certainty and familiarity with respect to use permissibility for the majority of the commercial and industrial zones.

The draft Zoning Table has been prepared with regard to:

- The preparation process as outlined above;
- The draft Zoning Objectives;
- potential changes to model zones and land uses identified by DPLH (see appendices A and B of the draft consistent local planning schemes report);
- Further potential refinement to land uses (identified by this report in section 4.3.3); and
- DPLH feedback and preliminary stakeholder workshop feedback on the draft zoning table.

It is important to note that for the purposes of the review the table includes a grouping of the uses. The final recommended table does not include the groupings and has the uses sorted in alphabetical order. The zoning table below includes proposed changes to the land uses and zones in the model provisions consistent with those identified in the draft consistent local planning schemes report. Proposed changes to land uses and zones are identified in the zoning table as follows:

- Land uses coloured green are proposed new land uses
- Land uses coloured blue are those where the definition is proposed to be modified
- Land uses coloured red are proposed to be deleted and/or replaced by another land use
- Zones coloured in green are proposed new zones
- Zones coloured in blue are those where the objectives of the zone are proposed to be modified

Grouping Category	USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise	Explanation / Comments
RURAL USES	Abattoir	X	X	X	X	X	X	A	X	An abattoir is an industrial use.
	Agriculture — extensive	X	X	X	X	X	X	X	X	
	Agriculture — intensive	X	X	X	X	X	D	D	A	
	Animal Establishment	X	X	X	X	X	X	X	A	
	Animal Husbandry – intensive	X	X	X	X	X	X	X	X	Proposed replacement of the existing Animal Husbandry use and definition.
	Brewery	X	X	D	X	D	D	P	D	Proposed to be deleted through integration into proposed new land use - Liquor Production Facility
	Rural Home Business	X	X	X	X	X	X	X	P	Proposed new use - replacing Brewery and Winery
	Rural Pursuit / Hobby Farm	X	X	X	X	X	X	X	P	
	Tree Farm	X	X	X	X	X	X	X	A	Would occupy valuable industrial land if permissible in those zones.
	Winery	X	X	D	X	D	D	P	D	Proposed to be deleted through integration into proposed new land use - Liquor Production Facility
KEY SERVICES & INFRASTRUCTURE USES	Aviation Facility	X	X	X	X	X	X	X	X	Proposed new land use.
	Container Deposit Recycling Centre	X	X	X	X	D	P	P	D	
	Corrective Institution	X	X	X	X	X	X	X	X	
	Marina	X	X	X	X	X	X	X	X	
	Resource Recovery Centre	X	X	X	X	X	A	A	X	Needs review from Local Authority
	Telecommunications Infrastructure	D	P	P	D	P	P	P	P	
	Wind Farm	A	A	A	A	D	D	P	A	Proposed to be deleted through integration into proposed new use Renewable Energy Facility
INDUSTRIAL USES	Fuel Depot	X	X	X	X	X	A	P	X	Proposed possible new use. However it is recommended that new use not be introduced
	Industry	X	X	X	X	X	X	P	X	
	Industry - extractive	X	X	X	X	X	X	A	X	
	Industry - light	X	X	X	X	D	P	P	P	
	Industry – primary production	X	X	X	X	X	D	P	D	Proposed to be deleted and replaced by Industry – rural.
	Industry - rural	X	X	X	X	X	D	P	D	Proposed new use that replaces industry – primary production.
	Liquor Production Facility	X	X	D	X	D	D	P	D	
	Mining Operations	X	X	X	X	X	X	A	X	
	Renewable Energy Facility	A	A	A	A	D	D	P	A	Proposed new land use.
	Trade Display	X	X	X	X	D	P	P	X	Development Approval is appropriate in S.Commercial zone.
	Trade Supplies	X	X	X	X	D	P	P	D	Development Approval is appropriate in S.Commercial zone.
	Transport Depot	X	X	X	X	X	D	P	A	Has potential for noise and traffic impacts.
	Waste Disposal Facility	X	X	X	X	X	X	A	X	
	Waste Storage Facility	X	X	X	X	X	A	D	X	
HEALTH & COMMUNITY USES	Child Care Premises	D	P	P	D	D	X	X	X	An appropriate use within centres, but needing a development application in S. Commercial and Mixed use.
	Civic Use	D	P	P	D	D	X	X	X	

Grouping Category	USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise	Explanation / Comments
	Community Purpose	D	P	P	D	D	X	X	X	Unlikely to be appropriate in the industrial zones. An Additional Use amendment might be appropriate in certain circumstances.
	Consulting Room	P	P	P	P	D	X	X	X	Not a use that is consistent with the objectives of the industrial zones.
	Educational Establishment	D	P	P	D	D	A	A	X	Could be supported in Industrial zones via an Additional Use amendment.
	Funeral Parlour	X	D	P	D	D	D	X	X	This is an appropriate use within centres and the other commercial zones.
	Hospital	X	D	D	A	D	X	X	X	Smaller hospitals are appropriate within the smaller centres.
	Medical Centre	D	P	P	D	D	X	X	X	Could be located in the industrial zones via an Additional Use amendment.
	Place of Worship	X	D	P	A	D	X	X	X	Given the traffic demand, a development application is appropriate in all the commercial zones except for the larger centres.
	Reception Centre	X	D	P	A	D	X	X	X	Refer to Place of Worship comments.
	Recreation – Private	A	D	D	A	P	X	X	X	Proposed updated definition to include Amusement Centre. Whilst there are similarities with Place of Worship and Reception Centre, there potential impacts are more likely to be after normal business hours where reciprocal parking supply is greater.
	Veterinary Premises	D	P	P	D	P	X	X	X	Proposed new use to replace Veterinary Centre. Veterinary Premises are activity generators and, like consulting rooms, need to be conveniently located. This use is not consistent with the objectives of the industrial zones.
RESIDENTIAL USES	Family Day Care	P	P	P	P	X	X	X	X	Proposed to be deleted through integration into Home Business land use.
	Grouped Dwelling	P	D	D	D	X	X	X	X	
	Home Business	D	D	D	D	X	X	X	D	Proposed to redefine use to include Bed and Breakfast (subject to Tourism position statement) and Family Day Care.
	Home Occupation	P	P	P	P	X	X	X	P	
	Home Office	P	P	P	P	X	X	X	P	
	Home Store	P	P	P	P	X	X	X	P	
	Multiple Dwelling	P	P	P	P	X	X	X	X	Appropriate in the commercial zones.
	Repurposed Dwelling	D	D	D	D	X	X	X	D	Proposed possible new use (subject to further consultation with regional and rural local governments). However it is recommended that new use is not introduced as it could be more appropriately dealt with via the Deemed Provisions
	Second-hand Dwelling	D	D	D	D	X	X	X	D	Proposed possible new use subject to further consultation with regional and rural local governments. However it is recommended that new use is not introduced as it could be more appropriately dealt with via the Deemed Provisions
SPECIAL RESIDENTIAL USES	Single House	P	D	D	D	X	X	X	D	
	Bed & Breakfast	P	P	P	P	X	X	X	X	Proposed to be deleted subject to finalisation of the draft position statement – planning for tourism (December 2021).
	Caravan Park / Camping Ground	X	X	X	X	X	X	X	X	Proposed to replace existing Caravan Park use.
	Holiday Accommodation	D	D	D	D	X	X	X	X	Possible future option to combine with Hotel, Motel, Serviced Apartment and Tourist Development and rename Short Stay Accommodation.
	Holiday House	D	D	D	D	X	X	X	X	
	Hotel	A	D	D	A	X	X	X	X	Possible future option to combine with Holiday Accommodation, Motel, Serviced Apartment and Tourist Development and rename Short Stay Accommodation.
	Independent Living Complex	D	D	D	D	X	X	X	X	
	Motel	X	D	D	A	X	X	X	X	Possible future option to combine with Holiday Accommodation, Hotel, Serviced Apartment and Tourist Development and rename Short Stay Accommodation.
	Park Home Park	X	X	X	X	X	X	X	X	Proposed amended definition.
	Residential Care Facility	D	D	D	D	X	X	X	X	
	Residential Building	D	D	D	D	X	X	X	X	A development application is appropriate in the Mixed Use zone.

Grouping Category	USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise	Explanation / Comments
	Serviced Apartment	A	A	D	D	X	X	X	X	Possible future option to combine with Holiday Accommodation, Motel, Motel and Tourist Development and rename Short Stay Accommodation.
	Tourist Development	A	A	D	D	X	X	X	X	Possible future option to combine with Holiday Accommodation, Motel, Motel and Serviced Apartment and rename Short Stay Accommodation.
	Workforce Accommodation	X	D	D	D	X	X	X	X	This use should be acceptable in areas where larger scale residential is contemplated.
RETAIL USES	Bulky goods showroom	X	X	D	D	P	X	X	X	Appropriate in larger centres (consistent with SPP4.2).
	Convenience Store	P	P	P	D	D	D	X	X	
	Fast Food Outlet / Lunch Bar	P	P	P	D	D	D	X	X	Proposed to be deleted through integration into Food Outlet and Food Outlet with Drive-Through Facility
	Food Outlet	P	P	P	D	D	D	X	X	Appropriate in the commercial zones.
	Garden Centre	D	D	D	D	P	D	X	X	Smaller boutique garden centres are appropriate within the smaller centres.
	Liquor Store - large	D	P	P	A	X	X	X	X	
	Liquor Store - small	P	P	P	A	X	X	X	X	
	Market	X	P	P	A	D	X	X	X	
	Restricted Premises	A	A	D	A	D	X	X	X	This use is a fundamentally a shop, however given the potential façade restrictions, it is appropriate that a development application is required.
	Shop	D	P	P	D	X	X	X	X	Proposed deletion, to be replaced by Shop – large and Shop – small.
	Shop – large	D	D	P	A	X	X	X	X	DPLH proposing updated definition for shops greater than 1500m2.
	Shop – small	P	P	P	A	X	X	X	X	Proposed updated definition for shops smaller than 1500m2.
VEHICLE RELATED USES	Car Park	D	D	D	D	P	P	D	X	
	Commercial Vehicle Parking	X	X	X	X	D	P	P	D	
	Food Outlet with Drive-Through Facility	A	P	P	X	D	X	X	X	Proposed to replace Fast Food Outlet / Lunch Bar. Not considered to be appropriate in Mixed Use zones.
	Freeway Service Centre	X	X	X	X	X	X	X	X	
	Marine Filling Station	X	X	X	X	D	A	D	X	
	Motor Vehicle, Boat or Caravan Sales	X	X	D	A	P	X	X	X	The purchase of a motor vehicle is not a weekly or daily requirement. Proposed to rename – Vehicle Sales
	Motor Vehicle Repair	X	A	A	X	A	D	P	D	This use has the potential to be supported in the centre and S. Commercial zones, subject to the design.
	Motor Vehicle Wash	A	D	P	X	P	P	P	D	Advertising is appropriate in the zones with higher likelihood of close proximity to residential.
	Road House	X	X	X	X	X	X	X	X	Proposed to modify to definition to include vehicle recharging.
	Service Station	A	D	D	X	P	D	D	X	
	Vehicle Repair / Wash	X	A	A	X	D	P	P	D	Proposed new use replacing Motor Vehicle Repair and Motor Vehicle Wash
COMMERCIAL & ENTERTAINMENT USES	Amusement Parlour	A	D	D	A	P	X	X	X	Proposed to be combined with Recreation - Private
	Art Gallery	X	P	P	P	D	X	X	X	This use is likely to attract activity and should be located within or in close proximity to centres.
	Betting Agency	A	A	D	A	D	X	X	X	Possible option to combine with Liquor Store – large, Liquor Store - small and Restricted Premises, called Shop - Restricted.
	Cinema/Theatre	X	P	P	X	X	X	X	X	A high activity generator that should only be supported in centres.
	Club Premises	X	A	A	A	A	X	X	X	Most clubs are unlikely to impact any other development, however there is likely to be a public interest in some. Not a use that is consistent with the objectives of the industrial zones.
	Exhibition Centre	X	P	P	D	D	X	X	X	A use that is an activity generator that is appropriate for centres. Potentially requires large floorspace, which may be more readily available in the S. Commercial zone.

Grouping Category	USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise	Explanation / Comments
	Nightclub	X	X	D	X	X	X	X	X	This use could be permitted in the larger centres, but a development application is appropriate. Given this use result in activity, it should not be located out of centres.
	Office	D	D	P	P	D	X	X	X	There is no need for a development application in the centre and mixed use zones, however given SPP4.2 a development application should be required in the S. Commercial zone. This use is not consistent with the industrial zone objectives, unless incidental.
	Restaurant / Café	P	P	P	D	X	X	X	X	It is appropriate that this use does not require approval in the centres, however a development application is appropriate in Mixed Use zone.
	Small Bar	D	P	P	D	X	X	X	X	This use is appropriate in the larger centres and may be appropriate in the Local Centre and Mixed Use zone.
	Tavern	A	D	D	A	X	X	X	X	Taverns are activity generators which should only be supported in or around centres.
	Warehouse / Storage	X	X	D	X	P	P	P	D	Updated definition proposed. Council approval is appropriate in centres and the Rural Enterprise zone.

Table 11: Recommended Zoning Table Modifications

5.5 Development Provisions

A further element to the introduction of consistency would include the introduction of consistent development / site requirements. As noted previously however the preferred approach to the provision of consistent provisions would be the introduction of an Industrial and Service Commercial Code.

For the interim it is recommended that the Department prepare a guidance document for Local Governments to use as the basis for preparing Local Planning Policies. This approach is outlined in Part 6 and Attachment 1.

5.6 Other Matters

5.6.1 Definitions in Planning Approvals

A suggestion coming out the stakeholder workshops was that the current definition(s) of the approved land use(s) be included within the approval. This would reduce any future dispute about what was approved, should the definition(s) change in the future. Whilst not specifically within the scope of this project it is an appropriate improvement to the current practice. A provision could be added to the Deemed Provisions requiring every local authority to ensure that the current definitions are included on the approval, at least as an Advice Note.

6.0 Implementation

6.1 Land Use Definitions and Industrial and Commercial Zone Objectives and Zoning Table

6.1.1 Option 1

Include the recommended zoning objectives, zoning table (for commercial and industrial type zones) and the updated land use definitions in the Deemed Provisions with recognition that it only applies to those local governments located in the Metropolitan Region Scheme and the Peel Region Scheme areas.

The advantage of this option is inclusion in the Deemed Provisions will expediate consistency of the commercial and industrial type zones across the Metropolitan Region Scheme and the Peel Region Scheme areas. The limitations of this option are that it will require all local governments to amend their local planning schemes (maps, text and zoning tables) to be consistent with the Deemed Provisions. Transitional arrangements are likely to be required to facilitate the timely amendment of local planning schemes. Inclusion of the recommended zoning table (for commercial and industrial type zones) in the Deemed Provisions is likely to contribute to reduced readability and usability of the local planning scheme as the information (zones, land uses and associated objectives and definition and the zoning table) currently contained within the local planning scheme will be split between Deemed Provisions and the local planning scheme. For example, two zoning tables are likely to eventuate, one in the Deemed Provisions for industrial and commercial type zones and another in the local planning scheme for those zones that are neither commercial or industrial type zones.

Having definitions in the Deemed Provisions, whilst ideal from a consistency perspective, would further complicate the usability of schemes.

To overcome some of the practical limitations of including only a portion of the zoning table in the Deemed Provisions it may be more sensible to include all those elements of a local planning scheme that are currently in the model provisions in the Deemed Provisions, thus creating a standardised 'deemed scheme'. Such an approach would require a larger body of work to develop a zoning table that covers permissibility across all zones, not just commercial and industrial type zones. It is considered that the introduction of a standardised deemed scheme provides a direct and immediate improvement to the consistency of local planning schemes and reduces the complexity associated with having both Deemed Provisions and a local planning scheme.

6.1.2 Option 2

Include the recommended zoning objectives, zoning table (for commercial and industrial type zones) and the updated land use definitions in the model provisions with recognition that it only applies to those local governments located in the Metropolitan Region Scheme and the Peel Region Scheme areas.

This option is reliant on local government amending their local planning scheme to introduce the zoning table (for commercial and industrial type zones) as a component of their overall zoning table. Any amendment to the local planning scheme to introduce the recommended zoning table would also require amendment of local planning scheme maps and text to ensure consistency with the zoning table.

Since the Regulations became operational in October 2015, only 9 of 33 local governments in the metropolitan or peel region scheme areas currently have a local planning scheme consistent with the model provisions. Based on past uptake of the model provisions it may take a number of years for local governments to appropriately amend their schemes to be consistent with any zoning table recommended through model provisions. To expediate the currency and consistency of the inclusion of the recommended zoning table, a timeframe for amending local planning schemes could be specified. A timeframe of 5 years from the date the recommended zoning table is introduced into the model provisions is considered appropriate as it is consistent with the 5 yearly timeframe for review of local planning schemes under regulation 65 of the Regulations. Further consideration will need to be given to whether section 76 of the Planning and Development Act provides sufficient scope for the Minister to order local governments to amend their local planning scheme to be consistent with the model provisions within a specified timeframe.

An advantage of introducing the recommended zoning table through model provisions is that the commercial and industrial type zone component can be more easily integrated into the overall zoning table without needing to have multiple zoning tables as may eventuate under option 1. Additionally any variances to the model provisions (which should only be supported in exceptional circumstances) can occur within the local planning scheme itself rather than through supplemental provisions (as would be the case through option 1). Ideally this will be supported by clear and consistent guidance of when any variations to the model will be considered. Variations should only apply in limited, clearly defined circumstances.

6.1.3 Recommended Approach

It is recommended that a staged implementation approach is adopted incorporating elements of both options.

6.1.3.1 Short to Mid Term Actions (1 to 3 years)

Include the zoning objectives, zoning table for commercial and industrial type zones in the Model Provisions with recognition that it only applies to those local governments located in the Metropolitan Region Scheme and the Peel Region Scheme areas (option 2).

Prepare a guidance (potentially forming part of the proposed local planning scheme guidelines) with respect to when any variations to the model will be considered.

Local Governments located in the Metropolitan Region Scheme and the Peel Region Scheme areas to commence amending their schemes to reflect the Model Provisions.

As part of a broader initiative aimed at improving the overall consistency of local planning schemes (not just the commercial and industrial type zone components) that the DPLH investigate the appropriateness of a 'deemed scheme', which would involve combining all elements of both the Deemed Provisions and the model provisions as one standardised deemed scheme.

6.1.3.2 Long Term (3 years +)

DPLH conduct an ongoing review of the implementation of the standardised zoning objectives and table for the industrial and commercial zones.

Subject to the findings of the investigation in relation to the appropriateness of a 'deemed scheme', the WAPC introduce a 'deemed scheme'.

6.2 Industrial and Commercial Development Requirements

6.2.1 Recommended approach

Given the variability of development requirements across local planning schemes (particularly for mixed use and centre zones) and outcomes of preliminary consultation which favoured a more flexible approach, it is recommended that improved consistency of development requirements for commercial and industrial type zones be achieved initially through improved guidance (based on development requirement principles identified in this report) integrated into the proposed local planning scheme guidelines.

In the longer-term it is recommended that the development of a design code for the light industry and general industry zones and potentially the strategic industry zone be considered. A design code, similar to the R-Codes, would enable provisions and/or acceptable outcomes to be developed consistent with the development requirement principles identified in this report. This would ensure an overall consistency whilst also accommodating those developments that might need a different approach.

6.2.1.1 Short to Mid Term Actions (1 to 3 years)

The DPLH prepare a guidance (potentially forming part of the proposed local planning scheme guidelines) for the preparation of development provisions.

The DPLH to commence the preparation of a design code for at least the industrial zones, and potentially the service commercial zone.

Local Governments located in the Metropolitan Region Scheme and the Peel Region Scheme areas to amend their schemes and local planning policies to be consistent with the development provisions guidance statement.

6.2.1.2 Long Term (3 years +)

The WAPC introduce the design code.

DPLH conduct an ongoing review of the implementation of the development provisions for the industrial and commercial zones.

6.3 Other Matters

There are a number of other matters that are recommended to be undertaken to either ensure consistency or address other issues raised within the report.

6.3.1 Use Permissibility Classifications

Given the importance of the Zone Objectives, it is appropriate that this is reflected in the permissibility classifications. As such it is recommended that the definitions of 'class A use', 'class D use' and 'class P use' be amended as follows:

1. Update clause 1 of Schedule 2 of the Regulations (Deemed Provisions) and clause 18(2) of Schedule 1 of the Regulations (Model Provisions) to include the following updated land use permissibility definitions:

class A use, in relation to a zone, means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is consistent with the zone Objectives, but is not permitted in the zone unless the local government has exercised its discretion by granting development approval after advertising the application in accordance with clause 64;

class D use, in relation to a zone —

(a) means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is consistent with the zone Objectives, but is not permitted in the zone unless the local government has exercised its discretion by granting development approval; but

(b) does not include a class A use;

class P use, in relation to a zone, means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is consistent with the zone Objectives and does not require approval consistent with cl 61(2) of the Deemed Provisions;

class X use, in relation to a zone, means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is not permitted in the zone;

6.3.2 Use Definitions in Development Approvals

One of the suggestions from the stakeholder workshops was that the definitions of the uses subject to an approval be included within the approval notification. Given that the definitions of uses do change from time to time, this proposal is worthy of implementation. It is recommended that the Deemed Provisions be amended to require the decision maker to include the definitions on the notification, as follows:

2. Update clause 68 of the Deemed Provisions to require the decision maker of an Application for Development Approval include the land use definition(s) of all approved land use(s) as an Advice Note on a decision. It is recommended that an additional subclause be included under clause 68 of the Deemed Provisions, similar to the following:

If development approval is granted under clause 68, the local government is to include a list of the approved land use(s) together with the applicable land use definition(s) as approved.

6.3.3 Recommended Approach

It is recommended that a WAPC update the Deemed Provisions and Model Provisions as outlined above.

6.3.3.1 Short to Mid Term Actions (1 to 3 years)

Include these modifications to the Deemed Provisions and Model Provisions.

Attachment One

Consolidated Recommendations

RECOMMENDATIONS – Zone Objectives & Zoning Table

Zone Objectives

Zone	Objective
<i>Centre</i>	<ul style="list-style-type: none">• To provide a focal point for a range of land uses to meet the community’s district and/or sub-regional needs for goods and services, including shopping, community facilities, entertainment and leisure, education, health services and tourism, consistent with the centre’s level on the activity centre hierarchy• To provide a focal point for accommodating higher-density residential and employment self-sufficiency, consistent with the centre’s level of the activity centre hierarchy.• To provide a basis for detailed planning in accordance with any relevant state planning policy.• To ensure that development at the edges of the centre is of a scale which facilitates a transition with adjoining areas.• To allow for the staged delivery of the ultimate built form and provide for the possibility of interim uses.• To promote excellence in the design of a centre’s built environment and public realm.• To prioritise walking, cycling and public transport access to and within the centre.• To promote high quality building design and well-planned public realm and public spaces, that contribute towards a sense of place and community.
<i>Neighbourhood Centre</i>	<ul style="list-style-type: none">• To provide a focal point for accommodating a range of activity, vibrancy and land uses which meet the local community’s daily to weekly household shopping needs, community facilities, employment opportunities, higher-density residential and other activities, consistent with the centre’s level of the activity centre hierarchy.• To facilitate development which is of an appropriate scale which promotes activity and vibrancy while managing off-site impacts.• To allow centres to be developed over time commensurate with community needs and demands, including provision for compatible interim uses and building forms.• To prioritise walking, cycling and public transport access to and within the centre.• To promote excellence in the design of a centre’s built environment and public realm.
<i>Local Centre</i>	<ul style="list-style-type: none">• To provide a focal point for the local community’s daily, incidental and convenience needs of goods and services, consistent with this level of the activity centre hierarchy.• To ensure that development of the centre is of a small-scale compatible with the existing and desired future character of surrounding areas;• To encourage development which is compatible with the scale and planned amenity of the surrounding locality.• To prioritise walking, cycling and public transport access to and within the centre.• To promote excellence in the design of a centre’s built environment and public realm.
<i>Mixed Use</i>	<ul style="list-style-type: none">• To provide an interface and transition between a centre zone or corridor and the surrounding areas.• To provide for a variety of compatible commercial and residential land uses in a complimentary and co-located manner, often in a mixed-use format, consistent with the centre’s role (where directly associated with a centre).• To promote high quality building design and well-planned public realm and public spaces, that contribute towards a sense of place and community.
<i>Service Commercial</i>	<ul style="list-style-type: none">• To provide for a range of wholesale sales, showrooms/large format retail, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated the centre zone(s).• To ensure that the zone does not adversely impact on the mix of uses or activity within the centre zone(s).• To promote high quality urban design, built form, landscape and streetscape outcomes.
<i>Rural Enterprise</i>	<ul style="list-style-type: none">• To provide for light industrial and ancillary residential development on one lot.• To provide for lot sizes, generally in the range of 1 ha to 4 ha, within estates that are carefully designed to provide a reasonable standard of amenity without limiting light industrial land uses.
<i>General Industry</i>	<ul style="list-style-type: none">• To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.• To primarily accommodate industry that would not otherwise comply with the performance standards of light industry, and seek to discourage non-industrial related uses that would compromise the location of industrial development.

Zone	Objective
	<ul style="list-style-type: none">• Seek to manage impacts such as noise, dust and odour within the zone.• To promote quality urban design, built form, landscape and streetscape outcomes.
<i>Light Industry</i>	<ul style="list-style-type: none">• To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in centres zones.• To ensure that where any development adjoins zoned or developed residential properties, the development is suitably designed so as not to detract from the residential amenity.• To promote high quality urban design, built form, landscape and streetscape outcomes.

RECOMMENDATIONS – Zone Objectives & Zoning Table

Zoning Table

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Abattoir	X	X	X	X	X	X	A	X
Agriculture — extensive	X	X	X	X	X	X	X	X
Agriculture — intensive	X	X	X	X	X	D	D	A
Amusement Parlour	A	D	D	A	P	X	X	X
Animal Establishment	X	X	X	X	X	X	X	A
Animal Husbandry – intensive	X	X	X	X	X	X	X	X
Art Gallery	X	P	P	P	D	X	X	X
Aviation Facility	X	X	X	X	X	X	X	X
Bed & Breakfast	P	P	P	P	X	X	X	X
Betting Agency	A	A	D	A	D	X	X	X
Brewery	X	X	D	X	D	D	P	D
Bulky goods showroom	X	X	D	D	P	X	X	X
Car Park	D	D	D	D	P	P	D	X
Caravan Park / Camping Ground	X	X	X	X	X	X	X	X
Child Care Premises	D	P	P	D	D	X	X	X
Cinema/Theatre	X	P	P	X	X	X	X	X
Civic Use	D	P	P	D	D	X	X	X
Club Premises	X	A	A	A	A	X	X	X
Commercial Vehicle Parking	X	X	X	X	D	P	P	D
Community Purpose	D	P	P	D	D	X	X	X
Consulting Room	P	P	P	P	D	X	X	X
Container Deposit Recycling Centre	X	X	X	X	D	P	P	D
Convenience Store	P	P	P	D	D	D	X	X
Corrective Institution	X	X	X	X	X	X	X	X
Educational Establishment	D	P	P	D	D	A	A	X
Exhibition Centre	X	P	P	D	D	X	X	X
Family Day Care	P	P	P	P	X	X	X	X
Fast Food Outlet / Lunch Bar	P	P	P	D	D	D	X	X
Food Outlet	P	P	P	D	D	D	X	X
Food Outlet with Drive-Through Facility	A	P	P	X	D	X	X	X
Freeway Service Centre	X	X	X	X	X	X	X	X
Fuel Depot	X	X	X	X	X	A	P	X
Funeral Parlour	X	D	P	D	D	D	X	X
Garden Centre	D	D	D	D	P	D	X	X

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Grouped Dwelling	P	D	D	D	X	X	X	X
Holiday Accommodation	D	D	D	D	X	X	X	X
Holiday House	D	D	D	D	X	X	X	X
Home Business	D	D	D	D	X	X	X	D
Home Occupation	P	P	P	P	X	X	X	P
Home Office	P	P	P	P	X	X	X	P
Home Store	P	P	P	P	X	X	X	P
Hospital	X	D	D	A	D	X	X	X
Hotel	A	D	D	A	X	X	X	X
Independent Living Complex	D	D	D	D	X	X	X	X
Industry	X	X	X	X	X	X	P	X
Industry - extractive	X	X	X	X	X	X	A	X
Industry - light	X	X	X	X	D	P	P	P
Industry – primary production	X	X	X	X	X	D	P	D
Industry - rural	X	X	X	X	X	D	P	D
Liquor Production Facility	X	X	D	X	D	D	P	D
Liquor Store - large	D	P	P	A	X	X	X	X
Liquor Store - small	P	P	P	A	X	X	X	X
Marina	X	X	X	X	X	X	X	X
Marine Filling Station	X	X	X	X	D	A	D	X
Market	X	P	P	A	D	X	X	X
Medical Centre	D	P	P	D	D	X	X	X
Mining Operations	X	X	X	X	X	X	A	X
Motel	X	D	D	A	X	X	X	X
Motor Vehicle, Boat or Caravan Sales	X	X	D	A	P	X	X	X
Motor Vehicle Repair	X	A	A	X	A	D	P	D
Motor Vehicle Wash	A	D	P	X	P	P	P	D
Multiple Dwelling	P	P	P	P	X	X	X	X
Nightclub	X	X	D	X	X	X	X	X
Office	D	D	P	P	D	X	X	X
Park Home Park	X	X	X	X	X	X	X	X
Place of Worship	X	D	P	A	D	X	X	X
Reception Centre	X	D	P	A	D	X	X	X
Recreation – Private	A	D	D	A	P	X	X	X
Renewable Energy Facility	A	A	A	A	D	D	P	A
Repurposed Dwelling	D	D	D	D	X	X	X	D

RECOMMENDATIONS – Zone Objectives & Zoning Table

USE	Local Centre	Neighbourhood Centre	Centre	Mixed Use	Service Commercial	Light Industry	General Industry	Rural Enterprise
Residential Care Facility	D	D	D	D	X	X	X	X
Residential Building	D	D	D	D	X	X	X	X
Resource Recovery Centre	X	X	X	X	X	A	A	X
Restaurant / Café	P	P	P	D	X	X	X	X
Restricted Premises	A	A	D	A	D	X	X	X
Road House	X	X	X	X	X	X	X	X
Rural Home Business	X	X	X	X	X	X	X	P
Rural Pursuit / Hobby Farm	X	X	X	X	X	X	X	P
Second-hand Dwelling	D	D	D	D	X	X	X	D
Service Station	A	D	D	X	P	D	D	X
Serviced Apartment	A	A	D	D	X	X	X	X
Shop	D	P	P	D	X	X	X	X
Shop – large	D	D	P	A	X	X	X	X
Shop – small	P	P	P	A	X	X	X	X
Single House	P	D	D	D	X	X	X	D
Small Bar	D	P	P	D	X	X	X	X
Tavern	A	D	D	A	X	X	X	X
Telecommunications Infrastructure	D	P	P	D	P	P	P	P
Tourist Development	A	A	D	D	X	X	X	X
Trade Display	X	X	X	X	D	P	P	X
Trade Supplies	X	X	X	X	D	P	P	D
Transport Depot	X	X	X	X	X	D	P	A
Tree Farm	X	X	X	X	X	X	X	A
Vehicle Repair / Wash	X	A	A	X	D	P	P	D
Veterinary Premises	D	P	P	D	P	X	X	X
Warehouse / Storage	X	X	D	X	P	P	P	D
Waste Disposal Facility	X	X	X	X	X	X	A	X
Waste Storage Facility	X	X	X	X	X	A	D	X
Wind Farm	A	A	A	A	D	D	P	A
Winery	X	X	D	X	D	D	P	D
Workforce Accommodation	X	D	D	D	X	X	X	X

The zoning table includes proposed changes to the land uses and zones in the model provisions consistent with those identified in the draft consistent local planning schemes report. Proposed changes to land uses and zones are identified in the zoning table as follows:

- Land uses coloured green are proposed new land uses
- Land uses coloured blue are those where the definition is proposed to be modified
- Land uses coloured red are proposed to be deleted and/or replaced by another land use
- Zones coloured in green are proposed new zones
- Zones coloured in blue are those where the objectives of the zone are proposed to be modified

Attachment Two

State Government Documents' Review

Legislation

Planning and Development (Local Planning Schemes) Regulations 2015	
General	
Adoption Date:	2015
Purpose:	The Regulations, made under the <i>Planning and Development Act 2005</i> , govern the way in which local planning strategies and local planning schemes are prepared, consolidated and amended.
Objectives:	N/A
Application:	Applies state-wide Contains 'model ' and 'deemed' provisions Model provisions (Schedule 1) must be included in a new local planning scheme unless approved by the Minister Deemed provisions (Schedule 2) have effect and may be enforced as part of a local planning scheme. Where a deemed provision is inconsistent to another provision in a local planning scheme, the deemed provision prevails.
Key Matters Addressed:	Zone names Zone objectives
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
Zone Names:	The following zones are listed in Schedule 1 (Model provisions): Light Industry General Industry Industrial Development Strategic Industry Commercial Mixed Use Service Commercial Centre
Zone Objectives:	The following zone objectives are listed in Schedule 1 (Model provisions): <u>Light Industry Zone</u> To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones. To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity. <u>General Industry Zone</u> To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses. To accommodate industry that would not otherwise comply with the performance standards of light industry. Seek to manage impacts such as noise, dust and odour within the zone. <u>Industrial Development Zone</u> To designate land for future industrial development. To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme. <u>Strategic Industry Zone</u> To designate industrial sites of State or regional significance.

Planning and Development (Local Planning Schemes) Regulations 2015	
	<p><u>Commercial Zone</u></p> <p>To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.</p> <p>To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.</p> <p>To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.</p> <p><u>Mixed Use Zone</u></p> <p>To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.</p> <p>To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.</p> <p><u>Service Commercial Zone</u></p> <p>To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.</p> <p>To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones.</p> <p><u>Centre Zone</u></p> <p>To designate land for future development as a town centre or activity centre.</p> <p>To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.</p>
The zone objectives listed above are consistent with the zone objectives contained in Schedule 2 (Deemed provisions) except as follows:	
	<p><u>Light Industry Zone</u></p> <p>As per the model provisions; or</p> <p>Otherwise — a zone (however named) the objectives of which as set out in this Scheme indicate that it is an area suitable for a range of light industrial uses and service industries generally compatible with urban areas that cannot be located in commercial zones.</p> <p><u>Commercial, Centre or Mixed Use Zones</u></p> <p>As per the model provisions; or</p> <p>Otherwise — a zone (however named) the objectives of which as set out in this Scheme indicate that it is an area suitable for:</p> <p>a range of shops, offices, restaurants</p> <p>and other commercial outlets (whether or not in a town centre or activity centre); or</p> <p>a wide variety of active uses on street level that are compatible with residential and other non-active uses on upper levels.</p>
Policy Measures	
Land use Definitions:	<p>Schedule 1 (Model provisions) define the following terms and land uses (only those relevant to the project brief are listed):</p> <p>Bulky goods showroom</p> <p>Caretakers' dwelling</p> <p>Convenience store</p> <p>Fast food outlet/lunch bar</p> <p>Freeway service centre</p> <p>Fuel depot</p> <p>Industry</p> <p>Industry — extractive</p> <p>Industry — light</p> <p>Industry — primary production</p>

Planning and Development (Local Planning Schemes) Regulations 2015	
	<p>Liquor store – large</p> <p>Liquor store – small</p> <p>Market</p> <p>Resource recovery centre</p> <p>Restaurant/café</p> <p>Road house</p> <p>Service station</p> <p>Shop</p> <p>Tavern</p> <p>Trade display</p> <p>Trade supplies</p> <p>Transport depot</p> <p>Warehouse/storage</p> <p>(Schedule 2 – Deemed provisions) define the following terms and land uses (only those relevant to the project brief are listed):</p> <p>Activity centre</p> <p>Net lettable area</p> <p>Light industry zone</p> <p>Commercial zone</p> <p>Centre zone</p> <p>Mixed use zone</p>
Discussion	
Recommendations:	<p>Consistent zone names and objectives (once determined) should be included in Schedule 1 (Model provisions) and Schedule 2 (Deemed provisions)</p> <p>The Regulations will need to be amended to accommodate the above</p>
Potential Issues or Conflicts:	<p>The existing definitions in Schedule 2 (Deemed provisions) for the Light Industry Zone, Commercial Zone, Centre Zone and Mixed Use Zone allow local government to modify the name of the zone (refer to zone definitions above).</p> <p>Schedule 2 (Deemed provisions) do not list all of the zones that are listed in Schedule 1 (Model provisions)</p> <p>These could present a problem for enforcing mandatory zone names and objectives, particularly in instances where a local planning scheme is considerably old and the provisions in Schedule 1 have not been inserted as part of the scheme review process. Suggest an update to Schedule 2 (Deemed provisions) to capture the full list of zones contained in Schedule 1 (Model provisions).</p>
Other things to consider:	None identified

State Planning Policies

State Planning Policy 2.1 - The Peel-Harvey Coastal Plain Catchment	
General	
Adoption Date:	September 2003
Purpose:	To ensure that land use changes within the Peel-Harvey Estuarine System likely to cause environmental damage to the estuary are brought under planning control and prevented
Objectives:	<p>To improve the social, economic, ecological, aesthetic, and recreational potential of the Peel-Harvey coastal plain catchment;</p> <p>To ensure that changes to land use within the catchment to the Peel-Harvey estuarine system are controlled so as to avoid and minimise environmental damage;</p> <p>To balance environmental protection with the economic viability of the primary sector;</p> <p>To increase high water-using vegetation cover within the Peel-Harvey coastal plain catchment;</p> <p>To reflect the environmental objectives in the draft <i>Environmental Protection Policy (Peel-Harvey Estuarine System) 1992</i>; and</p> <p>To prevent land uses likely to result in excessive nutrient export into the drainage system.</p>
Application:	Applies to all residential, commercial, industrial, rural and recreation land uses, and public sector undertakings within that portion of the Catchment of the Peel-Harvey Estuarine System
Key Matters Addressed:	<p>Wastewater management</p> <p>Land capability</p> <p>Drainage</p> <p>Vegetation retention</p>
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
SPP 2.1 contains 'land use-specific' policy measures, as follows:	
Commercial Development:	New developments must incorporate effluent management systems approved by the Health Department, EPA and the Water Authority of Western Australia, or connect to an existing reticulated sewerage system if available
Industrial Development:	<p>Proposals to develop land for industry, where the industrial process would create liquid effluent, must include provision for connection to a reticulated sewerage system</p> <p>Works approvals and licences will be required from the EPA where the proposal has a wastewater discharge or falls within the list of scheduled premises under Part V of the <i>Environmental Protection Act</i>. Some types of industrial development may require an impact assessment under Part IV of the <i>Environmental Protection Act</i>.</p>
Discussion	
Recommendations:	<p>Connection to reticulated sewer (where available)</p> <p>On-site wastewater management only in accordance with the Government Sewerage Policy</p>
Potential Issues or Conflicts:	None identified
Other things to consider:	<p>SPP 2.1 applies to a specific region and is therefore not applicable to all development proposals</p> <p>Any standard land use and development control provisions for industrial and commercial zones in a local planning scheme would apply in addition to the provisions of SPP 2.1 for development proposals in that region</p>

State Planning Policy 2.9 – Water Resources	
General	
Adoption Date:	December 2006
Purpose:	Provides guidance in the planning, protection and management of surface and groundwater catchments, including consideration of availability of water and waterways management, wetlands, waterways, and estuaries and their buffers, and implementation of total water cycle management principles in the land use planning system
Objectives:	<p>To protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;</p> <p>To assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and</p> <p>To promote and assist in the management and sustainable use of water resources.</p>
Application:	Applies state-wide but does not address coastal areas or public drinking water source areas
Key Matters Addressed:	<p>Water quality</p> <p>Groundwater</p> <p>Wetlands</p> <p>Water management</p>
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
SPP 2.9 does not contain any policy measures specific to industrial or commercial land uses or development	
Discussion	
Recommendations:	Nil
Potential Issues or Conflicts:	None identified
Other things to consider:	SPP2.9 – Planning for Water (DRAFT) – discussed below

State Planning Policy 2.9 – Planning for Water (DRAFT)	
General	
Adoption Date:	Draft (August 2021)
Purpose:	<p>To ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes</p> <p>Once gazetted, will replace the following documents:</p> <p>State Planning Policy 2.1 Peel-Harvey Coastal Plain Catchment</p> <p>State Planning Policy 2.2 Gngangara Groundwater Protection</p> <p>State Planning Policy 2.3 Jandakot Groundwater Protection</p> <p>State Planning Policy 2.7 Public Drinking Water Source Policy</p> <p>State Planning Policy 2.9 Water Resources</p> <p>Better Urban Water Management</p> <p>State Planning Policy 2.10 Swan Canning River System</p> <p>The policy measures that address flooding within State Planning Policy 3.4 Natural Hazards and Disasters, and</p> <p>Government Sewerage Policy</p>
Objectives:	<p>To protect and improve the environmental, social, cultural and economic values of the State's water resources.</p> <p>To protect public health and the long-term supply of good quality and affordable drinking water.</p> <p>To manage the risk of riverine flooding to people, property and infrastructure.</p> <p>To ensure the secure and sustainable supply, use and re-use of water resources.</p> <p>To ensure future development is resilient to the water-related impacts of climate change.</p> <p>To minimise future costs and protect public health by ensuring that appropriate wastewater infrastructure is provided.</p>
Application:	Applies state-wide to the preparation and assessment of proposals in relation to water resource matters
Key Matters Addressed:	<p>Protection of water quality and hydrological regimes</p> <p>Risk management</p> <p>Water management</p> <p>Water demand and use</p> <p>Sewer</p> <p>Public drinking water</p>
Relevance to Project Brief:	Moderate
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
General:	<p>Policy measures are broadly consistent with existing measures contained within SPP 2.1, SPP2.10 and the Government Sewerage Policy</p> <p>Requires the preparation of a Water Management Report (WMR) in most, but not all instances, to demonstrate the appropriate protection, management and use of water resources</p>
Discussion	
Recommendations:	Nil
Potential Issues or Conflicts:	None identified
Other things to consider:	Draft Planning for Water Guidelines – see below

State Planning Policy 2.9 – Planning for Water Guidelines (DRAFT)	
General	
Adoption Date:	Draft (August 2021)
Purpose:	Provides guidance on satisfying the requirements of SPP 2.9
Objectives:	N/A
Application:	Applies state-wide to the preparation and assessment of proposals in relation to water resource matters
Key Matters Addressed:	As per draft SPP 2.9
Relevance to Project Brief:	Moderate
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
Policy measures are broadly consistent with existing measures contained within SPP 2.1, SPP 2.10 and the Government Sewerage Policy	
Discussion	
Recommendations:	As per SPP 2.1, SPP 2.10 and the Government Sewerage Policy
Potential Issues or Conflicts:	None identified
Other things to consider:	Nil

State Planning Policy 2.10 - Swan-Canning River System	
General	
Adoption Date:	December 2006
Purpose:	Identifies the key issues that should be taken into account in planning and decision-making in relation to the Swan and Canning rivers and contains guiding principles for future land use and development and a policy statement for different parts of the river
Objectives:	<p>To provide a regional framework for the preparation of precinct plans based on the precincts identified in the Swan River System Landscape Description;</p> <p>To provide a context for consistent and integrated planning and decision making in relation to the river; and</p> <p>To ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.</p>
Application:	Applies to the Swan and Canning rivers and their immediate surroundings
Key Matters Addressed:	<p>Public access</p> <p>Environmental protection</p> <p>Stormwater management</p> <p>Heritage</p>
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
Policy measures under SPP 2.10 are assigned according to different parts/sections of the river and there are no 'zone specific' and 'land use specific' policy measures included	
Discussion	
Recommendations:	Nil
Potential Issues or Conflicts:	None identified
Other things to consider:	<p>SPP 2.10 applies to a specific area only and is therefore not applicable to all development proposals</p> <p>Any standard land use and development control provisions for industrial and commercial zones under a local planning scheme will apply in addition to the provisions of SPP 2.10 for development proposals in those specific areas</p> <p>The WAPC's Notice of Delegation establishes the approval process and decision-making responsibilities for land on or abutting the waters of the Swan River – LGs often a referral agency rather than a decision-making agency</p>

State Planning Policy 4.1 – Industrial Interface	
General	
Adoption Date:	July 2022
Purpose:	To prevent conflict and encroachment between industrial and sensitive land uses by ensuring planning decisions consider the locational constraints of land uses, the significant investments represented, and the current and future benefits and costs to communities when assessing proposals where land use conflict may exist or result
Objectives:	<p>To ensure the impacts of industrial land uses are considered at all stages of the planning process;</p> <p>To adequately separate industrial land uses and any resulting off-site impacts and/or safety risks from incompatible land uses to:</p> <p>protect industrial areas to improve long-term operational certainty;</p> <p>avoid, mitigate or manage potential impacts on the health and amenity of people and the environment; and</p> <p>promote co-location of like uses to minimise the impact area.</p> <p>To plan the land use transition between industrial land uses/infrastructure facilities and sensitive land uses by providing compatible zones, reserves and land use.</p>
Application:	<p>Applies State-wide to:</p> <p>Land zoned for industrial purposes in a region or local planning scheme;</p> <p>Industrial land uses on land zoned for industrial purposes;</p> <p>Industrial land uses on land that is not zoned for industrial purposes; and/or</p> <p>Land that may be impacted by industrial land uses and strategic infrastructure.</p> <p>Doesn't apply to:</p> <p>Rural land uses;</p> <p>Extraction of basic raw materials;</p> <p>Infrastructure corridors such as road and rail or gas pipelines;</p> <p>Telecommunications infrastructure; and/or</p> <p>Aircraft noise.</p>
Key Matters Addressed:	<p>Off-site impacts/buffers (referred to as 'impact areas')</p> <p>Land use transition/compatible zones/interface</p> <p>Land use conflict</p> <p>Amenity</p>
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
SPP 4.1 identifies a range of industrial zones, as follows:	
Zone Names:	<p>Strategic Industrial Areas</p> <p>General Industry</p> <p>Light Industry</p> <p>Industrial Development Areas</p> <p>Industrial Investigation Areas</p>
Zone Definitions:	<p>SPP 4.1 contains broad definitions for the following zones only:</p> <p>Strategic Industrial Areas</p> <p>Industrial Development Zone</p>
Policy Measures	
SPP 4.1 provides general guidance on land use permissibility and development control considerations for each zone, as follows:	
Strategic Industrial Areas:	<u>Land Use Considerations:</u>

State Planning Policy 4.1 – Industrial Interface	
	<p>Incompatible zones, reserves and land uses should not be permitted within the 'impact area' of SIAs.</p> <p>Strategic infrastructure facilities should be located in precincts or clusters of compatible and complementary infrastructure and land uses to reduce the overall impact area.</p> <p><u>Development Standards:</u></p> <p>Nil</p>
General Industry:	<p><u>Land Use Considerations:</u></p> <p>General industry land uses (and ideally the associated impact area) should be contained within the General Industry Zone.</p> <p>Sensitive land uses should not be permitted in the General Industry Zone or associated impact area.</p> <p><u>Development Standards:</u></p> <p>Impacts not able to be contained within the General Industry Zone may, following a technical impact assessment, be accommodated within compatible zones and reserves to provide an appropriate interface.</p>
Industrial Development Areas:	<p><u>Land Use Considerations:</u></p> <p>The impact area should be accommodated within compatible zones and reserves to provide an appropriate interface.</p> <p>Presumption against supporting land uses that be inconsistent with the Industrial Development Zone and future purpose of the area.</p> <p><u>Development Standards:</u></p> <p>Zone should seek to contain 'impact area' (ie. accommodate buffers on-site).</p>
Light Industry:	<p><u>Land Use Considerations:</u></p> <p>Light Industry Zone seen as a compatible/transitional zone from other industrial zones.</p> <p>General presumption against land uses with a residential purpose within the Light Industry Zone.</p> <p>Suggests land uses with potential to generate emissions should not be located at the interface with sensitive land uses.</p> <p><u>Development Standards:</u></p> <p>Suggests light industrial uses require more stringent measures because they are often found at the interface with sensitive land uses.</p> <p>Light Industry Zones that directly adjoin sensitive land uses should be designed to:</p> <p>ensure any emission and risk impacts do not exceed the site boundary (ie. contain any buffers on site).</p> <p>Provide a high level of amenity to complement the land use transition.</p>
Discussion	
Recommendations:	<p>Consistent zone names and objectives (once determined) should be included in SPP 4.1</p> <p>Consider standard buffers for SIAs only</p> <p>Light Industry Zone should act as a transition between industrial and sensitive land uses/zones</p> <p>Development standards in the Light Industry Zone should provide for a higher standard of amenity given this zone acts as a transition between industrial and sensitive land uses.</p> <p>Consider use of the term 'impact area' when referring to buffers as this is used throughout SPP 4.1 (and is also defined in the SPP)</p>
Potential Issues or Conflicts:	<p>Buffers are set by the EPA based on the nature and size of the land use not the zone making it difficult to assign a 'standard' buffer for each zone.</p> <p>SPP 4.1 frequently mentions the need to consider proposals on a case-by-case basis, specifically in relation to managing land use interface and off-site impacts, and suggests the need for technical evidence to support proposals for 'sensitive' land uses within transitional zones. This tends to go against the notion of standardised land use and development control provisions. Consider the need to amend SPP 4.1.</p>
Other things to consider:	<p>Role of the EPA, consideration of environmental legislation and guiding documents (in particular Guidance Statement 3 – Separation Distances) , environmental approvals, permit and licences.</p> <p>Subdivision of industrial land – is there a need to consider standard lot sizes for each zone?</p>

State Planning Policy 4.1 – Industrial Interface	
	Consider the need for an Industrial Development / Industrial Investigation or Industrial Deferred Zone

State Planning Policy 4.2 – Activity Centres for Perth and Peel	
General	
Adoption Date:	Aug 2010
Purpose:	To guide the preparation and review of local planning strategies, schemes and structure plans; and development control. Activity centre structure plans should be prepared also using the Structure Plan Preparation Guidelines.
Objectives:	<ol style="list-style-type: none"> 1. Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community. 2. Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure. 3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market. 4. Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets. 5. Increase the density and diversity of housing in and around activity centres² to improve land efficiency, housing variety and support centre facilities. 6. Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport. 7. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips. 8. Plan activity centre development around a legible street network and quality public spaces. 9. Concentrate activities, particularly those that generate high numbers of trips, within activity centres.
Application:	Applies in Perth and Peel to activity centres and applications including retail floorspace.
Key Matters Addressed:	Centre Context / hierarchy Activity Movement Urban Form Resource Conservation Implementation
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
SPP 4.2 doesn't identify any specific zones, but applies to centres.	
Zone Definitions:	Nil – although identifies characteristics of zones
Policy Measures	
SPP 4.2 provides a range of provisions, desirable outcomes and Activity Centre Plan framework.	
Discussion	
Recommendations:	Outcomes within activity centres should be consistent with SPP4.2. Zone Objectives and Zoning Table should facilitate a range of uses and activity Out of centre development should be discouraged.
Potential Issues or Conflicts:	Out of centre development Retail Hierarchy needs to be considered
Other things to consider:	See above

Draft State Planning Policy 4.2 – Activity Centres for Perth and Peel	
General	
Adoption Date:	Draft (April 2022)
Purpose:	To ensure planning, development and decision making adequately consider the distribution, function, broad land use, access and urban form considerations for activity centres.
Objectives:	<p>a) Locate people and the employment, goods and services they need close to each other within activity centres.</p> <p>b) Promote activity centres as the focus of integrated and well-designed medium and high-density residential and mixed use development.</p> <p>c) Plan for the sustainable growth and development of activity centres ensuring development intensity is appropriate to a centre's position in the activity centre hierarchy.</p> <p>d) Manage the hierarchy of activity centres to ensure efficient and equitable access by the community to employment opportunities, housing choice and a broad range of goods and services.</p> <p>e) Ensure activity centres are accessible and well-served by a range of transport options with a priority on walking, cycling and public transport use.</p> <p>f) Ensure the urban form of activity centres enables the primary focus of activity to be on the street, in the public realm and connected to public open spaces.</p>
Application:	<p>a) This policy and its Implementation Guidelines apply to the preparation and assessment of planning instruments and certain subdivision and development applications that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas, including:</p> <p>Planning instruments:</p> <ul style="list-style-type: none"> • regional, sub-regional, district and local planning strategies and frameworks • local planning schemes, scheme reviews and amendments • precinct structure plans for activity centres, reviews of endorsed activity centre plans • standard structure plans where activity centres are proposed • local development plans for activity centres <p>Certain subdivision and development applications:</p> <ul style="list-style-type: none"> • subdivision within activity centres, other than on land zoned Residential • development applications for major developments within activity centres • development of Category A activity centre uses outside activity centres (out-of-centre development). <p>b) The Greater Bunbury Region Scheme area includes the Bunbury Metropolitan Area (refer Bunbury- Geographie sub-regional strategy) and nearby towns. The provisions of this policy only apply to the activity centres within the Bunbury Metropolitan Area and do not apply to the surrounding towns.</p> <p>c) The objectives, outcomes and measures of this policy may be applied outside of the abovementioned region scheme areas, as applicable, to guide the preparation and assessment of planning instruments at the discretion of the WAPC (refer Implementation Guidelines section 3). Where this policy has been applied to an endorsed planning instrument under this clause, subsequent subdivision and development applications [those outlined in sub-clause (a)] are also subject to SPP 4.2.</p>
Key Matters Addressed:	<p>a) The activity centre network</p> <p>b) The primacy of activity centres</p> <p>c) Existing centres not undermined</p> <p>d) Development intensity and land use mix</p> <p>e) The density and diversity of housing in and around activity centres is maximised</p> <p>f) Activity centre design</p> <p>g) Compact urban form</p> <p>h) Alternative transport</p> <p>i) Minimising private vehicle trips</p> <p>j) Balanced planning and development of activity centres</p>

Draft State Planning Policy 4.2 – Activity Centres for Perth and Peel	
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
SPP 4.2 doesn't identify any specific zones, but applies to centres.	
Zone Definitions:	Nil – although identifies characteristics of zones
Policy Measures	
SPP 4.2 provides a range of provisions, desirable outcomes and Activity Centre Plan framework, including re-classifying shops and offices. (refer to report)	
Discussion	
Recommendations:	<p>Outcomes within activity centres should be consistent with SPP4.2.</p> <p>Zone Objectives and Zoning Table should facilitate a range of uses and activity</p> <p>Out of centre development should be discouraged.</p> <p>Review land use definitions for shop and office uses</p>
Potential Issues or Conflicts:	<p>Out of centre development</p> <p>Retail Hierarchy needs to be considered</p>
Other things to consider:	See above

State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport	
General	
Adoption Date:	July 2015
Purpose:	Prescribes land use and development controls for land in the vicinity of Perth Airport
Objectives:	To protect Perth Airport from unreasonable encroachment by incompatible (noise sensitive) development, to provide for its ongoing development and operation; and To minimise the impact of airport operations on existing and future communities with reference to aircraft noise.
Application:	Applies to land between the airport and the 20 ANEF noise contour
Key Matters Addressed:	Noise Zoning Land Use Residential Density
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	Nil
Zone Definitions:	Nil
Relevant Policy Measures	
Land Use	Prescribes land uses as either 'Acceptable', 'Conditionally Acceptable' and 'Unacceptable' based on ANEF contour Land uses relevant to the project brief are listed below: <u>Commercial</u> : 'Acceptable' in the 20 – 25 ANEF and 'Conditionally Acceptable' in the 25 – 30 and above ANEF <u>Light Industrial</u> : 'Acceptable' in the 20-25 ANEF and 25 – 30 ANEF and 'Not Acceptable' in the 30-35 ANEF <u>Other Industrial</u> : 'Acceptable' in all ANEF contour zones Recommends that land uses prescribed as 'Conditionally Acceptable' should be subject to discretionary control under local planning schemes
Development Controls	Noise insulation requirements apply to some land uses Notification on Title
Discussion	
Recommendations:	Nil – industrial and commercial land uses tend to be designated as 'Acceptable' or 'Conditionally Acceptable' in proximity to Perth Airport under SPP 5.4 but may be subject to insulation requirements/Notification on Title
Potential Issues or Conflicts:	None identified
Other things to consider:	SPP 5.1 applies to a specific area and is therefore not applicable to all development proposals Any standard land use and development control provisions for industrial and commercial zones under a local planning scheme will apply in addition to the provisions of SPP 5.1 for development proposals in that area

State Planning Policy 5.2 – Telecommunications Infrastructure	
General	
Adoption Date:	September 2015
Purpose:	Prescribes land use and development controls for land in the vicinity of Jandakot Airport
Objectives:	<p>The objectives of this policy are to:</p> <ul style="list-style-type: none"> a) facilitate the provision of telecommunications infrastructure in an efficient and environmentally responsible manner to meet community needs; b) manage the environmental, cultural heritage, visual and social impacts of telecommunications infrastructure; c) ensure that telecommunications infrastructure is included in relevant planning processes as essential infrastructure for business, personal and emergency reasons; and, d) promote a consistent approach in the preparation, assessment and determination of planning decisions for telecommunications infrastructure.
Application:	Applies to all telecommunications infrastructure.
Key Matters Addressed:	<p>Visual Impacts</p> <p>Land Use</p> <p>Scheme Provisions</p>
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
Zone Names:	Nil
Zone Definitions:	Telecommunications infrastructure means any part of the infrastructure of a telecommunications network and includes any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit, or other structure used, or for use, in or in connection with a telecommunications network.
Policy Measures (as per SPP 5.2)	
Land Use:	This policy is given effect by the Planning and Development Act 2005. Telecommunications infrastructure should be included as a relevant planning consideration in the preparation and assessment of local planning schemes and local planning policies, structure plans (at the local level) and development applications.
Development Controls:	Nil
Discussion	
Recommendations:	Recommended Zoning Table to be consistent with SPP5.2.
Potential Issues or Conflicts:	None identified
Other things to consider:	<p>SPP 5.2 applies to a specific infrastructure and is therefore not applicable to all development proposals.</p> <p>Development provisions should not conflict with SPP5.2.</p>

State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport	
General	
Adoption Date:	January 2017
Purpose:	Prescribes land use and development controls for land in the vicinity of Jandakot Airport
Objectives:	To protect Jandakot Airport from encroachment by incompatible land use and development, so as to provide for its ongoing, safe, and efficient operation; and To minimise the impact of airport operations on existing and future communities with particular reference to aircraft noise.
Application:	Applies to land in the vicinity of Jandakot Airport, which is, or may be in the future affected by aircraft noise associated with the movement of aircraft
Key Matters Addressed:	Noise Zoning Land Use Residential Density
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	Nil
Zone Definitions:	Nil
Policy Measures (as per SPP 5.1)	
Land Use:	Prescribes land uses as either 'Acceptable', 'Conditionally Acceptable' and 'Unacceptable' based on ANEF contour Land uses relevant to the project brief are listed below: <u>Commercial</u> : 'Acceptable' in the 20 – 25 ANEF and 'Conditionally Acceptable' in the 25 – 30 and above ANEF <u>Light Industrial</u> : 'Acceptable' in the 20-25 ANEF and 25 – 30 ANEF and 'Not Acceptable' in the 30-35 ANEF <u>Other Industrial</u> : 'Acceptable' in all ANEF contour zones Recommends that land uses prescribed as 'Conditionally Acceptable' should be subject to discretionary control under local planning schemes
Development Controls:	Noise insulation requirements apply to some land uses Notification on Title
Discussion	
Recommendations:	Nil – industrial and commercial land uses tend to be designated as 'Acceptable' or 'Conditionally Acceptable' in proximity to Jandakot Airport under SPP 5.4 but may be subject to insulation requirements/Notification on Title
Potential Issues or Conflicts:	None identified
Other things to consider:	SPP 5.3 applies to a specific area and is therefore not applicable to all development proposals Any standard land use and development control provisions for industrial and commercial zones under a local planning scheme will apply in addition to the provisions of SPP 5.3 for development proposals in that area

State Planning Policy 5.4 - Road and Rail Noise	
General	
Adoption Date:	September 2019
Purpose:	To minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes
Objectives:	<p>To protect the community from unreasonable levels of transport noise;</p> <p>To protect strategic and other significant freight transport corridors from incompatible urban encroachment;</p> <p>To ensure transport infrastructure and land-use can mutually exist within urban corridors;</p> <p>To ensure that noise impacts are addressed as early as possible in the planning process; and</p> <p>To encourage best practice noise mitigation design and construction standards.</p>
Application:	Applies to all proposals where a noise-sensitive land use is proposed within the SPP's trigger distance of specified transport routes or when new or major upgrades of road and rail are proposed
Key Matters Addressed:	Noise mitigation
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	Nil
Zone Definitions:	Nil
Policy Measures	
Land use:	<p>Defines noise-sensitive land-use and/or development as follows:</p> <p><i>Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship</i></p> <p>Policy measures primarily concerned with the impact of noise on noise-sensitive land uses such as residential</p> <p>Noise-sensitive land uses may include some commercial land uses such as childcare premises but does not include land uses of an industrial nature</p>
Development Controls:	Noise mitigation
Discussion	
Recommendations:	Nil – industrial and commercial land uses are generally not defined as noise-sensitive land uses for which noise mitigation measures would be required
Potential Issues or Conflicts:	None identified
Other things to consider:	SPP 5.4 - Road and Rail Noise Guidelines – see below

Planning Guidelines - Road and Rail Noise	
General	
Adoption Date:	September 2019
Purpose:	Provides supporting information for decision-making authorities, planners, landowners/ proponents, referral agencies and infrastructure providers to implement SPP 5.4
Objectives:	As per SPP 5.4
Application:	As per SPP 5.4
Key Matters Addressed:	Noise mitigation and management

Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
Contains a number of policy measures, as follows:	
	<p>Recommends service, commercial and industrial land uses along freight corridors</p> <p>Recommends non-noise-sensitive land uses such as commercial buildings, including mixed-use developments, community and recreational facilities (not defined as a noise-sensitive use) along urban activity corridors to help manage noise</p>
Discussion	
Recommendations:	Applies in addition to land use and development control provisions under a local planning scheme and is specific to land in the vicinity of road and rail corridors
Potential Issues or Conflicts:	None identified
Other things to consider:	Nil

Development Control Policies

Development Control Policy 4.1 – Industrial Subdivision	
General	
Adoption Date:	July 1988
Purpose:	Provides guidance on the matters considered by the WAPC when determining applications for industrial subdivision throughout the State. These include matters such as the design and shape of industrial lots, road layout, servicing and open space requirements.
Objectives:	To encourage the development of well-designed industrial areas serving the full range of general and special industrial needs throughout the State; To provide for the safe and efficient movement of traffic to and from each site within the industrial area; To provide for infrastructure services and public open space consistent with the operational needs of industrial users and the workforce; and To protect the amenity of adjacent land uses, where necessary, from the effects of industrial development.
Application:	Applies state-wide to subdivision proposals involving industrial land
Key Matters Addressed:	Lot size and configuration Landscaping/screening Flexibility and staging Access Public Open Space Servicing
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
Lot size and configuration:	Does not specify a minimum lot size but acknowledges that lot sizes will vary according to function and purpose Recommends the subdivision of industrial land provides for a variety of lot sizes Recommends lot sizes are sufficient to accommodate potential future expansion, access and movement, parking, deliveries, storage, setbacks and landscaping
Flexibility and staging:	Recommends that proposals for the subdivision of industrial land provide for as much flexibility as possible Suggests this can be achieved by providing scope for further re-subdivision or larger lots into smaller lot, ensuring sufficient servicing to accommodate potential future need
Access and Road Layout:	Simple road layout Clear hierarchy of roads Minimise the number of crossovers to major roads Recommends against cul-de-sacs and battle-axe lots generally but suggests battle-axe lots acceptable for light and service industries Use of shared access legs not acceptable Recommends minimum corner truncation of 14m (primary and district distributor roads) and 8.5m (all other roads) Recommends a minimum road reserve width of 20m (25m for heavily trafficked areas/major roads) Minimum carriageway width of 10m is favoured
Public Open Space:	No formal requirement for the provision of POS in industrial subdivision
Servicing:	Connection to reticulated water supply required

Development Control Policy 4.1 – Industrial Subdivision	
	Connection to reticulated sewer supply is typically required but may be dispensed of in the case of 'dry industries' where an on-site treatment solution is possible
Discussion	
Recommendations:	Reticulated water connection Reticulated sewer connection (where available) otherwise on-site treatment in accordance with the Government Sewerage Policy Minimum truncations for corner lots Minimum road reserve widths
Potential Issues or Conflicts:	None identified
Other things to consider:	Nil

Development Control Policy 4.2 - Planning for Hazards and Safety	
General	
Adoption Date:	June 1991
Purpose:	Provides guidance on preventing the occurrence of potentially hazardous events and to mitigate the effects of any such events, should they occur and in ensuring that the appropriate procedures are followed in the consideration of proposals.
Objectives:	<p>To ensure that developments are reviewed with a view to maintaining appropriate public safety.</p> <p>To maintain acceptably low risk exposure through appropriate planning procedures.</p> <p>To provide guidelines for the consideration of the influence of existing risk levels in the planning process.</p> <p>To provide for the development of industries and activities which are hazardous but which are desirable for the benefit of the wider community.</p>
Application:	Applies state-wide to proposals relating to hazardous industries
Key Matters Addressed:	<p>Risk</p> <p>Land use compatibility</p> <p>Buffers</p> <p>Emergency services</p> <p>Environmental impact assessment</p>
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	<p>N/A but defines the land use 'Hazardous Industry' as follows:</p> <p><i>An industry which, when in operation and when all measures proposed to minimise its impact on the locality have been employed (including measures to isolate the industry from existing or likely future development on other land in the locality), would pose a significant risk in relation to the locality, to human health, life or property, or to the biophysical environment. Examples of such industry include oil refineries and chemical plants but would generally exclude light, rural or service industries.</i></p>
Policy Measures	
Contains a number of policy measures, as follows:	
Location:	<p>Recommends that hazardous industries are located in industrial areas and separated from residential areas</p> <p>Recommends that, where practical, local planning schemes provide zones specifically for hazardous industry</p>
Land uses:	Recommends all habitation (eg. caretakers dwellings) and non-hazardous industries that are labour intensive and/or have a retail component are prohibited from the Hazardous Industry zone
Buffer:	<p>Recommends that hazardous industry areas should have a buffer zone</p> <p>Buffers should be determined in the context of an assessment of the type of existing or likely industry to be accommodated in the hazardous industry zone</p> <p>The likely future use of the land in the buffer zone should be considered when assessing hazardous development, and controls should be provided within the local planning scheme to ensure that uses likely to increase residential use, or commercial activities attracting significant volumes of employees or customers, are restricted.</p> <p>Recommended buffer areas should be held in public ownership to minimise land use conflict</p> <p>Makes reference to EPA separation distances but does not detail</p>
Other:	Suggests Preliminary Risk Analysis undertaken for hazardous industry proposals
Storage:	Suggests significant quantities of dangerous goods should be stored in Industrial zones

Development Control Policy 4.2 - Planning for Hazards and Safety	
	<p>In considering proposals for development of warehouses, open air storage and industries involving storage, a planning authority should establish whether dangerous goods, or materials that may cause a hazard in the event of a fire, are to be stored on site</p> <p>The storage of dangerous goods must meet the regulatory requirements of the EPA and Department of Mines</p>
Discussion	
Recommendations:	DC 4.2 recommends that local planning schemes provide zones specifically for hazardous industry
Potential Issues or Conflicts:	Nil
Other things to consider:	EPA Guidance Statement No. 3 - Land Use Separation

Planning Bulletins

Planning Bulletin 70 - Caretakers' Dwellings in Industrial Areas	
General	
Adoption Date:	January 2017
Purpose:	Highlight's the issues associated with the establishment of caretakers' dwellings and recommends model provisions for dealing consistently with this demand through local planning strategies, local planning schemes and policy provisions.
Objectives:	To discourage the establishment of residential uses in industrial areas which may compromise the integrity of industrial areas and create unacceptable residential environments. To provide for caretakers' dwellings in industrial areas in limited circumstances and subject to appropriate planning controls.
Application:	Applies state-wide to proposals involving caretakers' dwellings in industrial zones
Key Matters Addressed:	Land use conflict Land use permissibility
Relevance to Project Brief:	High
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
Land use permissibility:	Recommends that caretakers' dwellings should be prohibited in zones which are designed to accommodate strategic industry or industries of a noxious or hazardous nature (including General Industry Zone) Suggests caretakers' dwellings may be acceptable as incidental land uses in Light Industrial or Service Commercial zones subject to a floor area limit of 100sqm Recommends a maximum of one caretakers' dwelling per lot and requires dwelling to be located on the same lot as the associated industrial use
Buffers:	Suggests Strategic or General Industrial zones accommodate off-site buffers to prohibit caretakers' dwellings
Other:	Suggests Notification on Title to restrict the size of caretakers' dwellings Open verandahs may be permitted but must not be enclosed by any means unless the total floor area remains within 100sqm where the dominant industrial use ceases the right to occupy the caretaker's dwelling expires
Discussion	
Recommendations:	Caretakers' dwellings permitted only where incidental to the predominant industrial use Floor area not exceeding 100sqm Caretakers' dwelling only permitted as an incidental use in the Light Industry Zone
Potential Issues or Conflicts:	Nil
Other things to consider:	None identified

Planning Bulletin 87 - High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region	
General	
Adoption Date:	October 2007
Purpose:	Provides guidance on matters to be taken into account by the WAPC, local governments and Applicants in considering planning proposals in the vicinity of the Dampier to Bunbury Natural Gas Pipeline and the Parmelia Gas Pipeline
Objectives:	N/A
Application:	Applies to land in the vicinity of the Dampier to Bunbury Natural Gas Pipeline and the Parmelia Gas Pipeline
Key Matters Addressed:	Risk management Setbacks/buffers Pipeline protection
Relevance to Project Brief:	Low
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
Setbacks:	Prescribes minimum setbacks from the pipelines based on specific pipeline and land use Setbacks range from nil to 100m
Other:	Notification in Title
Discussion	
Recommendations:	Nil
Potential Issues or Conflicts:	None identified
Other things to consider:	Nil

Planning Guidelines

Planning Guidelines - Designing Out Crime	
General	
Adoption Date:	June 2006
Purpose:	To provide a context for understanding the principles of designing out crime and a toolbox of design criteria and approaches to address crime prevention in their local areas
Objectives:	<p>To raise awareness of key community safety, security and crime prevention issues, designing out crime principles and solutions;</p> <p>To ensure that planning and detailed design for land use, development and redevelopment activity takes into consideration designing out crime principles;</p> <p>To aid the integration of safety and security concerns throughout the planning and development assessment process for public and private sector projects and in the management and maintenance of the public realm;</p> <p>To encourage the incorporation of designing out crime principles in operational aspects of community and neighbourhood management; and</p> <p>To identify public and private sector roles, responsibilities and opportunities for partnerships in the planning and design process in the interest of community safety.</p>
Application:	State-wide
Key Matters Addressed:	Land use compatibility Surveillance Security
Relevance to Project Brief:	Moderate
Industrial or Commercial Zones Identified	
Zone Names:	N/A
Zone Definitions:	N/A
Policy Measures	
The Guidance Statement outlines a range of potential design measures to address crime prevention. Those considered relevant to the project brief are listed below.	
Discussion	
Recommendations:	<p>Potential development standards could address:</p> <p>Avoiding black walls</p> <p>Ensure entrances are clearly defined, distinguishable from public walkways, secure and well lit</p> <p>Fence design should maximise natural surveillance from the street to the building, building to the street and minimise opportunities for intruders to hide.</p> <p>Installing adequate lighting</p> <p>Ensure surveillance and illumination of loading and storage areas</p> <p>Surveillance of the street (eg. windows/office at front of industrial building)</p> <p>Avoid landscaping which obstructs surveillance, serves as a barrier to unimpeded views and allows intruders to hide.</p> <p>Ground level activity (commercial zones)</p> <p>Signage</p>
Potential Issues or Conflicts:	None identified
Other things to consider:	Nil

Government Sewerage Policy	
General	
Adoption Date:	September 2019
Purpose:	Establishes the State Government's position on the provision of sewerage services in the State through the planning and development of land
Objectives:	<p>To generally require connection of new subdivision and development to reticulated sewerage;</p> <p>To protect public health and amenity;</p> <p>To protect the environment and the State's water and land resources;</p> <p>To promote the efficient use of infrastructure and land;</p> <p>To minimise costs to the broader community including by ensuring an appropriate level and form of sewage servicing is provided; and</p> <p>To adopt the precautionary principle to on-site sewage disposal.</p>
Application:	State-wide
Key Matters Addressed:	<p>Requirements for connection to reticulated sewer</p> <p>Instances where on-site treatment is acceptable</p>
Relevance to Project Brief:	
Industrial or Commercial Zones Identified	
The GSP identifies and defines the following zones	
Strategic Industrial Area:	Areas zoned or planned for Strategic Industry, identified by the Department of Jobs, Tourism, Science and Innovation. Strategic Industrial Areas are planned industrial sites of significant economic and strategic importance to the State which provide buffered industrial land in strategic locations for the development of resource and export-oriented industries, major utilities infrastructure and other strategic industries which may generate off-site impacts. Strategic Industrial Areas are formally recognised in planning schemes where they comprise an industrial core zoned as 'Strategic Industry' or similar and an appropriate statutory buffer.
Industrial:	Land zoned 'industrial' or 'industrial deferred' in a region scheme and/or land that can be subdivided under a local planning scheme to create lots for industrial uses
Policy Measures	
The GSP contains a number of 'zone-specific' provisions, as follows:	
Strategic Industrial Zone:	The application of the GSP within the strategic industrial zone of Strategic Industrial Areas will be considered on a case-by-case basis to avoid duplication with <i>Environmental Protection Act 1986</i> and other statutory approvals processes
The GSP contains a number of 'land use-specific' provisions, as follows:	
Industrial subdivision:	<p>Minimum lot size for on-site treatment: 2,000sqm</p> <p>(Must be outside public drinking water source areas and sewerage sensitive areas)</p> <p>Secondary treatment systems required for heavy soils</p>
Commercial subdivision:	<p>Minimum lot size for on-site treatment: 950sqm, average 1,000sqm</p> <p>(Must be outside public drinking water source areas and sewerage sensitive areas)</p> <p>Secondary treatment systems required for heavy soils</p>
Strata subdivision – industrial or commercial:	<p>Minimum lot size for on-site treatment: assessed on a case-by-case basis</p> <p>(Must be outside public drinking water source areas and sewerage sensitive areas)</p>
Industrial development:	Where on-site treatment is proposed, the GSP requires additional information to be provided at the DA stage relating to matters such as type and quantities of trade waste, proposed methods of disposal and contingency measures
Discussion	

Government Sewerage Policy	
Recommendations:	The GSP is a state-wide policy that applies in addition to any land use and development controls provisions under a local planning scheme. On this basis, do not consider there is a need for standard 'sewer related' provisions for industrial or commercial zones
Potential Issues or Conflicts:	None identified
Other things to consider:	Consider need for an Industrial Development Zone under local planning schemes – referred to in the GSP but not defined

Position Statement – Special Entertainment Precincts	
General	
Adoption Date:	November 2019
Purpose:	To provide guidance on the designation of special entertainment precincts. A special entertainment precinct will comprise a diverse mix of land uses, including entertainment venues, which contribute to an active night-time economy.
Objectives:	<p>The objectives of this position statement are to:</p> <ul style="list-style-type: none"> • provide clear and consistent development guidance for designated special entertainment precincts • establish a framework that reduces potential land use conflicts between noise-sensitive receivers and entertainment venues through the application of relevant planning considerations • provide an increased level of assurance for entertainment venues by establishing a framework to achieve greater operational certainty.
Application:	State-wide
Key Matters Addressed:	<p>Requirements for Acoustic Assessments</p> <p>Additional construction requirements for sensitive premises.</p>
Relevance to Project Brief:	Recommends Special Control Areas for entertainment precincts, which would over-ride uniform development provisions, if applied.
Industrial or Commercial Zones Identified	
The Position Statement identifies and defines the following zones	
None specifically mentioned, but likely to impact on specific centres:	Designated Special Entertainment Precincts
Policy Measures	
The Position Statement does not contain any zone specific measures that would be applicable to the objective of creating consistency.	
Discussion	
Recommendations:	The Position Statement is a state-wide policy that applies in specific areas. A consistent approach to activity centres is still appropriate, additional site specific provisions should be prepared for these special entertainment precincts.
Potential Issues or Conflicts:	None identified
Other things to consider:	None identified

Position Statement – Container Deposit Scheme	
General	
Adoption Date:	September 2020
Purpose:	This position statement outlines how container deposit scheme infrastructure should be considered and assessed in the Western Australian planning system.
Objectives:	<p>This position statement seeks to achieve the following objectives:</p> <ul style="list-style-type: none"> • ensure a coordinated approach to the provision of CDS infrastructure throughout WA • ensure that appropriate locations are chosen for the installation of CDS infrastructure • ensure the timely roll-out of infrastructure in support of the scheme's establishment and ongoing operational needs • establish minimum development requirements to exempt certain CDS infrastructure from requiring planning approval, for adoption by local governments.
Application:	State-wide
Key Matters Addressed:	<p>Identification of types of collection infrastructure</p> <p>Assessment of applications</p>
Relevance to Project Brief:	Model Local Planning Policy.
Industrial or Commercial Zones Identified	
The Position Statement identifies and defines the following zones	
None specifically mentioned.	-
Policy Measures	
The Position Statement does not contain any zone-specific measures that would be applicable to the objective of creating consistency.	
Discussion	
Recommendations:	<p>The Position Statement is a state-wide policy that is broadly applicable.</p> <p>The draft model policy does include a number of suggested provisions that could compromise overall consistency.</p> <p>The Position Statement should be amended to reflect the suggested format for local planning policies.</p>
Potential Issues or Conflicts:	Format of draft policy is not consistent with the recommended form of policy provisions.
Other things to consider:	None identified

Attachment Three

Local Government - Zones

	AGRICULTURAL PROTECTION	Business	Business Development	CANAL DEVELOPMENT	CARAVAN/CHALET PARK	Centre	Centre - C1	Centre - C2	Centre - C3	Centre - C4	CITY CENTRE	Civic	CIVIC & CULTURAL	CLUSTER FARM	Cluster/Communal Rural Settlement	Coastal	Coastal Highway	Commercial	Community & Civic	Community Purposes	CONSERVATION	Darling Ranges	DEVELOPMENT	District Centre	District Centre / Regional Centre	District Centre Commercial	District Town Centre	EDUCATIONAL	Extractive Industry	FARMLET	FORESHORE RESERVE	General Agriculture	General Commercial	General Farming
Armadale																								X										
Bassendean																																		
Bayswater		X																																
Belmont																		X																
Cambridge																		X					X	X										
Canning						X												X						X	X									
Claremont																												X						
Cockburn																					X		X	X					X					
Cottesloe																							X									X		
East Fremantle																																		
Fremantle											X							X					X											
Gosnells			X																				X	X					X					
Joondalup						X												X																
Kalamunda																		X						X										
Kwinana															X			X					X											
Mandurah																								X										
Melville							X	X	X	X																								
Mosman Park						X												X																
Mundaring																							X									X		
Murray				X	X									X				X													X			
Nedlands																																		
Peppermint Grove																								X										
Perth																																		
Rockingham																		X		X			X				X							
Serpentine Jarrahdale	X																	X			X									X				
South Perth						X																				X								
Stirling		X										X											X	X										
Subiaco						X																												
Swan																																		X
Victoria Park																		X						X										
Vincent																		X							X									
Wanneroo		X											X					X																
Waroona																X	X		X				X											X
	1	3	1	1	1	5	1	1	1	1	1	1	1	1	1	1	1	14	1	1	2	1	10	10	1	1	1	1	1	2	1	1	1	1

	General Industrial	General Industry	General Rural	General Town Centre	Hamel	HIGHWAY	HIGHWAY COMMERCIAL	Highway Service	Highway Commercial	Hills Face	HILLS LANDSCAPE PROTECTION	Hotel	HOTEL/MOTEL	Industrial	Industrial (1)	Industrial (2)	Industrial Business	Industrial Development	INDUSTRIAL DEVELOPMENT (NAMBEELUP)	INDUSTRIAL DEVELOPMENT (PINJARRA)	INDUSTRY	Irrigated Agriculture	Kennels	Kwinana Town Centre	Landscape	LANDSCAPE ENHANCEMENT	LIGHT AND SERVICE INDUSTRY	LIGHT INDUSTRIAL	Light Industry	Local Centre	Local Commercial	Local Shopping	Market Square	Maylands Activity Centre	
Armadale		X	X														X														X				
Bassendean		X																											X				X		
Bayswater		X										X																	X						X
Belmont														X																					
Cambridge																															X				
Canning		X																											X		X				
Claremont						X																							X		X				
Cockburn																					X							X		X					
Cottesloe												X																		X					
East Fremantle																															X				
Fremantle														X																	X				
Gosnells		X	X				X																X						X	X					
Joondalup																													X						
Kalamunda		X																X											X						
Kwinana		X		X																				X					X				X		
Mandurah		X																													X				
Melville																													X						
Mosman Park																																			
Mundaring																													X	X					
Murray											X		X							X	X	X													
Nedlands																																X			
Peppermint Grove																																			
Perth																																			
Rockingham		X																											X						
Serpentine Jarrahdale		X					X																						X						
South Perth									X																							X			
Stirling												X										X									X				
Subiaco																															X				
Swan	X		X					X										X								X			X						
Victoria Park															X	X															X				
Vincent																															X				
Wanneroo	X		X																							X					X				
Waroona					X					X	X			X								X													
	2	10	4	1	1	1	2	1	1	1	2	3	1	3	1	1	1	2	1	1	3	1	1	1	1	1	1	1	2	11	15	1	1	1	1

[illegible]

	P7 CIVIC (CC)	P9 MATILDA BAY	PLACE OF PUBLIC ASSEMBLY	Places of Public Assembly	Port Kennedy Business Enterprise	Preston Beach	Primary Centre Campus	Primary Centre City Centre	Primary Centre City Living	Primary Centre Urban Living	Primary Centre Urban Village	Primary Centre Waterfront Village	PRIVATE CLUBS	Private Clubs & Institutions	Private clubs institutions and places of worship	PRIVATE CLUBS, INSTITUTIONS AND PLACES OF WORSHIP	Private Clubs, Institutions & Places of Public Worship	PRIVATE CLUBS/RECREATION	Private Community Purposes	Private Community Uses	PRIVATE COMMUNITY PURPOSES	Private Institution	Private Institutions	PRIVATE RECREATION	Public Assembly	REGIONAL CENTRE	RESIDENTIAL	Residential and Stables	Residential Bushland	Residential Development	RESIDENTIAL OFFICE	Residential Redevelopment	Residential/Commercial	Residential/Light Industry Composite
Armadale																										X								
Bassendean																							X			X								
Bayswater																							X			X								
Belmont				X																						X	X							
Cambridge																										X							X	
Canning																		X								X								
Claremont																										X	X							
Cockburn																										X	X							
Cottesloe			X																								X				X			
East Fremantle																										X								
Fremantle																										X								
Gosnells																					X					X	X			X				X
Joondalup																					X					X								
Kalamunda														X													X		X					
Kwinana																											X							
Mandurah																			X								X							
Melville															X		X										X							
Mosman Park																	X										X							
Mundaring																											X							
Murray												X												X			X			X				
Nedlands																		X									X							
Peppermint Grove																X											X							
Perth	X	X																																
Rockingham					X		X	X	X	X	X	X															X							
Serpentine Jarrahdale																											X							
South Perth																						X			X		X							
Stirling																						X			X	X								
Subiaco																											X							
Swan														X													X			X		X		
Victoria Park																											X						X	
Vincent																		X									X							
Wanneroo																		X									X							
Waroona						X																					X							
	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	1	3	32	1	1	3	1	1	2	1

[illegible]

Attachment Four

Local Government – Objectives

General Industry	Objectives
Armadale	<i>General Industry</i> a) To provide for a wide range of industrial and associated activities, which can be undertaken without undue constraints on operational performance, so as to meet the needs of the wider community for industrial services and facilities. b) To facilitate the aggregation of industrial, storage and distribution activities, based on efficient use of infrastructure and synergies between industries and activities.
Bassendean	3.2.4 General Industry Zone The objectives of the General Industry zone are: a) to provide for a broad range of industrial uses, excluding noxious or hazardous activities; b) to accommodate industry that would not otherwise comply with the performance standards of light industry; c) to accommodate a range of manufacturing and associated service activities which will not, by the nature of their operations, detrimentally affect the amenity of the adjoining or nearby land; d) to achieve safety and efficiency in traffic circulation, and also recognise the function of Collier Road as a regional road; e) to provide car parking and landscaping appropriate to the scale of development; f) to preclude the storage of unsightly goods from public view; and g) to ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.
Belmont	Industrial Zone The Industrial Zone is intended to provide for the industrial development of the Kewdale Industrial Estate and the Redcliffe Industrial Estate. The significance of the Kewdale Industrial Estate as a transport and logistics hub as part of the Kewdale-Hazelmere Integrated Masterplan is acknowledged. The local government may approve a wide range of industrial activities within this zone subject to conditions designed to achieve a high standard of industrial environment.
Canning	General Industry • To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses. • To accommodate industry that would not otherwise comply with the performance standards of light industry. • Seek to manage impacts such as noise, dust and odour within the zone.
Cockburn	Industry Zone To provide for manufacturing industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separated from residential areas.
Fremantle	Industrial zone Development within the industrial zone shall: i) provide for manufacturing, processing and fabrication industry, the storage and distribution of goods and associated uses, service industry, utilities and communication, ancillary retail which by the nature of their operations should be separated from residential areas, and ii) ensure that development contributes to a high standard amenity and design as well as compatibility with adjacent residential areas.
Gosnells	General Industry Zone To provide for manufacturing industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separated from residential areas.
Kalamunda	General Industry • To provide for a wide range of manufacturing or associated industrial uses and services whilst allowing for a limited range of non industrial uses where ancillary to predominant industrial uses. • To ensure that the movement of goods and services in and out of the zone causes minimal impact on the nearby area directly accessing the regional road system.
Mandurah	General Industry • To provide for a range of industrial, service and storage uses which, by the nature of their operations, should be isolated from residential and other sensitive land uses. • To accommodate industry that would otherwise not comply with the performance standards of light industry. • Seek to manage impacts such as noise, dust and odour within the zone.
Rockingham	The following objectives apply to industrial zoned land within the Scheme Area:- a) to provide for a range of industrial land uses by establishing guiding principles and policies that are environmentally and socially acceptable; b) to encourage and facilitate the establishment of attractive and efficient industrial areas ensuring that acceptable levels of safety and high standards of amenity are provided through the application of appropriate landuse, design and landscaping controls; and c) to ensure that industrial areas are developed in a manner which has due regard to potential industries and their infrastructure needs, and that adjacent urban areas are not subjected to pollution and hazards.
Serpentine Jarrahdale	General Industry The purpose and intent of the General Industry Zone is to provide for industries which require large areas of land for their operations.
Stirling	UIndustry Zone a) To provide for a range of industrial and business development, as well as facilities for the storage and distribution of goods.

General Industry	Objectives
	b) To ensure a high standard of development appropriate to a modern industrial area and which is conducive to safe and convenient access by all clientele.
Swan	4.2.5 General Industrial Zone The objectives of the General Industrial Zone are to – a) provide for a range of generally larger scale industrial development, including manufacturing, servicing, storage and distribution; b) ensure development within the zone is complementary to development in other zones and to avoid development of land for any purposes or in any manner which would detract from the viability or integrity of development in either the Strategic Regional Centre or the Commercial zones; c) ensure any on-site advertising is integrated with the overall site development and does not detract from the amenities of the road frontages or of adjacent development; d) ensure environmental performance of industry, does not detract from the amenity of adjacent sensitive areas and conforms with any relevant environmental standards applicable to the neighbourhood.
Victoria Park	STATEMENT OF INTENT The Welshpool Precinct shall continue to function as an industrial area, meeting the need for service industry in the inner areas of the city and close to the city centre. A mixture of industrial uses will occupy the majority of this precinct. Generally only light industrial uses will be permitted west of Briggs Street in order to protect residential uses from the effects of heavier industrial activities, while the area to the east of Briggs Street will be available for more general industrial uses. Non-industrial uses shall generally be discouraged from locating in this precinct except where they directly serve the area, or are to be incidental to a primary industrial use. Importantly, particular attention will be given to ensuring that the land uses respect the amenity of adjacent residential areas. The precinct is less suited to residential use by virtue of its industrial nature. Development shall be of a good standard which particular attention being given to the setting and finish of the buildings. Emphasis should also be placed upon improving the visual appearance of properties from the street. Buildings will be set back from the street to accommodate landscaping and car parking. New developments fronting Orrong Road or Welshpool Road, or a street which abuts residential land shall generally take vehicular access from an alternative street or laneway where available. A healthy attractive working environment is sought in this precinct and will be taken into consideration with regard to uses, movement and the environment. Traffic generated within the precinct shall be directed away from nearby residential streets. Development and redevelopment shall take into consideration pedestrian and cyclists access, safety and convenience.
Wanneroo	3.11 THE GENERAL INDUSTRIAL ZONE 3.11.1 The General Industrial Zone is intended to provide for industrial development which the local government considers would be obtrusive in or detrimental to the amenity of the Service Industrial Zone. 3.11.2 The objectives of the General Industrial Zone are to: (a) accommodate a wide range of industrial activities, including those generally involving production, processing, storage, wholesaling or distribution processes; (b) minimise adverse visual and environmental effects of industrial uses on surrounding areas. 3.11.3 Non-industrial development is not favoured in the General Industrial Zone.
Waroona	Council's objective is to provide adequate and suitably located land for industrial uses to service the district, whilst achieving a satisfactory standard of appearance. Council's policies will therefore be to: <ul style="list-style-type: none"> ensure that General Industry and Transport Depots are located so as to achieve suitable levels of accessibility to the district road system and minimal impact on the residential area; require that buildings for industrial use are of satisfactory design and construction with adequate site controls to ensure that no less of amenity occurs.

Light Industry	Objectives
Bassendean	<p>3.2.5 Light Industry Zone</p> <p>The objectives of the Light Industry zone are:</p> <ul style="list-style-type: none"> a) to accommodate a range of manufacturing and associated service activities which will not, by nature of their operations, detrimentally affect the amenity of the adjoining or nearby land; b) to ensure that where any development adjoins zoned or developed residential properties, such development is suitably set back, screened or otherwise treated as not to detract from the residential amenity; c) to achieve safety and efficiency in traffic circulation, and also recognise the function of Collier Road as a regional road; d) to provide car parking and landscaping appropriate to the scale of development; e) to preclude the storage of unsightly goods from public view; and f) to ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.
Canning	<p>Light Industry</p> <ul style="list-style-type: none"> • To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones. • To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.
Claremont	<p>LIGHT INDUSTRIAL ZONE</p> <p>In considering an application for planning approval for development in the Light Industrial Zone the Council, in addition to any other matter it is required or permitted to consider, shall have regard to the following objectives:</p> <ul style="list-style-type: none"> (1) that the Zone provide a location for diverse light industry servicing the District; (2) the preservation of all buildings referred to in Clause 78.
Cockburn	<p>Light and Service Industry Zone</p> <p>To provide for light and service industries and associated uses which are compatible with and acceptable with close proximity to, residential uses.</p>
Gosnells	<p>Light Industry Zone</p> <p>To provide for light and service industries and associated uses.</p>
Joondalup	<p>Light Industry</p> <ul style="list-style-type: none"> • To provide for a range of light industrial uses, service industries and recreational activities that are generally compatible with urban areas. • To ensure that where any development adjoins residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity. • To ensure that development within this zone creates an attractive facade to the street for the visual amenity of surrounding areas.
Kalamunda	<p>Light Industry</p> <ul style="list-style-type: none"> • To provide for predominantly light industry located in proximity to residential areas. • To ensure that industries are environmentally compatible with surrounding zones and activities. • To ensure that the movement of goods and services in and out of the zone cause minimal impact on residential land in the vicinity.
Melville	<p>Light Industry</p> <ul style="list-style-type: none"> • To provide for a range of industrial uses and service industries generally compatible with urban areas that cannot be located in service commercial and centre zones. • Ensure that where any development adjoins zoned or developed residential properties, the development is suitably setback, screened or otherwise treated so as not to detract from the residential amenity.
Mundaring	<p>Light Industry</p> <ul style="list-style-type: none"> (a) To accommodate a range of light and service industries and related uses which will not, by the nature of their operations, detrimentally impact upon the amenity of other properties in close proximity. (b) To ensure development is designed in order to maintain the visual amenity of the area as seen from public roads, and the amenity of any adjacent residential areas in particular.
Serpentine Jarrahdale	<p>Light Industry</p> <p>The purpose and intent of the Light Industry Zone is to provide for a wide range of industrial uses that will not adversely affect the amenity of the locality or impose an undue load on existing or projected services.</p>
Swan	<p>4.2.4 Light Industrial Zone</p> <p>The objectives of the Light Industrial Zone are to –</p> <ul style="list-style-type: none"> a) provide for a range of generally small scale industrial development, which exhibit a relatively high standard of design and environmental performance in terms of amenity, noise, emissions and generation of vehicular traffic, and which can be expected to be compatible with any adjacent urban and rural areas; b) ensure development within the zone is complementary to development in other zones and to avoid development of land for any purposes or in any manner which would detract from the viability or integrity of development in either the Strategic Regional Centre or the Commercial zones; c) ensure any on-site advertising is integrated with the overall site development and does not detract from the amenities of the road frontages or of adjacent development.

Service Commercial	Objectives
Armadale	<p><i>Industrial Business</i></p> <p>a) To provide for a range of industrial business and related services to be accommodated in specific policy precincts and meet the needs of the district in relation to those goods and services which cannot be practically provided within commercial centres because of either the extensive land area requirements or the performance characteristics of the activity.</p> <p>b) To ensure development and operation of businesses achieves relatively high environmental performance and amenity standards based on the level of public access and proximity to residential areas.</p>
Belmont	<p>Mixed Business Zone</p> <p>The 'Mixed Business' zone is intended to allow for the development of a mix of varied but compatible business uses such as offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of residents and workforce. Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings. Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads.</p>
Canning	<p>Service Commercial</p> <ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones.
Cockburn	<p>Mixed Business Zone</p> <p>To provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones.</p>
East Fremantle	<p>Special Business Zone</p> <ul style="list-style-type: none"> ▪ To provide for a limited range of commercial facilities and services to meet the day to day needs of the community; ▪ To promote the coordination of development within the Special Business zone and to facilitate the safe and convenient movement of pedestrians to and within the area; ▪ To ensure the location and design of vehicular access and parking facilities do not detract from the amenities of the area or the integrity of the streetscape.
Gosnells	<p>Mixed Business Zone</p> <p>To provide for a variety of commercial activities including showrooms and other forms of bulk retailing/display in strategically located areas of the City.</p>
	<p>Highway Commercial Zone</p> <p>To provide for a range of commercial development, including particularly bulk retailing and open air display, which is suitable for a highway frontage location.</p>
Joondalup	<p>Service Commercial</p> <ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently be accommodated in the commercial or industrial zones. • To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.

Service Commercial	Objectives
Mandurah	<p>Service Commercial</p> <ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones.
Melville	<p>Service Commercial</p> <ul style="list-style-type: none"> • Accommodate commercial activities which, because of the nature of their business, require good vehicular access and/or large sites. • To prohibit residential development. • To provide for a range of commercial and industrial services and associated services as well as facilities for the storage and distribution of goods, which are required to meet the needs of the sub-regional community and which, by reason of their scale, character and requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within any of the Centre zones. • Provide for a range of wholesale sales, showrooms, trade and services which by reason of their scale character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones. • To ensure the nature, form and scale of development is such as not to prejudice the commercial services provided for within any of the Centre zones, recognising the strategic significance of such centres with reference to their accessibility and co-location efficiencies. • To ensure the design and landscaping of development is conducive to safe and efficient vehicular access, safe and convenient pedestrian access between adjacent premises and a level of visual amenity which is compatible with any adjacent commercial, mixed-use or residential areas.
Mundaring	<p>Service Commercial</p> <p>(a) To provide for a range of commercial activities which, by reason of the scale or the nature of the business require good visibility and vehicular access and/or larger sites, and are not generally appropriate within the Town Centre or Local Centre zones.</p> <p>(b) To ensure a high standard of development and to maintain the visual amenity of the area as seen from public roads, particularly important local roads or highways.</p>
Murray	<p>Service Commercial</p> <p>It is the intention of the Council to encourage a range of non-retail commercial uses within the Service Commercial Zone.</p>
Nedlands	<p>Service Commercial</p> <ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of uses which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in centre, commercial or industrial zones. • To ensure land use is compatible with any adjacent commercial, mixed-use or residential areas and would not have a detrimental effect on the amenity of the locality. • To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.
Rockingham	<p>Service Commercial</p> <p>To promote the establishment of showrooms/storerooms, service functions, offices, commercial recreation and bulk retail uses requiring larger floor areas with a high standard of building development, landscaping and working environment.</p>

Service Commercial	Objectives
	<p>Port Kennedy Business Enterprise Zone</p> <p>To promote service commercial and office land uses within the area to service the demands of the locality and in recognition of the local government's regional responsibility to provide light industrial land within the region, encourage the development of light industrial land uses in an orderly and proper manner.</p>
Serpentine Jarrahdale	The purpose and intent of the Showroom Warehouse Zone is to provide for a range of commercially oriented uses with low traffic generating characteristics and dealing in goods of a bulky nature.
	The purpose and intent for the Mixed Business zone is to provide for a range of light and service industrial, wholesaling, showrooms, trade and professional services which, by reason of their scale, character and operational land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within centre zones or industrial zones. This zone only applies in specialist locations where this type of development is either existing or strategically justifiable.
Stirling	<p>Mixed Business Zone</p> <p>a) To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.</p> <p>b) To provide a more intense commercial business development form within established industrial areas of the City.</p> <p>c) To ensure that traffic management, road safety, site access, onsite parking, building design and streetscape appearance are not compromised.</p>
Wanneroo	<p>3.6 THE BUSINESS ZONE</p> <p>3.6.1 The Business Zone is intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial businesses which require large areas such as bulky goods and category/theme-based retail outlets that provide for the needs of the community but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area.</p> <p>3.6.2 The objectives of the Business Zone are to:</p> <p>(a) provide for retail and commercial businesses which require large areas such as bulky goods and category/theme based retail outlets as well as complementary business services;</p> <p>(b) ensure that development within this zone creates an attractive façade to the street for the visual amenity of surrounding areas.</p>
Warroona	<p>Council's objective is to provide areas additional to those in the Town Centre for commercial and service industry uses which might not be appropriately located in the Town Centre Zone for reasons of the type of use or spatial requirements.</p> <p>Council's Policies will therefore be to:</p> <ul style="list-style-type: none"> • ensure that development is functionally and visually appropriate to the location adjoining the Town Centre and abutting the South Western Highway; • minimise access to the Highway from establishments by requiring, wherever possible, controlled access points; • ensure adequate on-site car parking provision and setbacks from the road frontages; • require appropriate landscaping in the setback area abutting the Highway.

Mixed Use	Objectives
Armadale	<p><i>Mixed Business/Residential</i></p> <p>a) To provide for a range of compatible commercial and community services, in addition to residential development, in a zone which will complement the overall development of the adjacent Strategic Regional Centre.</p> <p>b) To ensure the design and landscaping of development provides a high standard of safety and amenity and contributes towards a sense of place and community within the service area.</p> <p>c) To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.</p>
Bayswater	<p>The objectives of the Mixed Use Zone are to:</p> <p>a) provide a diversity of land use and housing types compatible with the maintenance of residential amenity;</p> <p>b) allow appropriate businesses to locate and develop in close proximity to residential areas;</p> <p>c) allow for services to be provided locally.</p>
Belmont	<p>The Mixed Use Zone is intended to allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads.</p>
Cambridge	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
Canning	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
Cockburn	<p>Mixed Use Zone</p> <p>To provide for a mixed use environment that includes residential development and a range of compatible smaller scale commercial uses such as office, retail and eating establishments.</p>
East Fremantle	<p>Mixed Use Zone</p> <ul style="list-style-type: none"> ▪ To provide for a limited range of commercial, civic and community facilities to meet the day to day needs of the community, but which will not prejudice the amenities of the neighbourhood; ▪ To ensure future development within each of the Mixed Use Zones is sympathetic with the desired future character of each area, and that a significant residential component is retained as part of any new development; ▪ To promote the coordination of development within each of the Mixed Use zones and to facilitate the safe and convenient movement of pedestrians to and within the area; ▪ To ensure the location and design of vehicular access and parking facilities do not detract from the amenities of the area or the integrity of the streetscape.
Fremantle	<p>Mixed use zone</p> <p>Development within the mixed use zone shall:</p> <p>(i) provide for a mix of compatible land uses including light, service and cottage industry, wholesaling, trade and professional services, entertainment, recreation and retailing of goods and services in small scale premises, including showrooms, where the uses would not be detrimental to the viability of retail activity and other functions of the City Centre, Local Centre and Neighbourhood Centre zones;</p> <p>(ii) provide for residential at upper level, and also at ground level providing the residential component is designed to contribute positively to an active public domain;</p> <p>(iii) ensure future development within each of the mixed used zones is sympathetic with the desired future character of each area,</p> <p>(iv) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and</p> <p>(v) conserve places of heritage significance the subject of or affected by the development.</p>

Mixed Use	Objectives
Joondalup	<p>Mixed Use Zone</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses which do not generate nuisance detrimental to the amenity of the district or to the health, welfare and safety of its residents. • To encourage high quality, pedestrian friendly, street-orientated development that integrates with surrounding areas.
Kalamunda	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for business and other commercial uses, but excluding shopping. • To provide for and encourage residential uses, but on the basis of recognition that the zone allows for considerably more non-residential activities than does a Residential zone. • To provide for professional, civic uses, medical and health related uses. • To provide for leisure and entertainment uses on a small scale so as not to unduly impinge on the amenity of the residential component of the zone. • To ensure that the development in the zone is of such design, size, scale and appearance to be compatible with nearby uses or zones, particularly the Residential zones.
Mandurah	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
Melville	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, child care, and appropriate land uses which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality. • To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community. • To provide for a compatible mix of commercial and residential uses which complement the adjacent activity centres, and will contribute towards the development of a vibrant and attractive place to live and work. • To ensure the nature, form and scale of any non-residential development is such as not to prejudice the commercial services provided for within the designated activity centres, recognising the strategic significance of such centres with reference to their accessibility and co-locational synergies.
Mosman Park	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • To provide for and add to the range and amenity of existing residential and commercial development in a form providing a suitable transition between the Commercial Zone and residential areas, along with the preservation of identified buildings and dwellings of state and local heritage significance. • To provide for a diversity of housing typologies in suitable locations, including well-designed higher density residential development. • To facilitate mixed use and commercial development opportunities at an appropriate scale reflecting the transitional nature of the zone. • To allow businesses to locate and develop in close proximity to residential localities and provide services locally. • To provide an increase to the level of employment opportunities in the locality

Mixed Use	Objectives
Nedlands	<p>Mixed use</p> <ul style="list-style-type: none"> • To provide for a significant residential component as part of any new development. • To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area. • To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
Peppermint Grove	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
Serpentine Jarrahdale	<p>Mixed Use</p> <p>The purpose and intent of the Mixed Use zone is to provide for a variety of commercial and residential land uses in a complimentary and co-located manner, often in a mixed-use format. Development in the zone may provide a transition between intense activity centre development and surrounding residential areas, or for the purposes of minor local commercial development sites in residential areas. Residential development should allow for future conversion into mixed use development.</p>
Stirling	<p>Mixed Use Zone</p> <p>a) To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non-active uses on upper levels.</p> <p>b) To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.</p> <p>c) To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.</p>
Subiaco	<p>Mixed Use</p> <p>(a) To provide for a wide variety of active uses on the street level which are compatible with residential and other uses on upper levels.</p> <p>(b) To develop a lively, eclectic and diverse mixed use area providing for an extensive range of residential and commercial uses to be established either in association with each other or in a compatible manner.</p> <p>(c) To encourage buildings of high quality design that respond to and enhance the special character, contributing to a sense of place and a recognition of local history and built form.</p> <p>(d) To promote residential land uses as a vital and integral component of the mixed use zone, supporting the vibrancy and economic sustainability of the zone and the nearby Subiaco Town Centre.</p> <p>(e) The consolidation and development of appropriately located, sustainable, commercial land uses that can exist in harmony with residential uses.</p> <p>(f) To encourage active transport opportunities for residents, workers and visitors.</p> <p>(g) To promote interaction between mixed use development and surrounding facilities and amenities including entertainment, retail and cultural uses and avoiding buildings that discourage residents, workers and visitors from engaging with nearby amenities.</p> <p>(h) To maintain and improve the urban tree canopy across the City.</p>

Mixed Use	Objectives
Vincent	<p>Mixed Use</p> <ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • To provide for a compatible mix of high density residential and commercial development. • To promote residential use as a vital and integral component of these mixed use zones. <i>AMD 1 GG 3/08/2018</i> • To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation. • To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.
Wanneroo	<p>3.5 THE MIXED USE ZONE</p> <p>3.5.1 The objectives of the Mixed Use Zone are: <i>AMD 165 GG 03/12/19</i></p> <p>(a) To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.</p> <p>(b) To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.</p> <p>3.5.2 The zoning will provide an intermediate stage between Residential and Commercial or Business Zone areas.</p>

Local Centre	Objectives
Armadale	<p><i>Local Centre</i></p> <p>a) To provide for a limited range of shopping and community services to meet the day-to-day needs of individual neighbourhoods.</p> <p>b) To ensure the design and landscaping of development provides a high standard of safety and amenity and contributes towards a sense of place and community within the local neighbourhood.</p>
Bassendean	<p>3.2.2 Local Shopping Zone</p> <p>The objectives of the Local Shopping Zone are:</p> <p>a) to provide for the local retail and service needs of the locality;</p> <p>b) to ensure that the local needs of residents are met, whilst maintaining a retail hierarchy to ensure that the catchment of the Town Centre zone is not adversely affected;</p> <p>c) to ensure a respect for the residential amenity of the surrounding neighbourhood, particularly in terms of design and location of vehicle parking, pedestrian movement, pedestrian and vehicular safety, and control of signage;</p> <p>d) to ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.</p>

Local Centre	Objectives
Cambridge	<p>Local Centre</p> <ul style="list-style-type: none"> • Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas. • Provide for neighbourhood and local centres to focus on the main daily household shopping and community needs. • Encourage high quality, pedestrian-friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Canning	<p>Local Centre</p> <ul style="list-style-type: none"> • Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining areas. • Provide for neighbourhood and local centres to focus on the main daily household shopping and community needs. • Encourage high quality, pedestrian-friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Cockburn	<p>Local Centre Zone</p> <p>To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local – serving role of the centre.</p>
Cottesloe	<p>The objectives of the Local Centre zone are to —</p> <ol style="list-style-type: none"> a) provide the opportunity for small-scale shops, facilities and services for the community within the surrounding residential locality; b) encourage development which is compatible with the scale and amenity of the surrounding residential locality; c) ensure that adequate provision is made for access and parking facilities without causing undue amenity effects on the surrounding residential locality; d) allow for a mix of residential and non-residential uses provided the ground floor of existing buildings or proposed development is excluded from residential use; and e) give consideration to the maintenance and enhancement of important views to and from public places as a contributor to the character and amenity of the locality and the district overall.
Fremantle	<p>Local centre zone:</p> <p>Development within the local centre zone shall:</p> <ol style="list-style-type: none"> i) provide for the daily and convenience retailing, shops, café, office, administration and residential uses (at upper levels or where proposed as part of a mixed use development) which serve the local community and are located within and compatible with residential areas, ii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and iii) conserve places of heritage significance the subject of or affected by the development.
Gosnells	<p>Local Centre Zone</p> <p>To provide for predominantly convenience retailing and community facilities which serve the local community, and provides a high level of accessibility for local residents.</p>

Local Centre	Objectives
Mandurah	<p>Local Centre</p> <ul style="list-style-type: none"> • Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas. • Provide for neighbourhood focus on the main daily household shopping and community needs. • Encourage high quality, pedestrian- friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Melville	<ul style="list-style-type: none"> • To designate land for future development as a city centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the <i>Activity Centres State Planning policy</i>. • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • C4 – All Neighbourhood and Local Centres: to provide for Neighbourhood and Local Centres to focus on the main daily to weekly household shopping and community needs and focus for medium density housing. • To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality. • To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Mundaring	<p>Local Centre</p> <ol style="list-style-type: none"> (a) To provide for a range of retail, commercial and community uses to meet the immediate needs of individual neighbourhoods and townsites. (b) To provide for appropriate uses catering to tourism activity. (c) To ensure a high quality of urban design and development, in keeping with the existing character of each local centre. (d) To provide a safe, convenient and accessible environment in local centres for pedestrians and cyclists.
Nedlands	<p>Local Centre</p> <ul style="list-style-type: none"> • To provide a range of small-scale retail and service uses for the immediate neighbourhood, that are easily accessible but which do not adversely impact on the amenity of adjoining residential areas. • To focus on the main daily household shopping and community needs. • To encourage high quality, pedestrian friendly, street-orientated development. • To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.
Stirling	<p>Local Centre Zone</p> <ol style="list-style-type: none"> a) To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood. b) To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement. c) To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.

Local Centre	Objectives
Subiaco	<p>Local Centre</p> <p>(a) To promote a local scale and convenient mix of local amenities to meet the daily needs of the local residential community.</p> <p>(b) To establish a sustainable community hub with an activated and vibrant public realm and a mix of land use functions that support and complement the surrounding residential areas.</p> <p>(c) To encourage high quality, pedestrian-friendly, street-orientated development that is compatible with surrounding uses.</p> <p>(d) To encourage buildings of high quality design that respond to their local context and are appropriately scaled within a local node serving.</p> <p>(e) To manage the impact of vehicle access, parking and movement on the public realm.</p> <p>(f) To encourage mixed use development of a scale appropriate to a local node.</p> <p>(g) To maintain and improve the urban tree canopy across the City.</p>
Vincent	<p>Local Centre</p> <ul style="list-style-type: none">• To provide services for the immediate neighbourhoods which do not expand into or adversely impact on adjoining residential areas.• To encourage high quality, pedestrian-friendly, street-orientated development.

Neighbourhood Centre	Objectives
Fremantle	<p>Neighbourhood centre zone</p> <p>Development within the neighbourhood centre zone shall:</p> <p>(i) provide for weekly and convenience retailing including small-scale shops, showrooms, cafes, restaurants, consulting rooms, entertainment, residential (at upper levels), recreation, open spaces, local offices, cottage industry, health, welfare and community facilities which serve the local community, consistent with the local – serving role of the centre,</p> <p>(ii) encourage the provision of suitable and accessible services to residents of the locality,</p> <p>(iii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties, and</p> <p>Note objective (iii) derived from Part 4.1, A 5.4 of Fremantle Planning Strategy.</p> <p>(iv) conserve places of heritage significance the subject of or affected by the development.</p>
Mandurah	<p>Neighbourhood Centre</p> <ul style="list-style-type: none"> • Provide services for a number of neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas. • Provide for neighbourhood focus on the main daily and weekly household shopping and community needs. • Encourage high quality, pedestrian- friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Melville	<ul style="list-style-type: none"> • To designate land for future development as a city centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the <i>Activity Centres State Planning policy</i>. • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • C4 – All Neighbourhood and Local Centres: to provide for Neighbourhood and Local Centres to focus on the main daily to weekly household shopping and community needs and focus for medium density housing. • To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality. • To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Nedlands	<p>Neighbourhood Centre</p> <ul style="list-style-type: none"> • To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. • To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities. • To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • To provide for a range of quality medium and high-density residential development, to meet the diverse needs of the community. • To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.
Serpentine Jarrahdale	<p>Neighbourhood Centre</p> <p>The purpose and intent of the Neighbourhood Centre zone is to provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services for the surrounding neighbourhood. Typical land uses will include smaller format supermarkets, personal services, convenience shops, local professional services and medium density housing.</p>
Stirling	<p>Neighbourhood Centre Zone</p> <p>a) To provide for a range of shopping, commercial and community facilities to meet the weekly and daily needs of the neighbourhood and contribute towards the employment needs of the local workforce.</p> <p>b) To contain a small supermarket to provide for a mix of small retail and commercial land uses, in addition to entertainment, professional offices, business services.</p>

Neighbourhood Centre	Objectives
	<p>c) To ensure that residential apartment development is an integral component of all neighbourhood centres, including within mixed use buildings.</p> <p>d) To generally be between 1500m² and 6000m² in size and have a population catchment between 2,000 and 15,000 persons and a 1km radius.</p> <p>e) To be located on public transport routes and on a district distributor road.</p> <p>f) To provide for each centre to have a two-sided shopping street.</p> <p>g) To provide for public plazas for dining and meeting points for the local community.”</p> <p>h) Building scale to be low rise where residential properties abut and mid-rise towards the centre of larger lots.</p>

Centre (large)	Objectives
Armadale	<p><i>District Centre</i></p> <p>a) To provide for an extended range of shopping, commercial and community services to meet the weekly needs of neighbourhood groupings, and contribute towards the employment needs of the local workforce.</p> <p>b) To ensure the design and landscaping of development provides a high standard of safety and amenity and contributes towards a sense of place and community within the service area.</p> <p><i>Strategic Regional Centre</i> AMENDED BY REDEVELOPMENT ACT 16/12/11</p> <p>a) To provide for an extended range of shopping, commercial, administrative, business and employment opportunities in the retail core of the Armadale Strategic Regional Centre and a range of predominantly non-retail supportive mixed uses in the Civic and Cultural and South West Highway precincts peripheral to the retail core.</p> <p>b) To encourage mixed use development that incorporates residential development to R-AC3 of the R-Codes in the core retail area, where the residential development will not constrain the effective operation of retail activities and R80 in the peripheral Civic and Cultural and South West Highway precincts.</p> <p>c) To ensure the urban design of new developments in the Armadale Strategic Regional Centre provides for a high amenity mixed use shopping environment and contributes to Armadale's distinctive sense of place and community.</p>
Bassendean	<p>3.2.3 Town Centre Zone</p> <p>The objectives of the Town Centre Zone are:</p> <p>a) to promote, facilitate and strengthen the town centre zone as the principal focus of the district in terms of shopping, professional, administrative, cultural, entertainment and other business activities;</p> <p>b) To recognise the unique and specific function of each precinct within the town centre in terms of:</p> <p>(i) traditional main street pedestrian based commercial retail, west of Wilson Street;</p> <p>(ii) civic, drive-by commercial and town centre living uses between Wilson and Whitfield Street; and</p> <p>(iii) car based retail in the Bassendean Village Shopping Centre;</p> <p>c) to accommodate a diversity of commercial, cultural and residential facilities;</p> <p>d) to encourage the integration of existing and proposed facilities within the zone so as to promote ease of pedestrian movement and the sharing of infrastructure, as well as to retain the opportunity for any future expansion of the area;</p> <p>e) to achieve safety and efficiency in traffic circulation;</p> <p>f) to ensure that buildings, ancillary structures and advertising are of high quality and achieve an architectural theme contributing to the uniqueness of the townscape;</p> <p>g) to provide sheltered places for pedestrians and shade to car parking areas;</p> <p>h) to preclude the storage of bulky and unsightly goods from public view;</p> <p>i) to provide landscaping appropriate to the scale of development; and</p> <p>j) to ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.</p>
Bayswater	<p>The general objectives of the Maylands Activity Centre Zone are to –</p> <p>a) create an attractive and sustainable activity centre that is a vibrant, desirable and safe place to live, work and socialise;</p> <p>b) facilitate viable, enduring and high quality development in the activity centre with an appropriate mix of land uses;</p>
Belmont	The Town Centre and Commercial Zones are intended to provide for the retail commercial function and entertainment.
Cambridge	<p>District Centre</p> <ul style="list-style-type: none"> • Provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • Provide for district centres to focus on weekly needs and services for a wider district catchment. • Provide a broad range of employment opportunities to encourage diversity within the Centre. • Ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • Provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community.
Canning	<p>District Centre</p> <ul style="list-style-type: none"> • Provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • Provide for district centres, to focus on weekly needs and services for a wider district catchment. • Provide a broad range of employment opportunities to encourage diversity within the Centre. • Ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • Provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community. <p>Centre</p> <ul style="list-style-type: none"> • To designate land for future development as a town centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.
Claremont	TOWN CENTRE ZONE

Centre (large)	Objectives
	<p>In considering an application for planning approval for development in the Town Centre Zone the Council, in addition to any other matter it is required or permitted to consider, shall have regard to the following objectives:</p> <p>(1) that Bay View Terrace be maintained as the centre of the specialised shopping area of the District;</p> <p>(2) the need for the Zone to provide a varied and integrated centre incorporating a wide range of retail outlets, Offices, Entertainment, Social and Community Facilities;</p> <p>(3) that buildings and the access and circulation for pedestrians and vehicles and parking facilities be so laid out as to ensure safety and convenience for shoppers and other users of the Zone;</p> <p>(4) the need for architectural and civic design of a high standard in order to compliment the design of older buildings and provide diversity consistent with overall harmony;</p> <p>(5) the provision of landscaping to provide shade and visual relief;</p> <p>(6) to enable appropriate residential development within the Zone;</p> <p>(7) the preservation of all buildings referred to in Clause 78.</p>
Cockburn	<p>District Centre Zone</p> <p>To provide for weekly shopping needs, local offices, health, welfare and community facilities, consistent with the district-serving role of the centre.</p> <p>Regional Centre Zone</p> <p>To provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses.</p>
Cottesloe	<p>The objectives of the Town Centre zone are to —</p> <p>a) improve the amenity and function of the Cottesloe town centre;</p> <p>b) provide for a wide range of land uses, including shops, offices, entertainment, health, and community facilities and services, consistent with the district-serving role of the centre;</p> <p>c) provide the opportunity for residential uses and development within the town centre; and</p> <p>d) give consideration to the maintenance and enhancement of important views to and from public places as a contributor to the character and amenity of the locality and the district overall.</p>
East Fremantle	<p>Town Centre Zone</p> <ul style="list-style-type: none"> ▪ To provide for a range of commercial shopping, civic and community facilities to meet the day to day needs of the community and which will contribute towards the vibrancy of the Town. ▪ To encourage the development of a consolidated Town Centre, which will provide a focus for the community and exhibit a high standard of urban design in keeping with the historical character of the Town. ▪ To enhance pedestrian connectivity to and within the Town Centre, so as to facilitate the safe and convenient movement of local residents, and enhance the viability of Town Centre businesses. ▪ To ensure the location and design of vehicular access and parking facilities do not detract from the character or integrity of the Town Centre or the streetscapes which define the centre.
Fremantle	<p>City centre zone</p> <p>Development within the city centre zone shall:</p> <p>(i) provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses, and</p> <p>(ii) comply with the objectives of local planning area 1 of schedule 7.</p> <p>(iii) conserve places of heritage significance the subject of or affected by development.</p>
Gosnells	<p>District Centre Zone</p> <p>To provide for weekly shopping needs, local offices, health, welfare and community facilities, consistent with the district-serving role of the centre.</p> <p>Regional Centre Zone</p> <p>To provide for a full range of commercial and community facilities to serve the needs of the sub-regional community in a centre which provides a high level of accessibility and a pleasant and harmonious environment for social and commercial activities.</p>
Joondalup	<p>Centre</p> <ul style="list-style-type: none"> • To designate land for future development as an activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.
Kalamunda	<p>District Centre</p> <ul style="list-style-type: none"> • To promote, facilitate and strengthen the District Centres as the major foci of activity, particularly for shopping, business, professional, civic, cultural, entertainment facilities and related employment opportunities. • Provide for medical and other health related services. • Allow for the establishment of uses which would co-exist with the District Centre's activities whilst recognising a limited level of residential activities in the District Centre. • Achieve safety and efficiency in traffic and pedestrian circulation. • Ensure that the scale, size, design and location of buildings are compatible with the existing development in the District Centre.
Mandurah	<p>District Centre</p> <ul style="list-style-type: none"> • Provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • Provide for district centres to focus on weekly needs and services for a wider district catchment. • Provide a broad range of employment opportunities to encourage diversity within the Centre.

Centre (large)	Objectives
	<ul style="list-style-type: none"> • Ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • Provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community • To provide a basis for future detailed planning in accordance with a precinct structure plan and the Activity Centres State Planning Policy <p>Strategic Centre</p> <ul style="list-style-type: none"> • Provide a range of services and uses to cater for both the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment. • To ensure that there is provision to transition between the uses in the strategic centre and the surrounding residential areas to ensure that the impacts from the operation of the regional centre are minimised. • Provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre. • Encourage high quality, pedestrian- friendly, street-orientated development that responds to and enhances the key elements of the Strategic Centre, to develop areas for public interaction and support the provision of public transport. • Ensure the provision of residential opportunities within the Strategic Centre including high density housing and tourist accommodation that supports the role of the regional centre and meets the needs of the community. • To provide a basis for future detailed planning in accordance with a precinct structure plan and the Activity Centres State Planning Policy.
Melville	<p>Centre</p> <ul style="list-style-type: none"> • To designate land for future development as a city centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the <i>Activity Centres State Planning policy</i>. • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. • C1 – Secondary Centre – Booragoon: to provide for City Centre development including retail, commercial and residential development and gives due regard to the <i>Melville City Centre Structure Plan</i>. • C2 – District Centres subject to activity centre plans: to provide for District Centre development focusing on weekly needs and services a wider district catchment giving due regard to the relevant activity centre plans. • C3 – Other District Centres: to provide for District Centre development focusing on weekly needs and services a wider district catchment for centres with no activity centre plan. • To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality. • To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.
Mosman Park	<p>Centre</p> <ul style="list-style-type: none"> • To designate land for future development as a town centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy. • To facilitate the development of activity centres in the Town providing for the identified needs of the community in the provision of retail goods and services, cultural, health and community facilities, entertainment and employment opportunities. • To encourage residential and employment opportunities in a mixed-use format complementing and supporting the vitality of desired uses. • To promote the redevelopment of activity centres to provide greater land use efficiency, vibrancy, accessibility and safety, in addition to improved urban amenity.
Mundaring	<p>Town Centre</p> <p>(a) To provide for development of the Mundaring town centre as the principal focus for retail, commercial, administrative, entertainment and cultural uses within the Shire.</p> <p>(b) To provide for the retail, commercial and entertainment needs of residents of the hills portion of the Shire so as to minimise the need for travel out of the district.</p> <p>(c) To provide for appropriate uses catering to tourism activity.</p> <p>(d) To provide a safe, convenient and accessible environment in the town centre for pedestrians and cyclists, and to provide for good accessibility by public transport.</p> <p>(e) To provide for well-coordinated development of the town centre by way of precinct/structure planning, to ensure a high quality of urban design, appropriate disposition of land uses, and optimal use of infrastructure capacity.</p> <p>(f) To provide for uses that will encourage the use of the town centre outside normal retail or office hours.</p>
Peppermint Grove	<p>District Centre</p> <ul style="list-style-type: none"> • Provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas.

Centre (large)	Objectives
	<ul style="list-style-type: none"> • Provide for district centres to focus on weekly needs and services for a wider district catchment. • Provide a broad range of employment opportunities to encourage diversity within the Centre. • Ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • Provide for a wider range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community. • To provide a basis for future detailed planning in accordance with the provisions of this Scheme or the Activity Centres State Planning Policy.
Rockingham	<p>District Centre Zone</p> <p>To establish a clear and concise statement of planning and main street principles to guide the development of 'Main Street' Town Centres having due regard to the objectives and principles outlined within a prepared District Town Centre Policy, and supported by any other Plan or Policy that the local government may adopt from time to time as a guide to future development within the Zone.</p> <p>Objectives of the Primary Centre</p> <p>The objectives of the Primary Centre are —</p> <p>a) to establish a people orientated, mixed use Primary Centre through the development of urban scaled, inner city housing, which will allow people to live within walking distance of work, shops and a wide range of social and community activities;</p> <p>b) to create a series of connected villages and precincts with distinctly inner-city characteristics and a level of amenity that encourages consolidated, medium to high density residential development between the City Centre and Rockingham Beach along a fixed route transit system;</p> <p>c) to foster the provision of a balanced and diverse mix of uses within the Primary Centre which will contribute to the development of an active and interesting character in the public and private domain of the Primary Centre;</p> <p>d) to encourage and facilitate sustainable economic growth and employment self-sufficiencies in the Primary Centre;</p> <p>e) to promote the Rockingham Primary Centre as the preferred location for investment in higher order public and employment generating infrastructure, to foster employment self-sufficiency and to reduce travel distances for employees living in the region;</p> <p>f) to foster the development of a credible and legible Primary Centre which possesses a diversity of activities through its built form and public spaces, framed around a legible public street pattern, with generally contiguous and active building frontages positioned at the street front boundary;</p> <p>g) to facilitate efficient access to the Primary Centre and between the various social and economic activities within it (the Primary Centre), through the accommodation of pedestrian, cycle, public transport and private vehicles in a manner which supports the development of a consolidated, pedestrian-oriented urban environment;</p> <p>h) to create a permeable, well connected network of public streets, laneways, arcades and public spaces that provide high quality linkages, particularly for pedestrians, to support the full range of Primary Centre activities;</p> <p>i) to provide a range of activities in the Primary Centre, which will encourage people to mix and create a strong sense of community;</p> <p>j) to create high quality public spaces to foster community use and interaction and to create a sense of place and public ownership;</p> <p>k) to create a street-based transit system, with closely spaced stops, which will encourage a highly utilised public transport system;</p> <p>l) to develop the Rockingham Primary Centre to offer a high standard of amenity and urban design, planned according to transit oriented development principles around a fixed route public transport system;</p> <p>m) to provide an appropriate land use pattern, which will sustain a fixed route public transport system that encourages mixed use development, higher density residential development and employment patterns;</p> <p>n) to facilitate generally contiguous development along a fixed transit route that offers multiple choices in lifestyle and convenience, focused on the public transport alignment;</p> <p>o) to develop the Rockingham Primary Centre in accordance with the Western Australian Planning Commission Activity Centre hierarchy, to ensure a long-term and integrated approach by public authorities to the planning economic and social infrastructure; and</p> <p>p) to develop the Rockingham Primary Centre to provide a similar level of services and functions to the Perth Central Business District.</p> <p>The objectives of the Primary Centre City Centre Zone are —</p> <p>a) to provide an identifiable 'City Centre' which provides for major CBD functions in a predominantly 'Main Street' development configuration;</p> <p>b) to contribute to the development of integrated retail, office, commercial, residential, civic and community facilities generally in accordance with the requirements of the Development Policy Plan for the City Centre Sector and the local government Avenue Sub-Precinct forming part of the Southern Gateway and Rockingham Station Sectors; AMD 150 GG 27/06/17</p> <p>c) to achieve high intensity land use and built form outcomes, including a range of medium to high density housing, within a walkable catchment of the central public transit system;</p> <p>d) to create a permeable, well connected network of public streets and spaces that provides legible and high amenity linkages, particularly for pedestrians;</p> <p>e) to locate car parking areas behind street front buildings;</p>

Centre (large)	Objectives
	<p>(f) to provide contiguous, activated street front development;</p> <p>g) to promote active day and night time retail and social environments;</p> <p>h) to encourage vibrant and diverse uses which promote the Primary Centre City Centre Zone as a destination;</p> <p>i) to provide a high amenity, street based transit route through the core of the Primary Centre City Centre Zone;</p> <p>j) to encourage development that will provide a high calibre model of sustainable, transit oriented development; and</p> <p>k) to provide high quality public spaces that permits a range of recreation and social activities and foster high quality development along their margins.</p>
	<p>The objectives of the Primary Centre Waterfront Village Zone are –</p> <p>a) to promote contemporary waterfront residential and accommodation, commercial, tourism and recreational activities, which serves local residents and visitors alike, in accordance the Development Policy Plan for the Waterfront Village Sector;</p> <p>b) to maximise the potential of the northerly coastal aspect, sheltered beach and shady parkland of the Waterfront through appropriate quality built form and site responsive architecture;</p> <p>c) to achieve appropriate land use and built form outcomes, including a range of medium to high density housing, within a walkable catchment of the central public transit system;</p> <p>d) to create a permeable, well connected network of public streets and spaces that provides legible and high amenity linkages, particularly for pedestrians;</p> <p>e) to provide contiguous, activated street front development;</p> <p>f) to promote active day and night time retail and social environments;</p> <p>g) to encourage vibrant and diverse uses which promote the Waterfront as a destination;</p> <p>h) to provide a high amenity, street based transit route that will provide a high calibre model of sustainable, transit oriented development; and</p> <p>i) to provide high quality public spaces that permits a range of recreation and social activities and foster high quality development along their margins.</p>
	<p>The objectives of the Primary Centre Urban Village Zone are —</p> <p>a) to contribute to the development of integrated retail, office, commercial, residential, civic and community facilities generally in accordance with the requirements of the Development Policy Plan for the Smart Village Sector;</p> <p>b) to achieve high intensity land use and built form outcomes, including a range of medium to high density housing, within a walkable catchment of the central public transit system;</p> <p>c) to create a permeable, well connected network of public streets and spaces that provides legible and high amenity linkages, particularly for pedestrians;</p> <p>d) to locate car parking areas behind street front buildings;</p> <p>e) to provide contiguous, activated street front development;</p> <p>f) to promote active day and night time retail and social environments;</p> <p>g) to encourage vibrant and diverse uses which promote the Primary Centre Urban Village Zone as a destination;</p> <p>h) to provide a high amenity, street based transit route through the core of the Primary Centre Urban Village Zone;</p> <p>i) to encourage development that will provide a high calibre model of sustainable, transit oriented development; and</p> <p>j) to provide high quality public spaces that permits a range of recreation and social activities and foster high quality development along their margins.</p>
	<p>The objectives of the Primary Centre City Living Zone are:-</p> <p>a) to promote contemporary waterfront residential, tourist accommodation and recreational activities, generally in accordance with the requirements of the Development Policy Plan for the Northern Waterfront Sector;</p> <p>b) to maximise the potential of the northerly coastal aspect, sheltered beach and foreshore parklands of the Northern Waterfront Sector through appropriate quality built form and site responsive architecture;</p> <p>c) to achieve appropriate land use and built form outcomes, including a range of medium to high density housing, within a walkable catchment of the central public transit system;</p> <p>d) to create a permeable, well connected network of public streets and spaces that provides legible and high amenity linkages, particularly for pedestrians;</p> <p>e) to encourage development that will provide a high calibre model of sustainable transit oriented development;</p> <p>f) to provide high quality public spaces that permits a range of recreation and social activities and foster high quality development along their margins;</p> <p>g) off street carparking will generally be located behind, under or over ground floor, street front buildings;</p> <p>h) to encourage innovative and diverse built form which promotes the Northern Waterfront Sector as a desirable place to live; and</p> <p>i) to provide contiguous, activated street front development.</p>
	<p>The objectives of the Primary Centre Urban Living Zone are to:-</p> <p>a) encourage contemporary residential development generally in accordance with the requirements of the Development Policy Plan for the Eastern Sector and Southern Gateway and Rockingham Station Sectors; AMD 150 GG 27/06/17</p>

Centre (large)	Objectives
	<p>b) achieve appropriate land use and built form outcomes, including a range of medium density housing options, within a walkable catchment of the public transit system;</p> <p>c) create a permeable, well connected network of public streets and spaces that provide legible and high amenity linkages, particularly for pedestrians;</p> <p>d) encourage innovative and diverse built form which promotes the Eastern Sector and Southern Gateway Sector as a desirable place to live; and</p> <p>e) promote contiguous, residential street front development consistent with a contemporary inner-city townscape discipline.</p>
Serpentine Jarrahdale	<p>Town Centre</p> <p>The purpose and intent of the Town Centre zone is to have a greater focus on servicing the daily and weekly needs of residents of a broader district, as well as providing services, facilities and employment opportunities for the district. Typical land uses will include discount department stores, supermarkets, other convenience shops, small scale comparison shopping, personal services, specialty shops, district level office development, local professional services, community services and facilities, and medium to high density housing.</p>
South Perth	<p>Centre</p> <p>The objectives of the Centre zone are as follows:</p> <p>a) To designate land for future development as a town centre or activity centre.</p> <p>b) To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme and the Activity Centres State Planning Policy.</p>
Stirling	<p>District Centre Zone</p> <p>a) To provide for an extended range of shopping, commercial and community services to meet the weekly needs of the catchment neighbourhoods, and contribute towards the employment needs of the local workforce.</p> <p>b) To ensure the design and siting of development provides a high standard of safety and amenity and contributes towards a sense of place and community.</p> <p>Regional Centre Zone</p> <p>a) To provide for the full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre.</p> <p>b) To facilitate the creation of employment within the centre so as to reduce the demand for travel, and enhance the level of self-sufficiency within the sub-region.</p> <p>c) To promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development.</p> <p>d) To enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes.</p>
Subiaco	<p>Centre</p> <p>(a) To designate land for development as a town centre or activity centre.</p> <p>(b) To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.</p> <p>(c) To encourage buildings of high quality design that respond to and enhance the special character within their location of the Town Centre of Subiaco, contributing to a sense of place and a recognition of local history and built form.</p> <p>(d) To create a vibrant, sustainable town centre, with a broad range of activities, well serviced by public transport.</p> <p>(e) To develop and enhance the regional nature of the town centre's economy, encourage appropriate new development and provide certainty to developers and prospective businesses.</p> <p>(f) To encourage an increase in residential uses within mixed use developments to provide additional foot traffic at street level for added vibrancy in public realm and in support of the local economy.</p> <p>(g) Enable built form and urban design responses around each public space area that reinforces quality and functionality, based on nodes of activity, lanes that are activated and connected and establishing the town centre as urban village.</p> <p>(h) To maintain and improve the urban tree canopy across the City.</p>
Swan	<p>4.2.1 Midland Strategic Regional Centre Zone</p> <p>The objectives of the Midland Strategic Regional Centre Zone are to –</p> <p>a) Ensure development of the centre accords with the WA Planning Commission's Policy as it applies to activity centres.</p> <p>b) Facilitate the creation of employment within the centre so as to reduce the demand for travel, and enhance the level of self-sufficiency within the sub-region.</p> <p>c) Promote the development of a wide range of commercial facilities and services including major offices, retailing and a mix of entertainment, recreation and community facilities to meet the needs of the sub-regional community.</p> <p>d) Facilitate the complimentary development of housing so as to enhance the vibrancy of the centre, improve the viability of businesses and provide a wider choice of accommodation within the district.</p> <p>e) Promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development.</p> <p>f) Enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes.</p> <p>g) Encourage mixed uses and complementary development within the centre so as to enhance the viability of business and the efficient use of facilities and services.</p>

Centre (large)	Objectives
	<p>h) Ensure future development and re-development accords with activity centre design principles as referred to in State Planning Policy No. 4.2, providing an integrated, attractive, safe and vibrant focus for the community.</p> <p>i) Ensure car parking and access facilities do not disrupt the continuity of development or reduce pedestrian connectivity within the centre.</p> <p>j) Ensure development and re-development within the centre affords appropriate recognition of heritage values and the character of existing streetscapes, with reference to scale, form and design.</p>
Vincent	<p>District Centre</p> <ul style="list-style-type: none"> • To provide a community focus point for people, services, employment and leisure that are highly accessible and do not expand into or adversely impact on adjoining residential areas. • To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of each District Centre, and to develop areas for public interaction. • To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces. • To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation. • To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, high density residential and tourist accommodation, to meet the diverse needs of the community. • To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre. • To encourage the retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment. • To ensure that the City's District Centres are developed with due regard to State Planning Policy 4.2 – Activity Centres for Perth and Peel. <p>Regional Centre</p> <ul style="list-style-type: none"> • To provide a range of services and uses to cater for the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment; • To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre. • To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre, and to develop areas for public interaction. • To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces. • To provide residential opportunities within the Regional Centre including high density housing, affordable housing, social and special needs housing, tourist accommodation and short term accommodation. <i>AMD 1 GG 3/08/2018</i> • To ensure that the centres are developed with due consideration to State Planning Policy 4.2 – Activity Centres for Perth and Peel.
Wanneroo	<p>3.13 THE CENTRE ZONE</p> <p>3.13.1 The Centre Zone is intended to accommodate existing and proposed business centres or other planning precincts where the local government considers that a Structure Plan is necessary to provide for the co-ordinated planning and development of these centres. The centres may range in size from small neighbourhood centres to large multi-purpose regional centres. <i>AMD 132 GG 15/7/16</i></p> <p>3.13.2 The objectives of the Centre Zone are to:</p> <p>(a) provide for a hierarchy of centres from small neighbourhood centres to large regional centres, catering for the diverse needs of the community for goods and services;</p> <p>(b) ensure that the City's commercial centres are integrated and complement one another in the range of retail, commercial, entertainment and community services and activities they provide for residents, workers and visitors;</p> <p>(c) encourage development within centres to create an attractive urban environment;</p> <p>(d) provide the opportunity for the coordinated and comprehensive planning and development of centres through a Structure Plan process. <i>AMD 132 GG 15/7/16</i></p>
Waroona	<p>Council's objective is to ensure that the zone develops as the Commercial and community activity centre for the Town and the District, and that the functional and visual qualities of the zone are commensurate with that status.</p> <p>Council's policies will therefore be to:</p> <ul style="list-style-type: none"> • permit a wide range of uses which will achieve the objective; • permit at Council discretion, medium density residential uses; • require that development by its design, construction and materials contributes satisfactorily to the streetscape of the zone, particularly to the frontage of South Western Highway; • prepare and implement a streetscape study as the basis for a program of design and amenity control.

Attachment Five

Local Government – Zoning Tables

General Industry

	P	D	A	IP	X
Abattoir		1	2		2
agriculture - extensive	1	1			12
agriculture - intensive		1			7
Ancillary Dwelling					13
Animal Establishment	2	1	1		5
Animal Husbandry - intensive			2		7
Art Gallery					5
Aviation Facility					
Bed & Breakfast					11
Betting Agency		4	2		8
Brewery	1	1			2
Bulky Goods Showroom	6	5	2	1	4
Caravan Park / Camping Ground					16
Caretaker's Dwelling	3	5	1	6	2
Car Park	7	7	1	1	1
Child Care Premises		3	2		12
Cinema/Theatre		1			13
Civic Use	3	5	2		8
Club Premises	2	5	2		9
Commercial Vehicle Parking	8	2			
Community Purpose	1	4	2		3
Concrete Batching Plant		1			
Consulting Room	1	6	1		10
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	1	7		1	6
Corrective Institution			1		8
Drop-off Refund Point					
Educational Establishment	1	7			10
Exhibition Centre		3			7
Family Day Care		1			11
Food Outlet	2	12			
Food Outlet with Drive-Through Facility		3			12
Freeway Service Centre					1

	P	D	A	IP	X
Fuel Depot	9	7	1		
Funeral Parlour	3	7	2		6
Garden Centre	4	5			4
Grouped Dwelling					18
Holiday Accommodation					8
Holiday House					4
Home Business		1			16
Home Occupation		2			15
Home Office	4				8
Home Store		1			12
Hospital		1	2		14
Hotel			1		16
Independent Living Complex					11
Industry	14	4			
Industry - extractive	1	3	5		6
Industry - light	15	3			
Industry - rural	2	7			2
Liquor Store - large					6
Liquor Store - small			1		11
Marina	1				1
Marine Filling Station		1	1		
Market	1	2			10
Medical Centre		5			13
Mining Operations					1
Motel		1			17
Motor Vehicle, Boat or Caravan Sales	5	6	1		4
Motor Vehicle Repair	12	4			
Motor Vehicle Wash	9	5		2	
Multiple Dwelling					17
Nightclub		2	1		11
Office	2	6		6	4
Park Home Park					8
Place of Worship	1	8			9
Reception Centre		3			11

	P	D	A	IP	X
Recreation – Private	3	6	2		6
Renewable Energy Facility		1			1
Repurposed Dwelling					1
Residential Aged Care Facility					7
Residential Building					15
Resource Recovery Centre		2			
Restaurant / Café		3	1		13
Restricted Premises		2	2		12
Reverse Vending Machine					
Road House		1			1
Rural Home Business					3
Rural Pursuit / Hobby Farm		1	1		8
Second-hand Dwelling					
Serviced Apartment					4
Service Station	3	11	2		2
Shop		1		3	14
Single House				1	17
Small Bar			1		8
Tavern		2	3		13
Telecommunications Infrastructure	4	6	2		
Tourist Development					7
Trade Display	5	9			1
Trade Supplies	1	3			1
Transport Depot	11	6			
Tree Farm					9
Veterinary Premises	8	3			6
Warehouse / Storage	14	4			
Waste Disposal Facility			1		
Waste Storage Facility			2		
Wind Farm					
Winery			2		8
Workforce Accommodation					

Light Industry

	P	D	A	IP	X
Abattoir					4
agriculture - extensive		2	1	1	7
agriculture - intensive		1			5
Ancillary Dwelling					10
Animal Establishment	1	2			6
Animal Husbandry - intensive					8
Art Gallery		2	1		2
Aviation Facility					
Bed & Breakfast					7
Betting Agency		3	1		6
Brewery	1	1			1
Bulky Goods Showroom	5	6		1	3
Caravan Park / Camping Ground		1			11
Caretaker's Dwelling	2	7	1	4	
Car Park	4	7		1	1
Child Care Premises		2	1		12
Cinema/Theatre		1			11
Civic Use	2	5	1		7
Club Premises	1	7	1		5
Commercial Vehicle Parking	7	3			
Community Purpose		4	1		4
Concrete Batching Plant					1
Consulting Room	1	4			10
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	2	6		1	3
Corrective Institution					7
Drop-off Refund Point					
Educational Establishment		8	3		4
Exhibition Centre		3			5
Family Day Care		1			8
Food Outlet	3	8			1
Food Outlet with Drive-Through Facility	1	2	2		8
Freeway Service Centre					1

	P	D	A	IP	X
Fuel Depot	1	9	4		
Funeral Parlour	2	8	1		4
Garden Centre	3	5			1
Grouped Dwelling					13
Holiday Accommodation		1			6
Holiday House					3
Home Business		1			12
Home Occupation		3			11
Home Office	3				5
Home Store		1			9
Hospital		1	1		13
Hotel					12
Independent Living Complex					7
Industry	1	3	3		7
Industry - extractive		1			12
Industry - light	14				1
Industry - rural	1	3	2		3
Liquor Store - large					5
Liquor Store - small					9
Marina	1				1
Marine Filling Station		1	1		
Market		4	2		6
Medical Centre		5			9
Mining Operations					
Motel		2			11
Motor Vehicle, Boat or Caravan Sales	5	6	1		2
Motor Vehicle Repair	7	7			
Motor Vehicle Wash	8	4			1
Multiple Dwelling					13
Nightclub		2	1		9
Office	1	3		5	6
Park Home Park					6
Place of Worship	2	7	3		2
Reception Centre		2			9

	P	D	A	IP	X
Recreation – Private	2	6	3		3
Renewable Energy Facility					1
Repurposed Dwelling					1
Residential Aged Care Facility					6
Residential Building					13
Resource Recovery Centre		1			2
Restaurant / Café		3			11
Restricted Premises		2	4		8
Reverse Vending Machine					
Road House		1			1
Rural Home Business					1
Rural Pursuit / Hobby Farm		1	1		5
Second-hand Dwelling					
Serviced Apartment					4
Service Station	2	9	2	1	1
Shop				1	13
Single House				1	12
Small Bar					7
Tavern	1	2	2		9
Telecommunications Infrastructure	1	6	2		
Tourist Development					5
Trade Display	3	10			
Trade Supplies	1	3			
Transport Depot	8	5			1
Tree Farm					8
Veterinary Premises	6	6			2
Warehouse / Storage	12	3			
Waste Disposal Facility					1
Waste Storage Facility					1
Wind Farm					
Winery					7
Workforce Accommodation					

Service Commercial

	P	D	A	IP	X
Abattoir					6
agriculture - extensive	1	4	1		9
agriculture - intensive					7
Ancillary Dwelling		3	1		7
Animal Establishment		1	1		7
Animal Husbandry - intensive					7
Art Gallery	1	3			1
Aviation Facility					
Bed & Breakfast		2			8
Betting Agency	1	6			6
Brewery	2	1			3
Bulky Goods Showroom	12	4			2
Caravan Park / Camping Ground					16
Caretaker's Dwelling	1	11		6	
Car Park	6	11			
Child Care Premises		13	1		3
Cinema/Theatre		6	1		7
Civic Use	7	11			
Club Premises		13	1		4
Commercial Vehicle Parking	6	5	1		
Community Purpose	2	7			1
Concrete Batching Plant					1
Consulting Room	5	10			3
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	3	6	1		5
Corrective Institution					8
Drop-off Refund Point					
Educational Establishment	1	14			3
Exhibition Centre		7	1		3
Family Day Care	1	3			8
Food Outlet	7	5	2		
Food Outlet with Drive-Through Facility	3	3	5		3
Freeway Service Centre					1

	P	D	A	IP	X
Fuel Depot		1	1		14
Funeral Parlour	4	13			1
Garden Centre	4	8			2
Grouped Dwelling		3	1		11
Holiday Accommodation		1			10
Holiday House		1			5
Home Business	2	4			11
Home Occupation		6			11
Home Office	4	1			5
Home Store	1	3			8
Hospital	1	6	1		9
Hotel		3	3		10
Independent Living Complex		1	1		5
Industry		1			17
Industry - extractive					14
Industry - light	1	6	2		9
Industry - rural	1				8
Liquor Store - large		2	2		5
Liquor Store - small	1	4	4		6
Marina					1
Marine Filling Station					
Market	1	7	1		4
Medical Centre	5	10	1		2
Mining Operations					1
Motel	1	5	3		7
Motor Vehicle, Boat or Caravan Sales	6	7			3
Motor Vehicle Repair	2	9	2		3
Motor Vehicle Wash	2	10	1	1	2
Multiple Dwelling		3	1		10
Nightclub		2	2		10
Office	9	3	1	4	1
Park Home Park					8
Place of Worship	2	11	1		4
Reception Centre	2	8	1		4

	P	D	A	IP	X
Recreation – Private	3	13			1
Renewable Energy Facility					3
Repurposed Dwelling					1
Residential Aged Care Facility		1	1		7
Residential Building		2	2		9
Resource Recovery Centre			1		2
Restaurant / Café	5	5	2		5
Restricted Premises		4	2		10
Reverse Vending Machine					
Road House		1			1
Rural Home Business					3
Rural Pursuit / Hobby Farm					9
Second-hand Dwelling					
Serviced Apartment			1		6
Service Station		12	3		3
Shop	2	1	1	5	9
Single House		4	1	1	9
Small Bar	1		1	1	7
Tavern		5	4		8
Telecommunications Infrastructure	2	6	2		1
Tourist Development		2			5
Trade Display	1	8			7
Trade Supplies	2	6			
Transport Depot	1	5			12
Tree Farm					8
Veterinary Premises	5	13			
Warehouse / Storage	5	8		3	2
Waste Disposal Facility					1
Waste Storage Facility					2
Wind Farm					
Winery					9
Workforce Accommodation					

Mixed Use

	P	D	A	IP	X
Abattoir					2
agriculture - extensive	2	6	5		6
agriculture - intensive					3
Ancillary Dwelling	2	3	1		1
Animal Establishment			1		6
Animal Husbandry - intensive					2
Art Gallery		6	2		
Aviation Facility					
Bed & Breakfast	3	2	2		2
Betting Agency		6	2		6
Brewery			1		4
Bulky Goods Showroom		6	3		9
Caravan Park / Camping Ground			1		11
Caretaker's Dwelling	4	5		1	6
Car Park	2	10	5		
Child Care Premises		9	8		1
Cinema/Theatre	1	3	5		9
Civic Use	5	13	1		
Club Premises	2	3	9		4
Commercial Vehicle Parking			3		7
Community Purpose	1	5	4		
Concrete Batching Plant					1
Consulting Room	8	8	1		1
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	2	8	5		3
Corrective Institution			1		6
Drop-off Refund Point					
Educational Establishment	2	8	7		1
Exhibition Centre	4	5	3		
Family Day Care	3	8	2		
Food Outlet	5	6	1		3
Food Outlet with Drive-Through Facility	1	2	4		8
Freeway Service Centre					

	P	D	A	IP	X
Fuel Depot			1		12
Funeral Parlour		4	6		8
Garden Centre	1	5			7
Grouped Dwelling	4	9	1		2
Holiday Accommodation		4	2		2
Holiday House	1	3	1		1
Home Business	5	7	3	1	1
Home Occupation	7	7	2	1	
Home Office	12			1	
Home Store	3	5	6		2
Hospital		2	5		11
Hotel		1	6		10
Independent Living Complex	3	8	1		
Industry			1		16
Industry - extractive					8
Industry - light		3	3		11
Industry - rural					5
Liquor Store - large			2		9
Liquor Store - small	1	5	3		5
Marina					
Marine Filling Station					
Market	2	3	6		6
Medical Centre	8	5	5		1
Mining Operations					1
Motel		3	8		7
Motor Vehicle, Boat or Caravan Sales			5		12
Motor Vehicle Repair			4		12
Motor Vehicle Wash			4		14
Multiple Dwelling	3	10	2		
Nightclub			5		12
Office	10	6	1		
Park Home Park			1		6
Place of Worship	1	5	12		
Reception Centre	2	4	8		2

	P	D	A	IP	X
Recreation – Private	2	9	5		2
Renewable Energy Facility					2
Repurposed Dwelling		1			
Residential Aged Care Facility	1	6	3		1
Residential Building	1	5	7		
Resource Recovery Centre					4
Restaurant / Café	4	10	3		2
Restricted Premises		1	5		11
Reverse Vending Machine					
Road House					2
Rural Home Business					1
Rural Pursuit / Hobby Farm					4
Second-hand Dwelling					
Serviced Apartment		6	3		
Service Station			6		13
Shop	6	7	1		4
Single House	4	7	1		4
Small Bar		2	9		3
Tavern			10		8
Telecommunications Infrastructure	1	8	2		1
Tourist Development		1	4		1
Trade Display		3	2		10
Trade Supplies		1			6
Transport Depot			1		13
Tree Farm					2
Veterinary Premises	1	5	8		4
Warehouse / Storage	1	2	2	2	10
Waste Disposal Facility					1
Waste Storage Facility					2
Wind Farm					
Winery					4
Workforce Accommodation					

Local Centre

	P	D	A	IP	X
Abattoir					2
agriculture - extensive	3	7			4
agriculture - intensive					6
Ancillary Dwelling		2			3
Animal Establishment					9
Animal Husbandry - intensive					5
Art Gallery	1	2	1		
Aviation Facility					
Bed & Breakfast	1	5			3
Betting Agency	3	6	3		1
Brewery			1		5
Bulky Goods Showroom		3	2		11
Caravan Park / Camping Ground			1		8
Caretaker's Dwelling	2	9		1	1
Car Park	1	11	3		
Child Care Premises	4	9	4		
Cinema/Theatre		2	3		11
Civic Use	7	8	1		1
Club Premises	1	3	9		3
Commercial Vehicle Parking	1	4	3		3
Community Purpose	2	10	1		
Concrete Batching Plant					
Consulting Room	10	7			
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	9	3	2		
Corrective Institution			1		8
Drop-off Refund Point					
Educational Establishment	3	12	1		1
Exhibition Centre	5	8			
Family Day Care	3	5	1		5
Food Outlet	9	2	1		1
Food Outlet with Drive-Through Facility	3	5	4		3
Freeway Service Centre					

	P	D	A	IP	X
Fuel Depot		1			10
Funeral Parlour		2	5		10
Garden Centre		7	1		3
Grouped Dwelling	1	9	2		1
Holiday Accommodation		3	2		1
Holiday House		2			2
Home Business	4	8	2		1
Home Occupation	7	7	1		1
Home Office	12	1			1
Home Store	8	3	1		2
Hospital		4	3		9
Hotel			5		8
Independent Living Complex	1	3	1		1
Industry			1		13
Industry - extractive					7
Industry - light		2	2		13
Industry - rural					6
Liquor Store - large					8
Liquor Store - small	3	5	4		
Marina					1
Marine Filling Station					1
Market	3	7	5		1
Medical Centre	5	7	1		2
Mining Operations					
Motel		1	4		10
Motor Vehicle, Boat or Caravan Sales			3		14
Motor Vehicle Repair		1	3		12
Motor Vehicle Wash		3	5		7
Multiple Dwelling	1	7	3		2
Nightclub			1		14
Office	8	7			
Park Home Park			1		5
Place of Worship	2	7	5		2
Reception Centre	1	2	8		4

	P	D	A	IP	X
Recreation – Private	2	9	5		
Renewable Energy Facility					2
Repurposed Dwelling					1
Residential Aged Care Facility		4	1		3
Residential Building		4	3		5
Resource Recovery Centre					3
Restaurant / Café	10	5	2		
Restricted Premises			6		11
Reverse Vending Machine					
Road House					1
Rural Home Business					2
Rural Pursuit / Hobby Farm					7
Second-hand Dwelling					
Serviced Apartment	1	4	1		2
Service Station		4	9		4
Shop	14	1			
Single House	2	6	2		3
Small Bar	1	3	7		1
Tavern			6		8
Telecommunications Infrastructure		7	3		1
Tourist Development		2	1		2
Trade Display		3	2		7
Trade Supplies		1			5
Transport Depot		1			12
Tree Farm					5
Veterinary Premises		11	2		3
Warehouse / Storage		4	1	1	11
Waste Disposal Facility					1
Waste Storage Facility					1
Wind Farm					
Winery					5
Workforce Accommodation					

Neighbourhood Centre

	P	D	A	IP	X
Abattoir					
agriculture - extensive	1	4			2
agriculture - intensive					1
Ancillary Dwelling					2
Animal Establishment					1
Animal Husbandry - intensive					
Art Gallery	1				
Aviation Facility					
Bed & Breakfast		3			
Betting Agency	3	1	1		
Brewery		1			2
Bulky Goods Showroom		3			4
Caravan Park / Camping Ground					4
Caretaker's Dwelling		3			2
Car Park	2	2	3		
Child Care Premises	4	2	1		
Cinema/Theatre	1	2	2		1
Civic Use	5	2			
Club Premises	2	4	1		
Commercial Vehicle Parking		2	1		1
Community Purpose	2	2			
Concrete Batching Plant					
Consulting Room	7				
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	5	2			
Corrective Institution					2
Drop-off Refund Point					
Educational Establishment	2	4			1
Exhibition Centre	2	2			
Family Day Care	1	3	1		1
Food Outlet	4				1
Food Outlet with Drive-Through Facility	2		2		
Freeway Service Centre					

	P	D	A	IP	X
Fuel Depot					4
Funeral Parlour		2	2		2
Garden Centre		3			2
Grouped Dwelling		2	1		
Holiday Accommodation	1	1			1
Holiday House		1			1
Home Business		5	1		1
Home Occupation	1	5	1		
Home Office	5	1			
Home Store	4	1			
Hospital		3			4
Hotel	1	2	2		2
Independent Living Complex		2	1		
Industry					6
Industry - extractive					2
Industry - light					7
Industry - rural					2
Liquor Store - large		1			3
Liquor Store - small	3	1	1		
Marina					
Marine Filling Station					
Market	2	4	1		
Medical Centre	4	2			
Mining Operations					
Motel	1	1	2		1
Motor Vehicle, Boat or Caravan Sales			1		6
Motor Vehicle Repair					6
Motor Vehicle Wash		1	2		4
Multiple Dwelling		3	1		
Nightclub			2		5
Office	5	2			
Park Home Park					1
Place of Worship	1	4	1		
Reception Centre	1	4	1		1

	P	D	A	IP	X
Recreation – Private	2	4	1		
Renewable Energy Facility					1
Repurposed Dwelling					
Residential Aged Care Facility		1			2
Residential Building		1	1		1
Resource Recovery Centre					2
Restaurant / Café	6		1		
Restricted Premises		1			5
Reverse Vending Machine					
Road House					1
Rural Home Business					1
Rural Pursuit / Hobby Farm					2
Second-hand Dwelling					
Serviced Apartment	2	1			
Service Station	2	3	1		1
Shop	5	2			
Single House		2	1		2
Small Bar	1	3	1		
Tavern		2	3		1
Telecommunications Infrastructure	1	2			1
Tourist Development	2	1	1		
Trade Display			1		5
Trade Supplies					3
Transport Depot					6
Tree Farm					1
Veterinary Premises		5	2		
Warehouse / Storage		1			5
Waste Disposal Facility					
Waste Storage Facility					
Wind Farm					
Winery					1
Workforce Accommodation					

District Centre

	P	D	A	IP	X
Abattoir					5
agriculture - extensive	2	7	3		6
agriculture - intensive					8
Ancillary Dwelling		4	2		7
Animal Establishment			1		11
Animal Husbandry - intensive					8
Art Gallery	2	5	1		
Aviation Facility					
Bed & Breakfast	1	7	3		2
Betting Agency	5	8	1		
Brewery		3	2		
Bulky Goods Showroom	3	14	2		2
Caravan Park / Camping Ground			1		13
Caretaker's Dwelling	2	11		3	3
Car Park	3	15	1		
Child Care Premises	7	14			
Cinema/Theatre	4	11	2		1
Civic Use	12	10			
Club Premises	1	15	5		
Commercial Vehicle Parking	2	6	2		3
Community Purpose	5	9			
Concrete Batching Plant					
Consulting Room	13	9			
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	5	11	2		
Corrective Institution		1			11
Drop-off Refund Point					
Educational Establishment	2	17	2		1
Exhibition Centre	6	9	1		
Family Day Care	2	8	3		3
Food Outlet	10	5			
Food Outlet with Drive-Through Facility	6	9	2		
Freeway Service Centre					1

	P	D	A	IP	X
Fuel Depot		1			15
Funeral Parlour	1	11	6		3
Garden Centre	2	7	2		2
Grouped Dwelling	2	18			
Holiday Accommodation		4	1		2
Holiday House		3			
Home Business	5	14	1		
Home Occupation	8	13			
Home Office	14				
Home Store	5	6	2		3
Hospital		7	7		6
Hotel	2	7	9		
Independent Living Complex	1	6	1		2
Industry			2		16
Industry - extractive					12
Industry - light		4	4		12
Industry - rural					10
Liquor Store - large		3	4		2
Liquor Store - small	3	8	3		
Marina					1
Marine Filling Station			1		
Market	3	8	6		1
Medical Centre	10	9	1		
Mining Operations					1
Motel	2	8	7		4
Motor Vehicle, Boat or Caravan Sales	3	3	5		9
Motor Vehicle Repair	1	3	6		8
Motor Vehicle Wash		7	5	1	5
Multiple Dwelling	2	15	2		
Nightclub		1	11		6
Office	13	8			
Park Home Park			1		9
Place of Worship	3	12	5		1
Reception Centre	2	12	3		1

	P	D	A	IP	X
Recreation – Private	2	16	1		1
Renewable Energy Facility					2
Repurposed Dwelling		1			
Residential Aged Care Facility		5	1		4
Residential Building		11	5		2
Resource Recovery Centre					2
Restaurant / Café	16	6			
Restricted Premises		1	9		8
Reverse Vending Machine					
Road House					
Rural Home Business					2
Rural Pursuit / Hobby Farm					10
Second-hand Dwelling					
Serviced Apartment	1	5	1		1
Service Station	1	8	10		3
Shop	16	4			
Single House	2	15			3
Small Bar	2	6	6		
Tavern	2	7	11		
Telecommunications Infrastructure	1	10	3		
Tourist Development		3			1
Trade Display		5	1		7
Trade Supplies		3			2
Transport Depot		1			14
Tree Farm					8
Veterinary Premises	1	14	3		2
Warehouse / Storage		9	1	2	8
Waste Disposal Facility					1
Waste Storage Facility					2
Wind Farm					
Winery					8
Workforce Accommodation					

Centre (Secondary and Strategic Metropolitan)

	P	D	A	IP	X
Abattoir					1
agriculture - extensive		6			1
agriculture - intensive					3
Ancillary Dwelling		2			1
Animal Establishment			1		4
Animal Husbandry - intensive					3
Art Gallery	1	1	1		
Aviation Facility					
Bed & Breakfast	1	2	1		
Betting Agency	3	4			
Brewery			2		
Bulky Goods Showroom	2	4	1		1
Caravan Park / Camping Ground					4
Caretaker's Dwelling	1	4		1	
Car Park		6	1		
Child Care Premises	2	5	1		
Cinema/Theatre	4	4			
Civic Use	4	4			
Club Premises	2	5	1		
Commercial Vehicle Parking	1	3	2		
Community Purpose	3	3			
Concrete Batching Plant					
Consulting Room	5	3			
Container Collection Cage					
Container Deposit Recycling Centre					
Convenience Store	4	4			
Corrective Institution					4
Drop-off Refund Point					
Educational Establishment		7	1		
Exhibition Centre	3	3	1		
Family Day Care		4	1		2
Food Outlet	3	3			
Food Outlet with Drive-Through Facility	1	6			
Freeway Service Centre					

	P	D	A	IP	X
Fuel Depot					6
Funeral Parlour		4	1		2
Garden Centre	1	4			2
Grouped Dwelling		7			
Holiday Accommodation		1	1		
Holiday House		1			
Home Business	3	4	1		
Home Occupation	4	4			
Home Office	7	1			
Home Store	3	4	1		
Hospital		3	2		3
Hotel		4	3		
Independent Living Complex		2			1
Industry			1		7
Industry - extractive					5
Industry - light		1	1		5
Industry - rural					4
Liquor Store - large		1	2		1
Liquor Store - small		4	2		
Marina					
Marine Filling Station					
Market	4	2	1		1
Medical Centre	5	3			
Mining Operations					
Motel	2	3			3
Motor Vehicle, Boat or Caravan Sales	1	2	1		4
Motor Vehicle Repair		1	5		2
Motor Vehicle Wash		3	3		2
Multiple Dwelling	1	5	1		
Nightclub		3	4		1
Office	5	3			
Park Home Park					3
Place of Worship	1	4	2		1
Reception Centre	2	5	1		

	P	D	A	IP	X
Recreation – Private	3	5			
Renewable Energy Facility					1
Repurposed Dwelling		1			
Residential Aged Care Facility		1			3
Residential Building		4	2		1
Resource Recovery Centre					1
Restaurant / Café	5	2	1		
Restricted Premises		1	4		3
Reverse Vending Machine					
Road House					
Rural Home Business					1
Rural Pursuit / Hobby Farm					5
Second-hand Dwelling					
Serviced Apartment		2	1		
Service Station	1	3	3		1
Shop	6	2			
Single House		7			
Small Bar	2	2	3		
Tavern	2	4	2		
Telecommunications Infrastructure		4	2		
Tourist Development		3			
Trade Display		2	2		3
Trade Supplies		2			
Transport Depot					6
Tree Farm					3
Veterinary Premises	2	4	1		1
Warehouse / Storage		3		1	4
Waste Disposal Facility					1
Waste Storage Facility					1
Wind Farm					
Winery					3
Workforce Accommodation					

Attachment Six

Local Government - Development Provisions

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	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION	
CITY OF ARMADALE						
	Site	Lot Size	4D.10 5D10.1	MINIMUM LOT SIZE The minimum lot size shall be 2000m ² .		
	Built Form	Setbacks	4D.1 4D.1.1	SETBACKS Buildings are to be setback from boundaries having regard to: <ol style="list-style-type: none"> any policy or Design Guidelines adopted by the local government for development in the industrial zones; the setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone; the use or usability of the setback area, taking into consideration the nature of the adjoining street and the desirability or otherwise of direct vehicular access to that street, and from any adjoining property; the desirability of continuous building frontages where pedestrian access is to be provided adjacent to the frontage of the building or where such access and associated pedestrian shelter would be desirable to facilitate movement between adjoining sites; the space requirements for pedestrian access, and the need and/or desirability of segregating pedestrian access from vehicular access and parking areas; the desirability of landscaping within the setback area in order to reduce any adverse visual impact associated with the proposed building façade and/or associated use of setback areas; and the safety and convenience of pedestrian and vehicular access to the site from the adjoining street and from adjacent sites. 	4.1.1. Buildings are to be setback from boundaries in accordance with Clause 4D.1 of TPS No. 4. 4.1.2. Minimum street setbacks shall be as per Table 1. Table 1: Building setback requirements Area Front Setback – Minimum 15 metres Maximum 21 metres Secondary Street Setback - 6 metres Forrestdale Business Park East (area bound by Tonkin Highway, Ranford Road and Armadale Road) All other industrial areas 7.5 metres Determined at the discretion of the City	
			4D1.2	Where the local government considers it appropriate, it may impose maximum or minimum setbacks as it thinks fit, or it may prescribe a building setback line for any building or part of a building.	4.1.3. The City may allow an averaging of the front setback on certain lots where it is considered by the City to better accommodate car parking and servicing requirements or it improves the streetscape. 4.1.4. The street setback area is only to be used for landscaping, vehicular access and parking, not including the parking of vehicles which are being wrecked, repaired or stored. The street setback area must not be used for the storage of any goods or materials.	
		Use of Setbacks				
		Height	4D.2 4D.2.1	BUILDING HEIGHT The height of buildings is to be determined, having regard to: <ol style="list-style-type: none"> any policy or Design Guidelines adopted by the local government for development in the industrial zones; the height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular precinct; in the case of a site which adjoins land in another zone, the height and setback requirements for that zone; the need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities; the design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and the finished ground level proposed for the development site in relation to that of the adjoining sites. 		
		Plot Ratio	4D.3 5D.3.1	BUILDING BULK Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio is to be 1.0.		
		Site Cover				
		Materials				
		Building Design			4.2.1. Buildings shall be designed in accordance with Clauses 4D.2 and 4D.3 of TPS No. 4. 4.2.2. Development within Forrestdale Business Park East is to achieve a minimum site cover of 20% of the lot area for lots up to 1500m ² in area. 4.2.3. Lots greater than 1500m ² in area are to achieve a minimum site cover of 300m ² . 4.2.4. Buildings shall respond to the alignment of the lot boundaries. Where lots have non-rectangular shapes, alignment with the street frontage is the priority. 4.2.5. The external surfaces of all walls that are on or near a property boundary shall be painted, rendered and painted or finished in face brick and be consistent with the schedule of colours approved by the City of the development. 4.2.6. Developments of two or more building/structures on a site shall create a cohesive, well-coordinated and complementary development of similar construction quality. 4.2.7. Building massing shall complement adjacent development to create a cohesive streetscape. 4.2.8. The facades and portions of all buildings that are visible from the street shall be designed and constructed in a manner which in the opinion of the City is to a human scale and provides visual interest. Buildings shall not be designed with blank walls facing the street or other public areas. The use of windows, variations in wall plane and articulation through the setting back of upper portions may be used to assist in achieving this outcome. Small scale design elements and features adjoining the exterior walls are encouraged to create human scale. Building materials that express a smallscale may also be used around activated land uses and entrances to assist in breaking down any perceived mass of large wall planes.	

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				<p>4.2.9. Pedestrian entrances shall be covered to provide weather protection, and include well placed windows to enhance passive surveillance from within the development. If the pedestrian entrance directly abuts the car park, a pedestrian path / refuge area must be provided to separate the entrance from the car park.</p> <p>4.2.10. Any activated customer based land uses shall be set forward of the main building alignment. If all uses are integrated in one building, street frontages shall be broken up by varying wall planes, heights and material application.</p> <p>4.2.11. All buildings shall be designed to incorporate CPTED principles to ensure surveillance of the street and public realm in accordance with the WAPC Designing Out Crime Planning Guidelines (June 2006).</p> <p>4.2.12. The external surfaces of all walls, including boundary walls, shall be finished to the same quality of the primary façades.</p> <p>4.2.13. Buildings shall utilise materials that are durable and low maintenance. Appropriately contrasting materials and finishes that contribute positively to the area shall be used. The use of recycled and/or locally sourced materials is strongly encouraged.</p> <p>4.2.14. All developments shall maximise access to natural light and ventilation by incorporating windows, skylights and air vents in appropriate locations. The placement of shade structures on the building is encouraged, where they assist in reducing overheating in summer and adding visual interest to the façade.</p> <p>4.2.15. Utilities infrastructure (e.g. air conditioner machinery and the like) shall be screened from public view. For example, roof mounted equipment could sit behind parapet walls that extend beyond roof height.</p>
		Site Layout		
	Site Amenity	Landscaping	<p>4D.4 LANDSCAPING</p> <p>4D.4.1 Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards the achievement of high environmental standards on all development sites.</p> <p>4D.4.2 The area, distribution and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to:</p> <ul style="list-style-type: none"> a) the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening; b) the design of building façades and their relationship to adjacent streets and other public spaces; c) the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes; d) the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities; e) the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; and f) the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site. <p>4D.4.3 Landscape planting is to be provided and maintained so as to minimise any adverse visual impact associated with the use and development of land, and is to include:</p> <ul style="list-style-type: none"> (a) a minimum 2-metre-wide landscaping strip across all street boundaries; (b) a minimum 3-metre-wide landscape strip along all street boundaries within the 'General Industry' and 'Industrial Business' zone areas bound by Armadale Road, Ranford Road and Tonkin Highway. (c) provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location on site. 	
		Lighting		<p>4.6.1. Outdoor lighting shall be provided to illuminate entrances of development and key pedestrian areas and should comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" and the City's Environment, Animals and Nuisance Local Law.</p> <p>4.6.2. All applications for development shall be conditioned with a requirement to provide and obtain approval for an outdoor lighting plan prior to the issue of a Building Permit. Lighting shall be integrated into the built form to highlight architectural features, landscaping, main entrances and the corners of buildings.</p>
		Signage		4.8.1. All signage shall be provided in accordance with Council Policy (PLN 4.2 – Advertisements – Signage).
		Public Art		<p>2.2 All development applications within the 'General Industry', 'Industrial Development' and 'Industrial Business' zones with a development cost of \$1 million or more are required to:</p> <ul style="list-style-type: none"> a) Make a monetary contribution to the City of Armadale Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost.
		Fencing		<p>4.5.1. Fencing within the primary and secondary street setbacks shall be no higher than 2.4 metres above the corresponding natural ground level of the adjacent footpath or road.</p> <p>4.5.2. Front fencing within Forrestdale Business Park East shall be powder coated garrison style fencing or similar high quality open fencing to the satisfaction of the City of Armadale.</p> <p>4.5.3. Fencing behind the building line will be in accordance with the City of Armadale Fencing Local Law.</p>
	Access	Provision	<p>4D.5 CAR PARKING AND VEHICULAR ACCESS</p> <p>4D.5.1 Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.</p> <p>4D.5.2 Parking spaces and manoeuvring areas shall be designed in accordance with Australian Standard AS 2890.1 Off-street parking, and paved, kerbed, drained and marked to the satisfaction of the local government.</p> <p>4D.5.3 When considering an application for planning consent, the local government shall have regard to and may impose, conditions with respect to the location of parking on the site, and the pedestrian and vehicle traffic circulation system proposed.</p>	<p>4.4.1. Car parking shall be provided in accordance with the provisions of the City of Armadale Town Planning Scheme No. 4 (Clauses 4D.5, 4D.6 and Schedule 7A).</p> <p>4.4.2. A minimum of one 45 litre tree for every four parking bays is required to be provided within the lot to contribute to a high quality street character and provide shading and cooling. Refer to the provisions of the City of Armadale Town Planning Scheme No. 4 (Part 4) and the City's Planning Policy PLN 2.9 Landscaping.</p> <p>4.4.3. Bicycle parking and end of trip facilities shall be provided in accordance with the provisions of the City of Armadale Town Planning Scheme No. 4 (Clause 4.11 and Schedule 7B).</p>

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			<p>4D.5.4 Safe and convenient vehicular access is to be provided to all development any required car parking or service areas provided on the development site.</p> <p>4D.5.5 The location and design of vehicular access to any road is to be subject to the local government's approval in accordance with the provisions of the Scheme. In considering any proposal for new or modified vehicular access, the local government may, having regard to safety of pedestrian and vehicular traffic:</p> <ul style="list-style-type: none"> a) determine the width of the crossover and/or vehicular accessway; b) refuse to permit more than one vehicular access to any lot; c) require separate entrances and exits, and the provision of appropriate signage indicating the direction of movement; d) require that entrances and exits be placed in positions nominated by the local government; or e) require an agreement to be entered into so as to provide for shared use of vehicular accessways in favour of users of adjacent properties. 	
		Location	<p>4D.6 SHARED USE OF PARKING FACILITIES</p> <p>4D.6.1 Parking facilities may be shared between two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements set out in this clause.</p> <p>4D.6.2 The local government may permit the parking spaces for a building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of parking spaces, provided that the peak hours of operation of the buildings or uses so sharing do not substantially overlap.</p> <p>4D.6.3 The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this subclause when, in the opinion of the local government, such arrangements are deemed necessary to assure the continued access to shared parking facilities.</p> <p>4D.6.4 The following requirements shall be complied with where off-site or shared parking is proposed:</p> <ul style="list-style-type: none"> a) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours or operation of the buildings or uses for which the joint use of parking spaces or the reciprocal access and circulation arrangements is proposed; b) the number of parking spaces to be provided off-site, is sufficient to meet the shortfall in parking in respect of the development the subject of the application; and c) shared use of off-site parking facilities will not result in any deficiency in parking for that site. <p>4D.6.5 The local government may require an agreement to be prepared by a solicitor at the expense of the applicant, detailing the relevant arrangements for off-site or shared parking, and executed by all parties concerned.</p> <p>Note: Any such agreement shall be designed to ensure that access to, and use of shared parking facilities will continue for the duration of the development for which the parking is provided, and that the arrangements for shared use of facilities are not altered without the consent of the local government.</p> <p>4D.6.6 In clause 4D.6.4 'off-site' means land other than that which is the subject of the application for development approval, on which parking or access facilities are proposed to service the development the subject of the application.</p>	
		Access		
		Loading/Serviceing	<p>4D.7 ACCESS FOR LOADING AND UNLOADING VEHICLES</p> <p>4D.7.1 A person shall not construct or use a building for a bulky goods showroom, a warehouse or an industry unless there is provided a paved access way for vehicles from the street to the rear of and to any other part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles.</p> <p>4D.7.2 The access way referred to in clause 4D.7.1 shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing on to any part of the street.</p> <p>4D.7.3 Except as hereinafter mentioned, the access way referred to in clause 4D.7.1 shall be not less than 6m in width; if the size of the lot makes the provision of a 6m wide access way impracticable the local government may permit an access way of a narrower width of not less than 3m in width.</p>	
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	<p>4D.8 STORAGE YARDS</p> <p>A person shall not use land for open storage purposes unless it is screened from public view by a fence or wall to the satisfaction of the local government.</p>	<p>4.9.1 Where provided, storage yards shall be provided in accordance with Clause 4D.8 of TPS No. 4.</p> <p>4.9.2 The provision of designated outdoor storage yards is encouraged.</p> <p>4.9.3 Designated bin storage areas shall be provided.</p> <p>4.9.4 Bin storage areas and outdoor storage yards shall be behind the front building line and constructed appurtenant to and be of the same material and colour scheme as the main building. These areas shall be screened so they are not clearly visible from the street and nearby or adjoining properties.</p> <p>4.9.5 No materials shall be stored in car parking areas or areas clearly visible from the street and nearby or adjoining properties.</p>
		Drainage		

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		Effluent Disposal	4D.11 4D.11.1 4D11.2	EFFLUENT DISPOSAL Where a proposed industry involves the discharge of effluent, other than that associated with staff toilet facilities, then either: a) the premises must be connected to a reticulated sewerage system, or b) where a connection to reticulated sewerage is not available, the premises are to be serviced by an on-site disposal and/or collection system of such capacity and design as to prevent pollution of (including nutrient discharge to) any ground or surface water systems in the vicinity of the site. Where, either because of the nature or quantity of effluent to be discharged, or the characteristics of the site and its environment, the requirements for effluent disposal referred to in clause 4D.11.1 cannot be met to the satisfaction of the local government, the application may be refused notwithstanding that the use of the site may be designated 'P' in the Zoning Table.	
		ESD			
		Buffers			
		Other			

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF BASSENDEAN				Local Planning Policy 6 (LPP6)
	Site	Lot Size		
	Built Form	Setbacks	<p>4.9.3 Use of Setback Areas The land between the street alignment and the building setback shall not be used for any purpose except one or more of the following:</p> <ul style="list-style-type: none"> a) a means of access and egress; b) the parking of vehicles used by customers and employees; c) the loading and unloading of vehicles (refer to clause 64 of the deemed provisions); d) open air display of goods, provided such area does not cover more than 20% of the setback area, is not within 3 metres of the street alignment and does not reduce the area set aside for landscaping; e) landscaping; and f) the display and sale of motor vehicles where the local government's approval has been granted. 	<p>6.2 Building Setbacks Buildings are to be setback a minimum of:</p> <ul style="list-style-type: none"> (a) 13 metres from the primary street; (b) 6 metres from the secondary street; (c) Side and rear setbacks are to be determined having regard to vehicle access, manoeuvring, loading and unloading arrangements and the requirements of the Building Code of Australia.
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		<p>6.1 Built Form</p> <ul style="list-style-type: none"> (a) The facades of all buildings facing public streets shall be articulated and use a variety of materials to avoid a rigid, uniform outcome. (b) The ground floor level facades of all buildings facing public streets shall be constructed of brick, glass, stone, masonry or concrete in respect of the ground floor level. (c) The use of zincalume sheeting for construction of industrial buildings is only permitted where such buildings or parts of buildings are not visible from any public street. (d) The main entrance is to be on the front elevation or close to the front of the building, clearly visible from the street. <p>6.6 Industrial Units</p> <ul style="list-style-type: none"> (a) The floor area of any industrial unit shall not be less than 100m2 and the minimum dimensions between the internal wall surfaces is not less than 6 metres; and (b) Each unit is provided with a visually screened service yard of an area not less than 16m2 and a minimum dimension of not less than 2 metres. The service yard is to be located to allow for vehicles to have direct access via a paved internal service road, adjoining and having connecting access to each unit.
		Site Layout		
	Site Amenity	Landscaping		<p>6.5 Landscaping Provision shall be made for a minimum area of landscaping as follows:</p> <ul style="list-style-type: none"> (a) A minimum width of 3 metres abutting the primary street and 2 metres abutting the secondary street; (b) Landscaped areas and the street verge are to be landscaped, irrigated and maintained to the satisfaction of the Town, including the provision of appropriate shade trees; and (c) Shade trees in car parking areas shall be provided at a ratio of 1 per 4 car parking bays.
		Lighting		
		Signage		<p>6.9 Signage</p> <ul style="list-style-type: none"> (a) Signs attached to the buildings shall be designed to be an integrated part of the building, e.g. recessed into the facade, fascia or awning. (b) Signage on fencing is not permitted.
		Public Art		
		Fencing		<p>6.4 Fencing</p> <ul style="list-style-type: none"> (a) Any security fence on a front lot boundary (including to a secondary street) shall be open-style palisade fencing. (b) Solid fencing is to be setback as if it were a building.
	Access	Provision		<p>6.3 Access and Car Parking</p> <ul style="list-style-type: none"> (a) On-site car parking is to be in accordance with the requirements of Local Planning Scheme No. 10 and any relevant Local Planning Policy. (b) Where access is required to the rear or any other part of the building, the access way shall be paved and have a minimum width of 4.5 metres, unless otherwise approved by the Town. (c) Access ways shall be constructed so that all vehicles can enter and exit the street in forward gear without reversing any part of the vehicle onto a street.

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				(d) Manoeuvring areas shall be exclusive of car parking bays and the interior of the building. (e) The development is to incorporate clear pedestrian paths that are separate to areas for vehicle access and car parking.
		Location		
		Access		
		Loading/Servicing		6.8 Servicing (a) Where areas for the storage of refuse are required, this area shall be: (i) Screened from view from any public street; (ii) Enclosed by a wall of masonry or other approved building material being of not less than 1.8 metres in height; and (iii) Accessible to service vehicles. (b) Should any portion of the development be used for vehicle or equipment servicing, an approved bunded wash down area with a petrol and oil trap shall be provided in accordance with the requirements of the Water Corporation.
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		6.7 Storage (a) The area between the street alignment and the prescribed building setback line shall not be used for storage. (b) Irrespective of whether a storage area is required for a development, no land shall be used for open storage purposes unless it is screened from view of any public street by a fence or wall built to the specifications and satisfaction of the Town.
		Drainage		
		Effluent Disposal	4.9.4 Waste Water and Effluent Disposal All development shall be connected to a comprehensive reticulated sewerage system. Where no such connection is available, the local government may consult with the Department of Health and the Environmental Protection Authority when considering the suitability of the application. No land shall be used for the disposal of any waste products, by-products, industrial waste or residue of any form, nature or description unless the prior approval of the local government has been granted. In considering an application for development approval, the local government shall have regard to the possible effects of the development on the amenity of the surrounding areas and the possible result of such development on the soils, sub-soils as well as ground waters.	
		ESD		6.10 Environmentally Sustainable Design (a) The incorporation of environmentally sustainable design elements into industrial development proposals is strongly encouraged and will be positively considered when assessing any application that seeks to vary any aspect of this Local Planning Policy. (b) Proposals for solar panels are exempt from requiring development approval on all land zoned 'Light Industry' or 'General Industry' under Local Planning Scheme No. 10.
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BAYSWATER				
	Site	Lot Size		
	Built Form	Setbacks	<p>8.6.4.3 Use of Setback Areas</p> <p>A person shall not in the General Industry or Light Industry Zone, use the land between the street alignment and the setback distance for any purpose except one or more of the following:</p> <ul style="list-style-type: none"> (i) a means of access and egress; (ii) the parking of vehicles used by customers and employees; (iii) the loading and unloading of vehicles; (iv) open air display if such display does not cover more than one fifth of the setback area, is not within 3 metres of the street alignment and does not reduce the area set aside for landscaping, parking and manoeuvring areas; (v) landscaping; or (vi) the display and sale of motor vehicles where Council approval has been granted. 	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	<p>8.6.3 Industrial Use Adjoining Residential Use</p> <p>In the General Industry or Light Industry Zone a person shall not use land which adjoins a lot zoned for residential purposes unless:</p> <ul style="list-style-type: none"> a) the industrial or light industrial use is screened from the residential lot by a wall or fence not less than 2 metres in height; b) any building on the industrial zoned lot is setback a minimum of 6 metres from the boundary that abuts the Residential zoned lot; c) any building on the land and the openings of the building are so designed and located as to minimise visual and noise disruption; and d) landscaping is provided to minimise the impact of the building on the adjoining residential lot/s. <p>8.6.7 Facades</p> <p>All facades of all buildings in the General Industry or Light Industry Zones within 20 metres of the road frontage shall be constructed of:</p> <ul style="list-style-type: none"> a) brick, stone, concrete or glass or a combination of one or more of those materials or similar materials; and b) other materials of a type and to a design approved by the Council may be permitted on a lot which extends 2.7m above ground level. <p>4.17.5 Facades</p> <ul style="list-style-type: none"> (a) Each façade of a building shall be constructed of brick, stone, concrete or glass or a combination of those materials or similar materials as approved by the local government, and shall incorporate the following features – <ul style="list-style-type: none"> (i) varied heights, materials, colours or textures; or (ii) public artwork. b) Any artwork on walls subject to paragraph 4.17.5 a) is to meet the requirements of any local planning policy relating to public art. c) Panel filling of other materials to a design approved by the local government may be permitted on facades above a height of 2 metres from the ground level. <p>8.6.8 Factory Tenement Buildings and Factory Units</p> <p>A person shall not construct, occupy or use a factory tenement building unless the following requirements are complied with:</p> <ul style="list-style-type: none"> a) the floor area per unit is not less than 100 square metres; b) neither the width nor length of any unit is less than 6 metres; c) there is not more than one occupancy per unit; and d) there is provision for a bin area of not less than 10 square metres and shall be in such a position that vehicles have direct access to it by a paved internal service road. 	
		Site Layout		
	Site Amenity	Landscaping	<p>8.6.5 Landscaping</p> <p>A person shall not carry out any development in the Light Industry or General Industry Zone unless provision is made for garden areas in accordance with the following requirements:</p>	

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			<div><div>a)</div><div>the required landscaping shall cover a minimum of 10% of the total site area in the form approved by the Council. Such landscaping should include a landscaped area of not less than 2 metres wide adjoining all street boundaries;</div><div>b)</div><div>any landscaped area shall be separated from an adjacent vehicular area by a wall or kerb at least 150mm higher than the adjacent vehicular area or in some other manner be protected from vehicular damage; and</div><div>c)</div><div>landscaping areas provided under this subclause shall be planted in accordance with an approved plan, and within 30 days of practical completion of the development, or any relevant part thereof, as determined by the Council or at such later time as may be agreed in writing by the Council.</div></div>	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	<div><div>8.6.6</div><div>Off Street Parking</div><div>Provision shall be made for off-street parking of motor vehicles for all developments in the General Industry and Light Industry Zones in accordance with Clauses 8.4.1, 8.4.3 and 8.4.4. Parking bays shall be clearly indicated on development plans.</div></div>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste	<div><div>8.6.10</div><div>Refuse, Storage and Service Areas</div><div>8.6.10.1</div><div>Provision shall be made for service storage and service areas whereby the access way shall be so constructed that vehicles using it may return to a street in forward gear.</div><div>8.6.10.2</div><div>A refuse or storage area shall be screened from view from any public street and enclosed by a wall of masonry or other approved building material and being of not less than 1.8 metres in height.</div></div>	
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<div><div>8.6.9</div><div>Panel Beating, Spray Painting & Automotive Repairs</div><div>A person shall not occupy or use an industrial unit in the Light Industry Zone for the purposes of automotive panel beating, spray painting, or automotive repairing without the approval of the Council. The Council may grant approval where:</div><div>a)</div><div>the use carried on in adjoining units will not be detrimentally affected by the proposed use;</div><div>b)</div><div>the number of paved parking spaces allocated to the unit is satisfactory to accommodate the proposed use; and</div><div>c)</div><div>no vehicles or parts of vehicles are stored or worked upon or equipment, machinery, tools of trade or materials connected with the process are stored, either temporarily or permanently, on any part of the lot other than within the industrial unit.</div></div>	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BELMONT				
	Site	Lot Size	<p>4.1.3.6 Subdivision of land in the Kewdale Industrial Estate</p> <p>When considering applications for the subdivision of land in the Kewdale Industrial Estate the local government shall have regard to the provisions of any Local Planning Policy and the objectives which the policy is designed to achieve. Where reticulated sewerage is available the local government will support the creation of lots less than 4000sqm in area provided:</p> <ul style="list-style-type: none"> a) no lot is less than 2000sqm in area with a minimum frontage of 25 metres; b) an overall plan of subdivision is prepared in order to demonstrate the subdivision potential of the superlot in which the subdivision is to take place; c) no lot is permitted direct access to a regional road; d) vehicular cross easements are granted in appropriate circumstances as determined by the local government; and e) an environmental assessment of the land to be subdivided is carried out. 	
	Built Form	Setbacks	<p>d) Setback of Buildings from Site Boundaries: No part of any building shall be built upon that area of land between the street alignment and the building setback line drawn parallel thereto an average distance of 1.5 metres within the site.</p> <p>In regard to any lots having multiple street frontages, the minimum setback from the street alignment shall apply to the frontage of the site to the road or roads of higher category as determined by the local government and the setback from the lesser roads shall not be less than an average of 9 metres.</p> <p>Parapet walls may be erected on side and/or rear boundaries if constructed of brick or concrete panels coloured to the satisfaction of the local government.</p> <p>In the case of walls set back from side and/ or rear boundaries, the local government shall require the use of materials of a colour and texture consistent with the intention of the zone and complementary to existing or surrounding developments.</p>	
		Use of Setbacks	<p>e) Building Setback Areas: No use of the area between the street alignment and building setback lines shall be permitted other than for planting or for pedestrian and vehicular circulation and parking in accordance with the requirements of Table 2 except that not more than 25 percent of the setback area may be used for trade display purposes approved by the local government.</p>	
		Height	<p>b) Maximum Building Height: No part of any building shall exceed a height fixed in accordance with clause 4.20 'Structures Height Control Contours Map' as a maximum height in relation to the safe operation of Perth International Airport.</p>	
		Plot Ratio		
		Site Cover	<p>c) Maximum Site Cover: No site shall be built upon so as to exceed a site coverage of 70 percent.</p>	
		Materials	<p>4.1.3.4 Facades</p> <p>(1) The local government shall require the primary street frontage of all buildings to have a facade predominantly constructed of brick, concrete, glass or steel or combinations of those or similar materials acceptable to the local government. Where a proposed structure is to extend from one street frontage to another, as distinct from the double street frontage of a corner lot, the local government shall require a full height facade of the above or similar materials to both street frontages.</p> <p>(2) In the case of walls fronting secondary streets, the local government shall require construction to be as above to a minimum height of two metres except that in the case of a building having walls in excess of five metres to plate height the local government shall require the brickwork to be increased to half the vertical height of the wall. The local government shall retain the discretion to determine which is a primary and which is a secondary street.</p>	
		Building Design	<p>4.1.3.1 Site and Development Requirements: The following site and development requirements shall apply to all applications for Development Approval within the Industrial Zone.</p> <p>a) Amenity: No use or other development of land within the Industrial Zone shall cause in the opinion of the local government nuisance or annoyance by way of noise or other emissions beyond the site on which it is conducted.</p> <p>When considering the design of a building proposed to be erected in the Industrial Zone the local government shall have regard to and comply with the following provisions:</p> <ul style="list-style-type: none"> (i) the local government must be satisfied that the building will comply with any objectives adopted by the local government from time to time for industrial development, and if appropriate, be aesthetically compatible and integrated with the exterior design of neighbouring buildings; (ii) in considering the design of any building the local government must give consideration to the relationship which the shape and siting of the building bears to the shape of the lot (or lots) on which erection is to take place. (iii) The storage of goods and the carrying out of industrial activities in open yard areas visible from a street is not permitted. Such areas must be screened from public view by a closed wall or fence constructed of materials approved by the local government. 	
		Site Layout		

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	Site Amenity	Landscaping	4.13.3	<p>Pedestrian and Garden Areas</p> <p>No less than 3 metres of the building setback area to the primary street frontage and 2 metres to the secondary street frontage must be set aside, developed and maintained as garden space for pedestrian use only. A landscaping and reticulation plan must be submitted to the local government for approval. The landscaping subsequently carried out shall be in accordance with the approved plan. The local government may require as a condition of Development Approval the reticulation and landscaping of the street verge.</p>	
		Lighting			
		Signage			
		Public Art			
		Fencing	4.13.5	<p>Fencing and Walls</p> <p>(1) It is the local government's intention that in the Industrial Zone, fencing facing any street frontage should be kept to a minimum to allow for an attractive and open streetscape. In special circumstances the local government may allow fencing facing a street frontage, provided that in the opinion of the local government it is of exceptionally high quality, is visually permeable and is visually appealing.</p> <p>(2) In the Industrial Zone, fencing shall be constructed only out of high quality materials, such as brick piers with open infill, which open infill may include wrought iron, powder coated steel, painted wood pickets or other comparable materials specifically approved by the local government.</p> <p>(3) Notwithstanding the desirability of allowing fencing only if it is visually permeable and otherwise compliant with the provisions of this clause, sections of solid fencing will be permitted where they are required in order for a development to comply with sub-clause 4.13.1 a)(ii). In these cases the local government may require the solid fencing to be visually enhanced and complemented by landscaping areas.</p> <p>(4) Notwithstanding clause 4.5, in the Industrial zone:</p> <p>(a) the use of cyclone link mesh fencing is prohibited for any fence other than a boundary fence; and</p> <p>(b) the use of barbed wire in any fence is prohibited.</p>	
	Access	Provision	4.13.2	<p>Parking and Loading Requirements</p> <p>(1) Any person undertaking any development within the Industrial Zone shall submit a plan for the approval of the local government showing the number, layout and dimensions of parking and loading spaces and the proposed access thereto. In those cases where the local government is satisfied that a number of spaces less than those stipulated in Table 2 is appropriate, it may grant approval, subject to the number of spaces required being not less than 50 percent of the requirements of Table 2 and then only on the condition that adequate space is reserved to meet the full parking requirement should it be needed at any future time.</p> <p>(2) The local government shall consider such plans having regard to the adequacy, efficiency and safety of proposals for employee, visitor and customer parking, for the loading and unloading of vehicles and for access to and from the site.</p>	
		Location			
		Access			
		Loading/Servicing			
		EOT			
		Pedestrian			
		Bicycle			
	Other Matters	Construction			
		Waste			
		Storage			
		Drainage			
		Effluent Disposal			
		ESD			
		Buffers			
		Other			

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF CANNING				
	Site	Lot Size	4.17.2 Setbacks and Frontage a) Setbacks and frontage in the General Industry and Light Industry zone shall meet the requirements set out in Table 5. General Industry – 28m frontage	
	Built Form	Setbacks	Primary Street – 15m Other Street – 7.5 Rear and Side – 0m b) The street setback requirements in Table 5 may be reduced by the local government subject to the following provisions – (i) the reduced setback will not have any adverse impacts on the adjoining properties or the street appearance; (ii) the proposed development will constitute a general improvement to the appearance of the street; and (iii) the portion of the building encroaching into the street setback forms an integral part of the development.	
		Use of Setbacks	4.17.3 Use of Setbacks Land within the primary street and other street setback areas in a General Industry or Light Industry zone shall not be used for any purpose other than – a) access; b) car or bicycle parking; c) landscaping; d) loading and unloading; e) Trade Display up to a maximum 20% of the setback area; f) transformer compounds, water tanks and gas storage infrastructure; and g) pergolas, carports, patios and cantilevered buildings.	
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	4.17.5 Facades (a) Each façade of a building shall be constructed of brick, stone, concrete or glass or a combination of those materials or similar materials as approved by the local government, and shall incorporate the following features – (i) varied heights, materials, colours or textures; or (ii) public artwork. b) Any artwork on walls subject to paragraph 4.17.5 a) is to meet the requirements of any local planning policy relating to public art. c) Panel filling of other materials to a design approved by the local government may be permitted on facades above a height of 2 metres from the ground level.	
		Site Layout		
	Site Amenity	Landscaping	4.17.4 Landscaping Any development in the industrial zones shall provide landscaping in accordance with the following provisions – a) a minimum 2 metre width landscaping strip shall be provided along any boundary to a public street, except where a driveway and crossover is required; b) trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting; c) landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, to the satisfaction of the local government; and d) landscaped areas shall be planted in accordance with an approved plan prior to the occupation of the site, or such other time as agreed by the local government.	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		

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		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	<div>4.17.6 Storage of Goods and Materials<div>a) In any Industrial zone where the open storage of goods or materials is permitted, and the goods and materials stored are, in the opinion of the local government, of an untidy nature and likely to have an adverse effect upon the general appearance of the area, the local government may require –<div>(i) the owner or occupier to restrict the height to which goods and materials may be stored; and</div><div>(ii) the screening of the open storage area by a visually impermeable fence and the planting of trees and/or shrubs as may be considered desirable.</div></div><div>b) The height to which storage is to be restricted, the height, design and specifications of the fence, distance from side or rear boundaries of the site, and the nature and extent of the planting shall be determined by the local government in respect of each case taking into consideration any matters it considers relevant including the physical characteristics and the zoning classification of surrounding land.</div><div>(c) A front fence erected pursuant to this subclause shall not be erected in front of the setback line unless approved otherwise by the local government.</div></div>	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF CLAREMONT				
	Site	Lot Size		
	Built Form	Setbacks	68. OTHER FRONT BOUNDARY SETBACKS: Subject to Clause 67, a minimum of one third of the area of land between the street alignment and the prescribed setback distance for buildings shall be comprised of landscaped open space. That space shall include strips of not less than 1m in width immediately adjacent to each side boundary, unless there is an access way on that boundary which is shared by adjacent lots. The remainder of the area of land between the street alignment and the prescribed setback distance for buildings shall be developed with landscaped open space or shall be completely screened from view.	
		Use of Setbacks	67. FRONT SETBACK - GRAYLANDS ROAD: The area of land in Graylands Road between the street alignment and the prescribed setback distance for buildings may only be used for any one or more of the following purposes: (1) landscaping; (2) visitor car parking; (3) access; (4) advertising.	
		Height	40. HEIGHT OF BUILDINGS: (8) In the Light Industrial Zone a building shall not exceed 6m in height provided that the Council may permit a building to be erected or added to a height of not more than 9m if the Council is satisfied that the use proposed to be made of that building could not be effectively carried out in a building of a maximum height of 6m and if the Council is satisfied that there will be no adverse affect on the amenity of the locality.	
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF COCKBURN				
	Site	Lot Size		
	Built Form	Setbacks	<p>4.9.1 Building Setback</p> <p>a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia.</p> <p>b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.</p>	<p>LPP3.9 5. Setbacks</p> <p>(a) The minimum primary street setback shall be in accordance with the following table (Table 3).</p> <p>Front – 15m Secondary Street – 3m Other – BCA</p> <p>(d) Where future road widening is required, the setback shall be measured from the Main Roads Western Australia Road Widening Plans.</p>
		Use of Setbacks		<p>LPP3.9 5. Setbacks</p> <p>(b) The primary and secondary street setback areas shall not be used for any purpose other than vehicle access, car parking, loading or unloading of vehicles and landscaping.</p>
		Height		
		Plot Ratio		
		Site Cover		
		Materials		<p>4. Materials, Colours and Finishes</p> <p>(a) Broad facades are to be broken down into separate sections through different materials, colours and finishes to provide interest and enhance the streetscape.</p> <p>(b) External boundary walls that are visible from the street shall be treated appropriately. This may be achieved through colour, score lines or similar. Where an adjoining site is vacant, the treatment shall be for at least half the length of the wall, measured from the portion of wall closest to the street.</p> <p>(c) Any development proposal with a construction value exceeding \$500,000 shall include a set of coloured perspectives with the application.</p> <p>(d) External fixtures and equipment such as roof ventilation, exhaust towers and plumbing pipes should be effectively screened from the primary street elevation using roof structures and architectural elements.</p>
		Building Design	<p>4.9.3 Amenity</p> <p>a) Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences.</p> <p>b) Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.</p> <p>c) Buildings shall be located on the lot and provide landscaped areas which enhance the streetscape and add to the attractiveness of the locality of which they form part.</p> <p>d) Advertising signs shall be -</p> <p>(i) attached to the walls or facade of a building or structure so as not to protrude above the height of the wall to the building or the structure;</p> <p>(ii) limited to a common pylon sign or hoarding for developments comprising more than two units, strata titled units or businesses up to a maximum of six (6) advertisements to each sign where units, strata title units or businesses exceed 6 in number or the development comprises a service station as one component then a maximum of two pylon signs or hoardings are permitted for that site;</p> <p>(iii) erected on the property to which they relate;</p> <p>(iv) professionally designed and installed and not detract from the streetscape within which they are located.</p> <p>e) Each premises will clearly display their street number and where there is no street number allocated to the property, the lot number shall be displayed instead.</p> <p>4.9.4 Convenience and Functionality</p> <p>a) Every development shall be designed to ensure that it is convenient and functional for those who will use the development particularly in respect to -</p> <p>(i) the relationship of the development to the use and enjoyment of the adjoining lots;</p> <p>(ii) the convenient location of public and employee facilities provided on the lot;</p> <p>(iii) safety and amenity;</p> <p>(iv) accessibility of driveways, footpaths, car parking bays, service bays and storage areas.</p> <p>b) A development which requires planning approval under the Scheme that complies with the development standards and requirements of the Scheme, but cannot demonstrate convenience and functionality will not be approved, unless the local government determines otherwise in any particular case.</p>	<p>LPP3.9 2. Built Form</p> <p>(a) Building Frontage and Entry</p> <p>(i) The main entrance to the building is on the front elevation or close to the front of the building and should be clearly be visible, easily accessible and marked with signage.</p> <p>(ii) Entrances shall contain a covered portico, awning, canopy or verandah to further emphasise it and provide weather protection.</p> <p>(iii) Large expanses of unrelieved sections of wall or roof where seen from the primary street and (if applicable) secondary street, shall not be permitted.</p> <p>(iv) Street numbering is to be facing the primary street and to be clearly visible from the public realm as follows:</p> <ul style="list-style-type: none"> Each number and/or letter shall be a minimum 0.2m2 in size where attached on a fence along the primary street or minimum 0.4m2 in size where on the building façade or other location. <p>3. Roofs</p> <p>(a) An above roof awning, creating a visual top to the building facade is to be provided where flat; skillion or similar roofs are proposed.</p> <p>5. Setbacks</p> <p>(c) The main entry and access to the building is to be obtained from the primary street frontage.</p>
		Site Layout		

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Site Amenity	Landscaping	<p>4.9.2 Landscaping</p> <p>a) A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area.</p> <p>b) Despite <i>clause 4.9.2 a)</i> the local government may reduce the minimum on-site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the Application for Planning Approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with <i>clause 4.9.2 c)</i>.</p> <p>c) Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in <i>clause 4.9.2 b)</i>.</p> <p>d) The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres.</p> <p>e) There shall be not less than one (1) shade tree planted for every 50 square metres of the total landscaped area provided on the lot and within the street verge.</p> <p>f) There shall be not less than one (1) shade tree planted in the car parking area for every 10 car parking spaces provided on the lot.</p> <p>g) The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless the local government agrees otherwise in any special circumstance.</p>	<p>LPP3.9 12. Landscaping</p> <p>(a) General</p> <p>(i) A detailed landscape plan shall be submitted with a development application.</p> <p>(ii) The area of landscaping to be provided shall be in accordance with the requirements of TPS 3.</p> <p>(iii) Trees shall be a minimum of 2m in height (approx. 45 litre pot size at time of planting).</p> <p>(iv) Landscaping to be irrigated and maintained by landowner/occupier.</p> <p>(v) Landscaping proposals which seek a reduction in accordance with TPS 3 shall be required to include the verge landscaping in the landscape plan.</p> <p>13. Verge Improvements</p> <p>(a) Verges are to be improved in accordance with the City of Cockburn 'Verge Improvement Guidelines'</p> <p>(b) Verge trees shall:</p> <p>(i) Be a minimum of 2m in height (approx. 45 litre pot size at time of planting);</p> <p>(ii) Be planted on the correct utility alignment;</p> <p>(iii) be positioned to allow space for bin presentation;</p> <p>(iv) Consider tree height at maturity if under power lines; and</p> <p>(v) Provide a shade canopy.</p> <p>(c) The verge trees shall be irrigated by the landowner/occupier until established. As the verge trees become an asset of the City's verge, the City will be responsible for any pruning of the verge tree. The maintenance of all other forms of landscaping to the verge shall be the responsibility of the landowner /occupier.</p> <p>(d) The maintenance of shrub planting, turf or any improvement other than the trees shall be the responsibility of the landowner/occupier.</p> <p>(e) The verge shall not be used for car parking purposes unless approved by the City of Cockburn.</p>
	Lighting		
	Signage		
	Public Art		
	Fencing		<p>LPP3.9 10. Fencing</p> <p>(a) The minimum standard of fencing shall be black PVC coated chain/link mesh with black support posts and a height of 1.8m. Additional security may be provided through the provision of a maximum "3-barb" wire on top of chain/link mesh fence equivalent. All gates, posts, and fittings shall be black galvanised steel.</p> <p>(b) Fencing which exceeds the minimum standard shall complement the building and landscaping design.</p>
Access	Provision	<p>4.9.5 Vehicle Parking</p> <p>a) A person shall not use land for a purpose specified in <i>Table 3 and Table 4</i> unless car parking spaces, delivery bays and bicycle racks of the number specified in the <i>Table</i> are provided and maintained and are sealed, drained and marked to the local government's specifications.</p> <p>4.9.6 Cash Payment in Lieu of Providing Car Parking Spaces</p> <p>a) Except as provided in <i>clause 4.9.5</i> the local government may agree with an applicant for approval to commence development to accept a cash payment in lieu of the provision of paved car parking spaces, subject to -</p> <p>(i) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme, plus the value, as estimated by a licensed valuer appointed by the local government, of that area of land which would have been occupied by the parking spaces and manoeuvring area;</p> <p>(ii) the local government having either provided, or having made firm proposals for providing a public car parking station in the vicinity of the land the subject of the application, before the local government agrees to accept a cash payment in lieu of the provision of car parking spaces;</p> <p>(iii) payments under this clause shall be paid into a special fund to be used to provide public car parking stations within the locality from which it was collected;</p> <p>(iv) all costs incurred in obtaining the valuation shall be borne by the applicant for approval to commence development.</p> <p>4.9.7 Joint Use of Car Parking Facilities</p> <p>a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</p> <p>b) If there is a deficiency in the number of car parking spaces provided to serve any building or use, the local government may permit the car parking spaces for that building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of car parking spaces provided that the peak hours of operation of the buildings or uses so sharing are different and do not substantially overlap.</p>	<p>LPP3.9 6. Vehicle Access & Parking</p> <p>(a) Car Parking</p> <p>(i) Car parking provision shall be in accordance with the minimum requirements of Tables 3 and 4 of TPS 3.</p> <p>(ii) Any industrial use class as contained in TPS 3, containing more than one tenancy or unit, shall provide a minimum of 5 car parking bays per unit (unless TPS 3 requires more than 5 car parking bays per unit and then TPS 3 requirements shall prevail). (For example a 300m² 'warehouse' shall provide 5 car parking bays).</p> <p>(b) All parking calculations shall be rounded up to the nearest number on a per unit/tenancy basis.</p> <p>(c) Cash Payment in Lieu of Providing Car Parking Spaces contained in Clause 4.9.6 TPS 3 shall not be applied for discretionary uses.</p> <p>(d) Joint use of car parking facilities in Clause 4.9.7 of TPS 3 shall not be applied for discretionary uses.</p> <p>(e) Tandem car parking bays shall generally not be supported unless they are in excess of the minimum parking bay requirements of TPS 3 and this policy.</p> <p>(f) Car parking inside an existing building will not be included in calculations for car parking provision. However, purpose-built undercover car parking will be considered.</p> <p>(g) Car parking areas shall be designed and constructed in accordance with the most recent version of Australian Standard AS2890.1 (as amended) and the City's relevant specifications for hardstand and drainage.</p>

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			<p>c) The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this clause when, in the opinion of the local government, such arrangements are deemed necessary to improve design, functionality or amenity.</p> <p>d) The following requirements shall be complied with by any person seeking to take advantage of the provisions of this clause -</p> <p>(i) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours of operation of the buildings or uses for which the joint use of car parking spaces or the reciprocal access and circulation arrangements is proposed;</p> <p>(ii) the number of car parking spaces which may be credited from one building or use to another building or use shall not exceed the number of spaces reasonably anticipated to be in excess of the requirement of the first building or use during its off-peak hours of operation;</p> <p>(iii) the local government may require a legal agreement to be prepared at the expense of the person seeking to take advantage of the provisions of this clause, detailing the relevant arrangements of the joint usage, and executed by all parties concerned;</p> <p>(iv) Any such agreement shall be capable of operating as a restrictive covenant against any land providing parking spaces, reciprocal access or circulation arrangements and shall ensure that the restraint cannot be removed without the consent of the local government upon the local government being satisfied that the joint use of parking facilities is no longer required.</p>	
		Location		17. Vehicle Crossovers (a) Crossovers are to be located, designed and constructed in accordance with the "City of Cockburn Vehicle Crossover Specification and Forms".
		Access		
		Loading/Servicing		LPP3.9 8. Service, Loading & Delivery Areas (a) Delivery and/or loading bays may be considered inside a building adjacent to a suitable opening however this area shall be marked, signed, easily accessible and available in perpetuity for deliveries to the building or tenancy.
		EOT		LPP3.9 9. End of Trip Facilities (a) All developments that are required to provide five or more bicycle parking bays in accordance with the minimum provisions of TPS 3 are required to provide End of Trip Facilities, which are to be designed in accordance with the following criteria: <input type="checkbox"/> A minimum of one female shower and one male shower, located in separate change rooms or a minimum of two separate unisex shower and change rooms; <input type="checkbox"/> Additional shower facilities to be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per development; <input type="checkbox"/> The showers must dispense both hot and cold water; <input type="checkbox"/> The end of trip facilities shall include non-slip surfaces, hooks and/or benches for peoples belongings, adequate lighting and ventilation; <input type="checkbox"/> The end of trip facilities should be located as close as possible to the bicycle parking facilities; <input type="checkbox"/> Secure change rooms capable of being locked; and <input type="checkbox"/> A locker for every bicycle parking bay provided.
		Pedestrian		
		Bicycle		LPP3.9 7. Bicycle Parking (a) In addition to the requirements of TPS 3, bicycle parking facilities shall provide weather protection via an awning or similar and shall consist of rails, stands, locker or any other type of equipment designed for this purpose in accordance with Australian Standard AS2890.3-2015.
	Other Matters	Construction		
		Waste		LPP3.9 14. Waste Management (a) Every proposal shall include internal or external bin storage provisions for each tenancy or an appropriate shared bin storage area for unit developments may be permitted sized according to the waste generation rates of the on-site activities. (b) Internal bin storage shall be adequately sized to contain all waste bins and consist of a concrete wash-down pad of at least 2sqm graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer. (c) External bin storage enclosures shall be adequately sized to contain all waste generated in one week and be a minimum of 1.8m high, fitted with a gate and graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer. (d) External bin storage enclosures shall be located behind the building alignment and be screened from view of the street and roofed when greater than 20sqm. (e) A secondary treatment system will be required where reticulated sewerage cannot be reasonably be connected and any wash down bays required will be constructed and maintained to the satisfaction of the City.

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		Storage		
		Drainage		LPP3.9 11. Stormwater Management (a) Development shall be designed to contain all stormwater on site. (b) Specific drainage requirements shall be in accordance with the Building Code of Australia. (c) Stormwater drainage plans shall be lodged up front at the development application stage.
		Effluent Disposal		
		ESD		
		Buffers		
		Other		LPP3.9 1. Land Use (a) For developments proposing more than one use within the same building, the building shall be provided with clear physical separation of the uses which may be achieved through a wall or other barrier to the satisfaction of the City. Delineation of uses on plan only with no physical separation will generally not be supported. 15. Staged Development (a) Future stages of any development shall be considered and included on the site plan along with any necessary expansion to vehicle parking. 16. Future Road Networks (a) Proposals on land subject to a future road network shall ensure that provision of the future road network and vehicle access forms part of the proposal. (b) Proposals on land which is required for a future road network shall ensure that road reserves are ceded as part of a development application or subdivision application, whichever comes first. (c) Proposals incorporating road networks or as otherwise determined by the City, shall demonstrate integration with adjoining development.

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF GOSNELLS				
	Site	Lot Size		
	Built Form	Setbacks	TABLE NO. 2B: INDUSTRIAL ZONES SETBACK AND LANDSCAPING REQUIREMENTS Front – 15m Secondary Street – 4.5m Other – BCA	
		Use of Setbacks	4.9.1 Use of Front Setbacks The front setback area, including secondary street setback, shall not be used for any purpose other than one or more of the following: a) a means of access; b) the daily parking of vehicles used by employees and customers or clients; c) the loading and unloading of vehicles; d) trade display, subject to planning approval; and e) landscaping. No such area shall be used for the storage of motor vehicles, machinery, equipment or materials which are being wrecked or repaired, or for the stacking or storage of fuel, raw materials, products or by-products or wastes of manufacture, other than as provided for under sub-paragraph (d) above.	
		Height		
		Plot Ratio		
		Site Cover		
		Materials	4.9.3 Façades Unless otherwise determined by the Council, any building shall comply with the following requirements: a) each façade of the building shall be constructed of masonry concrete or glass or a combination of one or more of those materials or similar materials as approved by the Council; and b) where the bottom 2 metres is masonry, Council may approve the use of metal, timber or other panelling above the masonry base.	
		Building Design	4.9.2 Industrial Units The construction, occupation and use of industrial units shall comply with the requirements and standards set out in Table No. 2B and the following requirements unless otherwise determined by Council: a) no industrial unit shall have a floor area of less than 90m ² nor shall it be so constructed that either its width or length is less than 6 metres; b) subject to sub-paragraph (e) of this sub-clause, there shall be an open yard appurtenant to each industrial unit, being not smaller than one third of the gross leasable area of the industrial unit, and such open yard shall be used for storage and services purposes; c) each open storage yard shall be screened from view from any public road by a closed fence or wall of not less than 1.8 metres in height; d) provision shall be made for a refuse storage area in the open storage yard of each industrial unit which shall not be less than 9m ² in area; e) the Council may waive the requirements for an open storage area as set out in paragraph (b) above, provided a centrally located refuse storage area is erected in such a position that vehicles have direct access to it by a paved internal service road and such a centralised refuse storage area shall: (i) contain an area of 6m ² for each industrial unit or 24m ² in total, whichever is the greater; (ii) be enclosed in a reinforced masonry or concrete wall not less than 1.8 metres in height with a lockable gate system; (iii) contain a concrete floor fitted with drainage; f) all internal service roads shall be constructed so that motor vehicles may return to a street without reversing; and g) all vehicle and service access roads shall be paved and maintained in a good condition.	
		Site Layout		
	Site Amenity	Landscaping	TABLE NO. 2B: INDUSTRIAL ZONES SETBACK AND LANDSCAPING REQUIREMENTS 3m abutting all streets, except for approved crossovers.	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		

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		Location		
		Access		
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	4.9.4 Industrial Development Adjoining Residential Zones On any land which is zoned for industrial purposes and which adjoins land zoned for residential purposes, the industrial development shall be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Council.	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF JOONDALUP				
	Site	Lot Size		
	Built Form	Setbacks		Light Industry LPP Street – 3.5m (awnings to 1.5m) Other – Nil, or 3m if abutting Residential Zone.
		Use of Setbacks		
		Height		Light Industry LPP External Wall – 9m External Wall (concealed roof) – 10m Pitched Roof – 12m Abutting Residential – 6m within 6m of setback
		Plot Ratio		
		Site Cover		
		Materials		Light Industry LPP 5.3. Built Form and Design: (a) Materials (i) Buildings must be constructed of high quality materials including but not limited to stone, concrete, brick, timber and glass. (ii) Concrete walls that are visible from an adjoining property or public realm must be painted and provided with an articulated or detailed finish.
		Building Design		Light Industry LPP 5.3. Built Form and Design: (b) Articulation (i) Buildings must incorporate appropriate design features to enhance appearance, create visual interest and reduce blank walls, including a combination of the following: <ul style="list-style-type: none">Varied colours, textures, finishes and materials;Varied roof forms and design;Balconies and balustrades;Windows, screens and sun shading devices. (c) Windows and glazing (i) The ground floor commercial frontage must have clear glazed windows for a minimum of 40% of the building frontage (ii) Where window security devices are provided, they must be installed on the inside of a window and be 75% visually permeable. (iii) Windows in an external wall which faces north, east or west must be protected from direct summer sun. (d) Building Entrances (i) Building entrances must be clearly defined and easily identifiable from the street and public realm. (ii) Building entrances must directly front the street, car park and key pedestrian routes. (iii) Pedestrian shelter must be provided at the entrances to the buildings. 5.4. Retaining walls (a) Retaining walls (i) Retaining walls visible from a street or car park greater than 1 metre in height must be tiered so no tier is greater than 1 metre in height. A landscaping area of no less than 1 metre in width shall be provided between tiers.
		Site Layout		
	Site Amenity	Landscaping		Light Industry LPP 5.6. Landscaping a. Landscaping is to be in accordance with the following requirements: (a) % landscaping (i) A minimum of 8% of the area of a lot shall be landscaped. (ii) The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries. (b) Size

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				<ul style="list-style-type: none"> (i) Any landscaped area shall have a minimum width of 1.0 metre and distributed in areas of not less than 4.0 square metres. (c) Shade trees <ul style="list-style-type: none"> (i) Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays.
		Lighting		
		Signage		
		Public Art		
		Fencing		<p>Light Industry LPP 5.7. Fencing</p> <ul style="list-style-type: none"> a. Any fence located between the street alignment and 6 metres from the street alignment, or the street alignment and a building, whichever is the lesser distance, must be visually permeable above 0.75 metres from natural ground level, and must have a maximum height of 2.0 metres from natural ground level.
	Access	Provision	<p>Table 7 3. All Zones (non-residential development) Car Parking – Cash in lieu</p> <ul style="list-style-type: none"> (a) In this clause 'Shortfall Parking Spaces' means the difference between the number of car parking spaces required for a development under a local planning policy, structure plan, activity centre plan or local development plan (as the case may be) and the number of car parking spaces to be provided on the site of the development. (b) Subject to the remaining provisions of this clause, the local government may require or accept from an applicant for development approval, a cash payment in lieu of providing all or any of the number of car parking spaces required under a local planning policy, structure plan, activity centre plan or local development plan for the development for which development approval has been sought by the applicant. (c) Before the local government requires or accepts a cash-in-lieu payment under clause 32(1)3.(b), it must: <ul style="list-style-type: none"> (i) have a reasonable expectation that the cash-in-lieu payment can be applied to provide the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the site of the proposed development; and (ii) have regard to any local planning policy which it adopts in relation to cash-in-lieu of car parking. (d) The amount of the cash-in-lieu payment shall be the cost estimated by the local government to provide and construct the Shortfall Parking Spaces. The estimated cost of providing the Shortfall Parking Spaces may include: <ul style="list-style-type: none"> (i) the cost of land in the vicinity of the proposed development which is required to provide the Shortfall Parking Spaces, to be determined by a licensed valuer appointed by the City; (ii) the cost of constructing to the City's specifications and requirements paved parking for the Shortfall Parking Spaces and any associated manoeuvring areas, accessways, landscaping, drainage and lighting; and (iii) the cost of constructing or installing signs, facilities or equipment to regulate the permissible period during which a vehicle may occupy the car parking spaces comprising the Shortfall Parking Spaces. (e) The cash-in-lieu payment shall be paid in such manner and at such time as the City determines. (f) Cash-in-lieu payments received by the City under clause 32(1)3. shall be paid into appropriate funds and used: <ul style="list-style-type: none"> (i) for providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the development; (ii) for providing and maintaining the things referred to in subclauses 32(1)3.(d)(ii) and (32(1)3.d)(iii); and (iii) for reimbursing the City for any expenses, including loan repayments, which it incurs in providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure. 	
		Location		<p>Light Industry LPP 5.5.2 Car Park Location and Design</p> <ul style="list-style-type: none"> (a) Car park design <ul style="list-style-type: none"> (i) Car parks should be consolidated where practicable. (ii) Car parks shall be designed in accordance with Australian Standards AS 2890.1 and/or AS 2890.2 as amended from time to time.
		Access		<p>Light Industry LPP 5.5.2 Car Park Location and Design</p> <ul style="list-style-type: none"> (b) Vehicle Access <ul style="list-style-type: none"> (i) The number of crossovers should be kept to the minimum to provide efficient ingress and egress. (ii) The location of crossovers should minimise traffic or pedestrian hazards and not conflict with pedestrian/cyclist paths. (iii) Vehicles are required to enter and exit the site in forward gear. (c) Pedestrian Access

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				<p>(i) A footpath must be provided from the car park and the street to the building entrance.</p> <p>(d) Reciprocal car parking and access</p> <p>(i) Where car parking and access is approved on neighbouring properties that relies on the reciprocal movement of vehicles and pedestrians across those properties, the necessary reciprocal access and parking shall be allowed at all times to the local government's satisfaction.</p>
		Loading/Servicing		<p>Light Industry LPP</p> <p>5.8. Servicing</p> <p>a. Servicing, deliveries, lighting and waste collection should be considered as part of the integral design of the building. Services should be screened from view, and located at the rear of the building where practicable. Servicing is to be in accordance with the following requirements:</p> <p>(a) Service access</p> <p>(i) Service access must be provided to all commercial buildings to cater for the loading and unloading of goods, and waste collection.</p> <p>(b) Service yards</p> <p>(i) Service yards must be screened from view and located at the rear of a building.</p> <p>(ii) Service yards must not be located directly adjacent to a Residential zoned lot.</p> <p>(c) Bin storage areas</p> <p>(i) Bin storage areas must be screened from view by a wall not less than 1.8 metres in height, constructed of brick, masonry or other approved material.</p> <p>(ii) Bin storage areas must be accessible to waste collection vehicles and not adversely affect car parking and vehicular or pedestrian access.</p> <p>(d) External fixtures</p> <p>(i) External fixtures must be screened from view from the street through building design and located on the roof, basement or at the rear of the building.</p> <p>(e) Lighting</p> <p>(i) To minimise the negative impacts of lighting, lighting is to be installed in accordance with Australian Standard AS 4282.</p>
		EOT		<p>Light Industry LPP</p> <p>5.5.5 End of Trip Facilities</p> <p>All developments that are required to provide 6 or more employee bicycle parking bays must provide end of trip facilities, designed in accordance with the following criteria:</p> <p>a. A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms.</p> <p>b. Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays.</p> <p>c. A locker for every bicycle parking bay provided.</p> <p>d. The end-of-trip facilities are to be located as close as possible to the bicycle parking facilities.</p>
		Pedestrian		
		Bicycle		<p>Light Industry LPP</p> <p>5.5.3 Scooter and Motorbike Parking Standards</p> <p>a. For every 30 car bays required, the 30th car bay shall be replaced with two scooter/motorcycle parking bays to be designed in accordance with relevant Australian standards. The car parking bays required under 6.6.1 may be reduced accordingly.</p> <p>5.5.4 Bicycle Parking Standards</p> <p>a. Bicycle parking is to be provided in accordance with the following table and relevant Australian standards. Bicycle parking is only required to be provided for new buildings; however it is encouraged to be provided for existing developments and additions to existing developments.</p>
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>Light Industry LPP</p> <p>5.10. Small scale renewable energy systems</p> <p>a. The development of small scale renewable energy systems is encouraged in order to reduce the production of greenhouse gas emissions. Small scale renewable energy systems are to be in accordance with the following requirements:</p> <p>(a) Solar energy system</p> <p>(i) Solar energy systems must be integrated into the overall design of the building and located on rooftops so as not to detract from the building itself or impose on the existing streetscape.</p> <p>(b) Wind energy system</p>

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				<div><div>(i) The system must be well setback from any overhead power lines.</div><div>(ii) The turbine system must be fitted with an automatic and manual braking system or an over-speed protection device.</div><div>(iii) Unless colour-matched to the supporting roof, the wind energy system and any tower structure must remain painted or finished in the colour or finish applied by the manufacturer.</div><div>(iv) No signage, other than the manufacturer's or installer's identification, shall be attached to the system.</div><div>(v) Any electrical components and wires associated with a small wind energy system must not be visible from the street.</div><div>(vi) The system must not be located on a property/building on the City's Heritage List.</div><div>(vii) A maximum of 1 turbine per 1000m2 of lot area is permitted.</div><div>(viii) Turbines are not permitted on lots less than 1000m2.</div><div>(ix) The maximum height of a pole mounted system is 10m above natural ground level.</div><div>(x) The maximum height of a roof mounted system is 7.5m above the roofline.</div><div>(xi) The maximum blade diameter is 5.5m.</div><div>(xii) Not permitted between the building and street.</div><div>(xiii) A pole mounted system must be setback from side and rear boundaries not less than half the total height of the wind energy system,</div><div>(xiv) A roof mounted system must be setback a minimum of 7.5m from a major opening of an adjoining building.</div></div>
		Buffers		
		Other		<div>Light Industry LPP</div> <div>5.9. Sea Containers</div> <div>The location and use of sea containers should not detract from the amenity, character and streetscape of an area.</div> <div>a. The permanent use of sea containers is to be in accordance with the following requirements:</div> <div>(a) Visibility</div> <div>(i) The sea container is not visible from any street or adjoining residential property</div> <div>(ii) Where visible from an area internal to the site, the sea container is painted or clad with material in a colour that matches, or is complementary to, the colour of the existing buildings on the property.</div> <div>(b) Location</div> <div>(i) The sea container is not located within any approved car park, access way or landscaped area.</div> <div>b. The temporary use of a sea container can be considered in accordance with the following requirements:</div> <div>i. The sea container is only used in conjunction with building construction or subdivision work that is occurring or approved to occur on the subject site, up to a maximum of 12 months; or</div> <div>ii. The sea container is only used for the loading or unloading of goods that is occurring on the subject site up to a maximum of 7 days; and</div> <div>iii. The sea container is positioned so as not to obscure vehicle sightlines.</div> <div>iv. A formal request is received and a letter is issued from the City approving the temporary nature of the sea container, and its period of use, in accordance with the provisions of subclause 61(1)(f) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</div> <div>v. Clause iv. above does not apply if the sea container is in place for less than 48 hours.</div>

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF KALAMUNDA				
	Site	Lot Size		
	Built Form	Setbacks	<div>Table 2 - Site Requirements</div> <div>Front – 1.5m</div> <div>Minor Street – 3m</div> <div>Other – 0m</div> <div>5.1.5.2 Proximity to Residential Zones</div> <div>No building or any other structure shall be erected closer than a distance of 1.5 metres from any part of a Residential zone, except with the special approval of the local government. In considering an application for planning approval of non-residential development on a lot which has a common boundary with land in the Residential zone, the local government will have particular regard for the measures taken to minimise conflict between the non-residential and the residential or future residential uses.</div>	
		Use of Setbacks	<div>5.1.5.1 Setbacks</div>	

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			<p>The land between a street alignment and the distance that buildings are required to be setback from such street alignment shall not be used for any other purpose than one or more of the following:</p> <p>a) a means of vehicular or pedestrian access;</p> <p>b) the daily parking of vehicles used by employees and customers;</p> <p>c) the loading and unloading of vehicles; and</p> <p>d) landscaping.</p> <p>e) trade display.</p> <p>'No such area shall be used for the storage of motor vehicles, machinery, equipment or materials which are being wrecked or repaired, or for the stacking or storage of fuel, raw materials, products or by-products or wastes of manufacture, other than as provided for under sub-paragraph (e) above.'</p>	
		Height		
		Plot Ratio	Table 2 - Site Requirements 0.5	
		Site Cover	Table 2 - Site Requirements 60%	
		Materials	<p>5.1.5.5 Materials</p> <p>a) The whole of any wall or building facing any street shall be constructed in brick, concrete or masonry or other material as approved by the local government.</p> <p>b) Cladding of the remainder of the building shall not be Zinalume unless approved by the local government.</p>	
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	<p>Table 2 - Site Requirements 3m* to all road frontages * A 20m landscaping requirement is applicable to all properties fronting Berkshire Road.</p> <p>5.1.5.8 Landscaping The landscaped area may include land between a street pavement and any buildings. In addition, trees shall be provided in car parking areas where an area of 12 or more car parking bays are to be provided to allow for shade.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access	<p>5.1.5.3 Access No person shall use a service road, access way or parking area situated on a parcel of land for any other purpose than a service road, access way or vehicle parking respectively. All vehicular access ways, servicing areas and parking areas shall be so designed to enable vehicles to enter and leave in forward gear.</p>	
		Loading/Servicing	<p>5.1.5.6 Loading/Unloading Bays A paved area for loading and unloading being not less than 3.5 metres in width by 7 metres with a minimum height clearance of 3.5 metres is required unless in the opinion of local government, the interests of amenity and orderly and proper planning do not warrant the provision of such an area.</p>	
			<p>5.1.5.7 Service Yards & Refuse Storage In any application for planning approval to which this part applies, provision shall be made for suitably designed and screened service yards and refuse storage areas, which shall be subsequently maintained to the satisfaction of the local government.</p>	
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	5.1.5.4 Storage of Materials	

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			No goods, materials, merchandise or motor vehicles shall be stacked, placed or stored within 2 metres of either side or the rear boundaries of the site or nearer to the street or road than the building setback line, nor stacked to a vertical height exceeding 4 metres above the natural ground level unless otherwise approved by local government.	
		Drainage	5.1 5.9 Drainage On-site storage and stormwater treatment consistent with appropriate (water sensitive design) standards adopted by the local government should be maximised.	
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF KWINANA				
	Site	Lot Size		
	Built Form	Setbacks	<p>TABLE II - MINIMUM SETBACKS FROM BOUNDARIES</p> <p>General Industry</p> <p>Front – 15m</p> <p>2nd Street – 6m</p> <p>Side – 6m</p> <p>Rear – 9m</p> <p>General Industry</p> <p>Front – 9m</p> <p>2nd Street – 4.5m</p> <p>Side – 3m</p> <p>Rear – 6m</p> <p>5.7.5 Minimum Setbacks from Boundaries AMD 88 GG 19/4/05</p> <p>Within the Industrial Zones, Council may, at its absolute discretion, vary minimum side and rear boundary setbacks less than that shown in Table 2, provided the following requirements are met, in addition to the requirements of Clause 5.2.2:</p> <p>(i) The reduced setback applies to not more than one lot boundary per free standing building and not more than two boundaries per lot;</p> <p>(ii) The development on the lot does not exceed the maximum permissible site coverage and maximum permissible plot ratio specified in Clause 5.7.1;</p> <p>(iii) The method of construction and materials used comply with fire resistance level requirements of the Building Code of Australia;</p> <p>(iv) The wall facing the boundary to which a reduced setback is granted does not exceed six (6) metres in height.</p>	
		Use of Setbacks		
		Height		
		Plot Ratio	<p>Light Industry 1.0</p> <p>General Industry 0.8</p>	<p>LPP11 10.3</p> <p>Acceptable Variations to Plot Ratio and Site Coverage It is recognised that the area that can be developed for buildings on any lot is typically constrained by the need to provide adequate on site car parking, landscaping, accessways, loading/unloading and storage areas. The City is therefore prepared to support variations to plot ratio and site coverage requirements for all development where;</p> <p>i) There is adequate onsite parking to service the existing and proposed development; and</p> <p>ii) The application complies with the setback requirements of LPS2 or the acceptable setbacks outlined in Part 8 of this Policy; and</p> <p>iii) The application complies with the landscaping requirements of LPS2 or the acceptable landscaping areas outlined in Part 9 of this Policy; and</p> <p>iv) The proposal will result in an upgrade of the aesthetics of the site (landscaping, resurfacing / repairing car parking/ verge treatment).</p>
		Site Cover	<p>Light Industry 70%</p> <p>General Industry 65%</p>	
		Materials	<p>5.7.13 Materials Used AMD 88 GG 19/4/05</p> <p>(a) The facade on the principal frontage shall be constructed of brick, stone, masonry or such other material as may be approved by Council;</p> <p>(b) Notwithstanding the provisions of Clause 5.7(a) Council may approve the installation and maintenance of strategic landscaping on the principal frontage in lieu of facade treatment. Council shall be satisfied that the aesthetic benefits of strategic landscaping will exceed the benefits of a facade treatment and Council may require the lodgement of a performance bond to an equivalent value of the cost of landscaping as estimated by Council. Council may specify a colour or finish on the facade of the principal frontage.</p>	
		Building Design	<p>5.7.6 Appearance of Buildings, Units of Process and Ancillary Structures within all Industrial Zones</p> <p>All buildings, units of process and ancillary structures shall be located, designed and constructed so that the external appearance arising from height, expanse, method of construction, materials used, colour and texture of external finish serve to blend the development into the natural landscape and surrounding built environment and minimise the visual impact of the development.</p> <p>In considering an application for planning approval, Council shall have regard for the following:</p>	<p>LPP11 6.1</p> <p>Legibility</p> <p>a) The building should be designed to address the street, providing a legible entrance for pedestrians and a positive contribution to the streetscape through a predominant use of glazing;</p> <p>b) All customer service areas and employee amenities shall be consolidated within the front of the building area, and the operational areas should be located to the rear of the site;</p>

			<div><div><div>(i) The extent to which the use of external colour/tone and texture differences on single large structures or between individual structures reduces the visual impact of the development on the locality and blends harmoniously with the natural landscape and built environment.</div><div>(ii) The extent to which the siting, height and expanse of individual buildings, units of process and ancillary structures serves to preserve views of natural features and areas of landscape significance.</div></div></div>	<div><div><div><div>c) Offices and administrative components should be designed as focal points, and include a building element such as a veranda, canopy or colonnade facing the public street and parking areas;</div><div>d) Canopies, awnings and solar shading devices should be thoughtfully integrated into the façade as required on elevations visible to the street;</div><div>e) On corner lots, buildings should address the secondary street through the use of windows, articulated elevations and major openings; and</div><div>f) Blank walls facing streets will not be permitted.</div></div></div><div><div>6.2</div><div>Form and Layout</div><div><div>a) The street facade of the building should provide a visual richness and variety. This can be achieved in the use of form, colour, texture and materials and by the following design features;</div><div><div>i. Changes in wall planes and height;</div><div>ii. Varied façade alignment;</div><div>iii. Projections and/or recessions;</div><div>iv. The use of different building materials and colours;</div><div>v. Incorporating horizontal or vertical elements such as recessed walls or banding;</div><div>vi. Defining the window openings, fenestration, building entrances and doors;</div><div>vii. Integrated signage;</div><div>viii. The use of vertical, horizontal and/or angled grids.</div><div>ix. Emphasis of structural and functional elements such as sun shading devices, noise barriers, louvre vents and exposed braces; and</div><div>x. Feature roof forms, parapets and overhanging elements.</div></div></div><div><div>b) The scale and selection of building forms, material and elements should relate to the perceived use i.e. the office components should be expressed differently to the warehouse or factory component of the development;</div><div>c) Roof forms should be designed to provide a ‘clean’ appearance, minimising visual clutter;</div><div>d) Building forms should be designed for adaptability through the provision of flexible spaces and regular building form designed to accommodate a multitude of uses and may be converted or divided in the future;</div><div>e) Glazing should bring daylight to customer service areas and provide surveillance to the street; and</div><div>f) Materials used for the construction of walls on or near boundaries should be rendered or painted and fully integrated into the building design.</div></div></div><div><div>6.3</div><div>Ancillary Structures and Equipment</div><div><div>a) Ancillary structures (such as security kiosks, maintenance buildings and outdoor equipment enclosures) or additions to the original development should integrate similar design attributes originally utilised on the main structure including colour, form and materials;</div><div>b) External fixtures and equipment such as roof ventilation, exhaust towers and plumbing pipes should be effectively screened from view using roof structures and architectural elements. All roof top equipment should be screened from public view by materials of the same nature as the building’s basic materials;</div><div>c) Temporary structures (e.g. portable modular units, sea containers etc.) should not be located where they will be directly visible from the public street, or are to be appropriately screened;</div><div>d) Storage yards are to be placed behind the primary street building setback line; and</div><div>e) Aboveground water storage tanks are to be positioned within the side setback areas (including secondary streets) or to the rear of the building mass.</div></div></div><div><div>6.4</div><div>Crime Prevention through Environmental Design (CPTED) Developments are to minimise the opportunity for crime and maximise people’s perception of safety. Developments should be designed to incorporate CPTED principles in accordance with the City’s Local Planning Policy No.8: Designing Out Crime.</div></div><div><div>12.3</div><div>Transportable / Non-permanent Structures requirement for Approval With the exception of transportable buildings / non-permanent structures used as part of construction works for approved buildings and development, all transportable or non-permanent type structures require planning approval.</div></div><div><div>12.4</div><div>Development Standards for Transportable / Non-permanent Structures Transportable or non-permanent structures sited behind the building line, which are not visible from the street or public thoroughfares, may be approved on a permanent basis subject to the following criteria:</div><div><div>a. The transportable structure is ancillary to the main office or administration function on the property; and</div><div>b. The finish, materials and colours used in construction of the transportable or non-permanent structure is to be visually sympathetic to that of the main building. More specifically a minimum of three of the following architectural features are incorporated into the transportable or non-permanent structure design:</div><div><div>i. Incorporate a facade comprising of two different building materials or two different colours;</div><div>ii. Incorporate defined window openings, fenestration, building entrances and doors;</div><div>iii. Incorporate the use of vertical, horizontal and/or angled grids;</div><div>iv. Incorporate articulated building frontages and/or features;</div><div>v. Incorporate structural and functional elements such as sun shading devices, noise barriers and louvre vents.</div></div></div></div></div>
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		Site Layout		
	Site Amenity	Landscaping	<p>5.7.7 Landscaped Areas AMD 88 GG 19/4/05</p> <p>Within all industrial zones an area of at least 5 percent of the site shall be developed and maintained as a landscaped area in accordance with the approved plan relating thereto. Council may in the particular case, reduce the landscaping requirement by up to 50% where the applicant undertakes to establish and maintain landscaping of the road verge in accordance with an agreed plan.</p> <p>Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing	<p>5.7.12 Fencing AMD 88 GG 19/4/05</p> <p>Where a security fence is proposed on a front lot boundary, it shall be set back a distance of 1.5 metres from the front lot boundary and landscaping shall be established and maintained between these lines to the satisfaction of Council.</p>	<p>LPP11 11.3 Acceptable variations to fencing setback Fencing will be permitted with a nil setback to the front property boundary where;</p> <ul style="list-style-type: none"> i) The fencing is necessary for security purposes; and ii) Quality fencing (Garrison or Masonry Pillars with open style infill panels) is proposed; and iii) Landscaping on the site is substantially upgraded or new landscaping is proposed along the frontage that meets the minimum landscaping requirements of LPS2 or the acceptable landscaping areas outlined in Part 9 of this Policy.
	Access	Provision	<p>5.7.8 Car Parking & Crossovers AMD 88 GG 19/4/05</p> <p>Car parking spaces shall be provided, designed, constructed and maintained in accordance with the provisions of Part VII of the Scheme and the approved plan relating thereto.</p> <p>Crossovers shall be constructed of bitumen or concrete to the satisfaction and specification of Council.</p> <p>Parking areas and crossovers shall be constructed and drained to ensure that storm water is disposed of on-site.</p>	
		Location		<p>LPP11</p> <p>13.3 Acceptable Variations to Verge Parking</p> <p>Verge parking will only be considered where the landowner seeks a reduction in car parking based on staff numbers and operational requirements and where physically car parking cannot fit on site.</p> <p>13.4 Verge Parking Locations Verge parking will only be considered for installation in the extended parking, embayment parking, or kerb access parking locations identified in Appendix B of this Policy.</p> <p>13.5 Verge Parking Layouts</p> <p>The City's acceptable verge parking layouts are depicted in Appendix A of this Policy.</p> <p>13.6 Implementation 13.6.1 Verge Parking of any form is inappropriate where:</p> <ul style="list-style-type: none"> a) The road is reserved under the Metropolitan Region Scheme, has known road widening requirements or is subject to Main Roads WA Control of Access notice. b) Such parking obstructs traffic sight lines because of its location near an intersection or road curvature or vertical elevation. c) Such parking compromises the functioning and maintenance of essential services (electricity, gas, water, sewer, telephone) and is opposed by the relevant public utility agency. d) Such parking inhibits manoeuvring of industrial traffic. e) Such parking renders the use of the public road network unsafe. <p>13.6.2 Kerb Access Parking and Extended Access Parking (refer to Appendix A) is inappropriate where;</p> <ul style="list-style-type: none"> a) Traffic speeds and volumes on the road are unacceptably high. b) The functional role of the road is a local, district or regional distributor. c) The road represents a through route. d) The gradients on the adjacent roads prevent effective emergency stopping. e) The topography of the locality prevents adequate sight distance. f) Where medians or islands have been installed in the vicinity. g) Verge width is less than 7.5 metres. h) Distance from intersection is less than specified under Main Roads WA Traffic regulations and therefore impacts on safe traffic movement at the intersection. <p>13.6.3 Embayment Parking (refer to Appendix A) is inappropriate where;</p> <ul style="list-style-type: none"> a) Road reserve and carriageway/pavement widths are inadequate. b) Road gradients in the vicinity prevent emergency stopping. c) Topography in the vicinity obstructs safe traffic sight lines. d) Verge width is less than 3.5 metres. <p>13.7 Consideration of Verge Parking</p>

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				<p>a) The City may decline support for verge parking if in its opinion such parking poses a threat to traffic and pedestrian safety and the smooth flow of traffic.</p> <p>b) The City in considering individual applications involving verge parking shall have regard to the criteria for verge parking listed in Part 13.6.1 of this policy.</p> <p>c) Verge Parking will only be considered in relation to development proposals for expansion of long standing existing industrial developments where such expansion could not comply with LPS2 requirements in respect of onsite parking, as a result of insufficient available land area.</p> <p>d) Verge parking will not be considered where new development is proposed on vacant lots, where parking could be accommodated onsite with redesign of the proposed development or where a change of use and/or ownership (respectively) is proposed or is in process.</p> <p>e) Verge parking will only be considered where the proponent provides the City with written agreement from all public utility agencies to the extent that the installation of verge parking will not prejudice the function or maintenance of electricity, gas, water, sewer, telephone or other communication infrastructure.</p>
				<p>13.8 Conditions of Verge Parking</p> <p>a) Where the City and Public Utilities approve verge parking, the owner/proponent shall indemnify the City and Public Utilities against public liability claims to a value of \$10,000,000 against damage to or injury arising from the use and works, undertaken in the course of establishing and the operation of verge parking. The indemnity should also include damage to services in the verge arising from works undertaken in the verge in order to establish verge parking. Where public utilities require access to the verge for upgrade and maintenance purposes, the landowner/proponent shall reinstate the verge and parking area immediately thereafter at no cost to the City or the Public Utility. The proponent shall also meet all costs associated with relocation of services.</p> <p>b) The requirement to indemnify the City, referred to in (a) above shall be secured by legally binding agreement between the landowner/developer and the City and shall be secured by a bond and the cost associated with the drafting, preparation and registration of the agreement will be met by the landowner/proponent.</p> <p>c) The approval and agreement should also require the acknowledgement by the owner that the permanent use of the verge for parking cannot be granted and that at some time in the future, the City or other public agencies may require the parking area be removed and the verge area be reinstated at no cost to the City.</p> <p>d) Verge parking areas shall be sealed and drained at the proponent's cost to the City's specifications and all stormwater drainage from the paved areas is to be directed towards and disposed of on the proponent's landholding.</p> <p>e) Verge parking areas shall be landscaped to the satisfaction of the City, equivalent to 5% of the area within the verge used for parking and shall include the installation of reticulation and thereafter be maintained to a high standard to the satisfaction of the City.</p> <p>f) The layout of Extended Parking areas shall ensure that all vehicles are able to manoeuvre and leave the subject property in a forward gear and via an approved crossover.</p> <p>g) Verge parking areas shall not be used for the loading, unloading or storage of goods.</p> <p>h) For Embayment Parking entry and exit, curves should be to the City's specifications.</p>
		Access		
		Loading/Servicing	<p>5.7.9 Loading & Unloading AMD 88 GG 19/4/05</p> <p>Areas for the loading and unloading of vehicles carrying goods or commodities to or from premises within the Industrial Zones shall be provided and maintained in accordance with the approved plan relating thereto.</p>	
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		<p>LPP11</p> <p>16. Sealing/Drainage All proposed paving and drainage is to be installed as per the specifications for Pavement and Drainage of Trafficable Areas and Parking Areas, and Non-Trafficable and Lay-Down Areas to the satisfaction of the City of Kwinana.</p>
		Effluent Disposal	<p>5.7.10 Waste Water & Effluent Disposal AMD 88 GG 19/4/05</p> <p>No land shall be used as a dumping area for any waste products, by-products, industrial waste or residue of any form, nature or description unless prior approval in writing has been granted by the Council. In considering an application for Planning Approval, the Council shall have regard to the possible effects of the development on the amenity of the surrounding areas and the possible result of such development</p>	<p>LPP11</p> <p>14. Effluent and Wastewater Disposal 14.1 All proposed or upgrades to on-site effluent disposal systems are to be nutrient retentive. Conventional septic systems are not permitted within the Industrial area. Expansions of an existing development's effluent disposal system shall be in accordance with City's Policy - Nutrient Retentive Effluent Disposal Systems.</p>

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			on the soils and sub-soils as well as groundwaters and air quality and may seek the advice of the Health Department and the Environmental Protection Authority.	14.2	Development shall not discharge wastewater to the environment or be used as a 'wet industry' without the prior approval of the City and Department of Water and Environmental Regulation. For further advice on this matter, please refer to the following documents: a) Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974; b) City of Kwinana Policy - Nutrient Retentive Effluent Disposal Systems; c) Code of Practice for the design, manufacture and installation and operation of aerobic treatment units; d) Environmental Protection (Unauthorised Discharges) Regulations 2004. e) All proposed development is required to comply with the current Western Australian Government Sewerage Policy.
		ESD			
		Buffers			
		Other	5.7.11 Recycled Water AMD 88 GG 19/4/05 In considering an application for planning approval, the Council shall have regard to the desirability of the use of recycled water in industrial processes, but shall also have regard for the requirements of industry in respect of the quality and quantity necessary.	LPP11 15. 15.1 15.2	Groundwater Protection Where applications are processed by the City, or where members of the community are using chemicals, fuel storage and other organic matters with the potential to impact on the groundwater in the long term, the following documents will need to be considered, to minimise risk and liability: a) Water quality protection note, land use compatibility in public drinking water sources; b) Health Act (Underground Water Supply) Regulations 1959; c) Environmental Management Plan for Cockburn Sound and its Catchment. Where applications are processed by the City or members of the community are using chemicals, fuel storage and other organic matter, with the potential to impact on groundwater in the long term, the following conditions shall be imposed to minimise risk and liability: a) All storage containers, facilities or tank farms where chemicals, fuel and organic matter are used, stored or handled, shall be bunded equal to 110% capacity of the product used, stored or handled, to prevent pollution of groundwater, including drinking water. b) Where large capacities in excess of 5000 litres are capable of being stored, or are present in tanks, containers or other facilities, it shall be necessary to install impervious membrane protection under the tank, containers or other facility. The membrane shall direct any spilt liquid or spillage of chemicals, including fuels and organic matter, to a protected area surrounding each tank, container or other facility, which shall discharge to a waste treatment and recovery process. c) When a development is proposed to be developed, modified or changed, the proponent shall be advised that the City requires that the environment and the health of the community is to be protected from any potential environmental and health impacts from the development including the processes and practices. d) The proponent shall be required to provide the appropriate groundwater protection and bore monitoring systems and all monitoring bores installed shall be based on professional hydro-geological advice. The advice shall be provided to the City's Environmental Health Services prior to the installation commencing. e) The proponent shall be advised to seek professional hydro-geological advice pertaining to any existing contamination, the processes and practices proposed or utilised and the potential for groundwater contamination from chemicals spilt and/or leaks and contaminated stormwater run-off from the development.

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MANDURAH				
	Site	Lot Size		
	Built Form	Setbacks	Within the Service Commercial and General Industry zones, the following shall apply: Minimum setbacks: (i) As per the following: Primary Street – 9.0m 2 nd Street – 4.5m Other - Nil (ii) where a site adjoins residential development the setback requirements shall be in accordance with the R-code of the adjoining site.	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	Open space and landscaping: (i) a minimum of 10 percent of site shall be set aside for open space and landscaping, excluding car parking and manoeuvring areas; (ii) a minimum 3m landscaping strip shall be provided within the front setback.	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MELVILLE				LPP2.1 – Non-Residential Development
	Site	Lot Size		
	Built Form	Setbacks	(1) Setbacks a) Front (street) setbacks to all street frontages shall be a minimum of 6.0 metres but shall be sufficient to accommodate a landscape strip of at least 3 metres in width immediately inside the front boundary, as well as any vehicular access and parking proposed between the building and the street. b) Other setbacks may be reduced to nil, subject to any requirements for access.	
		Use of Setbacks	Note: Front setback areas are often the most suitable for car parking within industrial areas, and if used for such purposes, should be based on an efficient car parking layout. Reference should be made to AS 2890.1 for alternative car parking layouts and associated manoeuvre specification. For example, in the case of standard width bays and right-angle parking either side of a central manoeuvre aisle, a total dimension of 17 metres would be required. By comparison, a car parking layout based on a single-sided parking aisles requires a dimension of only 11.5 metres, but involves around 35 per cent more land per bay than for a two-sided aisle.	
		Height	(2) Building height a) Building height standard is 13.5 metres overall, provided that where the site adjoins, or is immediately adjacent to land in the Residential zone, building height is to be limited as necessary so as to comply with building height and overshadowing standards applicable to such adjacent land under the relevant R-Coding. Note: Variations from the building height standard may be approved in accordance with clause (34).	
		Plot Ratio	(3) Building bulk: a) Plot ratio standard is 1.0 subject to any relevant Local Planning Policy.	
		Site Cover	(4) Open space a) Minimum of 10 per cent of the development site. Note: Variations from the open space standard may be approved in accordance with clause (34), and may be reduced where it can be demonstrated that the planting of open space extends the effectiveness of such areas, e.g. shade tree planting in car parking and service areas. Refer Local Planning Policy.	
		Materials		
		Building Design		Building Design 1 General 1.1 Development should: (a) Be orientated towards the primary street frontage. (b) Be designed to minimise the incidence of blank and unarticulated elevations. (c) Exhibit high levels of architectural articulation through the use of varied architectural planes, effective fenestration, architectural detailing, external materials, and a varied colour palette. (d) Incorporate a differentiated design approach to the treatment of the ground floor 'vs' upper floor(s), achieved through varied design, use of materials, changes in architectural planes, incorporation of awnings and the like, to enhance pedestrian scale. 2 Corner Sites 2.1 Development on corner sites should be designed to accentuate the corner and face all streets that flank it. This can be achieved via (but not limited to): (a) The focussing of the building mass on the corner, using a dominant architectural feature which protrudes above the normal roof line. (b) The provision of additional detail, colour and textures on the corner portion of the development. (c) The inclusion of a dominant entrance feature on the corner. (d) Incorporation of public space on the corner. 2.2 Developments on corner sites should be designed to ensure good visibility for both pedestrians and vehicles. 3 Front Facades and Shopfronts 3.1 Facades fronting the street and public domain should incorporate window and door openings which provide passive surveillance. 3.2 The pedestrian scale of the development should be enhanced through the use of windows, door openings, awnings, public art, architectural design and detailing at ground level. 3.3 The removal of, or permanent covering of windows and openings within the shop front or front elevation will not be supported. 3.5 Windows at ground floor level should remain visually permeable at all times. 3.5 Reflective or heavily tinted glazing at ground floor level will not be supported. 3.6 At least 60% of the total length of the ground floor level façade adjacent to a footpath should be transparent.

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				<p>3.7 Where they interface with the public domain, security shutters and gates are to be visually permeable. Solid security shutters and gates will not be supported. Roller doors of transparent design and construction will be acceptable provided they are at least 75% visually permeable.</p> <p>4 Weather Protection</p> <p>4.1 Where a building abuts a footpath, awnings for weather protection should be provided along its whole length.</p> <p>4.2 Where possible, the minimum depth of an awning is to be 2.5m. Where this is not possible due to the width of the verge or any other factor, the awning is to be practical for weather protection.</p> <p>4.3 Awnings sited to enable a minimum clearance of 2.75m above ground level. Where under-awning signage is proposed, the height of the awning should take into account that the minimum clearance above ground level for any future signage will be 2.75m.</p> <p>4.4 The awning is not to be sited within 0.5m of a kerb.</p> <p>4.5 New awnings should be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover.</p> <p>Plant</p> <p>9.1 All air conditioners and other similar servicing plant are to be appropriately located and screened from the street and neighbouring properties.</p>
		Site Layout		
	Site Amenity	Landscaping	<p>(5) Landscaping</p> <p>Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.</p> <p>Note: The landscaping plan may form part of the Local Development Plan or may be separate from that plan, but in either case is subject to approval by the local government.</p>	<p>Landscaping</p> <p>6.1 LPS6 requires the approval of a landscaping plan for all non-residential developments proposed across the City of Melville. These landscaping plans should be designed to satisfy the following requirements:</p> <p>(a) Where applicable, landscaping should be concentrated within the street setback area to:</p> <ul style="list-style-type: none"> • _enhance and positively contribute to the streetscape; and • _soften the appearance of the building; and • _where relevant, provide a buffer between the development and adjoining residential properties. <p>(b) In addition to traditional at-grade planting, the City will consider landscaping above ground level in the form of:</p> <ul style="list-style-type: none"> • _Accessible and inaccessible 'green roofs'; • _Well designed and maintained 'green walls'; • _Permanent planters; • _Window boxes. <p>(c) Where applicable, the upgrade and ongoing maintenance of landscaping within the street verge adjoining the development site may be acceptable.</p> <p>(d) Shade trees are to be provided within at-grade car parking areas containing more than six bays. The shade trees are to be provided at a minimum rate of one tree per six bays. The shade trees are to be dispersed evenly throughout the car parking area to provide shade and relief of building bulk.</p> <p>6.4 Where a development site contains mature trees and vegetation, developers are encouraged to consider their retention as part of any redevelopment proposal.</p> <p>6.5 Detailed landscaping plans should incorporate the use of low maintenance, water wise plants, with a presumption in favour of the use of native West Australian species.</p> <p>6.6 There is a presumption in favour of the retention of existing street trees. Approval will not be given for the removal of street trees unless material planning circumstances dictate the removal and where supplementary tree replanting in accordance with Council's Street Tree Policy is the only viable alternative.</p> <p>6.7 Existing street trees located within the verge are to be protected during the construction of the development in accordance with Australian Standard AS4970: Protection of Trees.</p>
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		8.10 Disabled parking provided in accordance with the National Construction Code 2012 (as amended).
		Location		8.4 On-site parking should be located behind the building line or within the building where possible. Parking within the front setback area of a development will be discouraged.
		Access		<p>8.2 Vehicle access to developments on corner lots should be located the maximum possible distance away from the corner on the minor road or right of way.</p> <p>8.3 All vehicles utilising on-site car parking bays should be able to enter and exit in a forward gear where practicable.</p> <p>8.7 Structures (walls, fencing, services) and vegetation should not exceed 0.6m in height within 1.5m x 1.5m of where the vehicle access way meets the street boundary.</p>
		Loading/Serviceing		Vehicle Access, Loading and Parking

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				8.1	Vehicle access should be provided from secondary streets or rights of way where available. Only one access point per street is encouraged.
				8.5	Areas for the loading and unloading of vehicles should be provided on site where the non-residential portion of the development exceeds 500m² Gross Floor Area. The loading area/s are to be of a size and in a location appropriate to the nature of the development.
				8.6	Where parking is provided within a basement or undercroft, a minimum headway clearance of 2.85m should be provided where a loading or accessible bay is provided within that level.
				8.8	Prior to the initial occupation of a development, a Noise Management Plan may be required to detail how noise associated with deliveries is to be managed. Where necessary, limitations on delivery hours may be imposed.
		EOT		8.9	The provision of bicycle parking facilities and end of trip facilities are encouraged for all developments.
		Pedestrian			
		Bicycle		8.9	The provision of bicycle parking facilities and end of trip facilities are encouraged for all developments.
	Other Matters	Construction			
		Waste		Waste 10.1	All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled material.
				10.2	The bin storage area should be screened from view of the street and be located to ensure adverse visual amenity impacts are avoided.
				10.3	Bin storage areas should be located in an easily accessible location for both occupants of the building and for rubbish collection. The design is to include provision for easy cleaning.
				10.4	Details of the proposed collection point are to be submitted at the time of development approval.
				10.5	A rubbish collection point should be nominated which is of sufficient size to contain the number of bins required to service the building, whilst not obstructing parking and pedestrian access, traffic flow and sightlines.
				10.6	Prior to the initial occupation of a development, a Waste Management Strategy may be required to detail how waste and the noise associated with waste disposal will be minimised.
		Storage			
		Drainage			
		Effluent Disposal			
		ESD			
		Buffers			
		Other		Site Works 11.1	Where developments are proposed across sloping sites, the principle of equal cut and fill across the site will apply.

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	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF MUNDARING					
	Site	Lot Size	5.1.5.1 Subdivision The minimum lot size in any subdivision of land within the Light Industry zone shall be 1500 m2. The minimum frontage for any lot created within the zone shall be 25 m.		
	Built Form	Setbacks	5.1.5.3 Development setbacks The following minimum setbacks apply to development within the Light Industry zone: Primary street: 3 m (5 m on corner lots) Secondary street: 3 m Rear: Nil Side: Nil		
		Use of Setbacks	5.1.5.6 Use of setback areas from streets The building setback area from any street alignment shall only be used for one or more of the following: (a) vehicular and pedestrian access; (b) car parking for employees, customers or visitors; (c) landscaping; and (d) advertising signage approved by the Shire or exempted from requiring approval of the Shire by this Scheme or the Shire's Signs Local Law. The building setback area shall not be used for repair or dismantling of vehicles, nor for storage purposes.		
		Height	5.7.16 Building height The maximum height of any building within the Scheme area shall be 10 m, unless otherwise specified in the Scheme, an adopted Structure Plan or adopted Precinct Plan.		
		Plot Ratio	5.1.5.2 Site coverage and plot ratio Development within the Light Industry zone shall have a maximum site coverage of 50% and a maximum plot ratio of 0.5.		
		Site Cover	5.1.5.2 Site coverage and plot ratio Development within the Light Industry zone shall have a maximum site coverage of 50% and a maximum plot ratio of 0.5.		
		Materials	5.1.5.4 Building materials 5.1.5.4.1 Each facade or wall of a building facing any street or public place shall be constructed of, or finished so as to appear to be constructed of, brick, stone, concrete or glass, or a combination of these materials, or similar material(s) as approved by the Shire, to a minimum height of 3 m above finished ground level. 5.1.5.4.2 That portion of each external wall of a building not facing a street or public place, that is within 9 m from the front boundary of the lot, shall be constructed of, or finished so as to appear to be constructed of, brick, stone, concrete or glass, or a combination of these materials, or similar material(s) as approved by the Shire, to a minimum height of 2.1 m above finished ground level.		
		Building Design	5.1.5.5 Minimum area and dimensions 5.1.5.5.1 The minimum floor area of any industrial building or unit shall be 75 m2. 5.1.5.5.2 The minimum length or width between internal wall surfaces of any industrial building or unit shall be 8 m.		
		Site Layout			
	Site Amenity	Landscaping	5.7.20.11 Where a vehicle parking area is to be provided as part of a development, a landscaping plan shall be submitted to the Shire and approved prior to development occurring. Landscape planting is to be provided and maintained so as to minimise the visual impact of the parking areas, and is to include: (a) a minimum 3 m wide landscape strip between the parking area and the street boundary of the site; and (b) shade trees planted at intervals of no further than 1 per 5 bays along any line of car parking bays. 5.7.20.12 Landscaping provided pursuant to clause 5.7.20.11 shall not entirely screen any car parking areas from view from public places and shall be consistent with the objectives of the Designing Out Crime Planning Guidelines, published by the Commission.		
		Lighting	5.7.30 Light overspill Floodlights, spotlights and all other forms of lighting shall be constructed, oriented and controlled so as not to: (a) adversely impact on the amenity of any adjacent residents; or (b) cause a traffic hazard in the adjacent road network.		
		Signage			
		Public Art			
		Fencing			
	Access	Provision			

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		Location			
		Access			
		Loading/Serviceing	5.7.23 5.7.23.1	Loading areas Any commercial, industrial or other use which requires separate access for service vehicles shall be provided with an adequate area, separate from car parking areas, for loading and unloading of vehicles. Any such loading areas shall be located so as to allow vehicles to enter and leave the site from/to a public road in forward gear, with vehicular entrances and exits located so as to avoid or minimise traffic hazards.	
			5.7.23.2	Loading areas referred to in clause 5.7.23.1 shall include one or more dedicated loading bays, provided as follows according to the floor area of the use generating the requirement: (a) 1 loading bay for every 2000 m2 or part thereof of floor area up to a total floor area of 10,000 m2; and (b) 1 loading bay for every 5000 m2 or part thereof of floor area in excess of 10,000 m2.	
			5.7.23.3	The dimensions and height clearance of each loading bay referred to in clause 5.7.23.2 shall comply with relevant parts of Australian Standard 2890 relating to parking.	
			EOT	5.7.21 Bicycle facilities Unless otherwise approved by the Shire, end of trip bicycle facilities are to be provided for new development in accordance with the standards for respective uses detailed in <i>Austroads Guide to Traffic Management</i> .	
		Pedestrian			
	Bicycle				
	Other Matters	Construction			
		Waste	5.1 5.7 Bin storage areas Bin storage areas shall be provided for non-residential development. Such areas shall be: (a) located so as to be readily accessible by service vehicles; (b) of sufficient size to accommodate rubbish generated by the use(s) on each property in the interval between rubbish collections; and (c) effectively screened from view from any street, public place and any adjacent residence.		
		Storage	5.7.27 External storage areas All external storage of goods and materials, which in the opinion of the Shire may have an adverse visual impact, shall be effectively screened from view from any street, public place and any adjacent residence.		
		Drainage			
		Effluent Disposal			
		ESD			
Buffers					
Other		5.7.9 Management of construction sites In addition to any requirements which may be imposed as conditions of planning approval, construction sites are to be managed so as to minimise soil erosion, sedimentation and/or the degradation of any water resource due to the action of wind or water and protect as far as practicable, the natural resource values of the site and of the adjacent area. Note: Where a construction site is, in the opinion of the Shire, being managed in such a way as to cause undue erosion of soil or the pollution of any water resource, the Shire may, in accordance with the provisions of clause 11.4, require the owner to take steps to prevent any further erosion or pollution and remediate the site. Such steps may include stabilisation of soil or reinstatement of vegetation cover and repair of any damage to the land or water resources.			
		5.1 5.8 Caretaker’s Dwellings The following requirements apply to any Caretaker’s Dwelling within the Light Industry zone: (a) the Caretaker’s Dwelling is to be incidental to the predominant industrial use of the site; (b) only one Caretaker’s Dwelling is permitted on a lot and is to be on the same lot as the associated industrial use; (c) a Caretaker’s Dwelling shall have a maximum total floor area of 100 m2 measured from the external face of walls; and (d) a Caretaker’s Dwelling may have open verandahs, but these must not be enclosed by any means unless the total floor area remains within the 100 m2 referred to in sub-clause (c).			

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION	
SHIRE OF MURRAY				LPP - Pinjarra Light Industrial Area	
	Site	Lot Size		2.1	Minimum subdivision provisions - 2,000m2 area and 30 metre frontage. Development permitted on existing lots as subdivided. Strata titles in accordance with Strata Titles Act.
	Built Form	Setbacks	TABLE II - NON-RESIDENTIAL DEVELOPMENT STANDARDS Light, General and Service Industry Front – 10 Side - 5	4.1	All light industrial areas - 10 metres from any street, plus any road widening requirements. This applies to all street frontages.
				4.2	If brick construction, parapet wall on one side boundary and 4.5 metre access to rear on the other side - provided industry is non-hazardous with relation to fire and explosive potential.
				4.3	If steel frame or timber frame construction, the vertical height of the walls, from the walls to one side and rear boundary and 4.5 metre access to rear on the other side. If wall is higher than 4.5 metres then setback to be increased accordingly (Building Code relates).
				4.4	Buildings on different lots shall not use a common parapet wall.
		Use of Setbacks	7.4.1 No open storage of goods, unserviceable vehicles or machinery shall be carried out within the front boundary setback area, which shall be used only for landscaping, car parking, servicing, loading and unloading, or where appropriate, and subject to approval of the Council, for trade display.	5	Land Uses No material, products of manufacture, or materials offered for sale shall be placed, stored or stacked forward of the building setback line to any street frontage. Setback provision to have nearest three metres to street as landscaping strip. Balance of setback (seven metres) may be used for - 5.1 means of ingress and egress from site; 5.2 lawns and gardens, trade display to the satisfaction of Council; 5.3 loading and unloading of vehicles; 5.4 customer parking (not employee or staff parking); and 5.5 where frontage exceeds 30 metres in length, the balance may be used for employee parking, with special approval from Council.
		Height			
		Plot Ratio			
		Site Cover	TABLE II - NON-RESIDENTIAL DEVELOPMENT STANDARDS Light, General and Service Industry 75%	3.4 3.4.1 3.4.2 3.4.3	Site coverage is restricted in industrial areas to 50% maximum and plot ratio 1.0 to provide for - septic tank and effluent disposal; parking provision for employees' and owners' vehicles; stormwater disposal to be on site, unless other provisions are made through or in conjunction with Council.
		Materials		3.2 3.3	Brick and/or masonry façade being provided to all street frontages, with colour coding to Council's satisfaction. Open framed gantries and appurtenances to factories are 'buildings' within the definition of the Act.
		Building Design		3.1	Finished floor level to be not lower than 150mm above crown of road.
		Site Layout			
	Site Amenity	Landscaping	TABLE II - NON-RESIDENTIAL DEVELOPMENT STANDARDS Light, General and Service Industry 10% 7.3.3 Landscaping a) Landscaped areas to be constructed, planted and maintained pursuant to this Scheme will, in general, be located in such positions on a site or sites so as to enhance the appearance of the affected street or streets and to screen from view of soften the impact of parking areas, open storage areas, drying areas and any other space which, by virtue of its use is likely to detract from the visual amenity of the townscape. b) Landscaping proposals shall be submitted to and approved by the Council and any planting designed to act as a screen shall be comprised of plants growing to a variety of heights to achieve the desired results. c) All landscaping proposals approved by Council pursuant to this Scheme shall be carried out at the time of the development or at such other time as may be agreed in writing between the developer and the Council and shall thereafter be permanently maintained to the satisfaction of the Council.		
		Lighting			
		Signage			
		Public Art			
		Fencing		9 9.1 9.1.1 9.1.2	Fencing Generally, fences shall be constructed in accordance with the following specifications and shall be not less than 2100mm high, with galvanised link mesh not less than 1800mm high, surmounted by three rows of plain or barbed wire. All posts shall have either a straight extension or a cranked top at an angle of 45 degrees for the wire. Struts shall be constructed of galvanised iron piping, having an internal diameter of not less than 30mm, set into concrete bases. Corner posts shall have not less than two struts at right angles to each other, and gate posts not less than one strut.

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				<p>9.1.3 Intermediate posts shall be constructed of galvanised iron piping, having an internal diameter of not less than 40mm and shall have caps to tops and be set into concrete blocks having a depth of not less than 450mm and sides of a width not less than 225mm, spaced at not more than 3600mm centres.</p> <p>9.1.4 Cables shall be affixed to the top, centre and bottom of all posts and shall consist of two or more number 10 gauge wires twisted together.</p> <p>9.1.5 Galvanised link mesh wire shall be not less than 1800mm high and constructed of 50mm mesh number 12 gauge galvanised link mesh and shall be strained, neatly secured and laced to the posts and affixed to the cables.</p> <p>9.1.6 Gates shall provide an opening of not less than 3600 mm and shall be constructed of 25 mm tubular framework with one horizontal and one vertical stay constructed of 20 mm piping, and shall be covered with 50 mm mesh number 12 gauge galvanised linkmesh, strained and laced to framework. Gates shall be fitted with a drop bolt and locking attachment.</p> <p>9.1.7 Corner and gate posts shall be constructed of galvanised iron piping, having an internal diameter of not less than 50mm and shall have caps to tops and be set into concrete blocks having a depth of not less than 600mm and sides of a width of not less than 225mm.</p> <p>9.2 Any other fence to be approved by Council.</p>
	Access	Provision		<p>6 Parking and Unloading Off street parking and loading spaces shall be laid out to provide maximum safety and convenience to users, in accordance with the following - 'one car parking space to every 50m2 of gross floor area, or to every two persons employed, whichever is the greater.'</p>
		Location		
		Access	<p>7.3.4 Treatment of Driveways and Parking Areas</p> <p>a) All driveways and parking areas shall be constructed to Council's satisfaction and provided with a sealed surface with appropriate measures for drainage and the disposal of surface water. Where appropriate, the Council may require the marking out of parking areas and the provision of suitable 'no parking' signs where thoroughfare must be preserved.</p> <p>b) All parking areas, turning areas and driveways required by Council pursuant to this Scheme shall be provided at the time of the development and thereafter maintained to the satisfaction of Council.</p>	
		Loading/Servicing	<p>7.3.2 Servicing For new uses or development projects which require the despatch or receipt of goods of any kind, loading and unloading space will be required to be provided clear of the street. In general, the Council will seek to ensure that most servicing vehicles are able to enter and leave a street in a forward direction.</p>	
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	<p>7.4.2 All open storage areas shall be screened by landscaping, fencing or by other means acceptable to the Council, to ensure that storage areas are not exposed to view from nearby roads or other public places.</p>	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		<p>7 Bond Council may, at its discretion, impose a bond of up to \$5,000 to ensure these conditions are provided for. Such funds to be placed in a trust account with current interest and refunded in total on satisfactory completion.</p> <p>8 Retailing Permitted as an ancillary use to warehousing in the Light Industrial Area, with 30% of the floor area being used as such.</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF ROCKINGHAM				
	Site	Lot Size		
	Built Form	Setbacks	<p>Light Industry Zone</p> <p>On all land zoned Light Industry, unless otherwise specified in the Industrial Policy or East Rockingham Development Guidelines:-</p> <p>a) Setbacks: A minimum front setback of fifteen (15) metres shall apply. Where a lot has frontage to two or more streets, the prescribed front setback of fifteen (15) metres shall apply to the primary street and a minimum setback of three (3) metres shall apply to the secondary street, or streets, unless otherwise determined by the local government.</p> <p>General Industry Zone</p> <p>On all land zoned General Industry, unless otherwise specified in the East Rockingham Development Guidelines:-</p> <p>a) Setbacks: A minimum front setback of twenty five (25) metres shall apply for major structures and a minimum front setback of fifteen (15) metres shall apply to offices, gatehouses and amenity buildings. Where a lot has frontage to two or more streets, the prescribed front setbacks of twenty five (25) metres and fifteen (15) metres shall apply to the primary street and the setback to the secondary street shall be determined by the local government, but shall not be less than the prescribed minimum landscaping setback requirement.</p> <p>Special Industry Zone</p> <p>On all land zoned Special Industry, unless otherwise specified in the East Rockingham Development Guidelines:-</p> <p>a) Setbacks: A minimum front setback of twenty five (25) metres shall apply for major structures and a minimum front setback of fifteen (15) metres shall apply to offices, gatehouses and amenity buildings. Where a lot has frontage to two or more streets, the prescribed front setbacks of twenty five (25) metres and fifteen (15) metres shall apply to the primary street and the setback to the secondary street shall be determined by the local government, but shall not be less than the prescribed minimum landscaping setback requirement.</p> <p>b) Landscaping: Landscaping shall be provided on all street frontages for a distance of not less than 10 metres from each property boundary. At the discretion of local government, additional landscaping may be required on the remainder of the site.</p>	
		Use of Setbacks	<p>4.10.4 General Development Provisions</p> <p>On all industrial zoned land within the City, unless otherwise specified in the Industrial Policy or East Rockingham Development Guidelines:-</p> <p>c) No use of the area between the street alignment and the prescribed building setback line shall be permitted other than for landscaping, or for pedestrian and vehicular circulation and parking, except that not more than 20% of the setback area may be used for trade display purposes, to be approved at the discretion of the local government.</p>	
		Height		
		Plot Ratio		
		Site Cover		
		Materials	<p>4.10.4 General Development Provisions</p> <p>On all industrial zoned land within the City, unless otherwise specified in the Industrial Policy or East Rockingham Development Guidelines:-</p> <p>a) The facades of all buildings visible from the primary road or open space area shall be of masonry construction or any other material approved by the local government in respect of the ground floor level, provided that if concrete panels are used, such panels must have an exposed aggregate or textured finish. The second floor level, or its equivalent may be constructed of any other material in accordance with the Building Code of Australia and to the satisfaction of local government.</p>	
		Building Design		
		Site Layout	<p>In considering an application for development approval on industrial zoned land, the local government, in addition to any other aim or objective of the Scheme and to any other matter it is required or permitted to consider, shall have regard to the following:-</p> <p>a) promotion of a high standard of building development, landscaping and working environment;</p> <p>b) protection of the amenity of adjacent residential and open space areas;</p> <p>c) management of drainage systems and land uses to promote groundwater conservation; and</p> <p>d) to ensure safe movement of vehicular and pedestrian traffic in the area.</p>	
	Site Amenity	Landscaping	<p>Light Industry Zone</p> <p>On all land zoned Light Industry, unless otherwise specified in the Industrial Policy or East Rockingham Development Guidelines:-</p> <p>(b) Landscaping. Provision shall be made for a minimum area of landscaping of 10% of the site, comprising a minimum 5 metre wide planting strip adjacent to the primary street boundary, and a minimum 3 metre wide planting strip on the secondary street plus the street verge to be landscaped and maintained to the satisfaction of the local government.</p>	

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			<p>General Industry Zone</p> <p>On all land zoned General Industry, unless otherwise specified in the East Rockingham Development Guidelines:-</p> <p>(b) Landscaping. Landscaping shall be provided on all street frontages for a distance of not less than 10 metres from each property boundary. At the discretion of local government, additional landscaping may be required on the remainder of the site.</p> <p>Special Industry Zone</p> <p>On all land zoned Special Industry, unless otherwise specified in the East Rockingham Development Guidelines:-</p> <p>b) Landscaping: Landscaping shall be provided on all street frontages for a distance of not less than 10 metres from each property boundary. At the discretion of local government, additional landscaping may be required on the remainder of the site.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing	<p>4.10.4 General Development Provisions</p> <p>On all industrial zoned land within the City, unless otherwise specified in the Industrial Policy or East Rockingham Development Guidelines:-</p> <p>b) No fence visible from a road or open space reserve shall be constructed of materials/colours which in the opinion of local government are unsightly or detract from the amenity of the locality, or be used for signage where the approval of the local government has not been granted. Any industrial (e.g. chain wire) fencing forward of the street building setback line shall be landscaped to the satisfaction of the local government.</p>	
	Access	Provision	Provision shall be made for the on-site parking of motor vehicles for all development on industrial zoned land in accordance with the provisions of clause 4.15 and Table No.2.	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF SERPENTINE JARRADALE				
	Site	Lot Size	TABLE IV G. Industrial – 30m Other – 20m	
	Built Form	Setbacks	TABLE IV Front – 9m Side – 6m (G.Industrial) 0m (other uses) Rear – 0m (L. Industrial) 0m (other uses)	
		Use of Setbacks	7.11 USE OF SET BACKS The setback areas shall only be used for one or more of the following: (a) a means of access; (b) landscaping; (c) firebreaks; (d) trade display provided no more than ten percent of the area is used, and the display is not located within three metres of the street; (e) the loading and unloading of goods; and (f) the parking of vehicles for staff, clients or customers of the development.	
		Height		
		Plot Ratio	TABLE IV 0.6:1 (G.Industrial)	
		Site Cover		
		Materials	5.7.7 Facades Any building erected in the Showroom Warehouse Zone, the Light Industry Zone, or the General Industry Zone shall have a facade to the street constructed of brick, stone, timber, concrete or glass or any combination of these as approved by the Council.	
		Building Design	7.1 GENERAL APPEARANCE OF BUILDINGS AND PRESERVATION OF AMENITY No person shall without the approval of the Council erect or commence to erect a building which by virtue of its colour or type of materials, architectural style, height, bulk or ornamental or general appearance has, in the opinion of Council, an exterior design which is out of harmony with exterior designs of existing buildings or is likely to injure the amenity of the locality.	
		Site Layout	5.7.5 Factory Tenement Buildings No person shall construct a factory tenement building unless: a) each tenement has a floor area of at least 100 square metres; b) the floor of each tenement has a minimum dimension of at least eight metres; c) each tenement has an adjoining open storage yard at least one third the floor area of the tenement; d) every open storage yard is screened from view from a public road by a wall or fence not less than 1.8 metres in height; e) each tenement together with its open storage yard has direct access to a service access road not less than six metres in width; f) each tenement is separated from each adjoining tenement by an internal wall or walls constructed of brick, stone, concrete or other material of equal or greater fire rating approved by the Council.	
	Site Amenity	Landscaping	7.10 LANDSCAPING 7.10.1 Unless otherwise approved by the Council landscaping shall be provided for all developments and shall be: a) in accordance with the Site Requirements Table where appropriate; b) in accordance with a landscape plan approved by the Council; and c) completed within thirty days of the occupation and use of the site. 7.10.2 Landscaping in car parking areas shall comply with the following requirements: a) planting shall be selected and maintained so as to minimise foliage between 0.5 metres and 1.5 metres above ground level; b) the minimum width of landscaped areas shall be 1.5 metres and 2.0 metres when the landscaped area adjoins a street boundary; c) all landscaping strips shall provide at least one pedestrian crossing point for every continuous ten metres of length.	
		Lighting		
		Signage		
		Public Art		
		Fencing		

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	Access	Provision	TABLE V		
		Location			
		Access			
		Loading/Serviceing			
		EOT			
		Pedestrian			
		Bicycle			
	Other Matters	Construction			
		Waste			
		Storage	5.7.6	Outdoor Storage Areas Outdoor areas used for the storage of motor vehicle bodies, timber, steel products or any other products or wastes shall be screened from view from a public street by a wall or fence, not less than 1.8 metres in height, or landscaping as approved by the Council.	
		Drainage			
		Effluent Disposal			
		ESD			
		Buffers			
		Other	7.2 7.2.1 7.2.2 7.2.3 7.2.4	NUISANCE No lot, building or appliance shall be used in such a manner as to permit the escape therefrom of smoke, dust, fumes, odour, noise, vibration, or waste products in such quantity or extent or in such a manner as to create or to be a nuisance to any inhabitant of the neighbourhood of such land or to traffic or persons using roads in the vicinity. Any owner or occupier of land shall be responsible for appropriate measures to prevent dust pollution and soil erosion to the satisfaction of the Council. Where in the opinion of the Council a use or activity is likely to contribute or is contributing to dust pollution or soil erosion, notice may be served on the occupier requiring the appropriate remedial action. An owner or occupier of land who has received notice in accordance with clause 7.2.3 and has not caused the remedial action to be taken within 30 days is guilty of an offence and is liable to penalties prescribed by the Act.	

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF STIRLING				
	Site	Lot Size		<p>Balcatta & Herdsman Precincts</p> <ul style="list-style-type: none">Green title lots shall have a minimum lot size of 3000m². <p>Other Precincts</p> <ul style="list-style-type: none">Green title lots shall have a minimum lot size of 2000m². <p>Lot Width 30m (green title)</p>
	Built Form	Setbacks		<p>Balcatta Precinct</p> <ul style="list-style-type: none">6.0m landscaping strip on all street frontages; and18.0m building setback on primary street frontages.Secondary Street setbacks to be 9.0m. <p>Other Precincts</p> <ul style="list-style-type: none">1.5m landscaping strip on all street frontages; and9.0m buildings setback on primary street frontages.Secondary Street setbacks to be 9.0m and may be reduced to 6.0m on lots less than 2000m² in area.
		Use of Setbacks		<p>Use of Setback Area</p> <ul style="list-style-type: none">Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage of fuel, except in underground tanks; andThe primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials.
		Height		
		Plot Ratio		
		Site Cover		
		Materials		<p>All Precincts</p> <ul style="list-style-type: none">The street façade shall be articulated to break-up straight plain facades through the use of at least four of the following in the Herdsman Precinct and three of the following in all other precincts:<ul style="list-style-type: none">Openings;Awnings over windows;Use of different colours and textures; andIndentations and extrusions with details to break the building into individual elements.The facades of buildings facing the street shall be constructed of brick, stone, glass or painted or rendered concrete;Alternative materials may be approved for the portion of the facade above 3.6m from the ground level; andThe use of taller parapets and/or awnings is encouraged above the entrance to buildings to clearly identify the entry point;
		Building Design		<p>Roof Features Objective To ensure that taller buildings within centres provide landmark features.</p> <ul style="list-style-type: none">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. <p>Corner Sites Buildings located on corner sites are encouraged to give additional prominence to the street corner by using landmark features such as:</p> <ul style="list-style-type: none">Architectural roof features that protrude above the normal roof line;Increased parapet heights with additional detail, colour and textures; andIncrease the number of storeys at the street corner. <p>Weather Protection Herdsman Precinct An awning shall be provided along the frontage of all buildings facing the primary street covering the 1.5m wide footpath in order to afford weather protection for pedestrians.</p>
		Site Layout		<p>Multi-Storey Car Parks</p> <ul style="list-style-type: none">Stand alone multi-storey car parks accompanying other uses on a site shall not be visible from the street and shall be located behind buildings.

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				<ul style="list-style-type: none">Multistorey car parks included within the main building shall not be visible from primary streets and shall be located behind buildings.Where fronting secondary streets, they shall be screened/treated so as to provide a seamless appearance between the car park and other floors.Designers are to provide ground level awnings and landscaping in order to soften the visual impact of these structures in line with the provisions applying to building facades, above.
	Site Amenity	Landscaping		<i>Landscaping</i> A landscaping plan shall be submitted for all Industrial Developments in accordance with the City's Landscaping Policy.
		Lighting		
		Signage		
		Public Art		
		Fencing		<p>Fencing in the Street Setback Area</p> <ul style="list-style-type: none">Shall not be permitted.Fences along secondary streets must be setback behind the required landscaping strip and the primary street building line. <p>Fencing Behind the Setback Line</p> <ul style="list-style-type: none">Solid fencing up to a height of 2.0 metres;Fencing up to a maximum height of 2.5m (measured from natural ground level), provided that any fencing above 2.0m is of an open-style. Barbed, razor or electric wire can be considered behind the building setback line, but must be mounted on the inside of the fence, so as not to be significantly visible from the street. Electric fencing must display appropriate warning and otherwise comply with all relevant legislation and standards; andService yards visible from a street must be adequately screened. <p>Non Permitted Fencing Materials</p> <ul style="list-style-type: none">The use of fibre-cement and timberlap is not permitted in view of the inherent proneness to damage to these materials in an industrial environment. <p>Fencing on Sites Abutting Non - Industrial Lots</p> <ul style="list-style-type: none">Fencing shall comply with the standard fencing requirement of the use abutting the site, except for the following instance:Where an industrial property abuts a residential zone site, the fencing separating the two properties shall:Maintain a minimum height of 2.0m;Be constructed of masonry, concrete or the like,Have a finish to the satisfaction of the City, andShall not obstruct vehicle sightlines.
	Access	Provision		<p>Access & Parking</p> <ul style="list-style-type: none">All parking is to be provided in accordance with the City's Parking Policy. The following requirements apply in addition to the provisions of the City's Parking Policy.
		Location		
		Access		<p><i>Vehicle Access</i></p> <ul style="list-style-type: none">All vehicle movements shall be able to enter and exit the site in a forward gear; <p><i>Pedestrian Access</i></p> <ul style="list-style-type: none">Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development. <p><i>Crossovers</i></p> <ul style="list-style-type: none">A maximum of two crossovers shall be permitted for all sites, one for entry and one for exiting.
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		<p><i>Bin Storage</i></p> <p>Shall be in accordance with the City's Bin Storage Area Policy.</p>
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p><i>Sustainability Design Standards</i></p> <p>In order to optimise the sustainability of buildings, applicants are required to provide the following features in new buildings:</p>

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				<ul style="list-style-type: none">• AAA rated showerheads, tap ware and low flow regulators, dual flush toilets;• Low flow triple dripper or coarse sprays and timer connection;• High efficiency lighting; and• Gas/solar hot water system.
		Buffers		
		Other		<p><i>Activity and Uses</i> Herdsman Precinct</p> <ul style="list-style-type: none">• Office developments with a plot ratio greater than 1.0 shall only be permitted within 500 metres radius of Glendalough Train Station. This applies to existing lots predominantly within the 500m radius area as shown on Figure 2. Office uses outside this 500m catchment area shall not exceed a maximum plot ratio of 1.0; shall have a maximum building height of two storeys; and shall have a maximum gross floor area of 2,000m². In circumstances where an application for a minor amendment to a current approval is lodged, the City may consider variations to these standards subject to a justification being provided to the satisfaction of the City addressing amenity, streetscape, scale, bulk and building design.• For the purpose of the above provision, minor amendments may be considered provided the maximum allowable gross floor area, and plot ratio is not exceeded by 10%.• Active commercial uses (such as cafes, restaurants) shall be located on the ground level facing the street;• Offices and other non active commercial spaces shall be located on upper levels;• Industrial and commercial uses and buildings shall be located at the rear of buildings; and• Service vehicle pickup/drop off points are to be clearly demarked and shall not be visible from the street. <p>Other Precincts</p> <ul style="list-style-type: none">• Office uses shall only be incidental to the predominant use of each tenancy and no greater than 30% of gross floor area of each tenancy. This will enable industrial businesses to provide on-site and “in-house” services such as reception/customer service, payroll/human resources, drafting, and a venue for meeting business customers, while safeguarding the predominantly industrial character of these areas.• Notwithstanding the above, office developments as a predominant use shall only be permitted within 500 a metres radius of Glendalough Train Station. This applies to existing lots predominantly within the 500m radius area as shown on figure 2. A plot ratio of greater than 1.0 is permitted for office developments within the 500m catchment area.• In regards to office developments within the 500 metres radius of Glendalough Train Station, active commercial uses (such as cafes, restaurants) shall be located on the ground level facing the street.• In regards to office developments within the 500 metres radius of Glendalough Train Station, offices and other non active commercial spaces shall be located on upper levels. <p><i>Levels</i></p> <ul style="list-style-type: none">• On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the building; and• Filling up to 1000mm shall be permitted. <p><i>Safety & Surveillance</i> <i>Objective</i> 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:</p> <ul style="list-style-type: none">• 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. <p><i>Permitted Uses</i></p> <ul style="list-style-type: none">• No industrial unit shall be used for Wrecking or Industry Noxious without the approval of the Council. <p><i>Unit Sizes</i></p> <ul style="list-style-type: none">• The floor area of any unit is not less than 150m2; and• Neither the width nor the length of any unit is less than eight metres. <p><i>Bin Enclosures</i></p> <ul style="list-style-type: none">• Each unit shall be provided with a bin storage area in accordance with the City’s Bin Storage Policy. <p><i>Internal Walls</i> Industrial units shall be separated from each other by an internal wall or walls constructed of brick, stone or concrete in accordance with the Building Code of Australia. Where Strata Titles are involved these walls shall form a parapet through the roof. Internal partitions within an industrial tenement building are not altered or removed without the consent of the Council.</p>

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				<p><i>Common Facilities</i> Each unit the subject of a Strata Title contains its own toilets within the "lot" and not in the "common property" ("lot" defined as per Strata Titles Act). Communal facilities such as a canteen may be provided as part of the "common property" with the consent of the Council, but the common property shall not be used for that purpose without that consent.</p>
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SWAN				
	Site	Lot Size		20m Frontage
	Built Form	Setbacks		<p>2.2 Setback Requirements The setback requirements for all developments in an industrial zone shall be in accordance with the provisions of Table 1.</p> <p>2.3 Two-Street Frontages Subject to the requirements regarding visual truncation of corner lots and vehicular access ways (as specified in the General Building and Development Standards Policy), where a lot has a frontage to two streets, the Council shall determine which of the two streets is the secondary street, and the setback to the secondary street may be reduced to 3 metres.</p> <p>Table 3 General Industrial Front – 9m (Except for Gt Eastern Highway, South Guildford where the setback shall be 30 metres) 2nd Street – 6m Side – Nil Rear – Nil Light Industrial Front – 9m (Except for Gt Eastern Highway, South Guildford where the setback shall be 30 metres) 2nd Street – 6m Side – Nil Rear – 6m</p>
		Use of Setbacks		<p>2.4 Use of Setbacks No person shall within an industrial zone, use the area of land between a building setback line and a street alignment for any purpose other than one or more of the following:</p> <ul style="list-style-type: none"> a) a means of access; b) landscaping; c) trade display, but in no case shall more than 20% of the area be used for trade display purposes, and furthermore any such trade display shall not be situated within 1.5 metres of the street alignment except on land fronting the Great Eastern Highway, where the trade display setback shall be not less than 8 metres; d) the daily parking of vehicles used by employees and customers or clients but subject to the requirements of any duly adopted policy as to off-street parking. <p>No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired, or for the stacking or storage of fuel, raw materials, products, or by-products or wastes of manufacture.</p>
		Height		
		Plot Ratio		General Industrial – 0.6:1 Light Industrial – 0.5:1
		Site Cover		0.5
		Materials		<p>2.9 Facades</p> <p>2.9.1 Any building erected within an industrial zone shall comply with the following requirements as to facades:</p> <ul style="list-style-type: none"> a) each facade of the building shall be constructed of brick, stone, concrete or glass or a combination of one or more of those materials or similar material as approved by the Council; b) other materials of a type and to a design approved by the Council may be permitted on a facade no part of which is less than 3.6 metres from the ground floor level of the building, provided that no part of the facade extends more than 6.6 metres above the ground level. <p>2.9.2 The Council may:</p> <ul style="list-style-type: none"> a) in cases where the facade of a building is set back not less than 20 metres from the street alignment which it faces or otherwise which is nearest to it, permit the walls in the facade to be constructed of materials other than those specified above, provided that the materials proposed to be used are structurally and aesthetically acceptable to the Council; b) in the case of a corner lot with an area not less than 1 hectare and with a frontage of not less than 20 metres to each of the abutting streets, permit the walls in the facade of a building erected on that lot to be constructed of a material other than those specified above, provided that the material proposed to be used is structurally and aesthetically acceptable to the Council.
		Building Design		2.7 Multiple Tenancy Industrial Development

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				<p>2.7.1 The owner of land within an industrial zone to which this policy applies shall ensure that no factory tenement building or any part thereof is occupied or used unless the requirements set out in the following paragraphs in this clause are complied with.</p> <p>2.7.2 No unit within a multiple tenancy industrial development shall have a floor area of less than 100 square metres, nor shall it be so constructed that either its width or its length is less than 8 metres.</p> <p>2.7.3 There shall be an open yard appurtenant to each unit being not smaller than one third of the gross leasable area of the unit and such open yard shall be used for storage and service purposes and shall contain facilities for stormwater and for effluent drainage where no reticulated deep sewerage service is provided.</p> <p>2.7.4 Each open yard appurtenant to a unit shall be screened from view from any public street and from adjoining units by a closed fence or wall of not less than 1.8 metres in height.</p> <p>2.7.5 There shall be situated in the open yard of every unit a refuse area for depositing rubbish and refuse. The refuse area shall be of not less than 10 square metres in area and shall be in such a position that vehicles have direct access to it by a paved internal service road.</p> <p>2.7.6 Provision shall be made for the off-street parking of motor vehicles in accordance with the provisions of the Vehicle Parking Standards Policy, except as otherwise provided for in this policy.</p> <p>2.7.7 There shall be no less than 4 parking spaces provided for each unit within a multiple tenancy industrial development.</p> <p>2.7.8 Each unit and each open yard appurtenant thereto shall have direct access on to a paved service road and there shall be connecting access between each unit and its open yard. If the service road is situated between buildings or between a building and a boundary of the lot on which the building is situated, it shall be not less than 5.5 metres in width, and if the service road is situated between open yards, or between an open yard and a building or a boundary of the lot on which the building is situated, it shall be not less than 5 metres in width.</p> <p>2.7.9 Where a service road changes direction, the width of the service road at the point where it changes direction shall be of such a width as the Council requires to ensure adequate access.</p> <p>2.7.10 All internal service roads shall be so constructed that motor vehicles may return to a public thoroughfare without reversing.</p> <p>2.7.11 Adequate provision shall be made for the disposal of all trade waste from every multiple tenancy unit, such provision to be in accordance with the requirements of this policy.</p> <p>2.7.12 Each unit within a multiple tenancy industrial development shall be separated from each other unit in the same development by an internal wall or walls constructed of brick, stone or concrete or other material of equal or greater fire rating approved by the Council.</p> <p>2.7.13 Without affecting the generality of the provisions of the Scheme relating to the approval of developments, no internal partition within a factory tenement building shall be altered or removed without the approval of the Council.</p> <p>2.7.14 Notwithstanding any provision within this policy to the contrary, where a factory owned and occupied by any one person or company is established on a lot exceeding 8,000 square metres in area, and 4,000 square metres of that area is vacant and is not being used or is not required for the provision of parking areas in accordance with the policy requirements for the established factory, if by reason of the position of the established factory subdivision of the lot is not feasible, the Council may permit the owner to use the vacant area for the development of factory units without requiring that the provisions of the Scheme and planning policy relating to factory units are complied with in respect of the established factory, provided that:</p> <ol style="list-style-type: none"> an unrestricted access way of not less than 10 metres in width or two unrestricted access ways totalling 10 metres in width with one not less than 5 metres in width can be set aside leading from a public street to the area to be developed with factory units; the access way or ways and the area to be used for factory unit development is clearly marked on a site plan as such; and the factory unit development meets the requirements of the Scheme and local planning policies as if the land used as such was in fact a separate lot. <p>2.7.15 All vehicle and service access roads shall be paved and maintained in good condition.</p> <p>2.7.16 The Council may approve the conversion of an existing factory into a multiple tenancy industrial development provided that the changes proposed to be made to the premises render the premises in all respects in compliance with the requirements of this policy.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>2.5 Landscaping Requirements</p> <p>In connection with any application for approval to commence development in any industrial zone, the Council shall require that such landscaping be provided as the Council sees fit in the interest of amenity and orderly and proper planning.</p> <p>Any landscaping required shall be provided in accordance with the provisions set out hereunder:</p> <ol style="list-style-type: none"> the required landscaping shall cover a minimum of 10% of the total site area in a form approved by the Council. Such landscaping should include a landscaped area of not less than 3 metres wide adjoining all street boundaries; any landscaped area shall be separated from an adjacent vehicular area by a wall or kerb at least 150mm higher than the adjacent vehicular area or in some other manner be protected from vehicular damage; landscaped areas required by this policy shall be planted in accordance with an approved plan, and within 30 days of practical completion of the development, or any relevant part thereof, as determined by the Council or at such later time as may be agreed in writing by the Council.

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		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		2.1 Off-Street Parking In any application for approval to commence development in an Industrial Zone, provision shall be made for the off-street parking of motor vehicles in accordance with the Vehicle Parking Standards policy, except as otherwise provided for in this policy.
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		2.6 Refuse and Storage Areas Council may require the provision of one or more areas for the storage of refuse in any industrial development. Any refuse or storage area provided shall be: a) screened from view from any public street, and enclosed by a wall of masonry or other approved building material, and being of not less than 1.8 metres in height; b) accessible to service vehicles.
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		2.8 Vehicle Wrecking On any land where vehicle wrecking is a permissible use, the owner of that land shall ensure that no disused motor vehicles, old motor vehicles or old machinery or any part thereof is stored on or allowed to remain on the land unless: a) the Council has expressly given its approval thereto; b) the area of the land exceeds 2000 square metres, and c) the vehicles are stacked in neat rows and screened from view from any public street by an opaque wall or screen of not less than 1.8 metres in height.

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF VICTORIA PARK				
	Site	Lot Size		
	Built Form	Setbacks	Primary Street 4.5m (Zone 1) 2 nd Street – 2.25m	
		Use of Setbacks		
		Height		
		Plot Ratio	1.0	
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	4. Landscaping: A minimum of 25% of the front setback area between the site boundary and the building setback requirement shall be landscaped and maintained in such a manner. Where parking bays are provided in this area they shall be incorporated in the landscaping and shade trees will be provided a rate of one tree per four bays.	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location	3. Car parking bays may be provided in the front setback area, however, these bays must be screened from the street by an area of landscaping of at least 1.5 metres in width, (this landscaped area can be included to satisfy the landscape development standard).	
		Access	(Zone 1) 5. Access: Vehicular access will not be permitted directly onto Welshpool Road or Orrong Road, where alternative access exists. 6. Access: Vehicular access will not be permitted directly to Orrong Road, Swansea Street, or Cohn Street where alternative access exists.	
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	(Zone 1) 7. Industrial Activities: Uses whose operations facilitate the need for large, heavy tonnage commercial vehicles to frequent the site, or whose operations are of a more heavy industrial nature will not be permitted.	LPP14 a) Where applications for planning approval for new industrial uses or extensions to existing industrial uses are submitted the following Policy provisions will be taken into consideration: i. the potential impact of the development on the surrounding residential areas and in particular the ability of the development to satisfy the recommended buffer distances in Publication No. AQ/86 of the Environmental Protection Authority (revised July 1990 entitled 'Recommended Buffer Distances for Industrial Residual Air Emissions'); ii. the scale and nature of the proposed use, including the potential impact of proposed hours of operation; iii. the impact of vehicle/truck movements associated with the activity through surrounding areas;

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				<div><div><div>iv.</div><div>provision for parking of cars, including:<ul style="list-style-type: none">the parking of vehicles being repaired outside buildings on the site; andseparation of off-loading facilities from visitor and staff parking;</div></div><div><div>v.</div><div>the impact of lighting on external areas of surrounding properties;</div></div><div><div>vi.</div><div>proposed potential for creating waste and proposed methods of waste disposal; and existing and proposed landscaping, aesthetic appearance of buildings and development from the street, including proposed signage.</div></div><div><div>vii.</div><div>in determining such applications the Council should:<ul style="list-style-type: none">refuse any application which involves spray painting within a minimum distance from residential areas as specified by the Department of Environmental Protection Standards; andimpose conditions on any planning approval limiting the movement of delivery vehicles and activities outside buildings to within the hours of 7.00am to 7.00pm Mondays to Fridays and 8.00am to 12 noon Saturdays, ensuring that lighting of any external areas does not adversely affect the amenity of adjoining properties.</div></div></div>
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF WANNEROO				
	Site	Lot Size		
	Built Form	Setbacks	<p>4.7 SETBACKS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT</p> <p>4.7.1 Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non-residential buildings shall be set back as follows:</p> <p>(a) street boundary – 6 metres;</p> <p>(b) side and rear boundaries – Nil.</p> <p>4.7.2 Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres.</p> <p>4.7.3 Where a non-residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than:</p> <p>(a) 3 metres for buildings of one storey; or</p> <p>(b) 6 metres for buildings of two or more storeys.</p> <p>4.7.6 All buildings constructed on a lot adjoining a Right-of-Way shall be setback a minimum of 1.5 metres from the Right-of-Way, or in the case of a carport, garage or parking bay, such additional distance that local government may require to ensure adequate vehicular manoeuvring.</p> <p>4.7.7 All development on land abutting a road which is proposed to be widened shall be setback from the street alignment of the road as if the road had been widened as proposed.</p>	
		Use of Setbacks	<p>4.7.4 That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.</p> <p>4.7.5 That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:</p> <p>(a) a means of access;</p> <p>(b) the loading and unloading of vehicles;</p> <p>(c) landscaping;</p> <p>(d) a trade display;</p> <p>(e) the daily parking of vehicles used by employees and customers of the development.</p> <p>No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.</p>	<p>16.3</p> <p>SP17 Rainwater Tanks Rainwater tanks are to be located behind the setback area and integrated into the building or appropriately screened from view of the street or other public space.</p>
		Height		
		Plot Ratio		
		Site Cover		
		Materials	<p>4.8 BUILDING FACADES FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT</p> <p>4.8.1 The façade or facades of all non rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.</p> <p>4.8.2 The facade or facades of all non rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</p>	<p>16.7</p> <p>SP17 Glazing The street elevation of the proposed building is to include a high percentage of glazing to contribute to and activate the fac;;ade and complying with the Energy Efficiency provisions of the Building Code of Australia.</p>
		Building Design		<p>16.8</p> <p>SP17 Natural Lighting Subject to compliance with the Energy Efficiency provisions of the Building Code of Australia, natural lighting should be provided to the uppermost floor area of all buildings by incorporating strategically placed windows and light shelves, light wells and/or awning reflectors to capture light.</p> <ul style="list-style-type: none"> - Minimum 50% of the total floor area of all buildings to have access to natural light from skylights, light shelves, light wells and northern glazed windows. - Minimum of 15% of the total roof area to be fitted with skylights designed, shaded and/or oriented to minimise heat gain during the summer months. - Minimum 20% of the northern facade to be glazed or provided with openings to allow daylight to infiltrate internal floor areas. Provide awnings or other architectural elements to adequately shade direct summer light. Best Practice Recommendations. <p>16.9</p> <p>Inclusion of Blade Walls The inclusion of blade walls protruding a maximum of 3 metres into the 6 metre front setback area may be acceptable, subject to the main portion of the building being setback behind the 6 metre setback line.</p>
		Site Layout		
	Site Amenity	Landscaping	<p>4.17 LANDSCAPING REQUIREMENTS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT</p>	<p>16.6</p> <p>SP17 Landscaping</p>

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			4.17.1	A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition, the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.	Applications for Approval to Commence Development shall include a 'Landscaping Plan' which promotes the use of drought tolerant planting.
			4.17.2	When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.	
			4.17.3	Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking. Alternatively, local government may require these areas to be screened from view of streets and other public places.	
			4.17.4	Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.	
			4.17.5	Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.	
		Lighting			
		Signage			
		Public Art			
		Fencing			16.5 SP17 Fencing Front fencing shall be 'open style' and integrated with the building where possible.
	Access	Provision			
		Location			
		Access	4.9	TRAFFIC ENTRANCES The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.	
			4.10	VISUAL TRUNCATIONS TO VEHICULAR ACCESSWAYS IN THE VICINITY OF STREETS OR RIGHTS-OF-WAY No building, wall, fence, landscaping or other development greater than 0.6 metres in height measured from the natural ground level at the boundary shall be constructed or maintained within the sight line area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersection of a vehicular access way and a street or right-of-way.	
			4.11	PEDESTRIAN AND VEHICLE RECIPROCAL ACCESS REQUIREMENTS If the local government approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of local government.	
		Loading/Serviceing	4.12	SERVICE AREAS AND ACCESS Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.	
		EOT			
		Pedestrian			
		Bicycle	4.16	BICYCLE PARKING AND END OF TRIP FACILITIES Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.	
	Other Matters	Construction			
		Waste	4.13	STORAGE AND RUBBISH ACCUMULATION All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.	
		Storage	4.18	SCREENING OF STORAGE AREAS The owner of land on which there is stored, stacked or allowed to remain any materials which in local government's opinion detract from the amenity of the area shall completely screen the said materials from	

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			4.19 adjoining properties and from streets in a manner specified by and to the satisfaction of local government, by means of walls, fences, hedges or shrubs. SCREEN WALLS FOR NON RESIDENTIAL DEVELOPMENT ABUTTING RESIDENTIAL LOTS Where a non-residential development is proposed to be located on a lot having a common boundary with a lot that is zoned or developed for residential purposes, a screen wall at least 1.8 metres in height and to a standard specified by the local government shall be provided along the common boundary of the two lots to protect the residential amenity.	
		Drainage		
		Effluent Disposal		
		ESD		16.4 SP17 Energy Efficiency All buildings to comply with Section J (Energy Efficiency) of the Building Code of Australia.
		Buffers		
		Other		

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF WAROONA				
	Site	Lot Size	3.10.5 Minimum Lot Size Council will recommend that the minimum size of a lot in the Industrial Zone should be 2000m2 but the minimum lot size required for the development of multiple factory units shall be 4000m2.	
	Built Form	Setbacks	3.10.3 Setbacks (a) Minimum setbacks from lot boundaries shall be in accordance with the following: frontage to South Western Highway 20 metres frontage to a service road or other roads 9 metres side boundaries 3 metres rear boundaries 9 metres (b) Notwithstanding the above, Council may grant consent to construction of a masonry parapet wall on side or rear boundaries unless adjacent to the Railway Reserve, landscaping to a standard approved by Council shall be established and maintained.	
		Use of Setbacks	3.10.4 Setback Areas (a) Storage of materials will not be permitted in the front setback area but it may be used for the parking of vehicles and for landscaping. (b) Within the front setback area of lots abutting the South Western Highway or a service road, and within the rear setback of lots abutting the Railway Reserve, landscaping to a standard approved by Council shall be established and maintained.	
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access	3.10.2 Limited Highway Access Development of lots abutting South Western Highway will have access to the Highway limited to points determined by the Council after consultation with Main Roads WA and a service road may be recommended as a condition of a subdivision or development.	
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		

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		Other	<div><div>3.10.6</div><div>Factory Units</div><div>Development of factory unit buildings, for the purpose of providing multiple factory units on one lot shall conform to the following requirements:</div><div><div>(a)</div><div>No unit shall have a floor area of less than 100m2.</div></div><div><div>(b)</div><div>Each unit shall have an appurtenant service yard which shall be a minimum of fifty per cent of the unit floor area.</div></div><div><div>(c)</div><div>Access to an office forming part of the unit and the major access to the unit itself shall not be through the service yard.</div></div><div><div>(d)</div><div>Off street parking in accordance with the requirements of Table 2 (clause 6.8.1) may be provided as an overall area on the site.</div></div><div><div>(e)</div><div>All facades of buildings shall be of masonry construction or other materials approved by Council.</div></div><div><div>(f)</div><div>All other requirements including access to the area of units for loading and unloading, servicing, building clearances, internal dividing walls and traffic circulation shall be at the discretion of Council, having regard to the need for satisfactory standards of construction, privacy, appearance and amenity.</div></div></div>	
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	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF ARMADALE					
	Site	Lot Size	4D.10 5D10.1	MINIMUM LOT SIZE The minimum lot size shall be 2000m ² .	
	Built Form	Setbacks	4D.1 4D.1.1	SETBACKS Buildings are to be setback from boundaries having regard to: a) any policy or Design Guidelines adopted by the local government for development in the industrial zones; b) the setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone; c) the use or usability of the setback area, taking into consideration the nature of the adjoining street and the desirability or otherwise of direct vehicular access to that street, and from any adjoining property; d) the desirability of continuous building frontages where pedestrian access is to be provided adjacent to the frontage of the building or where such access and associated pedestrian shelter would be desirable to facilitate movement between adjoining sites; e) the space requirements for pedestrian access, and the need and/or desirability of segregating pedestrian access from vehicular access and parking areas; f) the desirability of landscaping within the setback area in order to reduce any adverse visual impact associated with the proposed building façade and/or associated use of setback areas; and g) the safety and convenience of pedestrian and vehicular access to the site from the adjoining street and from adjacent sites. 4D1.2 Where the local government considers it appropriate, it may impose maximum or minimum setbacks as it thinks fit, or it may prescribe a building setback line for any building or part of a building.	
		Use of Setbacks			
		Height	4D.2 4D.2.1	BUILDING HEIGHT The height of buildings is to be determined, having regard to: a) any policy or Design Guidelines adopted by the local government for development in the industrial zones; b) the height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular precinct; in the case of a site which adjoins land in another zone, the height and setback requirements for that zone; c) the need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities; e) the design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and f) the finished ground level proposed for the development site in relation to that of the adjoining sites.	
		Plot Ratio	4D.3 5D.3.1	BUILDING BULK Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio is to be 1.0.	
		Site Cover			
		Materials			
		Building Design			
		Site Layout			
	Site Amenity	Landscaping	4D.4 4D.4.1 4D.4.2	LANDSCAPING Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards the achievement of high environmental standards on all development sites. The area, distribution and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to: a) the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening; b) the design of building façades and their relationship to adjacent streets and other public spaces; c) the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes; d) the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities; e) the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; and f) the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site.	

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			4D.4.3	Landscape planting is to be provided and maintained so as to minimise any adverse visual impact associated with the use and development of land, and is to include: (a) a minimum 2-metre-wide landscaping strip across all street boundaries; (b) a minimum 3-metre-wide landscape strip along all street boundaries within the 'General Industry' and 'Industrial Business' zone areas bound by Armadale Road, Ranford Road and Tonkin Highway. (c) provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location on site.	
		Lighting			
		Signage			
		Public Art			
		Fencing			
	Access	Provision	4D.5 4D.5.1 4D.5.2 4D.5.3 4D.5.4 4D.5.5	CAR PARKING AND VEHICULAR ACCESS Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development. Parking spaces and manoeuvring areas shall be designed in accordance with Australian Standard AS 2890.1 Off-street parking, and paved, kerbed, drained and marked to the satisfaction of the local government. When considering an application for planning consent, the local government shall have regard to and may impose, conditions with respect to the location of parking on the site, and the pedestrian and vehicle traffic circulation system proposed. Safe and convenient vehicular access is to be provided to all development any required car parking or service areas provided on the development site. The location and design of vehicular access to any road is to be subject to the local government's approval in accordance with the provisions of the Scheme. In considering any proposal for new or modified vehicular access, the local government may, having regard to safety of pedestrian and vehicular traffic: a) determine the width of the crossover and/or vehicular accessway; b) refuse to permit more than one vehicular access to any lot; c) require separate entrances and exits, and the provision of appropriate signage indicating the direction of movement; d) require that entrances and exits be placed in positions nominated by the local government; or e) require an agreement to be entered into so as to provide for shared use of vehicular accessways in favour of users of adjacent properties.	
		Location	4D.6 4D.6.1 4D.6.2 4D.6.3 4D.6.4 4D.6.5 4D.6.6	SHARED USE OF PARKING FACILITIES Parking facilities may be shared between two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements set out in this clause. The local government may permit the parking spaces for a building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of parking spaces, provided that the peak hours of operation of the buildings or uses so sharing do not substantially overlap. The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this subclause when, in the opinion of the local government, such arrangements are deemed necessary to assure the continued access to shared parking facilities. The following requirements shall be complied with where off-site or shared parking is proposed: a) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours or operation of the buildings or uses for which the joint use of parking spaces or the reciprocal access and circulation arrangements is proposed; b) the number of parking spaces to be provided off-site, is sufficient to meet the shortfall in parking in respect of the development the subject of the application; and c) shared use of off-site parking facilities will not result in any deficiency in parking for that site. The local government may require an agreement to be prepared by a solicitor at the expense of the applicant, detailing the relevant arrangements for off-site or shared parking, and executed by all parties concerned. Note: Any such agreement shall be designed to ensure that access to, and use of shared parking facilities will continue for the duration of the development for which the parking is provided, and that the arrangements for shared use of facilities are not altered without the consent of the local government. In clause 4D.6.4 'off-site' means land other than that which is the subject of the application for development approval, on which parking or access facilities are proposed to service the development the subject of the application.	
		Access			
		Loading/Serviceing	4D.7 4D.7.1	ACCESS FOR LOADING AND UNLOADING VEHICLES A person shall not construct or use a building for a bulky goods showroom, a warehouse or an industry unless there is provided a paved access way for vehicles from the street to the rear of and to any other	

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			4D.7.2 4D.7.3	part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles. The access way referred to in clause 4D.7.1 shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing on to any part of the street. Except as hereinafter mentioned, the access way referred to in clause 4D.7.1 shall be not less than 6m in width; if the size of the lot makes the provision of a 6m wide access way impracticable the local government may permit an access way of a narrower width of not less than 3m in width.	
		EOT			
		Pedestrian			
		Bicycle			
	Other Matters	Construction			
		Waste			
		Storage	4D.8	STORAGE YARDS A person shall not use land for open storage purposes unless it is screened from public view by a fence or wall to the satisfaction of the local government.	
		Drainage			
		Effluent Disposal	4D.11 4D.11.1 4D11.2	EFFLUENT DISPOSAL Where a proposed industry involves the discharge of effluent, other than that associated with staff toilet facilities, then either: a) the premises must be connected to a reticulated sewerage system, or b) where a connection to reticulated sewerage is not available, the premises are to be serviced by an on-site disposal and/or collection system of such capacity and design as to prevent pollution of (including nutrient discharge to) any ground or surface water systems in the vicinity of the site. Where, either because of the nature or quantity of effluent to be discharged, or the characteristics of the site and its environment, the requirements for effluent disposal referred to in clause 4D.11.1 cannot be met to the satisfaction of the local government, the application may be refused notwithstanding that the use of the site may be designated 'P' in the Zoning Table.	
		ESD			
		Buffers			
		Other			

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BAYSWATER				
	Site	Lot Size		
	Built Form	Setbacks	<p>8.7.3.3 Setback Requirements The setback requirements for all developments in a commercial zone shall be in accordance with the provisions of Table 2. Subject to the provisions of this clause the Council may permit a commercial development in a Commercial Zone to have no side or rear setback if it is of the opinion that this will not prejudicially affect the amenity of surrounding properties. Where a commercial development is proposed to be located adjacent to a lot within a residential zone, the side and rear setbacks shall not be less than the distance set out hereunder:</p> <p>(i) 3 metres for buildings of one storey; or (ii) 6 metres for buildings of two storeys. This provision shall be interpreted to allow the progressive setting back of the building.</p>	
			<p>8.7.3.4 Corner Lots Where a lot in a Commercial Zone has frontage to two streets, the prescribed front setback of 13.5 metres shall apply to the more important road and the setback of 6 metres to the less important road, unless otherwise determined by Council.</p>	
		Use of Setbacks	<p>8.7.4 Use of Setback Areas A person shall not, in a Commercial Zone, use the land between the street alignment and the setback distance for any purpose other than one or more of the following:</p> <p>a) a means of access and egress; b) the parking of vehicles used by employees and customers; c) the loading and unloading of vehicles; d) open air display where approved by the Council; and e) landscaping.</p>	
		Height		
		Plot Ratio		
		Site Cover		
		Materials	<p>8.7.3.5 Facades Having regard to the provisions of clause 8.3.7, all facades of buildings in the Commercial Zones shall be constructed of brick, stone, concrete or glass or a combination of one or more of those materials or similar materials. Any other material must be approved by Council.</p>	
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	<p>8.7.7 Landscaping 8.7.7.1 Within any development in a commercial zone a minimum of ten percent (10%) of the total site area shall be provided as landscaping in the form approved by the Council and principally as landscaped buffers to adjacent properties as approved by the Council, of a minimum width of 2 metres and as shade and screen planting within parking areas. The area of the site required to be provided under this Clause shall not include areas which would normally be set aside for pedestrian movement. 8.7.7.2 Landscaped areas provided under sub-clause 8.7.7.1 shall be planted in accordance with an approved landscape plan, and within thirty (30) days of practical completion of the development, or part thereof, as determined by the Council.</p>	
		Lighting		
		Signage		
		Public Art		
	Access	Fencing		
		Provision	<p>8.7.3.2 Off-Street Parking Subject to the requirements of Clause 8.4.1, 8.4.3 and 8.4.4, provision shall be made for off-street parking of motor vehicles for all developments in a Commercial Zone in accordance with the requirements of Table 2.</p>	
		Location		
		Access		
		Loading/Servicing	8.7.5 Service Access	

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			<p>Provision shall be made for service access to the shop, showroom/warehouse, restaurant or other commercial premises for the purpose of loading and unloading of goods unless, in the opinion of Council, circumstances do not warrant provision of such access. The service access shall be provided in accordance with the provisions set out hereunder:</p> <p>a) the access way shall be constructed such that vehicles using it may return to a street in forward gear;</p> <p>b) if there exists a right-of-way to the rear or side of the lot, an area shall be paved on the lot so that vehicles when loading or unloading shall not remain in the right-of-way and the area shall be of such size that if no alternative route exists, vehicles may turn so as to return to a street in forward gear;</p> <p>c) except as hereinafter mentioned the access way shall be not less than 4.5 metres in width for one way access and 6 metre for two way access, but if the size of the lot makes the provision of a 4.5 metre wide access way impracticable or unreasonable, the Council may permit an access way of a lesser width, but in no case less than 3.5 metres for one way access;</p> <p>d) the access way as required above should be designed so as to segregate service vehicles, both moving and stationary, from parking areas and access ways provided for customer parking; and</p> <p>e) where alternative service access is provided and such access is considered acceptable by the Council, the Council may waive this requirement.</p>	
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste	<p>8.7.6 Refuse & Storage Areas</p> <p>Provision shall be made for one or more areas for the storage of cartons, containers or refuse in any development in a commercial zone. The refuse or storage areas shall be not less than 10 square metres and:</p> <p>a) screened from view from every public street and enclosed by a masonry wall or other approved building material of not less than 1.8 metres in height;</p> <p>b) located not less than 10 metres from any residential building which is situated on an adjoining lot unless the area is fully enclosed; and</p> <p>c) accessible to service vehicles.</p>	
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<p>8.7.8 Showroom/Warehouse Development</p> <p>8.7.8.1 A landowner may construct a showroom/warehouse or showroom/warehouse units on a lot in the Showroom/Warehouse Zone providing:</p> <p>(i) the showroom component is no greater than half the area of the overall area of the building with which it is associated; and</p> <p>(ii) the showroom component is partitioned from the warehouse component. The partition must be:</p> <p>i) at least 1.8 metres in height;</p> <p>ii) constructed across the full width of the building with access way(s) to allow the movement of goods between the showroom and warehouse prior to the building being occupied.</p> <p>8.7.8.2 If it is established to the satisfaction of the Council that a particular requirement or standard specified in parts (a) to (b) inclusive of sub-clause 8.7.8.1 is unreasonable or undesirable in a particular circumstance of the case, the Council may at its discretion modify the requirement or standard subject to such conditions as it thinks fit.</p> <p>8.7.9 Sale of Goods in the Showroom/Warehouse Zone</p> <p>8.7.9.1 In the Showroom/Warehouse Zone a person may offer for sale from a site goods by retail or wholesale to the public provided the goods are of a bulky nature or are sold in bulk (large quantities per order). Where goods of a bulky nature are displayed and sold, non-bulky goods may also be displayed and sold providing these goods are in the opinion of Council ancillary to the bulky goods on display; required to be sold in conjunction with the sale of bulky goods, and providing the predominant activity carried out on site is the display and sale of bulky goods.</p> <p>8.7.9.2</p> <p>8.7.9.3 Offering for sale or rental of non-bulky goods other than those sold in bulk or required to be sold in conjunction with the sale of bulky goods is not permitted.</p>	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BELMONT				
	Site	Lot Size	<p>4.1.2.1 Site and Development Requirements</p> <p>b) Lot Area and Dimensions: The minimum lot area shall be 2,000 square metres with a minimum effective frontage of 30 metres. However, the local government may support subdivision or approve development of a lot with a lesser area or a lesser effective frontage in circumstances where:</p> <p>(i) the lot existed prior to the approval of this Scheme, or</p> <p>(ii) the local government is satisfied that the proposal appropriately addresses issues relating to:</p> <p>(1) Motor vehicle access, parking and circulation;</p> <p>(2) Easements in gross for the creation of shared accessways;</p> <p>(3) Rubbish disposal; and</p> <p>(4) Building footprints and design, or</p> <p>(iii) The Commission has approved a subdivision of the subject land which creates a lot or lots with an area or effective frontage less than those nominated in this clause.</p>	
	Built Form	Setbacks	<p>4.1.2.1 Site and Development Requirements</p> <p>d) Setbacks of Buildings from Site Boundaries: No part of any building shall be built upon that area of land between the street alignment and the building setback line drawn parallel thereto a distance of 15 metres within the site. In regard to any site having more than one street frontage, the minimum setback from the street alignment shall apply to the frontage of the site to the road or roads of higher category as determined by the local government and the setback from the lesser roads shall not be less than a distance of 7.5 metres.</p> <p>The local government will only permit averaging of building setbacks in those cases where it is satisfied that the functioning of any proposed use will be improved without detriment to the appearance of the development or the street scene or to the safe movement of traffic on or about the site and in no case will the local government permit a part of any building to be built closer to the street than one half of an average building setback.</p>	
		Use of Setbacks	<p>4.1.2.1 Site and Development Requirements</p> <p>e) Setback Areas: No use of the area between the street alignment and building setback lines shall be permitted other than for planting or for pedestrian and vehicular circulation and vehicle parking in accordance with the provisions of this Scheme, except that an area up to 25 percent of the building setback area may be used for Trade Display purposes with the approval of the local government.</p>	
		Height		
		Plot Ratio		
		Site Cover	<p>4.1.2.1 Site and Development Requirements</p> <p>c) Lot Coverage: Building including accessory buildings shall not cover a total of more than 60 percent of the area of any lot. The local government may consider an increase to 70 percent of the area of any lot where the coverage includes a multi storey car park associated with the development which consists of a ground floor and uncovered upper deck.</p>	
		Materials	<p>4.1.2.4 Building Facades</p> <p>(1) The primary street frontage of all buildings must have a facade predominantly constructed of brick, concrete, glass or steel or a combination of these materials acceptable to the local government. Where a proposed structure is to extend from one street frontage to another, as distinct from the double street frontage of a corner lot, there must be a full height facade to both street frontages of the above materials or similar materials acceptable to the local government.</p> <p>(2) In the cases of walls fronting secondary streets, the construction must be as above to a minimum height of two metres except that in the case of a building having walls in excess of five metres to plate height the construction must be increased to half the vertical height of the wall. The local government shall retain the discretion to determine which is a primary and which is a secondary street frontage.</p>	
		Building Design		
		Site Layout	<p>4.1.2.1 Site and Development Requirements</p> <p>a) External Space: AMD 10 GG 15/01/19</p> <p>(i) The use of any space external to a building for the conduct of any business activity such as fabrication, or manufacturing, or servicing of vehicles or equipment is prohibited.</p> <p>(ii) The outdoor storage of goods, materials, liquid, machinery, equipment or any other thing is prohibited, except where approved by the local government pursuant to an application or development approval.</p> <p>An application for outdoor storage may only be approved if the proposed development complies with all the following provisions:</p> <p>(1) Visual Amenity: Outdoor storage areas must be screened from public view, and must not be located between the street alignment(s) and the building setback line(s). Where trees are</p>	

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			<p>used for screening they must be mature trees otherwise non-visually permeable screens will be required; and</p> <p>(2) Site Function: Outdoor storage shall be in a designated area and not conflict with areas used or needed for vehicle parking, loading, manoeuvring or access, landscaping, drainage or effluent disposal, and any other thing or area considered by the local government to be necessary for the proper functioning of the development approved on the land; and</p> <p>(3) Natural Environment: Outdoor storage areas must be located on an adequately paved and drained surface. If in the view of the local government the things to be stored, or the proposed method of storage, pose an unacceptable risk to the natural environment, the outdoor storage shall not be permitted; and</p> <p>(4) Health and Safety: Where appropriate an application for outdoor storage shall be accompanied by a report which addresses matters such as fire risk, impact on human health and safety, drainage, and compliance with relevant legislation. The local government may require an applicant to prepare such a report, and/or a management plan to address any matter associated with the outdoor storage which in the view of the local government requires ongoing management; and</p> <p>(5) if outdoor storage involves the use of sea containers: the sea containers may only be stored at ground level; may not be stacked one on top of the other; must be screened off and behind the primary street building line.</p> <p>(iii) Where outdoor storage is approved, the outdoor storage area shall be maintained in a tidy, safe and orderly condition, and in accordance with any approved management plan.</p>	
	Site Amenity	Landscaping	<p>4.1.2.1 Site and Development Requirements</p> <p>f) Pedestrian and Garden Areas: No less than 3 metres of the building setback area to the primary street frontage and 1 metre to the secondary street frontage must be set aside, developed and maintained as garden space for pedestrian use only. A landscaping and reticulation plan must be submitted to the local government for approval. The landscaping subsequently carried out shall be in accordance with the approved plan. The local government will require as a condition of Development Approval the reticulation and landscaping of the street verge.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing	<p>4.1.2.5 Fencing and Walls</p> <p>(1) It is the local government's intention that in the Mixed Business zone fencing facing any street frontage should be kept to a minimum to allow for an attractive and open streetscape. In special circumstances, the local government may allow fencing facing a street frontage or along a secondary street frontage, provided that in the opinion of the local government it is of exceptionally high quality, is visually permeable, and visually appealing.</p> <p>(2) Notwithstanding clause 4.5, in the Mixed Business zone:</p> <p>(a) the use of cyclone link mesh fencing is prohibited for any fence other than a boundary fence; and</p> <p>(b) the use of barbed wire in any fence is prohibited.</p>	
	Access	Provision	<p>4.1.2.2 Parking and Loading Requirements</p> <p>Adequate off-street parking shall be provided on site in accordance with the requirements of Table 2 of the Scheme, together with adequate parking space for customers and visitors as required by the local government. The local government shall also require adequate space for parking, loading and unloading of trade vehicles to be provided on site.</p>	
		Location		
		Access	<p>4.1.2.3 Vehicular Cross Access</p> <p>Where necessary vehicular cross access shall be provided over all parcels of land to give customer and service traffic access to streets wherever access to Great Eastern Highway or other important roads is inappropriate or should be minimised. Cross access provision shall take the form of easements in gross or encumbrances on titles granting right of carriageway with the local government a party to the agreements. All documentation costs shall be met by respective owners.</p>	
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		

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		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	4.1 2.6 Discretion to Vary Standards: Without affecting the generality of clause 4.2.3, for residential development in the 'Mixed Business' zone the local government may allow a relaxation or variation of the standards and requirements applicable to the 'Mixed Business' zone if the local government is satisfied that the matters referred to in items (a) and (b) conditioning the discretion in clause 4.5.3 are complied with.	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF CANNING				
	Site	Lot Size		
	Built Form	Setbacks	<p>4.18.2 Setbacks</p> <p>a) Setbacks in the Commercial and Service Commercial zones shall meet the requirements set out in Table 6.</p> <p>Primary Street – 15m Other Street – 3m Rear & Side – 0m</p> <p>b) The street setback requirements in Table 6 may be reduced by the local government subject to the following provisions –</p> <p>(i) the reduced setback will not have any adverse impacts on the adjoining properties or the street appearance;</p> <p>(ii) the proposed development will constitute a general improvement to the appearance of the street; and</p> <p>(iii) the portion of the building encroaching into the street setback forms an integral part of the development.</p>	
		Use of Setbacks	<p>4.18.3 Use of Setbacks</p> <p>Land within the primary street and other street setback areas in a Commercial or Service Commercial zone shall not be used for any purpose other than –</p> <p>a) access;</p> <p>b) car or bicycle parking;</p> <p>c) landscaping;</p> <p>d) loading and unloading;</p> <p>e) pergolas, carports, patios and cantilevered buildings.</p>	
		Height		
		Plot Ratio		
		Site Cover		
		Materials	<p>4.18.5 Facades</p> <p>a) Each façade of a building shall be constructed of brick, stone, concrete or glass or a combination of those materials or similar materials as approved by the local government, and shall incorporate the following features –</p> <p>(i) varied heights, materials, colours or textures; or</p> <p>(ii) public artwork.</p> <p>b) Any artwork on walls subject to paragraph 4.18.5 a) is to meet the requirements of any local planning policy relating to public art.</p> <p>c) Facades facing regional or local reserves as detailed in Table 1 are to incorporate clear openings to a minimum of 50% of the façade.</p> <p>d) Panel filling of other materials to a design approved by the local government may be permitted on facades above a height of 2 metres from the ground level.</p>	
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	<p>4.18.4 Landscaping</p> <p>Any development in the commercial zones shall provide landscaping in accordance with the following provisions –</p> <p>a) a minimum 2 metre width landscaping strip shall be provided along any boundary to a public street, except where a driveway and crossover is required;</p> <p>b) trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting;</p> <p>c) landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, to the satisfaction of the local government; and</p> <p>d) landscaped areas shall be planted in accordance with an approved plan prior to the occupation of the site, or such other time as agreed by the local government.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	<p>4.10 CAR PARKING</p> <p>4.10.1 General Requirements</p>	

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			<p>a) All developments are to provide car parking at a rate in accordance with the requirements detailed in Table 4.</p> <p>b) Notwithstanding subclause 4.10.1 a) if a change of use application in the Centre zone results in a car parking requirement that is less than the number of parking spaces on the site, the excess car parking spaces may be retained for use on the site.</p> <p>c) The number of car parking spaces required in Table 4 shall be rounded to the nearest whole number.</p> <p>d) If the number of parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of car parking spaces.</p> <p>e) All car parking is to be provided on the same site as the development unless otherwise approved by the local government.</p> <p>f) Land set aside for car parking is to be used only for the parking of cars used by employees or visitors to the site, unless otherwise approved by the local government.</p> <p>4.10.2 Cash in Lieu</p> <p>a) In the event that a development does not provide the number of car parking spaces required in Table 4, the local government may consider cash in lieu for the car parking shortfall.</p> <p>b) The moneys received by the local government under the provisions of this subclause shall be paid into a trust fund and used for –</p> <p>(i) the acquisition and/or development of a public car park in the locality; or</p> <p>(ii) the construction of car parking bay embayments directly adjoining the site; or</p> <p>(iii) investment in infrastructure that will improve access to, or reduce demand for, car parking in the vicinity of the development.</p> <p>c) Prior to accepting cash in lieu of car parking, the local government shall prepare and adopt a policy that details how the costs will be calculated and how the moneys will be used.</p>	
		Location	<p>4.10.1 Reciprocal Parking</p> <p>a) If there is a deficiency in the number of parking spaces provided to serve a building or land use, the local government may permit the sharing of parking spaces of an adjoining building or site subject to there being different peak hours of the land uses.</p> <p>b) The local government may require reciprocal access for any buildings or land uses subject to subclause 4.10.3 a), when in the opinion of the local government the reciprocal access will improve design or amenity.</p> <p>c) The applicant of any development subject to subclause 4.10.3 a) shall provide evidence –</p> <p>(i) that no substantial conflict will exist in the peak hours of operation of the buildings or land uses for which the reciprocal parking is proposed; and</p> <p>(ii) that the parking spaces credited from one building or land use to another is not in excess of that required by the first building or land use to operate at peak hours.</p> <p>d) The local government may require a legal agreement to be prepared by a solicitor detailing the relevant reciprocal parking arrangement and access. The terms within the legal agreement are to be to the satisfaction of the local government.</p> <p>e) Any costs associated with a legal agreement subject to subclause 4.10.3 d) are to be borne by the person seeking to take advantage of the reciprocal parking arrangement.</p> <p>4.13 PARKING AND ACCESS DESIGN REQUIREMENTS</p> <p>All car parking, bicycle parking, accessways and unloading and loading areas are to be designed in accordance with the relevant part of AS 2890.</p>	
		Access		
		Loading/Servicing	<p>4.11 SERVICE ACCESS</p> <p>4.11.1 Provision shall be made for service access for the purposes of loading and unloading to the rear or side of any non-residential development, where available.</p> <p>4.11.2 The local government may waive the requirements of subclause 4.11.1 where it can be demonstrated that the development will not require loading and unloading facilities.</p> <p>4.11.3 Any service access provided pursuant to subclause 4.11.1 is to comply with the following requirements –</p> <p>a) the access way and loading areas shall be designed to allow service vehicles to manoeuvre and return to street or right of way in forward gear;</p> <p>b) vehicles loading or unloading are to do so within the lot/s boundary and are not to do so from a public street or right of way; and</p> <p>c) access ways shall be designed to segregate service vehicles from parking areas and access ways provided for customer parking to the satisfaction of the local government.</p>	
		EOT	<p>4.12 BICYCLE PARKING AND END OF TRIP FACILITIES</p> <p>4.12.1 Bicycle Parking</p> <p>a) Bicycle parking shall be provided for all developments in accordance with the rates set out in Table 4.</p> <p>b) The number of bicycle parking spaces required in Table 4 shall be rounded up to the nearest whole number.</p> <p>c) Bicycle parking spaces required under the provisions of paragraph 4.12.1 a) shall be sheltered by a water impermeable roof structure.</p> <p>d) If the number of bicycle parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of bicycle parking spaces.</p> <p>4.12.2 End of Trip Facilities</p>	

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			<div><div>a) Provision shall be made for 1 male and 1 female shower (or 1 unisex) per 8 bicycle parking spaces or part thereof, excluding bicycle parking spaces required for visitors, up to a maximum of 6 male and 6 female showers (or 6 unisex).</div><div>b) Lockers shall be provided and maintained for all developments at a rate of 1 locker per bicycle parking space required for employees.</div><div>c) Where bicycle parking rates in Table 4 do not provide a split between employees and visitors, the bicycle parking rate shall be allocated to employees for the purposes of calculating the number of showers and lockers.</div></div> <div>4.1.2.3 Unit of Measurement When the unit of measurement is based on the number of employees, the shift or employment period during which the greatest number of employees are present on the lot shall be used in the calculation.</div>	
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF COCKBURN				
	Site	Lot Size		
	Built Form	Setbacks	4.9.1 Building Setback a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia. b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	4.9.2 Landscaping a) A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area. b) Despite clause 4.9.2 a) the local government may reduce the minimum on-site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the Application for Planning Approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with clause 4.9.2 c). c) Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.9.2 b). d) The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres. e) There shall be not less than one (1) shade tree planted for every 50 square metres of the total landscaped area provided on the lot and within the street verge. f) There shall be not less than one (1) shade tree planted in the car parking area for every 10 car parking spaces provided on the lot. g) The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless the local government agrees otherwise in any special circumstance.	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	4.9.8 Vehicle Parking - Commercial Use Classes a) The following vehicle parking provisions apply to the Commercial Use Classes – TABLE 3 - COMMERCIAL USE CLASSES - VEHICLE PARKING	
			4.9.5 Vehicle Parking a) A person shall not use land for a purpose specified in Table 3 and Table 4 unless car parking spaces, delivery bays and bicycle racks of the number specified in the Table are provided and maintained and are sealed, drained and marked to the local government's specifications.	
			4.9.6 Cash Payment in Lieu of Providing Car Parking Spaces a) Except as provided in clause 4.9.5 the local government may agree with an applicant for approval to commence development to accept a cash payment in lieu of the provision of paved car parking spaces, subject to - (i) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme, plus the value, as estimated by a licensed valuer appointed by the local government, of that area of land which would have been occupied by the parking spaces and manoeuvring area; (ii) the local government having either provided, or having made firm proposals for providing a public car parking station in the vicinity of the land the subject of the application, before the	

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			<p>local government agrees to accept a cash payment in lieu of the provision of car parking spaces;</p> <p>(iii) payments under this clause shall be paid into a special fund to be used to provide public car parking stations within the locality from which it was collected;</p> <p>(iv) all costs incurred in obtaining the valuation shall be borne by the applicant for approval to commence development.</p> <p>4.9.7 Joint Use of Car Parking Facilities</p> <p>a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</p> <p>b) If there is a deficiency in the number of car parking spaces provided to serve any building or use, the local government may permit the car parking spaces for that building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of car parking spaces provided that the peak hours of operation of the buildings or uses so sharing are different and do not substantially overlap.</p> <p>c) The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this clause when, in the opinion of the local government, such arrangements are deemed necessary to improve design, functionality or amenity.</p> <p>d) The following requirements shall be complied with by any person seeking to take advantage of the provisions of this clause -</p> <p>(i) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours of operation of the buildings or uses for which the joint use of car parking spaces or the reciprocal access and circulation arrangements is proposed;</p> <p>(ii) the number of car parking spaces which may be credited from one building or use to another building or use shall not exceed the number of spaces reasonably anticipated to be in excess of the requirement of the first building or use during its off-peak hours of operation;</p> <p>(iii) the local government may require a legal agreement to be prepared at the expense of the person seeking to take advantage of the provisions of this clause, detailing the relevant arrangements of the joint usage, and executed by all parties concerned;</p> <p>(iv) Any such agreement shall be capable of operating as a restrictive covenant against any land providing parking spaces, reciprocal access or circulation arrangements and shall ensure that the restraint cannot be removed without the consent of the local government upon the local government being satisfied that the joint use of parking facilities is no longer required.</p>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<p>4.9.3 Amenity</p> <p>a) Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences.</p> <p>b) Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.</p> <p>c) Buildings shall be located on the lot and provide landscaped areas which enhance the streetscape and add to the attractiveness of the locality of which they form part.</p> <p>d) Advertising signs shall be -</p> <p>(i) attached to the walls or facade of a building or structure so as not to protrude above the height of the wall to the building or the structure;</p> <p>(ii) limited to a common pylon sign or hoarding for developments comprising more than two units, strata titled units or businesses up to a maximum of six (6) advertisements to each sign where units, strata title units or businesses exceed 6 in number or the development comprises</p>	

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			<div><div><div>a service station as one component then a maximum of two pylon signs or hoardings are permitted for that site;</div><div>(iii) erected on the property to which they relate;</div><div>(iv) professionally designed and installed and not detract from the streetscape within which they are located.</div></div><div>e) Each premises will clearly display their street number and where there is no street number allocated to the property, the lot number shall be displayed instead.</div></div> <div>4.9.4 Convenience and Functionality</div> <div><div>a) Every development shall be designed to ensure that it is convenient and functional for those who will use the development particularly in respect to -<div><div>(i) the relationship of the development to the use and enjoyment of the adjoining lots;</div><div>(ii) the convenient location of public and employee facilities provided on the lot;</div><div>(iii) safety and amenity;</div><div>(iv) accessibility of driveways, footpaths, car parking bays, service bays and storage areas.</div></div></div><div>b) A development which requires planning approval under the Scheme that complies with the development standards and requirements of the Scheme, but cannot demonstrate convenience and functionality will not be approved, unless the local government determines otherwise in any particular case.</div></div>
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KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF GOSNELLS			
	Site	Lot Size	
	Built Form	Setbacks	
		Use of Setbacks	4.8.1 Use of Front Setbacks The front setback area, including secondary street setback, shall not be used for any purpose other than one or more of the following: a) a means of access; b) the daily parking of vehicles used by employees and customers or clients; c) the loading and unloading of vehicles; d) trade display, subject to planning approval; and e) landscaping. No such area shall be used for the storage of machinery, equipment or for the storage of products for display or sale other than as provided for under sub-paragraph (d) above.
		Height	
		Plot Ratio	
		Site Cover	
		Materials	4.8.2 Façades Unless otherwise determined by the Council, any building shall comply with the following requirements: a) each façade of the building shall be constructed of masonry, concrete or glass or a combination of one or more of those materials or similar materials as approved by the Council; and b) where the bottom 2 metres is masonry, Council may approve the use of metal, timber or other panelling above the masonry base.
		Building Design	
		Site Layout	
	Site Amenity	Landscaping	
		Lighting	
		Signage	
		Public Art	
		Fencing	4.8.3 Commercial Development Adjoining Residential Zones On any land which is zoned for Commercial purposes and which adjoins land zoned for residential purposes, the commercial development shall be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Council.
	Access	Provision	
		Location	
		Access	
		Loading/Servicing	
		EOT	
		Pedestrian	
		Bicycle	
	Other Matters	Construction	
		Waste	
		Storage	
		Drainage	
		Effluent Disposal	4.8.5 Development in Unsewered Areas Where connection to a comprehensive reticulated sewerage system is not available, no development with an on-site effluent disposal in excess of that of a single house or single residential equivalent, shall be approved unless the proposed development is in accordance with the provisions of the Government Sewerage Policy.

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		ESD		
		Buffers		
		Other	<p>4.8.4 Mixed Residential/Commercial Development and Residential Development in Commercial Zones Where a mixed residential/commercial or residential development is proposed in a commercial zoned area the following provisions shall apply:</p> <p>a) Where an application for planning approval proposes residential development in a commercial zoned area, Council shall have regard to:</p> <p>(i) The character of the area and the need to protect commercial uses from undue influences or restrictions resulting from residential occupation;</p> <p>(ii) The suitability of the area for residential development with reference to the level of amenity and/or conflict between residential and commercial uses, acknowledging that residential uses in a commercial zone should expect a different level of amenity to that available in a residential area; and</p> <p>(iii) The provisions of the R-Codes at the R80 density code and the objectives of the Scheme. AMD 129 GG 1/11/13</p> <p>b) Where an application for planning approval proposes residential uses to be developed in conjunction with commercial uses, Council will require:</p> <p>(i) Readily identifiable addresses and entry points for the residential uses, provided separately from the other uses on the site.</p> <p>(ii) All necessary rubbish bin areas, letterboxes, drying areas and similar facilities and services to be clearly separated between the residential and commercial uses.</p> <p>(iii) An appropriate level of amenity and security for all uses, with development being designed to avoid problems such as overlooking, overshadowing and disturbances from the commercial component of the development.</p> <p>(iv) Favourable solar orientation for the residential component.</p> <p>(v) Car parking for the residential component is to be provided as required under the R-Codes. Car parking for the commercial component is to be provided in accordance with Table 3A – Parking Standards of the Town Planning Scheme. Generally car parking for residential uses are to be separated from commercial uses. AMD 129 GG 1/11/13</p> <p>(vi) In general, open space shall be provided for residential uses as required under the provisions of the R-Codes at the R80 density code. For the purposes of calculating the amount of required open space for single houses and grouped dwellings, the ‘site’ area shall be that portion of the land set aside for residential purposes. AMD 22 GG 25/5/04; AMD 129 GG 1/11/13</p> <p>c) Council may use the “Gosnells Town Centre Development Policy” in the assessment and consideration of any mixed residential/commercial or residential development proposals within any commercial zone.</p> <p>d) Where residential development is proposed to be located in commercial zones or mixed with commercial development, Council may vary any provision of the R-Codes it deems necessary to achieve a suitable standard of development. Where such discretion is exercised, the Council may require the proposal to be advertised in accordance with clause 64 of the <i>Planning and Development (Local Planning Scheme) Regulations 2015</i> Schedule 2.</p>	

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF JOONDALUP				
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		

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	Access	Fencing		
		Provision	<p>Car Parking – Cash in lieu</p> <p>(a) In this clause 'Shortfall Parking Spaces' means the difference between the number of car parking spaces required for a development under a local planning policy, structure plan, activity centre plan or local development plan (as the case may be) and the number of car parking spaces to be provided on the site of the development.</p> <p>(b) Subject to the remaining provisions of this clause, the local government may require or accept from an applicant for development approval, a cash payment in lieu of providing all or any of the number of car parking spaces required under a local planning policy, structure plan, activity centre plan or local development plan for the development for which development approval has been sought by the applicant.</p> <p>(c) Before the local government requires or accepts a cash-in-lieu payment under clause 32(1)3.(b), it must:</p> <p>(i) have a reasonable expectation that the cash-in-lieu payment can be applied to provide the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the site of the proposed development; and</p> <p>(ii) have regard to any local planning policy which it adopts in relation to cash-in-lieu of car parking.</p> <p>(d) The amount of the cash-in-lieu payment shall be the cost estimated by the local government to provide and construct the Shortfall Parking Spaces. The estimated cost of providing the Shortfall Parking Spaces may include:</p> <p>(i) the cost of land in the vicinity of the proposed development which is required to provide the Shortfall Parking Spaces, to be determined by a licensed valuer appointed by the City;</p> <p>(ii) the cost of constructing to the City's specifications and requirements paved parking for the Shortfall Parking Spaces and any associated manoeuvring areas, accessways, landscaping, drainage and lighting; and</p> <p>(iii) the cost of constructing or installing signs, facilities or equipment to regulate the permissible period during which a vehicle may occupy the car parking spaces comprising the Shortfall Parking Spaces.</p> <p>(e) The cash-in-lieu payment shall be paid in such manner and at such time as the City determines.</p> <p>(f) Cash-in-lieu payments received by the City under clause 32(1)3. shall be paid into appropriate funds and used:</p> <p>(i) for providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the development;</p> <p>(ii) for providing and maintaining the things referred to in subclauses 32(1)3.(d)(ii) and (32(1)3.d)(iii); and</p> <p>(iii) for reimbursing the City for any expenses, including loan repayments, which it incurs in providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure.</p>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF KWINANA					
	Site	Lot Size			
	Built Form	Setbacks			
		Use of Setbacks			
		Height			
		Plot Ratio	5.5.3 (b)	Plot Ratio and Site Coverage The maximum plot ratio and site coverage shall be as follows: In the Service Commercial Zone no building shall have a plot ratio exceeding 1.5 and the site coverage shall not exceed 70 per cent ad there shall be a maximum of two storeys.	
		Site Cover	5.5.3 (b)	Plot Ratio and Site Coverage The maximum plot ratio and site coverage shall be as follows: In the Service Commercial Zone no building shall have a plot ratio exceeding 1.5 and the site coverage shall not exceed 70 per cent ad there shall be a maximum of two storeys.	
		Materials			
		Building Design	5.5.8	Upper Floors Within the Commercial Zone, where the ground floor of a multi-storey building is used for the purpose of shops the upper floors of such building may be used for such purpose or purposes as may be permitted or approved of in the Commercial Zone or for the purpose of offices notwithstanding that such offices may not be a use which is incidental to the use of the building in question for the purpose of shops. Within the Service Commercial Zone mixed developments consisting of uses permitted or approved of by Council may be approved where such uses are compatible and where in the opinion of Council the development will not detract from the amenity of the area.	
		Site Layout			
	Site Amenity	Landscaping	5.5.5	Landscaped Areas Within the Commercial and Service Commercial Zones an area of 8% of the lot shall be designed, developed and maintained as a landscaped area in accordance with the approved plan relating thereto. Where in the opinion of Council sufficient landscape features exist in the lot or nearby streets and reserves, the landscaped area may be reduced by up to 50%. Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public.	
		Lighting			
		Signage			
		Public Art			
		Fencing			
	Access	Provision	5.5.6	Car Parking Car parking spaces shall be provided, designed, constructed and maintained in accordance with the provisions of Part VI of the Scheme and the approved plan relating thereto.	
		Location			
		Access			
		Loading/Servicing	5.5.7	Loading and Unloading Areas for the loading and unloading of vehicles carrying goods or commodities to or from premises within the Commercial Zones shall be provided and maintained in accordance with the approved plan relating thereto.	
		EOT			
		Pedestrian			
		Bicycle			
	Other Matters	Construction			
		Waste			
		Storage			

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		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MANDURAH				
	Site	Lot Size		
	Built Form	Setbacks	<p>Zone Requirements</p> <p>1. Service Commercial Zone, General Industry Zone</p> <p>Within the Service Commercial and General Industry zones, the following shall apply:</p> <p>(a) Minimum setbacks:</p> <p>(i) As per the following:</p> <p>Primary Street – 6.0m</p> <p>Secondary Street – 3.0m</p> <p>Side and Rear – nil</p> <p>(ii) where a site adjoins residential development the setback requirements shall be in accordance with the R-code of the adjoining site.</p>	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	<p>Schedule 1 – Additional Requirements That Apply to Land in Scheme Area</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone</p> <p>Notwithstanding the requirements relating to development that are set out in a Precinct Structure Plan, Local Development Plans or Local Planning Policies the following provisions shall be provided for development where the R-Codes do not apply in all Centre zones and the Service Commercial Zone:</p> <p>(a) Buildings shall be required to front the primary street and shall be of high quality. Elevations are to include articulation a through variety of materials, height, setbacks and awnings covering pedestrian walkways around the building. Walls with no articulation and no variety of materials will not be accepted.</p> <p>(b) Wherever possible buildings are to address all public spaces, through the provision of windows and control of signage on windows to provide for surveillance and security. The blanking out of windows with signage is not acceptable.</p>	
		Site Layout		
	Site Amenity	Landscaping	<p>Schedule 1 – Additional Requirements That Apply to Land in Scheme Area</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone</p> <p>(c) Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping.</p> <p>Zone Requirements</p> <p>1. Service Commercial Zone, General Industry Zone</p> <p>(b) Open space and landscaping</p> <p>(i) a minimum of 10 percent of site shall be set aside for open space and landscaping, excluding car parking and manoeuvring areas;</p> <p>(ii) a minimum 3m landscaping strip shall be provided within the front setback.</p>	
		Lighting		
		Signage	<p>Schedule 1 – Additional Requirements That Apply to Land in Scheme Area</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone</p> <p>(h) The extent and amount of signage shall be controlled and minimised and shall have regard to the following:</p> <p>(i) An area on the building's facade shall be designed to incorporate the appropriate signage for individual tenancies, in a manner that does not detract from the building's design;</p> <p>(ii) The painting of the building in a tenant's corporate colours is considered a form of signage and should not detract from the building's design; and,</p> <p>(iii) Use of pylon and free-standing signs is to be restricted and kept to a minimum having reference to the applicable Precinct Structure Plan, Local Development Plan or Local Planning Policy.</p>	
		Public Art		
		Fencing		
	Access	Provision		
		Location	<p>Schedule 1 – Additional Requirements That Apply to Land in Scheme Area</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone</p>	

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			(e) Car parking areas are to be designed to wrap around the site and/or buildings, to form internal access ways. Car parking areas are to be articulated using high quality landscaping, tree plantings, variety of pavements, pedestrian refuge islands and access ways.	
		Access	Schedule 1 – Additional Requirements That Apply to Land in Scheme Area 2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone (f) The layout and location of access ways, parking, loading bays and service areas are to be designed to permit vehicles to enter streets in a forward gear.	
		Loading/Servicing		
		EOT		
		Pedestrian	Schedule 1 – Additional Requirements That Apply to Land in Scheme Area 2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone (d) A variety of paving is to be provided adjacent to the building and within the car parking area to demarcate pedestrian crossings and driveway access, ensuring that the extent of bitumen is reduced.	
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	Schedule 1 – Additional Requirements That Apply to Land in Scheme Area 2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial Zone (g) Service and loading areas are to be screened from street view and residential land uses.	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MELVILLE				
	Site	Lot Size		
	Built Form	Setbacks	<p>32. Additional site and development requirements Table 7 – Additional site and development requirements</p> <p>4. Service Commercial Zone</p> <p>(1) Setbacks</p> <p>a) Front (street) setbacks to all street frontages other than Leach Highway shall be a minimum of 6.0 metres but shall be sufficient to accommodate a landscape strip of at least 3 metres in width immediately inside the front boundary, as well as any vehicular access and parking proposed between the building and the street.</p> <p>b) Front (street) setback to Leach Highway shall be a minimum of 15 metres.</p> <p>c) Other boundary setbacks may be reduced to nil, subject to any requirements for access provided that where the boundary adjoins; land in a Residential Zone, the setback is to accord with the standards applicable to such adjacent land under the relevant R-Coding.</p> <p>Note: Front setback areas are often the most suitable for car parking to service mixed business development, and if used for such purposes, should be based on an efficient car parking layout. Reference should be made to AS 2890.1 for alternative car parking layouts and associated manoeuvre specification. For example, in the case of standard width bays and right-angle parking either side of a central manoeuvre aisle, a total dimension of 17 metres would be required. By comparison, a car parking layout based on a single-sided parking aisles requires a dimension of only 11.5 metres, but involves around 35 per cent more land per bay than for a two-sided aisle.</p>	
		Use of Setbacks		
		Height	<p>32. Additional site and development requirements Table 7 – Additional site and development requirements</p> <p>4. Service Commercial Zone</p> <p>(2) Building height</p> <p>a) Building height standard is 13.5 metres overall, provided that where the site adjoins, or is immediately adjacent to land in the Residential zone, building height is to be limited to at least 10.5 metres and further as necessary so as to comply with overshadowing limits applicable to such adjacent land under the relevant R-Coding.</p> <p>Note: Variations from the building height standard may be approved in accordance with clause (34).</p>	
		Plot Ratio	<p>32. Additional site and development requirements Table 7 – Additional site and development requirements</p> <p>4. Service Commercial Zone</p> <p>(3) Building bulk:</p> <p>a) Plot ratio standard is 1.0</p>	
		Site Cover	<p>32. Additional site and development requirements Table 7 – Additional site and development requirements</p> <p>4. Service Commercial Zone</p> <p>(4) Open space</p> <p>a) Minimum of 10 per cent of the development site.</p> <p>Note: Variations from the open space standard may be approved in accordance with clause (34), and may be reduced where it can be demonstrated that the planting of open space extends the effectiveness of such areas, e.g. shade tree planting in car parking and service areas. Refer Local Planning Policy.</p>	
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	<p>32. Additional site and development requirements Table 7 – Additional site and development requirements</p> <p>4. Service Commercial Zone</p> <p>(5) Landscaping</p> <p>Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.</p>	

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			Note: The landscaping plan may form part of the Local Development Plan or may be separate from that plan, but in either case is subject to approval by the local government.	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF MUNDARING					
	Site	Lot Size	5.14.1 Subdivision 5.14.1.1 The minimum lot size in any subdivision of land within the Service Commercial zone shall be 1000 m2. The minimum frontage for any lot created within the zone shall be 25 m. 5.14.1.2 Notwithstanding clause 5.14.1.1, no further subdivision of Lots 20–22 and 25–28 Wandeara Crescent shall be supported.		
	Built Form	Setbacks	5.14.3 Development setbacks The following minimum setbacks apply to development within the Service Commercial zone: Primary street: 3 m (5 m on corner lots) Secondary street: 3 m Side: Nil Rear: Nil Great Eastern Highway: 15 m		
		Use of Setbacks	5.14.5 Use of setback areas from streets The building setback area from any street alignment shall only be used for one or more of the following: (a) vehicular and pedestrian access; (b) car parking for employees, customers or visitors; (c) landscaping; and (d) advertising signage approved by the Shire or exempted from requiring approval of the Shire by this Scheme or the Shire's Signs Local Law. The building setback area shall not be used for repair or dismantling of vehicles, nor for storage purposes.		
		Height	5.7.16 Building height The maximum height of any building within the Scheme area shall be 10 m, unless otherwise specified in the Scheme, an adopted Structure Plan or adopted Precinct Plan.		
		Plot Ratio	5.14.2 Site coverage and plot ratio Development within the Service Commercial zone shall have a maximum site coverage of 50% and a maximum plot ratio of 0.5.		
		Site Cover	5.14.2 Site coverage and plot ratio Development within the Service Commercial zone shall have a maximum site coverage of 50% and a maximum plot ratio of 0.5.		
		Materials	5.14.4 Building materials 5.14.4.1 Each facade or wall of a building facing any street or public place shall be constructed of, or finished so as to appear to be constructed of, brick, stone, concrete or glass, or a combination of these materials, or similar material as approved by the Shire, to a minimum height of 3 m above finished ground level. 5.14.4.2 That portion of each external wall of a building not facing a street or public place, that is within 9 metres from the front boundary of the lot, shall be constructed of, or finished so as to appear to be constructed of, brick, stone, concrete or glass, or a combination of these materials, or similar material(s) as approved by the Shire, to a minimum height of 2.1 m above finished ground level.		
		Building Design			
		Site Layout			
	Site Amenity	Landscaping	5.7.8 Landscaping requirements 5.7.8.1 Unless otherwise approved by the Shire, landscaping shall be provided as a component of all commercial and industrial development. 5.7.8.2 The area, distribution and type of landscaping of individual sites required by this Scheme shall be determined in the context of each proposed development, but shall be generally in accordance with the following principles: (a) except where used for driveways or pedestrian pathways, or where a building has a lesser setback, a 3 m wide strip of land abutting all street frontages shall be landscaped; (b) landscaping shall consist primarily of local indigenous and low water-use species (with the exception of environmental weeds); (c) the required landscaping shall be visible from the adjacent street(s) or public places; (d) landscaping should complement the design of building facades; (e) consideration should be given to the desirability of integrating landscape planting with stormwater management in order to achieve best practice water sensitive design outcomes; (f) consideration should be given to the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the site; and (g) safe and convenient pedestrian access to and within the development site shall be provided or maintained. 5.7.8.3 Where specified in a planning approval, existing trees shall be retained, notwithstanding any other provision in this Scheme.		

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			5.7.8.4	The Shire may at its discretion, and having regard to all policies, guidelines and requirements affecting the road reserve, approve the provision of a portion of the landscaping required within a road reserve adjacent to the development site.	
			5.7.8.5	Landscaping provided pursuant to this clause shall be maintained to the satisfaction of the Shire.	
		Lighting	5.7.30	Light overspill Floodlights, spotlights and all other forms of lighting shall be constructed, oriented and controlled so as not to: (a) adversely impact on the amenity of any adjacent residents; or (b) cause a traffic hazard in the adjacent road network.	
		Signage	5.7.33	Advertising Advertising, not otherwise exempt under Schedule 5, must: (a) not detract from or erode the visual qualities and character of a particular locality and/or transport corridor; and (b) be associated with the operation or business on the subject site; and (c) not be misleading or dangerous; and (d) be of a size and scale that is proportionate to the realistic needs of local commerce in the locality; and (e) be designed to minimise visual clutter. (Note: Advertising proposal must also not conflict with the objectives set out in this Scheme for the applicable zone).	
		Public Art			
		Fencing			
	Access	Provision	5.7.20	Vehicle parking	
			5.7.20.1	The car parking requirements for various land uses are set out in Table 2 below. Unless otherwise approved by the Shire, car parking spaces shall be provided for a use in accordance with the requirements of Table 2.	
			5.7.20.2	Except as provided for in clauses 5.7.20.7 to 5.7.20.9, or unless otherwise approved by the Shire, the required car parking spaces shall be provided on the site of the use generating the requirement. The Shire shall only approve some or all of the car parking spaces being provided elsewhere than on the site of the use generating the requirement where it is satisfied that the car parking spaces provided are within reasonable walking distance of the use generating the requirement and that it is otherwise appropriate to do so.	
			5.7.20.3	The car parking requirements for residential uses shall be as per the Residential Design Codes.	
			5.7.20.4	Where the car parking requirement for a use on Table 2 is not a whole number, the car parking requirement shall be the next highest whole number.	
			5.7.20.5	Where a particular use of land is proposed that is not specified in Table 2, the car parking requirement for the use shall be at the Shire's discretion.	
			5.7.20.6	The Shire may accept the provision of car parking below the parking requirement in Table 2, without the requirement for the payment of cash-in-lieu of providing car parking, where, in the Shire's view, reduced car parking is warranted because the use or development will incorporate appropriate and effective measures to reduce the need for car parking. Where the Shire accepts a reduced number of car parking spaces on the basis of this clause, the planning approval shall be conditional on the implementation of the abovementioned measures to reduce the need for car parking spaces.	
			5.7.20.7	Car parking spaces may be provided jointly by two or more owners or users of land or by one owner or user of land in respect of separate buildings or uses, subject to the following requirements of this clause: (a) If there is a shortfall in the number of car parking spaces provided to serve any building or use below the requirements of this Scheme, the Shire may permit the car parking spaces for that building or use to be provided jointly with one or more other buildings or uses, whether or not those others separately have the prescribed number of parking spaces, provided that the peak hours of operation of the buildings or uses sharing such car parking are different and do not substantially overlap. (b) The Shire may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this subclause when, in the opinion of the Shire, such arrangements are necessary to improve design or amenity. (c) The following requirements shall be complied with by any person seeking to take advantage of the provisions of this clause: i) evidence shall be provided sufficient to satisfy the Shire that no substantial conflict will exist in the peak hours of operation of the buildings or uses for which joint use of car parking spaces or reciprocal access and circulation arrangements is proposed, and that the jointly provided car parking spaces will at all times provide sufficient car parking to satisfy the demand generated by the uses sharing the car parking; ii) the number of car parking spaces which may be credited from one building or use to another building or use shall not exceed the number of spaces reasonably anticipated to be in excess of the requirement of the first building or use during its off-peak hours of operation; and iii) the Shire may require preparation of a legal agreement, at the proponent's expense and to the Shire's satisfaction, detailing the relevant issues of the joint usage, and executed by all parties concerned, with any such agreement to be worded so that the reciprocal access and circulation arrangements cannot be altered without the consent of the Shire.	
	Access	Provision			

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			5.7.20.8	Where car parking spaces are required to be provided by this Scheme, the Shire may accept a cash payment in lieu of the provision of some or all of those parking spaces, if the Shire has first adopted a car parking strategy including the locality within which the use is proposed and which identifies public car parking areas within reasonable walking distance of the development or use generating the parking requirement.	
			5.7.20.9	The following requirements shall apply to any cash payment in lieu of providing car parking spaces under clause 5.7.20.8: (a) the payment shall comprise the value of the land which would have been occupied by the required car parking spaces and associated manoeuvring areas, as well as the estimated cost of providing and constructing those car parking spaces and manoeuvring areas; (b) the payment shall be made prior to the commencement of the development generating the parking requirement, or at such other time as agreed between the Shire and the applicant; (c) the payment shall be held by the Shire in a separate reserve or trust account and shall be spent by the Shire in providing, maintaining, upgrading or replacing public car parking spaces or facilities in a location within reasonable walking distance of the use in respect of which the payment was made, or on the acquisition of land for such public car parking spaces or facilities.	
			5.7.20.10	A vehicle parking area shall comply with the following design requirements: (a) safe, adequate access shall be provided to each parking space, while maintaining safe and convenient pedestrian access; (b) where practicable, pedestrian and vehicular entrances and exits shall be separated; (c) provision shall be made for vehicles to enter and leave the site from/to a public road in forward gear, with vehicular entrances and exits located so as to avoid or minimise traffic hazards; (d) each parking space shall be clearly delineated by line marking, kerbed divisions or other materials or methods approved by the Shire; (e) parking spaces and access ways shall be constructed of hard stand material, sealed, graded and drained to the requirements of the Shire; (f) notwithstanding (e) above, in zones other than Town Centre, Local Centre, Service Commercial and Light Industry, unsealed parking and access way surfaces may be approved, if dust is controlled, adequate measures taken to prevent erosion, and bays and access ways clearly marked and appropriately designed; (g) adequate directions and sign posting shall be provided to indicate entrances and exits; and (h) the requirements of an adopted Precinct Plan shall be complied with and, to the extent of any inconsistency between the requirements of this clause and the requirements of an adopted Precinct Plan, the requirements of the Precinct Plan shall prevail.	
			5.7.20.11	Where a vehicle parking area is to be provided as part of a development, a landscaping plan shall be submitted to the Shire and approved prior to development occurring. Landscape planting is to be provided and maintained so as to minimise the visual impact of the parking areas, and is to include: (a) a minimum 3 m wide landscape strip between the parking area and the street boundary of the site; and (b) shade trees planted at intervals of no further than 1 per 5 bays along any line of car parking bays.	
			5.7.20.12	Landscaping provided pursuant to clause 5.7.20.11 shall not entirely screen any car parking areas from view from public places and shall be consistent with the objectives of the Designing Out Crime Planning Guidelines, published by the Commission.	
			5.7.20.13	The minimum dimensions of car parking spaces and associated manoeuvring spaces shall be as set out in Schedule 13 unless otherwise specified by the Shire having regard to relevant Australian standards, requirements for disabled parking, the characteristics of the site and the use and development proposed.	
		Location	5.7.24	Set down areas A designated set down area designed for the purpose of setting down and picking up passengers, to the satisfaction and requirements of the Shire, shall be provided on or adjacent to the site of any of the following uses, but not within a public road reserve: (a) Child Care Premises; (b) Educational Establishment; (c) Hospital; (d) Hotel; and (e) any other facility which, in the opinion of the Shire, will generate the need for a set down area for the safety of people attending that use and of road users generally.	
		Access			
		Loading/Servicing			
		EOT			
Other Matters	Construction	Pedestrian			5.7.9 Management of construction sites In addition to any requirements which may be imposed as conditions of planning approval, construction sites are to be managed so as to minimise soil erosion, sedimentation and/or the degradation of any
		Bicycle			

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			<p>water resource due to the action of wind or water and protect as far as practicable, the natural resource values of the site and of the adjacent area.</p> <p>Note: Where a construction site is, in the opinion of the Shire, being managed in such a way as to cause undue erosion of soil or the pollution of any water resource, the Shire may, in accordance with the provisions of clause 11.4, require the owner to take steps to prevent any further erosion or pollution and remediate the site. Such steps may include stabilisation of soil or reinstatement of vegetation cover and repair of any damage to the land or water resources.</p>	
		Waste		
		Storage	<p>5.14.6 Bin storage areas</p> <p>Bin storage areas shall be provided for all development. Such areas shall be:</p> <ul style="list-style-type: none"> (a) located so as to be readily accessible by service vehicles; (b) of sufficient size to accommodate rubbish generated by the use(s) on each property in the interval between rubbish collections; and (c) effectively screened from view from any street, public place and any adjacent residence. 	
		Drainage	<p>5.7.6 Stormwater drainage</p> <p>5.7.6.1 Subdivision and development shall employ water sensitive urban design approaches to stormwater drainage. Any subdivision or development which increases the area of impermeable surfaces or which otherwise reduces stormwater recharge of groundwater systems, is to utilise best management practices to effect the retention of stormwater within the development area so as to:</p> <ul style="list-style-type: none"> (a) minimise as far as practicable changes to both the rate and quantity of direct stormwater discharge from the site; and (b) prevent the export of water borne pollutants (including sediment load and nutrients). <p>5.7.6.2 Subdivision and development shall be consistent with the relevant recommendations of Better Urban Water Management, published by the Commission, as applicable, and with any subsequent guideline or policy of the Commission relating to urban water management. Subdivision and development shall also be consistent with any guidelines and/or policy regarding stormwater drainage adopted by the Shire.</p>	
		Effluent Disposal	<p>5.7.7 Effluent disposal</p> <p>5.7.7.1 Where access to a reticulated sewerage system is not available, on-site effluent disposal facilities are to be provided to treat and dispose of any effluent generated on the site. Soil permeability, nutrient retention characteristics, soil microbial purification ability, slope and distance to groundwater and surface water must be demonstrated to be appropriate for the proposed system.</p> <p>5.7.7.2 No on-site effluent disposal system (including any leach drain or soak well) is to be located nearer than the minimum setbacks specified to a watercourse, wetland, bore or underground water source used for human consumption in relative operational Western Australian environmental, water and health legislation. Where there is any conflict between the setbacks specified in different legislation, the greater setback shall apply.</p> <p>5.7.7.3 Notwithstanding clause 5.7.7.2, the Shire may require additional setbacks for on-site effluent disposal facilities and/or require the installation of specific types of facilities (including those involving the removal of nutrients) where it considers such requirements appropriate or necessary for the protection of water resources or other environmental values.</p>	
		ESD		
		Buffers		
		Other	<p>5.7.11 Preservation of amenity</p> <p>5.7.11.1 A development requiring planning approval under this Scheme shall not be approved if, in the opinion of the Shire, the proposed materials, design, colour(s), texture(s) or reflectivity of such development would unreasonably adversely impact on the visual amenity of the locality.</p> <p>5.7.11.2 In order to avoid adverse impact on the visual amenity of an area, the Shire may impose conditions on any planning approval requiring:</p> <ul style="list-style-type: none"> (a) the screening of the development by vegetation, with requirements relating to planting and/or maintenance of such vegetation; and/or (b) the siting of the development so as to avoid visually prominent locations on the land. <p>5.7.29 Transportable Structures</p> <p>5.7.29.1 Notwithstanding any other provision of the Scheme, all transportable structures, including relocated Single Houses, shall require planning approval.</p> <p>5.7.29.2 In considering an application for a transportable structure, the Shire shall take into account whether the appearance of the structure would be compatible with the character and visual amenity of the locality to which it is proposed to be relocated. The Shire may refuse an application for a transportable structure if, in its opinion, the appearance of the structure would be incompatible with the character and visual amenity of the locality to which it is proposed to be relocated, notwithstanding any other provision of the Scheme.</p> <p>5.7.29.3 Notwithstanding clause 5.7.29.2, no sea container shall be placed on any lot zoned Residential.</p> <p>5.7.29.4 Any approval granted for the placement of a sea container on a lot zoned Rural Residential shall be limited to a specific period of time, such time not exceeding 12 months.</p>	

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF MURRAY				
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover	75%	
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	10%	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal	6.12.4 Any development with an effluent discharge other than sewerage disposal created as a result of commercial operations that are permitted by the Council pursuant to the Scheme shall only be permitted when Council is satisfied, following consultation with the Health Department of Western Australia, that excessive nutrients would not be discharged to the groundwater or off-site.	
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF NEDLANDS				
	Site	Lot Size		
	Built Form	Setbacks	32.5 Service Commercial zone (2) Setbacks (a) 2m minimum primary street setback; (b) 2m minimum secondary street setback; and (c) nil setbacks permitted to all side and rear boundaries.	
		Use of Setbacks		
		Height	32.5 Service Commercial zone (1) Height (a) 10m maximum building height.	
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	32.1 All zoned Land Car parking requirements and cash-in-lieu payments. (1) Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government. (2) The requirement to provide on-site car parking spaces is subject to: (a) the local government agreeing to or requiring a cash-in-lieu payment pursuant to sub-clause 3; (b) the local government accepting a shared car parking arrangement pursuant to clause 32.2; and (c) any requirement to provide car parking spaces in a structure plan, local development plan or activity centre plan which applies to the development, in which case the requirement in the structure plan, local development plan or activity centre plan prevails to the extent of any inconsistency. (3) An application for development approval for a non-residential development may, if the local government agrees or requires, make a cash payment to the local government in-lieu of providing all or any of the car parking spaces required for the development for which approval has been sought. (4) The amount of the cash-in-lieu payment shall be determined by the local government by reference to the cost to the local government of providing and constructing the shortfall in car parking spaces that would otherwise have been constructed on the development site in accordance with sub-clause 1 or 2(c) and may include, without limitation: (a) the value of land required for the car parking spaces, including any manoeuvring areas, as estimated by a licenced valuer appointed by the local government; (b) the cost of constructing the car parking spaces including manoeuvring areas; (c) any costs ancillary to providing and constructing the car parking spaces, such as the installation of signs and lighting; and (d) any other cost incurred by the local government in determining the cash-in-lieu payment. (5) Payments made to the local government pursuant to this clause 32.1 must be held in trust and used by the local government only for: (a) the provision and maintenance of public parking infrastructure; and (b) any ancillary expenses incurred for the purposes of this clause, including loan repayments.	

			<p>(6) In this clause, public parking infrastructure includes but is not limited to land and facilities for public parking, whether on-street or in a designated car parking station, and includes facilities, technologies and infrastructure ancillary to this land use.</p> <p>32.2 All zoned Land</p> <p>Shared car parking</p> <p>(1) Where an application for development approval is made for a non-residential use which does not provide the required number of on-site car parking spaces, the local government may permit part or all of the shortfall to be provided through an agreement to share car parking space(s) on an adjacent site (Shared Site).</p> <p>(2) When considering whether to permit a proposal for shared car parking, the local government must:</p> <p>(a) be satisfied that the hours of peak operation of the proposed development and those of the Shared Site do not substantially overlap;</p> <p>(b) be satisfied that adequate car parking will be available at all times for both the development site and the Shared Site;</p> <p>(c) be satisfied that the relationship between the development site and the Shared Site is such that the shared car parking space(s) is likely to be used by people visiting the development site; and</p> <p>(d) have regard to other relevant considerations in any applicable local planning policy.</p> <p>(3) An application for development approval which proposes shared parking must include:</p> <p>(a) information addressing the matters in the preceding sub-clause 2;</p> <p>(b) a draft parking management plan; and</p> <p>(c) any other relevant material referred to in an applicable local planning policy.</p> <p>(4) If the local government permits a shared car parking arrangement, it may require the owner of the development site to enter into a legal agreement for the purpose of ensuring the satisfactory provision and maintenance of the shared car parking. The legal agreement:</p> <p>(a) must be to the satisfaction of the local government;</p> <p>(b) must be made with the owner of the Shared Site, and any other person specified by the local government (which may include the local government);</p> <p>(c) must be prepared (and if necessary, registered and lodged) at the cost of the owner of the development site;</p> <p>(d) may, if required by the local government, provide for one or more of an easement, restrictive covenant, right-of-way, reciprocal access and circulation, lease, licence, notification, absolute caveat and any other provision necessary or convenient to ensure the shared parking arrangement is provided and maintained; and</p> <p>(e) must not be amended, surrendered or terminated without the approval of the local government.</p>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

SERVICE COMMERCIAL

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF ROCKINGHAM				
	Site	Lot Size		
	Built Form	Setbacks	<p>4.8.4 Setbacks</p> <p>The following setback requirements shall apply to all development in the Service Commercial Zone:-</p> <p>a) a minimum front setback of nine (9) metres shall apply;</p> <p>b) where a lot has frontage to two or more streets, the prescribed front setback of nine (9) metres shall apply to the primary street and a minimum setback of three (3) metres shall apply to the secondary street or streets, unless otherwise determined by local government.</p>	
		Use of Setbacks	<p>4.8.5 General Development Provisions</p> <p>The following general development provisions shall apply to all developments in the Service Commercial Zone, unless otherwise specified in the East Rockingham Development Guidelines described in clause 4.10.6:-</p> <p>c) No use of the area between the street alignment and building setback lines shall be permitted other than for landscaping or for pedestrian and vehicular circulation and parking, except that not more than 20% of the setback area may be used for trade display purposes approved by the local government, excluding the landscaping setback area.</p>	
		Height		
		Plot Ratio		
		Site Cover		
		Materials	<p>4.8.5 General Development Provisions</p> <p>The following general development provisions shall apply to all developments in the Service Commercial Zone, unless otherwise specified in the East Rockingham Development Guidelines described in clause 4.10.6:-</p> <p>a) The facades of all buildings visible from the primary road or open space area shall be of masonry construction or any other material approved by the local government in respect of the ground floor level, provided that if concrete panels are used, such panels must have an exposed aggregate or textured finish. The second floor level, or its equivalent, may be constructed of other material in accordance with the Building Code of Australia and to the satisfaction of the local government;</p>	
		Building Design		
		Site Layout	<p>4.8.2 Form of Development</p> <p>In considering applications for development approval in the Service Commercial Zone, the local government shall ensure that site planning, scale, built-form, elevations and landscaping of the development positively contribute to the streetscape, appearance and amenity of the locality.</p>	
	Site Amenity	Landscaping	<p>4.8.6 Landscaping</p> <p>Within any development in a Service Commercial Zone a minimum of ten percent (10%) of the total site area shall be provided as landscaping in the form approved by the local government. The ten percent landscaping provision shall comprise a minimum five (5) metre wide planting strip adjacent to the primary street boundary, and a minimum three (3) metre wide planting strip on the secondary street or streets, plus the street verge to be landscaped and maintained to the satisfaction of the local government. The area of the site required to be provided under this sub-clause shall not include areas which would normally be set aside for pedestrian movement.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing	<p>4.8.5 General Development Provisions</p> <p>The following general development provisions shall apply to all developments in the Service Commercial Zone, unless otherwise specified in the East Rockingham Development Guidelines described in clause 4.10.6:-</p> <p>b) No fence visible from a road or open space reserve shall be constructed of materials/colours which in the opinion of the local government are unsightly or detract from the amenity of the locality. Any industrial fencing (e.g. chain wire fencing) forward of the street building setback line shall be landscaped to the satisfaction of the local government;</p>	
	Access	Provision	<p>4.8.3 Parking</p> <p>Provision shall be made for the on-site parking of motor vehicles in all development in the Service Commercial Zone in accordance with the provisions of clause 4.15 and Table No.2.</p>	

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		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF SERPENTINE JARRADALE				
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials	5.7.7 Facades Any building erected in the Showroom Warehouse Zone, the Light Industry Zone, or the General Industry Zone shall have a facade to the street constructed of brick, stone, timber, concrete or glass or any combination of these as approved by the Council.	
		Building Design	5.7.5 Factory Tenement Buildings No person shall construct a factory tenement building unless: a) each tenement has a floor area of at least 100 square metres; b) the floor of each tenement has a minimum dimension of at least eight metres; c) each tenement has an adjoining open storage yard at least one third the floor area of the tenement; d) every open storage yard is screened from view from a public road by a wall or fence not less than 1.8 metres in height; e) each tenement together with its open storage yard has direct access to a service access road not less than six metres in width; f) each tenement is separated from each adjoining tenement by an internal wall or walls constructed of brick, stone, concrete or other material of equal or greater fire rating approved by the Council.	
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	5.7.6 Outdoor Storage Areas Outdoor areas used for the storage of motor vehicle bodies, timber, steel products or any other products or wastes shall be screened from view from a public street by a wall or fence, not less than 1.8 metres in height, or landscaping as approved by the Council.	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	5.7.4 Minimum Development Standards	

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			The site requirements and development standards that shall apply for specific uses in the Showroom Warehouse, Light Industry and General Industry Zones are set out in Table 4.	
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KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF WAROONA			
	Site	Lot Size	
	Built Form	Setbacks	3.6.3 Setbacks Minimum setbacks from lot boundaries shall be in accordance with the following: South Western 9 metres east side of highway Highway Frontage 5 metres west side of highway other road frontages 9 metres other lot boundaries 3 metres from one side boundary and rear boundary. Other side boundary nil if masonary parapet wall. Except for frontages to South Western Highway, where a lot has frontage to more than one street, Council may permit a reduction of the street setback to 3 metres on one street frontage.
		Use of Setbacks	3.6.4 Setback Area Within the setback area abutting South Western Highway or the railway, Council will require adequate landscaping to be established and maintained.
		Height	
		Plot Ratio	
		Site Cover	
		Materials	3.6.2 Building Materials Buildings in the zone shall not be constructed, altered or added to unless the facade of the building and the side walls to a depth of 6 metres from the front of the building are constructed of brick, brick veneer, masonry or other material approved by Council.
		Building Design	
		Site Layout	
	Site Amenity	Landscaping	
		Lighting	
		Signage	
		Public Art	
		Fencing	
	Access	Provision	3.6.6 Parking Vehicle parking shall be provided on-site in accordance with the provisions of Clause 6.8, Table 2.
		Location	
		Access	3.6.5 Limited Highway Access Access from a lot to the South Western Highway shall be restricted to access points approved by the Council and in this respect Council, where it considers such to be desirable, will refer a proposal to Main Roads WA for advice and comment.
		Loading/Servicing	
		EOT	
		Pedestrian	
		Bicycle	
	Other Matters	Construction	
		Waste	
		Storage	
		Drainage	
		Effluent Disposal	
		ESD	
		Buffers	

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		Other		
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF ARMADALE				
	Site	Lot Size		
	Built Form	Setbacks	<p>4C.1. SETBACKS</p> <p>4C.1.1 Buildings are to be setback from boundaries in general accordance with any adopted Centre Plan prepared in accordance with the requirements of the Commission's Metropolitan Centres Policy, and having regard to:</p> <ul style="list-style-type: none"> a) any adopted policy or Design Guidelines for the Centre or the type of development proposed; b) the setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone; c) the use or usability of the setback area, taking into consideration the nature of the adjoining street and the desirability or otherwise of direct vehicular access to that street, and from any adjoining property; d) the desirability of continuous building frontages where pedestrian access is to be provided adjacent to the frontage of the building or where such access and associated pedestrian shelter would be desirable to facilitate movement between adjoining sites; e) the space requirements for pedestrian access, and the need and/or desirability of segregating pedestrian access from vehicular access and parking areas; f) the desirability or otherwise of landscaping within the setback area in order to reduce any adverse visual impact associated with the proposed building façade and/or associated use of setback areas; and g) the safety and convenience of pedestrian and vehicular access to the site from the adjoining street and from adjacent sites. <p>4C1.2 Setback requirements applicable to development, are not necessarily to be interpreted as minimum setbacks, and where the local government considers it appropriate, it may impose maximum or minimum setbacks as it thinks fit, or it may prescribe a building setback line for any building or part of a building.</p>	
		Use of Setbacks		
		Height	<p>4C.2 BUILDING HEIGHT</p> <p>4C.2.1 The height of buildings are to be in general accordance with any adopted Centre Plan prepared in accordance with the requirements of the Metropolitan Centres Policy, and having regard to:</p> <ul style="list-style-type: none"> a) any adopted policy or Design Guidelines for the Centre or the type of development proposed; b) the height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular centre or precinct; c) in the case of a site which adjoins land in another zone, the height and setback requirements for that zone; d) the effect of shading associated with the proposed development and in particular whether there will be any significant overshadowing of existing or proposed pedestrian spaces; e) the need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities; f) the design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and g) the finished ground level proposed for the development site in relation to that of the adjoining sites. 	
		Plot Ratio	<p>4C.3 BUILDING BULK</p> <p>4C.3.1 Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio within the respective zones and precincts is to accord with the following standards:</p> <ul style="list-style-type: none"> a) Mixed Business/Residential: 1.5 	
		Site Cover		
		Materials		
		Building Design	<p>4C.4 DESIGN AND PEDESTRIAN ACCESS</p> <p>4C.4.1 The design and layout of buildings and the arrangement of spaces and activity areas, is to have regard to:</p> <ul style="list-style-type: none"> a) any policy or Design Guidelines adopted for the Centre or the type of development proposed; b) the need for continuity of development along shopping streets so as to improve functional integration and maintain visual interest; c) the need for safe and convenient pedestrian access and movement, including the need for pedestrian shelter; d) the physical access needs of persons with disabilities, with reference to any relevant Australian Standards; and e) the design and architectural character of adjacent development, and its relationship with the development proposed. 	
		Site Layout		
	Site Amenity	Landscaping	<p>4C.5 LANDSCAPING</p> <p>4C.5.1 Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards overall environmental performance of all development sites.</p>	

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			<p>4C.5.2 The area, distribution and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to:</p> <ul style="list-style-type: none"> a) the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening; b) the design of building façades and their relationship to adjacent streets and other public spaces; c) the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes; d) the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities; e) the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; and f) the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site. <p>4C.5.3 Where uncovered car parking areas are to be provided, landscape planting is to be provided and maintained so as to minimise the visual impact of the parking areas, and is to include:</p> <ul style="list-style-type: none"> a) a minimum 2 metre wide landscape strip between the parking area and the street boundary of the site; and b) provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. <p>Where those bays are immediately adjacent to a building, the City may permit the required trees in another location of site. AMD 109 GG 26/11/2021</p> <p>4C.5.4 Having regard to the amount and quality of landscaping to be provided in conjunction with any proposed development, the local government may impose a requirement for up to 5 per cent of the area of the development site to be allocated for landscaping.</p> <p>4C.5.5 The local government may permit a lesser area than 5 per cent of a site to be provided for landscaping where a cash-in-lieu contribution equivalent to the value of the land, by which the landscaped area is less than the full 5 per cent of the development site, is expended on the enhancement of landscaped areas adjacent to the site. AMD 10 GG 19/6/07</p> <p>4C.5.6 In the event of cash-in-lieu contributions being required by the local government as a condition of development approval, any contributions shall be placed in a trust account for expenditure on landscape works in the immediate vicinity of the site in relation to which the funds were required.</p>	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	<p>4C.6 CAR PARKING AND VEHICULAR ACCESS</p> <p>4C.6.1 Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.</p> <p>4C.6.2 Where on-street car parking is specifically provided for immediately adjacent to the frontage of the development site, the local government may accept such facilities as part of the required car parking. On-street parking facilities are only to be credited towards required car parking where:</p> <ul style="list-style-type: none"> a) use of such facilities to service the development site would not prejudice an adjacent development or adversely affect the safety or amenity of the locality; and b) any such on-street car parking will remain available to the general public during peak demand periods for the development site towards which the parking facilities have been credited. <p>4C.6.3 Parking spaces and manoeuvring areas shall be designed in accordance with the specifications contained in Australian Standard AS 2890.1 Off-street parking, and paved, kerbed, drained and marked to the satisfaction of the local government.</p> <p>4C.6.4 When considering an application for planning consent, the local government shall have regard to and may impose, conditions with respect to the location of parking on the site, and the pedestrian and vehicle traffic circulation system proposed.</p> <p>4C.6.5 Safe and convenient vehicular access is to be provided to all development sites, and where required by the local government, vehicular access is to be provided to service any required car parking or service areas provided on the development site.</p> <p>4C.6.6 The location and design of vehicular access to any road is to be subject to the local government's approval in accordance with the provisions of the Scheme. In considering any proposal for new or modified vehicular access, the local government may, having regard to safety of pedestrian and vehicular traffic:</p> <ul style="list-style-type: none"> a) determine the width of the crossover and/or vehicular accessway; b) refuse to permit more than one vehicular access to any lot; 	

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			<p>c) require separate entrances and exits, and the provision of appropriate signage indicating the direction of movement;</p> <p>d) require that entrances and exits be placed in positions nominated by the local government; or</p> <p>e) require an agreement to be entered into so as to provide for shared use of vehicular accessways in favour of users of adjacent properties.</p> <p>4C.7 CASH-IN-LIEU OR LAND-IN-LIEU OF PARKING</p> <p>4C.7.1 The local government may, if it is in conformity with an adopted public parking policy, accept or require a cash payment or transfer of land or both, in lieu of the provision of all or a proportion of required car parking spaces, but subject to the requirements of this Clause.</p> <p>4C.7.2 The local government may only require cash-in-lieu of parking where it is satisfied that the provision of parking on-site, and/or associated vehicular access, would be detrimental to the overall development and integrity of the centre of which the development site forms a part.</p> <p>4C.7.3 Except as otherwise provided, a cash-in-lieu payment shall be:</p> <p>a) the estimated cost to the local government of providing and constructing the parking spaces required by the Scheme, plus</p> <p>b) the value, as estimated by a licensed valuer appointed by the local government, of that area of the development site which would have been occupied by the required parking spaces and associated manoeuvring areas.</p> <p>4C.7.4 Where in the opinion of the local government it is likely there will be a sharing of public parking facilities by uses with significantly different peak demand times, the cash-in-lieu contribution in respect of requisite number of parking spaces may be reduced by up to 50 per cent.</p> <p>4C.7.5 Payments made under this Clause shall be paid into a trust fund to be used to provide public parking in the locality of the development sites in relation to which the cash-in-lieu contributions have been received.</p> <p>4C.7.6 In the case of the local government accepting a transfer of land, it shall only accept such land free of cost, in fee simple and in a location satisfactory to the local government. The area of land concerned shall not be less than the area, which would have had to be provided by the developer for car parking purposes.</p> <p>4C.7.7 In the case of the local government accepting a transfer of land, unless the land area transferred exceeds the area to be provided by the developer for parking purposes by a sufficient margin to reflect the cost of constructing the parking, the local government shall require payment in cash of the cost of constructing the parking in addition to the transfer of land.</p> <p>4C.7.8 In the interest of accommodating growth and a flexible approach to expanding business, nothing in the Scheme shall prevent the local government from seeking rezoning classification and sale of the lands referred to, provided that the originally required car parking provision is relocated elsewhere.</p>	
		Location	<p>4C.6.1 Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.</p> <p>4C.6.2 Where on-street car parking is specifically provided for immediately adjacent to the frontage of the development site, the local government may accept such facilities as part of the required car parking. On-street parking facilities are only to be credited towards required car parking where:</p> <p>a) use of such facilities to service the development site would not prejudice an adjacent development or adversely affect the safety or amenity of the locality; and</p> <p>b) any such on-street car parking will remain available to the general public during peak demand periods for the development site towards which the parking facilities have been credited.</p> <p>4C.8 SHARED USE OF PARKING FACILITIES</p> <p>4C.8.1 Parking facilities may be shared between two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements set out in this clause.</p> <p>4C.8.2 The local government may permit the parking spaces for a building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of parking spaces, provided that the peak hours of operation of the buildings or uses so sharing do not substantially overlap.</p> <p>4C.8.3 The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this subclause when, in the opinion of the local government, such arrangements are deemed necessary to assure the continued access to shared parking facilities.</p> <p>4C.8.4 The following requirements shall be complied with where off-site or shared parking is proposed:</p> <p>a) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours or operation of the buildings or uses for which the joint use of parking spaces or the reciprocal access and circulation arrangements is proposed;</p> <p>b) the number of parking spaces to be provided on the land which is not the subject of the application, is sufficient to meet the shortfall in parking in respect of the development subject of the application; and</p> <p>c) shared use of the parking facilities on the land which is not the subject of the application, will not result in any deficiency in parking for that site.</p> <p>4C.8.5 The local government may require an agreement to be prepared by a solicitor at the expense of the applicant, detailing the relevant arrangements for off-site or shared parking, and executed by all parties concerned.</p> <p>Note: Any such agreement shall be designed to ensure that access to, and use of shared parking facilities will continue</p>	

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			for the duration of the development for which the parking is provided, and that the arrangements for shared use of facilities are not altered without the consent of the local government. 4C.8.6 Where the local government agrees to a reduction in the number of on-site car parking spaces provided, based on shared use of parking facilities, the provisions of sub-clause 4C.7.4 relating to reduction in the cash-in-lieu contributions are not to apply.	
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian	4C.4 DESIGN AND PEDESTRIAN ACCESS 4C.4.1 The design and layout of buildings and the arrangement of spaces and activity areas, is to have regard to: a) any policy or Design Guidelines adopted for the Centre or the type of development proposed; b) the need for continuity of development along shopping streets so as to improve functional integration and maintain visual interest; c) the need for safe and convenient pedestrian access and movement, including the need for pedestrian shelter; d) the physical access needs of persons with disabilities, with reference to any relevant Australian Standards; and e) the design and architectural character of adjacent development, and its relationship with the development proposed.	
		Bicycle	4.1.1 BICYCLE FACILITIES Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, end of trip bicycle facilities are to be provided in accordance with the standards for respective uses detailed in Austroads Standard Guide to Traffic Engineering Practice Part 14 - Bicycles as set out in Schedule 7B.	
	Other Matters	Construction	4.8 MANAGEMENT OF CONSTRUCTION SITES 4.8.1 In addition to any requirements which may be imposed as conditions of development, construction sites are to be managed so as to minimise soil erosion or the degradation of any water resource due to the action of wind or water and protect as far as practicable, the natural resource values of the site and of the adjacent area. Note: Where a construction site is, in the opinion of the local government, being managed in such a way as to cause undue erosion of soil or the pollution of any water resource, the local government may, in accordance with Section 218 of the Planning and Development Act 2005, require the owner to take steps to prevent any further erosion or pollution and remediate the site. Such action may include stabilisation of soil or re-instatement of vegetation cover and repair of any damage to the land or water resources.	
		Waste		
		Storage		
		Drainage	4.9 DRAINAGE AND WATER SENSITIVE DESIGN 4.9.1 Any development which increases the area of impermeable surfaces or which otherwise reduces stormwater recharge of groundwater systems, is to utilise best management practices so as to minimise as far as practicable: a) changes to both the rate and quantity of direct stormwater discharge from the site, and b) the export of water borne pollutants (including nutrients). 4.9.2 Drainage system design and management is to be undertaken in accordance with best management practices and in order to mitigate any degradation of land or water resources, and measures are to be put in place to prevent litter from entering drainage systems.	
		Effluent Disposal	4.10 EFFLUENT DISPOSAL 4.10.1 Where access to a reticulated sewerage system is not available, on-site effluent disposal facilities are to be provided to treat and dispose of any domestic effluent. 4.10.2 No effluent disposal facility (including any leach drain or soak well) is to be located: a) within 6m of any open drainage channel or subsoil drain; or b) within 30 metres of the outer edge of an intermittent water course; or c) within 50 metres of the outer edge of a permanent water course in the case of a nutrient removal system or within 100 metres for a conventional septic system; or d) within 50 metres of any protected wetland, or within such greater distance as may be required to achieve a minimum one metre vertical separation between the natural ground level at that distance and the natural ground level of the adjacent wetland vegetation; or e) within 50 metres of a bore or underground water source used for human consumption, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. 4.10.3 Nothing in this clause is to prevent the local government requiring additional setback requirements for effluent disposal facilities and/or requiring the installation of specific types of facilities (including those involving the removal of nutrients) where it considers such requirements appropriate or necessary for the protection of water resources or other environmental values.	

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		ESD		
		Buffers		
		Other	<p>4.8 MANAGEMENT OF CONSTRUCTION SITES</p> <p>4.8.1 In addition to any requirements which may be imposed as conditions of development, construction sites are to be managed so as to minimise soil erosion or the degradation of any water resource due to the action of wind or water and protect as far as practicable, the natural resource values of the site and of the adjacent area.</p> <p><i>Note: Where a construction site is, in the opinion of the local government, being managed in such a way as to cause undue erosion of soil or the pollution of any water resource, the local government may, in accordance with Section 218 of the Planning and Development Act 2005, require the owner to take steps to prevent any further erosion or pollution and remediate the site. Such action may include stabilisation of soil or re-instatement of vegetation cover and repair of any damage to the land or water resources.</i></p>	

MIXED USE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BAYSWATER			<p>PART 9 - DEVELOPMENT - OTHER ZONES</p> <p>9.1 MIXED USE ZONE</p> <p>9.1.1 The Mixed Use Zone is intended to accommodate a mixture of residential development with small businesses in a primarily residential scale environment. The predominant non-residential uses will be office, consulting, dining and limited retail uses occupying the street frontage.</p> <p>9.1.2 The Mixed Use Zone will provide an intermediate stage between Residential and Commercial or Business zone areas. A high level of pedestrian amenity should be provided.</p> <p>9.1.3 The objectives of the Mixed Use Zone are to: a) provide a diversity of land use and housing types compatible with the maintenance of residential amenity; b) allow appropriate businesses to locate and develop in close proximity to residential areas; c) allow for services to be provided locally.</p> <p>8.1 DEVELOPMENT STANDARDS TABLE</p> <p>8.1.1 The Development Standards Table contained in Table No 2 identifies the development standards applicable to the various uses specified in the Table. Subject to the provisions of this Scheme, no person shall develop or use any land or building in any zone within the Scheme Area for any of the purposes mentioned in the Zoning Table unless such development or building is in conformity with the provisions of the Scheme and the standards set out in the Development Standards Table. Where a particular requirement is not readily determined from the Table, such requirement shall be determined by the Council in accordance with Clause 8.2.1.</p> <p>8.1.2 Special Control Areas contained within Part 10 may modify the development standards for particular uses over particular sites, as per the Special Control Area provisions contained within Appendix 10 for that particular site.</p> <p>8.1.3 The development standards specified for the Morley Activity Centre zone as set out in Schedule 1 prevail where inconsistencies arise with other provisions in this scheme. AMD 61 GG 28/11/17</p>	<p>https://www.bayswater.wa.gov.au/development/planning-and-development-approvals/legislation-and-policies</p>
	Site	Lot Size		
	Built Form	Setbacks	<p>8.3.3 Setbacks to Primary Regional Roads & Other Regional Roads</p> <p>Where a lot has a frontage to a road reserved under the Metropolitan Region Scheme as amended, the Council may allow all or part of any existing or proposed widening of that road reservation to be included within the prescribed setback area if:</p> <p>a) The portion of the lot required for the widening of the road reservation is transferred to the Crown free of all costs;</p> <p>b) The portion of the lot within the prescribed setback area is only used for the purposes of pedestrian access, landscaping and as a means of access to the lot; and</p> <p>c) Only the landscaped area of the prescribed setback area between the building and the new street alignment is included as landscape provision.</p> <p>8.3.4 Corner Lot Setbacks</p> <p>The prescribed front setback on a lot at the corner of two or more streets shall be to the more important road and the prescribed side setback to the less important road unless otherwise determined by Council. Consideration shall be given to the type of development proposed, the extent of traffic movement generated, the importance of the abutting roads, the shape of the lot and other related considerations in determining the more important road.</p> <p>SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT</p> <p>Street Setbacks</p> <p>Primary street setback from Railway Parade or Whatley Crescent.</p> <ul style="list-style-type: none"> Nil setbacks are required for locations designated 'mandatory commercial frontage' on the Meltham Station Precinct Structure Plan Map. Minor recesses of up to 1.5m from the front boundary are permitted to achieve architectural articulation at the street edge. For all other sites, a nil setback is permitted to a maximum setback of 3m. Upper Storeys: Where any development is greater than four storeys as it addresses the primary street, the fifth and sixth storeys (where permitted) are to be setback on a 45 degree vision plane from the line of the fourth storey below, except at street corners. <p>Setbacks to streets other than Railway Parade or Whatley Crescent.</p> <p>Nil setbacks are permissible within 20m of a street corner to Railway Parade or Whatley Crescent.</p> <ul style="list-style-type: none"> Beyond 20m of a street corner, setbacks are to be at least 3m. Upper Storeys: Where any development is greater than four storeys as it addresses the primary street, the fifth and sixth storeys (where permitted) are to be setback on a 45 degree vision plane from the line of the fourth storey below, except at street corners. No setback is required at street corners if an architectural element is provided which enhances the street corner. 	

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			<p>Lot Boundary Setbacks Side and Rear Setbacks (abutting sites within the Mixed Use Core or Residential Core Precinct)</p> <p>First Four Storeys:</p> <ul style="list-style-type: none">• Nil permitted. Building to be setback from portions of the boundary to provide open space, access to natural light and ventilation. Development should also consider existing and potential development on adjoining lots having regard to the precinct objectives and ultimate development outcomes identified within the Meltham Station Precinct Structure Plan. <p>Fifth and Sixth Storey (where permitted):</p> <ul style="list-style-type: none">• Setbacks are to be determined as per the Bonus Height Criteria. <p>Side and Rear Setbacks (abutting sites within the Frame Precinct) Side Boundary Setbacks:</p> <p>First Four Storeys:</p> <ul style="list-style-type: none">• Nil permitted. Building to be setback from portions of the boundary to provide open space, access to natural light and ventilation. Development should also consider existing and potential development on adjoining lots having regard to the precinct objectives and ultimate development outcomes identified within the Meltham Station Precinct Structure Plan. <p>Fifth and Sixth Storey (where permitted):</p> <ul style="list-style-type: none">• Setbacks are to be determined as per the Bonus Height Criteria. <p>Side and Rear Setbacks (where abutting sites outside the structure plan area).</p> <p>Side Boundary Setbacks:</p> <p>First Storey (ground floor):</p> <ul style="list-style-type: none">• Nil permitted. Building to be setback from portions of the boundary to provide open space, access to natural light and ventilation. Development should also consider existing and potential development on adjoining lots having regard to the precinct objectives and ultimate development outcomes identified within the Meltham Station Precinct Structure Plan. <p>Second and Third Storeys:</p> <ul style="list-style-type: none">• Minimum 2m setback. <p>Fourth Storey:</p> <ul style="list-style-type: none">• Minimum 5m setback. <p>Fifth Storey (where permitted):</p> <ul style="list-style-type: none">• Minimum 8m setback. <p>Sixth Storey (where permitted):</p> <ul style="list-style-type: none">• Minimum 11m setback. <p>Rear Boundary Setbacks for lots that abut lots fronting Hayward Street:</p> <p>First and Second Storey:</p> <ul style="list-style-type: none">• Minimum 6m setback. <p>Third Storey:</p> <ul style="list-style-type: none">• Minimum 9m setback. <p>Fourth Storey:</p> <ul style="list-style-type: none">• Minimum 12m setback. <p>Fifth Storey (where permitted):</p> <ul style="list-style-type: none">• Minimum 15m setback. <p>Sixth Storey (where permitted):</p> <ul style="list-style-type: none">• Minimum 18m setback.	
		Use of Setbacks		
		Height	<p>8.3 GENERAL DEVELOPMENT STANDARDS AMD 1 GG 17/11/09</p> <p>8.3.1 Height Restrictions</p> <p>8.3.1.3 For all other development within land zoned or reserved no person shall construct a building of more than two storeys being 6.0 metres in wall height and no more than 9.0 metres from the ground level to the top of the roof pitch, within the Scheme Area unless the Council considers the building will not negatively affect the amenity of the surrounding area.</p> <p>SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT</p> <p>Building Height</p> <p>Minimum height 2 storeys Maximum height 4 storeys</p> <p>Bonus Height Criteria</p> <p>A maximum of 2 additional storeys and/or additional plot ratio of 1.0 in the Mixed Use Core and Residential Core Precincts is permitted, subject to:</p>	

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			<ul style="list-style-type: none">• The development is considered to be exemplary, as determined by the City with the advice of the City's Design Review Panel;• The site has a minimum area of 1,500m² ;• The width of the site is equal to or exceeds 25m for at least one street frontage; and• Setbacks to fifth and sixth storeys (where permitted), as determined by the City with the advice of the City's Design Review Panel considering the following principles:<ul style="list-style-type: none">o Development provides access to light, air and outlook for neighbouring properties and future buildings.o Development provides for adequate privacy between neighbours.o Development contributes to an attached streetscape with contiguous but individually distinctive building frontages that define and add character to the streetscape edge.o Development manages a transition between sites or areas with different development controls such as height and land use.	
		Plot Ratio	SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT Plot Ratio As per the Residential Design Codes.	
		Site Cover		
		Materials	SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT Architectural Character Materials and colours shall be derived from the materials and colours of the existing buildings in the surrounding areas. <ul style="list-style-type: none">• Notwithstanding the above, buildings shall incorporate red brick as either a main wall material or, at a minimum, a feature element.• Windows shall be vertically proportioned or composed of vertically proportioned glazing panels.• The uppermost floor shall be defined with a distinctive change in material, colour or architectural treatment.	
		Building Design	<p>8.3.7 General Appearance of Buildings and Preservation of Amenity The Council may refuse to approve the commencement or carrying out of any development involving any building or other work if, in its opinion, the proposed building or other work would have an adverse affect on the amenity of the locality. In exercising its discretion under this clause, the Council shall apply the provisions of sub-clause 3.6.1 in so far as they are applicable, and in addition shall have regard to:</p> <ul style="list-style-type: none">a) the external appearance of the building and any associated structures and landscaping;b) the dimensions and proportions of the building or structure;c) the materials used in the construction of the building taking into consideration texture, scale, shape and colour;d) the effect of the building or works on nearby properties, and on the occupants of those buildings;e) the effect of the building on existing and future services and community facilities. In particular, drainage, sewerage, water reticulation and existing or proposed community facilities such as schools, parks, civic buildings, malls and pedestrian links;f) the effect on the landscape and environment generally; andg) any other matter which in the opinion of the Council is relevant to the amenity of the locality. <p>SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT Built Form</p> <ul style="list-style-type: none">• Street corners shall be expressed with a distinctive architectural element or treatment.• Buildings on corners shall treat each street as a primary street front and present a consistent quality of architectural treatment.• Buildings shall incorporate architectural treatments to break up the perceived mass of the building, such as modulation of the built form, horizontal banding, changes in material, colour or pattern. <p>Ground Floor Commercial Tenancies The facades of commercial tenancies that front the street at ground floor are to:</p> <ul style="list-style-type: none">• Incorporate design principles of traditional shopfronts by providing a mix of materials, textures and colours.• Provide building articulation through the use of indented entrances, contrasting elevation and depth to create active ground floor frontages and maintain a pleasant environment for pedestrians.• Provide a balance between glassing and solid materials.• Consider the use of glassing materials. The use of tinted, darkened or mirror glass or any other type of glazing that reduces or impedes visual interaction with the street is prohibited.• Ensure lighting, awning, and sign design and location are considered and complement the design of the façade.• Ensure fire fighting and service infrastructure is to be integrated into the design of the front façade, where required. <p>Awnings</p>	

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			All ground-floor commercial uses with a street frontage shall provide shade and shelter to the adjacent footpath with a canopy/awning designed in accordance with the following criteria: o Depth: minimum of 2.5m, or to within 600mm of the kerb, where 2.5m cannot be achieved. o Height: minimum of 2.75m above footpath level, to a maximum of 4.5m above footpath level, measured to the underside of the canopy/awning. o Where adjoining properties are situated on a mandatory or non-mandatory commercial frontage, as detailed on the Meltham Station Precinct Structure Plan map, canopies/awnings are to be designed to allow for continuous shade and shelter along the footpath.	
		Site Layout		
	Site Amenity	Landscaping	<p>8.3.9 Trees on Private Land and Street Verges AMD 78 GG 31/05/19</p> <p>8.3.9.1 Scope</p> <p>(i) The provisions in clauses 8.3.9.2, 8.3.9.3 and 8.3.9.4 apply to all developments.</p> <p>(ii) Notwithstanding sub-clause (i), clauses 8.3.9.2, 8.3.9.3 and 8.3.9.4 do not apply to development on land subject of assessment under State Planning Policy 7.3 - Residential Design Codes Volume 2 Apartments.</p> <p>8.3.9.2 Trees on Private Property</p> <p>(i) A minimum of one 'standard tree' is to be provided per site for every 350m2 of site area (rounded to the nearest whole number). At least one 'standard tree is to be provided on each site.</p> <p>(ii) The total number of trees required in (i) may be reduced by one, for each 'tree worthy of retention' that is retained or relocated elsewhere on the site or 'large tree' that is provided. Where a 'tree worthy of retention' is retained or relocated elsewhere on the site and it is a 'large tree', the total number of trees required in (i) may be reduced by two.</p> <p>(iii) In relation to open air car parking areas in non-residential developments, 'standard trees' that provide shade cover are to be provided at a minimum rate of 1 tree per 4 bays'.</p> <p>SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT</p> <p>Development Requirements</p> <p>The following development requirements and precinct based development requirements apply to any comprehensive new development, excluding minor alterations, additions or extensions, as determined by the City of Bayswater.</p> <p>Development Requirements Streetscape – Public Realm</p> <ul style="list-style-type: none">Existing street trees shall be retained wherever possible, subject to the health of the tree; or replaced with mature tree if retention is not possible.Notwithstanding the above, street trees shall be provided at a minimum rate of 1 tree per 14m of frontage. Street tree species shall be to the satisfaction of the City of Bayswater.Verge landscaping shall complement the landscape treatment of the adjacent setback area in the case of residential uses at ground floor level. <p>Landscaping Minimum landscaping of 25% of the site area (includes landscaping above the ground level).</p>	<p>LANDSCAPING POLICY REQUIREMENTS</p> <ul style="list-style-type: none">All development applications within the scope of this policy shall include a landscaping plan on lodgement to the City. The landscaping plan provided shall be in accordance with the City's Landscaping Guidelines, which details the requirements for landscaping plans, design, provision and maintenance.Landscaping plans for development applications comprising 10 or more dwellings, or an estimated development value of \$2 million or more, shall be prepared by a suitably qualified landscape architect. <p>SUSTAINABILITY IN DESIGN POLICY</p> <p>2.0 BIOPHILIC DESIGN</p> <p>Landscaping Requirements</p> <p>1. The landscaped area is to comprise a minimum soil depth of 300mm, excluding removable planter boxes/pots, artificial turf, green walls and porous paving areas.</p> <p>2. A minimum of 10% of the lot shall be provided as soft landscaping.</p> <p>3. Where a variation is proposed to Clause 1 to 2 above, the City will consider the following alternative designs outcomes:</p> <p>(a) A green roof with similar dimensions to the required area of landscaping, subject to the vegetation covering a minimum of 30% of the available rooftop space.</p> <p>(b) A green wall with similar dimensions to the required area of landscaping, subject to the vegetation covering a minimum of 25% of the available wall space.</p> <p>(c) A green driveway with similar dimensions to the required area of landscaping, subject to the vegetation covering a minimum of 50% of the available driveway space.</p> <p>(d) Green roofs or walls are required to be designed by a suitably qualified practising landscape architect.</p> <p>4. The required landscaping is to comprise local native and drought resistant species to reduce reliance on water and fertilisers.</p> <p>5. Landscaped areas are to be reticulated and maintained to the satisfaction of the City of Bayswater.</p> <p>TREES ON PRIVATE LAND AND STREET VERGES POLICY</p> <p>Requirements for Trees on Private Property</p> <p>1. 'Standard trees' are to be provided at a rate of one tree for every 350m² of site area (rounded to the nearest whole number). At least one 'standard tree' is to be provided on each site.</p> <p>2. The total number of trees required in Clause 1 may be reduced by one, for each 'tree worthy of retention' that is retained or relocated elsewhere on the site, or 'large tree' that is provided. Where a 'tree worthy of retention' is proposed to be retained or relocated on the site and it is a 'large tree', the total number of trees required in Clause 1 may be reduced by two.</p> <p>3. A 'tree growth zone' is required around the entire base of all new trees or existing trees that are to be retained on the site, measured at:</p> <p>(a) a minimum radius of 2m for a 'standard tree'; and</p> <p>(b) a minimum radius of 3.5m for a 'large tree'.</p> <p>4. No structure is to encroach within the 'tree growth zone', above or below ground level. The 'tree growth zone' is to be contained completely on the site, except for 'trees worthy of retention'.</p> <p>5. If the 'tree growth zone' is situated on top of a 'hard surface', a report by a suitably qualified currently practicing consulting arborist is required, at the expense of the applicant, confirming that the design of the 'tree growth zone' is appropriate to allow the tree to grow to maturity, to the satisfaction of the City of Bayswater.</p> <p>6. The trunks of all proposed new trees are to be adequately separated from the trunks other trees, to the satisfaction of the City of Bayswater.</p> <p>7. The trunks of all trees are to be located outside of any required minimum outdoor living area dimensions required in the Residential Design Codes, except for the trunks of 'trees worthy of retention' when they are retained.</p> <p>8. In relation to open air car parking areas in non-residential developments, 'standard trees' that provide shade cover are to be provided at a minimum rate of 1 tree per 4 bays. The number of trees required in Clause 1 can be used to provide the shade trees.</p> <p>9. A 'tree worthy of retention' may only be relocated elsewhere on the site or on the adjacent street verge, where a report by a suitably qualified currently practicing consulting arborist is provided detailing the new location of</p>

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				<p>the tree and how the tree will be kept in good health prior to, during and after the relocation, to the satisfaction of the City of Bayswater.</p> <p>Requirements for Trees on Street Verges</p> <p>1. Trees on the street verge are to be retained, unless in the opinion of the City of Bayswater:</p> <p>(a) The tree is dead;</p> <p>(b) Where an unacceptable level of risk exists within the tree's structure and remedial techniques cannot rectify;</p> <p>(c) The tree is suffering from a disease where remedial techniques will not prevent further spread of the disease, and the removal will be of benefit to other trees around it;</p> <p>(d) The tree is causing significant damage to infrastructure and suitable documented evidence is provided by a suitably qualified currently practising arborist, at the expense of the applicant; and/or</p> <p>(e) To facilitate the placement of a permanent vehicle access crossing as a last resort, where there is no other viable option.</p> <p>2. In the event that the removal of a tree on the street verge is warranted and has been approved by the City of Bayswater in accordance with Clause 1, the land owner or developer may be responsible for:</p> <p>a) The removal of the tree, including engaging a qualified contractor and any costs or claims that may arise from the removal of the tree; and</p> <p>b) The payment of a fee in accordance with the City of Bayswater's fees and charges for the loss of the tree's visual, physical, environmental and ecological amenity value. The Helliwell System is to be used to determine the tree's visual, physical, environmental and ecological amenity value, to the satisfaction of the City of Bayswater. The fee will be used by the City of Bayswater to plant additional trees in the same suburb as the subject development site.</p> <p>3. If no street trees exist or a street tree is to be removed with regard to Clause 1, at least one new 'standard tree' is to be provided, by the land owner or developer, on the verge adjacent to the site, where space is available, to the satisfaction of the City of Bayswater.</p> <p>4. In addition to Clause 3, the City of Bayswater may require additional trees to be provided, where space is available, to the satisfaction of the City of Bayswater.</p> <p>5. A minimum 2m setback is to be provided from the edge of any street tree trunk, and any crossover/driveway and the trunks of all proposed new trees are to be adequately separated from the trunks of other trees, to the satisfaction of the City of Bayswater.</p>
		Lighting		
		Signage		Yes – LPP SIGNAGE POLICY
		Public Art		Yes – LPP PERCENT FOR PUBLIC ART POLICY The cost of any public art provided under this policy is to be no less than 1% of the construction value of the eligible development proposal
		Fencing		
	Access	Provision	SPECIAL CONTROL AREA 15 – Meltham Station Precinct	<p>LPP – CARPARKING IN THE TPS24 AREA POLICY</p> <p>3. Car parking for non-residential land use(s) and/or development(s) located in a town (activity) centre or close to high frequency public transport is to be provided in accordance with Table No. 1 of this policy, unless otherwise approved by the City.</p> <p>4. Car parking for non-residential land use(s) and/or development(s) that are not located in a town (activity) centre or close to high frequency public transport is to be provided in accordance with Table No. 2 of Town Planning Scheme No. 24, unless otherwise approved by the City.</p> <p>LPP – CASH IN LIEU OF CARPARKING POLICY</p> <p>Cash in Lieu of Car Parking Contribution</p> <p>7. Cash in lieu of car parking contributions are to be based on the following: a) The value of the land required to accommodate the car parking bay shortfall, relevant manoeuvring and vehicle access areas; plus b) The construction cost of a multi-level car parking station including all associated driveways, landscaping and infrastructure. 8. The area of a typical car parking bay and its associated manoeuvring area is assumed to be 21.25m².</p> <p>Parking Payments in Other Sites/Areas</p> <p>12. For sites or areas that are not specified in Clause 1, cash in lieu of car parking is not applicable.</p> <p>13. Where an application proposes a shortfall in the required number of on-site car parking bays and cash in lieu of car parking is not applicable, the City may require: a) If considered practical by the City, the construction by the developer of on-street car parking bays, associated landscaping and street trees for some or all of the on-site car parking shortfall; or 3 b) A cost recovery payment from the developer equal to the construction cost of onstreet car parking bays and associated landscaping and street trees for some or all of the on-site car parking shortfall; or c) A combination of the construction and payment of on-street car parking bays as outlined in Clauses 13 a) and 13 b).</p>

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		Location	<p>8.4.2 Joint Use of Parking Facilities Parking facilities may be provided jointly subject to the satisfaction of the requirements contained hereunder. When there is an overall deficiency in the number of spaces provided, parking facilities for an adjoining use, where peak hours of operation are substantially different, may be provided jointly. Such joint usage shall be subject to the satisfaction of the following conditions:</p> <p>a) the submission of sufficient evidence to demonstrate that no substantial conflict will exist in the principal hours or peak demand of the buildings or uses for which the joint use is proposed;</p> <p>b) the number of parking spaces which may be credited against the requirements of each building or use involved shall not exceed the number of spaces reasonably anticipated to be available during the hours of operation;</p> <p>c) parking spaces designated for joint use shall be easily accessible and no further than 200 metres in distance from an appropriate entrance of the building which the spaces are proposed to serve; and</p> <p>d) the Council may require an agreement to be entered into between the owners and occupiers of the adjoining properties as to the terms and conditions of the joint use of the parking facilities and providing for the creation of easements or other rights in order to ensure the continued availability of a specified number of parking spaces for the use of each of those properties.</p>	<p>LPP – CARPARKING IN THE TPS24 AREA POLICY</p> <p>5. Car parking areas are to be designed in accordance with relevant Australian Standards.</p> <p>6. Car parking areas should be provided at the rear of a development throughout the TPS 24 area wherever possible, in order to reduce the impact of vehicle parking areas on the amenity, character and vibrancy of the streetscape. The street setback and front landscaping requirements contained in TPS 24 may be varied or waived (where required) in order to provide for car parking at the rear of a development. 7. Where on-site car parking for customers and/or staff is not clearly visible from the street, appropriate signage is to be provided to indicate where parking is located.</p>
		Access	<p>8.3.2 Traffic Entrances 8.3.2.1 The Council may – (i) refuse to permit more than one vehicular entrance or exit to or from any lot; (ii) require separate entrances and exits; or (iii) require that entrances and exits be placed in positions nominated by it so as to avoid or to reduce traffic hazards.</p> <p>8.3.2.2 Primary Regional Roads, Other Regional Roads and other Major Roads Access for vehicles shall not be permitted directly to or from Primary Regional Roads or Other Regional Roads nor other major roads determined by the Council, where access is available from side or rear streets or from rear rights-of-way. An unpaved right-of-way shall be paved and drained at the cost of the developer to the extent considered necessary by the Council. Council will determine the location of access and egress points in order to preclude or reduce traffic hazards. Where, by virtue of the configuration or disposition of the lesser road, or where the applicant proves that the insistence of such a condition will cause undue hardship, the Council may recommend to the Western Australian Planning Commission that access and egress to and from a Primary Regional Road or Other Regional Road, in the particular situation, should be permitted.</p> <p>8.3.5 Visual Truncation of Corner Lots and Vehicular Access ways Notwithstanding any policy adopted by the Commission dealing with the ceding of site truncations from corner lots, Council may, having due regard to amenity, safety or any other matter relevant to orderly and proper planning determine that:</p> <p>a) A visual truncation shall be provided on a corner lot in accordance with the diagram as depicted in Appendix 4 where either road verge width is less than 5m or the roads intersect other than at right angles.</p> <p>b) No building, wall or landscaping greater than 0.75 metres in height, measured from the natural ground level at the boundary, shall be constructed or planted on a corner lot within the visual truncation as depicted in Appendix 4.</p>	
		Loading/Serviceing		
		EOT	<p>SPECIAL CONTROL AREA 15 – MELTHAM STATION PRECINCT End of Trip Facilities Where the aggregate of the commercial tenancies in a development is 250m² or more, every commercial tenancy is to have access to an end of trip facility, including a shower/change room, storage/lockers and bike parking.</p>	
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste	<p>8.3.6 Sewerage Connection Notwithstanding anything elsewhere appearing in the Scheme, all residential development shall be connected to a comprehensive sewerage system. However, where no such connection is available, no residential development other than the erection of a single house shall be approved unless:</p> <p>a) the Public Health Department recommends to the Council that there are exceptional circumstances to warrant a variation from the requirement to connect to a sewer; or</p> <p>b) the lot the subject of the application has been approved for development for residential purposes in excess of a single house under the provisions of a City of Bayswater Planning Scheme previously published, and redevelopment is only being carried out to an equivalent or lesser extent as previously approved under that Scheme.</p>	
		Storage		
		Drainage		

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		Effluent Disposal	8.3.8 Disposal of Wastes A person shall not without the approval of Council use any privately owned land for any of the following purposes: a) the disposal of factory wastes; b) the disposal or dumping of rubbish; c) the disposal or dumping of building materials or materials from demolished or partly demolished buildings; and d) the disposal or dumping of organic waste matter.	
		ESD		SUSTAINABILITY IN DESIGN POLICY 1.0 COOL ROOFS Definitions Cool roof is a roof or roof coating with a maximum solar absorbance rating of 0.45. Requirements 1. The external surfaces of all roofs detailed by the scope of this policy are to be cool roofs. 3. Green roofs, solar panels and the like are exempt from the requirements of Clause 1.
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BELMONT			<p>PART 3 - ZONES AND THE USE OF LAND</p> <p>3.2 Objectives of the zones Mixed Use Zone</p> <p>The Mixed Use Zone is intended to allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads.</p> <p>SCA-DA 9 Land bounded by Fauntleroy Avenue, Hay Road, Lot 185 Hay Road and the rear of the Mixed Use zoned lots fronting Great Eastern Highway.</p> <p>d. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</p>	
	Site	Lot Size	<p>4.1.1 Mixed Use Zone</p> <p>b) Lot Area and Dimensions: The minimum lot area shall be 2000 square metres with a minimum effective frontage of 30 metres. However, the local government may support subdivision or approve development of a lot with a lesser area or a lesser effective frontage in circumstances where:</p> <p>(i) The lot existed prior to the approval of this Scheme, or</p> <p>(ii) The local government is satisfied that the proposal appropriately addresses issues relating to:</p> <p>(1) Motor vehicle access, parking and circulation;</p> <p>(2) Easements in gross for the creation of shared accessways;</p> <p>(3) Rubbish disposal; and</p> <p>(4) Building footprints and design, or</p> <p>(iii) The Commission has approved a subdivision of the subject land which creates a lot or lots with an area or effective frontage less than those nominated in this clause.</p>	
	Built Form	Setbacks	<p>d) Setbacks of Buildings from Site Boundaries: No part of any building shall be built upon that area of land between the street alignment and the building setback line drawn parallel thereto a distance of 15 metres within the site. In regard to any site having more than one street frontage, the minimum setback from the street alignment shall apply to the frontage of the site to the road or roads of higher category as determined by the local government and the setback from the lesser roads shall not be less than a distance of 7.5 metres.</p> <p>The local government will only permit averaging of building setbacks in those cases where it is satisfied that the functioning of any proposed use will be improved without detriment to the appearance of the development or the street scene or to the safe movement of traffic on or about the site and in case will the local government permit a part of any building to be built closer to the street than one half of an average building setback.</p>	<p>Orrong Road Local Planning Policy No.2</p> <p>Setbacks</p> <p><input type="checkbox"/> Buildings setbacks being compatible with the setbacks of existing and proposed buildings on abutting land.</p> <p><input type="checkbox"/> Within Precinct 4 building setbacks are to be compatible with existing commercial buildings on adjacent lots and continuous footpaths with canopies above are to be provided across building frontages for sheltered, pedestrian movement.</p> <p>Belvedere Main Street Precinct Design Guidelines</p> <p>4.0 Built Form Design</p> <p>4.1.2 BUILDING SETBACKS</p> <p>DEVELOPMENT CONTROLS:</p> <p>+ Lot boundaries are to be in accordance with realigned BMSP lot boundaries shown in Figure 13 to ensure the upgrade of a 29 metre road reserve between Keymer Street and Gardiner Street.</p> <p>+ Setback areas affecting Lots identified in Figure 13 will be ceded free of cost or provided through other mechanisms agreed to by the City of Belmont.</p> <p>+ Building setbacks shall be in accordance with Figure 16.</p> <p>+ All portions of built form and above ground structure must be accommodated within the property boundary-aside from awnings at ground level required to project over building entrances and along key pedestrian pathways.</p> <p>+ A minimum 3m setback is required above the podium height 12m (3 storeys).</p> <p>+ Buildings on corner sites (where there are no road truncations or truncations are less than 3 metres by 3 metres) shall define the corner by providing a 3m x 3m truncation void of any building but may include awnings, balconies etc.</p>
		Use of Setbacks	<p>e) Setback Areas: No use of the area between the street alignment and building setback lines shall be permitted other than for planting or for pedestrian and vehicular circulation and vehicle parking in accordance with the provisions of this Scheme, except that an area up to 25 percent of the building setback area may be used for trade display purposes with the approval of the local government.</p> <p>f) Pedestrian and Garden Areas: No less than 3 metres of the building setback area to the primary street frontage and 1 metre to the secondary street frontage must be set aside, developed and maintained as garden space for pedestrian use only. A landscaping and reticulation plan must be submitted to the local government for approval. The landscaping subsequently carried out shall be in accordance with the approved plan. The local government will require as a condition of Development Approval the reticulation and landscaping of the street verge.</p>	
		Height		<p>The Springs Design Guidelines</p> <p>7. ROWE AVENUE EAST – MIXED USE</p> <p>Building heights in this precinct can be up to 4 storeys with Rowe Avenue supporting 3 and 4 storey mixed use developments.</p>

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				<p>Belvedere Main Street Precinct Design Guidelines</p> <p>4.1 PRIMARY BUILDING CONTROLS 4.1.1 BUILDING HEIGHT</p> <p>DEVELOPMENT CONTROLS:</p> <ul style="list-style-type: none">+ Buildings must be a maximum of 3 storeys at the street edge.+ The maximum podium building height is 12m (3 storeys).+ Buildings shall be no higher than 5 storeys. <p>DESIGN GUIDANCE.</p> <ul style="list-style-type: none">+ Building designs should consider the potential for future flexibility and adaptability for different ground floor uses over time.+ Maintaining a minimum ceiling height of 4m for ground floor retail and commercial uses within mixed use buildings will allow for maximum flexibility of use
		Plot Ratio		
		Site Cover	c) Lot Coverage: Building including accessory buildings shall not cover a total of more than 60 percent of the area of any lot. The local government may consider an increase to 70 percent of the area of any lot where the coverage includes a multi storey car park associated with the development which consists of a ground floor and uncovered upper deck.	
		Materials		
		Building Design	<p>4.11.4 Building Facades</p> <p>The primary street frontage of all buildings must have a facade predominantly constructed of brick, concrete, glass or steel or a combination of these materials acceptable to the local government. Where a proposed structure is to extend from one street frontage to another, as distinct from the double street frontage of a corner lot, there must be a full height facade to both street frontages of the above materials or similar materials to acceptable to the local government.</p> <p>In the cases of walls fronting secondary streets, the construction must be as above to a minimum height of two metres except that in the case of a building having walls in excess of five metres to plate height the construction must be increased to half the vertical height of the wall. The local government shall retain the discretion to determine which is a primary and which is a secondary street frontage.</p>	<p>Orrong Road Local Planning Policy No.2</p> <p>Standard of Development</p> <ul style="list-style-type: none"><input type="checkbox"/> The standard of development being of the highest quality and compatible in scale and character with nearby existing and proposed development.<input type="checkbox"/> Landmark commercial buildings are to be developed on corner lots by allowing for increased building bulk and height and allowing modest setbacks to street boundaries. Such buildings are to address both street frontages.<input type="checkbox"/> Buildings are to be oriented to address the Orrong Road street frontage and display a distinctive, integrated design theme.<input type="checkbox"/> Informal surveillance of the street and public spaces by front windows and other such features is encouraged.<input type="checkbox"/> Brick paving and street furniture are to be effectively incorporated into commercial developments <p>Where Mixed Use development is proposed:</p> <p>Particular attention should be given to acoustic privacy with site layout building design and use of materials to minimise impact of external noise factors.</p> <ul style="list-style-type: none">- Dwellings are to be orientated to minimise potential losses of privacy and that any overlooking is concentrated on communal open space areas or on the road.- Separate front doors should be provided to the commercial and residential components.- Special consideration should be given to location, size and design of communal open space at ground level as these landscaped areas often perform a semi public function. <p>Belvedere Main Street Precinct Design Guidelines</p> <p>2.3 ACTIVE EDGES</p> <p>Making frontages 'active' (Figure 7), adding interest, life and vitality to the public realm means:</p> <ul style="list-style-type: none">+ frequent doors and windows, with few blank walls;+ narrow frontage buildings, giving vertical rhythm to the street scene; + high quality materials and refined details;+ strong visual connection between internal spaces and the adjacent public realm; and, on occasion,+ accommodating lively internal uses visible from the outside, or spilling out onto the street. Where frontages are defined as 'semi-active', which includes residential frontage, this means:+ A few blind or passive facades; + some depth and modelling in the building façade <p>4.0 Built Form Design 4.2 ARCHITECTURAL CHARACTER 4.2.1 BUILDING FACADES</p> <p>DEVELOPMENT CONTROLS:</p> <ul style="list-style-type: none">+ Blank walls addressing the public domain are not permitted.+ The building frontage of developments facing the street and public open space must be comprised of at least 60% openings/glazing at ground level.+ Buildings must be easily read as to their function and purpose.+ Services and vehicle access shall not be permitted along building edges designated as active (Figure 7) - ensuring pedestrian and vehicle entry points are separate and well defined. <p>DESIGN GUIDANCE.</p> <ul style="list-style-type: none">+ A high level of fine grain design is required for the ground plane, to establish a human scale and ensure a positive pedestrian experience.+ Materials and colours should be well considered, creating interest and complementing the public realm.+ Lighting, signage, materials and landscape elements should be utilised to highlight building usage and entrances.+ If walls without glazed penetrations are unavoidable, other design features must be incorporated, such as colour and texture variation.+ Windows and major opening should optimise safety and passive surveillance of the public realm through careful location, orientation and lighting design.

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				<p>4.2.4</p> <p>AWNINGS</p> <p>DEVELOPMENT CONTROLS:</p> <ul style="list-style-type: none"> + A covered continuous pedestrian walkway is to be provided along all active frontages with high pedestrian activity (refer section 2.3). + Awnings are permitted to extend into the street space (footpath or verge) between 2-3.5m and must be structurally cantilevered. + The minimum height clearance for an awning is 3.5m (Figure 17). + Weather protection shall be provided to all entrances of ground floor mixed use and residential buildings.
		Site Layout		<p>Orrong Road Local Planning Policy No.2</p> <p>2. Additional Uses In considering any proposal for development or redevelopment adjacent to Orrong Road for any Additional Use specified under the Scheme, Council shall have regard for the following: Landuse</p> <p><input type="checkbox"/> In considering any proposal for a discretionary commercial landuse where that land abuts the Residential zone, Council shall have regard for the amenity of abutting residential properties. <input type="checkbox"/> In considering any proposal for mixed use development Council shall have regard for measures taken to minimise conflict between the non-residential and residential landuses.</p>
	Site Amenity	Landscaping		<p>Orrong Road Local Planning Policy No.2</p> <p><input type="checkbox"/> All buildings being set in attractive and well maintained landscaped surrounds with landscaping, in the form of planter boxes, garden beds and/or street trees, to be provided to all building frontages to effectively break-up large expanses of paved car parking.</p> <p>Part C - Landscaping</p> <p>1. Orrong Road Median</p> <ul style="list-style-type: none"> <input type="checkbox"/> Spotted Gums (<i>Eucalyptus maculata</i>), interspersed with Paper Barks (<i>Melaleuca quinquenervia</i>), shall be planted within the Orrong Road median strip to provide for a boulevard of mature trees by the time Orrong Road is upgraded to six lanes. <input type="checkbox"/> These newly planted trees shall coexist with the existing landscaping until such time as Orrong Road is upgraded to six lanes. <input type="checkbox"/> When upgrading takes place, the unsuitable vegetation shall be cleared and the boulevard of Spotted Gums and Paper Parks retained. <input type="checkbox"/> Features of low native flora such as Grass Trees, Kangaroo Paws, Grevilleas and Smoke Bush shall be planted near road openings and signalised intersection. <input type="checkbox"/> The remainder of the median shall be grassed and reticulated. <p>2. Orrong Road Verge Areas</p> <ul style="list-style-type: none"> <input type="checkbox"/> The verge areas between the footpaths and road way shall be grassed and reticulated in the wider sections and brick paved in the narrow sections. <input type="checkbox"/> Those verge areas wide enough for tree planting shall be planted with Paper Barks (<i>Melaleuca leucadendra</i>) and in adjacent POS areas Red Flowering Gums (<i>Eucalyptus ficifolia</i>) may be considered. <input type="checkbox"/> The maintenance of verge areas within the Policy Area shall be the responsibility of the Belmont City Council.
		Lighting		<p>Orrong Road Local Planning Policy No.2</p> <p><input type="checkbox"/> Lighting being provided to all car parking and vehicular access areas to the satisfaction of Council.</p>
		Signage		Yes LPP No.12
		Public Art		Local Planning Policy No. 11 Public Art Contribution 1%
		Fencing	<p>4.11.5 Fencing and Walls</p> <p>(1) It is the local government's intention that in the Mixed Use zone fencing facing any street frontage should be kept to a minimum to allow for an attractive and open streetscape. In special circumstances, the local government may allow fencing facing a street frontage or along a secondary street frontage, provided that in the opinion of the local government it is of exceptionally high quality, is visually permeable, and visually appealing.</p> <p>(2) Notwithstanding clause 4.5, in the Mixed Use zone:</p> <p>(a) the use of cyclone link mesh fencing is prohibited for any fence other than a boundary fence; and</p> <p>(b) the use of barbed wire in any fence is prohibited.</p>	
	Access	Provision	<p>4.11.2 Parking and Loading Requirements</p> <p>Adequate off-street parking shall be provided on site in accordance with the requirements of Table 2, together with adequate parking space for customers and visitors as required by the local government. The local government shall also require adequate space for parking, loading and unloading of trade vehicles to be provided on site.</p>	<p>Orrong Road Local Planning Policy No.2</p> <p>Parking Provision</p> <ul style="list-style-type: none"> <input type="checkbox"/> The number of car parking bays are to comply with the requirements of Local Planning Scheme No. 15. <input type="checkbox"/> Where Mixed Use development is proposed, a reduction in the total number of car bays provided on site may be supported on the basis of reciprocal rights where the nature of the landuses and the hours of operation are shown to be complementary on that same site. Such car parking should be designed so that each use has access to the car bays at all times. <input type="checkbox"/> Car parking and pedestrian access areas are to be well lit. <p>Belvedere Main Street Precinct Design Guidelines</p> <p>3.2 Vehicle Parking</p> <p>DEVELOPMENT CONTROLS:</p>

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				<ul style="list-style-type: none"> + Vehicle parking shall be provided in accordance with the requirements of the Scheme and relevant Local Planning Policy and Residential Design Codes. + Permeable interlocking pavements shall be used for all car parking. Tree cells to be used for all new tree planting to car parking and medians. + Car parking shall not dominate the street frontage. Enclosed at grade or upper level decked parking may be acceptable as part of a mixed use development on confined sites. Enclosed car parking must be sleeved with lettable floorspace, adequately screened from public view and not impact on the activation of streets or public spaces. + A 2-3m high acoustic wall is required along the southeastern boundary (Figure 9) to mitigate noise from adjoining vehicle parking and commercial activities on adjacent residential dwellings.
		Location		
		Access	<p>4.11.3 Vehicular Cross Access</p> <p>Where necessary vehicular cross access shall be provided over all parcels of land to give customer and service traffic access to streets wherever access to Great Eastern Highway or other important roads is inappropriate or should be minimised. Cross access provision shall take the form of easements in gross or encumbrances on titles granting right of carriageway with the local government a party to the agreements. All documentation costs shall be met by respective owners.</p>	<p>Orrong Road Local Planning Policy No.2</p> <p>Access</p> <p><input type="checkbox"/> Prior to any development of a site, Council may require the formulation of a vehicular access plan for the subject site and those abutting.</p> <p><input type="checkbox"/> As a condition of development approval, Council may require that a public easement in gross be provided to promote shared vehicular access between lots.</p>
		Loading/Servicing	<p>4.11.2 Parking and Loading Requirements</p> <p>Adequate off-street parking shall be provided on site in accordance with the requirements of Table 2, together with adequate parking space for customers and visitors as required by the local government. The local government shall also require adequate space for parking, loading and unloading of trade vehicles to be provided on site.</p>	<p>Belvedere Main Street Precinct Design Guidelines</p> <p>3.4 DELIVERY ACCESS DEVELOPMENT CONTROL:</p> <ul style="list-style-type: none"> + A servicing management strategy is to be prepared for all retail and commercial development in conjunction with the City of Belmont. This may include specific time constraints for deliveries and servicing.
		EOT		<p>Belvedere Main Street Precinct Design Guidelines</p> <p>3.4 CYCLE END OF TRIP FACILITIES DEVELOPMENT CONTROLS:</p> <ul style="list-style-type: none"> + All new development shall provide an adequate supply of lockable bike storage. + Bicycle parking provisions shall be in accordance with the R-Codes. + Residential tenant – 1 private secure storage bay designed to accommodate bicycle/ scooter/ motorcycle, together with car parking facilities. + Residential visitor – 1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 8 residential units. + Building that includes any non-residential development shall include end of trip facilities to support active transport.
		Pedestrian		<p>Belvedere Main Street Precinct Design Guidelines</p> <p>3.0 Movement DEVELOPMENT CONTROLS:</p> <ul style="list-style-type: none"> + Pedestrian and vehicle entry points shall be defined and separated from one another. + Footpaths are to be maintained as the priority movement network within BMSP. Crossovers and driveways shall be terminated at the footpath. + Redevelopment of Belvedere Main Street between Keymer and Gardiner Street as continuous shared space with focus on pedestrian priority. <p>DESIGN GUIDANCE:</p> <ul style="list-style-type: none"> + The location of crossovers, driveways and access points should be carefully considered in relation to vehicular and pedestrian traffic. Drive through uses across street frontages are discouraged. + The visual impact of car park entrances should be minimised. + Narrowing of roads is encouraged to calm traffic within the precinct. + The road geometry should be pedestrian and cyclist friendly. + Keymer Street, south of Belvedere Street, will be restricted to through traffic to improve the pedestrian environment within BMSP. <p>3.3 PEDESTRIAN LINKAGES DEVELOPMENT CONTROLS:</p> <ul style="list-style-type: none"> + Arcade links should provide for a walkway width of 3 metres minimum, whilst Public Access Ways (PAW) should allow for a 6 metre minimum width. + Links through arcades or PAW are to permit a throughview to the end to enhance security. + Arcade or PAW are to be accessible during normal retail hours, with public links being permanently open. + No building 'back of house' facilities, such as waste storage, air conditioning units or extraction fans, shall be oriented along defined pedestrian routes.
		Bicycle	<p>4.17 Bicycle Parking</p> <p>4.17.2 When considering an application for Development Approval for development in respect of which bicycle parking bays are required to be provided under the Scheme, the local government shall have regard to, and may impose conditions as to the design and location of such bays.</p> <p>4.17.3 Where bicycle parking spaces are required to be provided for the use of staff, shower and changing facilities shall be provided, the design and location of such facilities being to the satisfaction of the local government, and the number of such facilities being at the following ratios:</p>	

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			a) number of secure well ventilated equipment lockers 1 per cycle parking space; b) number of showers: 1 male and 1 female shower in separate change rooms per 10 cycle parking spaces, 2 male and 2 female showers in separate change rooms 10-30 cycle parking spaces, 3 male and 3 female showers in separate change room 30+ cycle parking spaces.	
	Other Matters	Construction		
		Waste		Belvedere Main Street Precinct Design Guidelines 4.4BUILDING SERVICES 4.4.1 PLANT SERVICES AND WASTE MANAGEMENT DEVELOPMENT CONTROLS: + A waste management plan must be submitted with Development Applications for approval by the City of Belmont. + Adequately sized services and waste storage areas are to be designed and located where they are not visible from the street and must be screened from view. + Waste and recycling storage must be well ventilated. + Solar panels are to be on the same plane as the roof and part of the design. + Waste storage shall be located within the property boundary. + Plant equipment must be visually and acoustically screened.
		Storage		
		Drainage		Belvedere Main Street Precinct Design Guidelines 5.0 Environmental Design 5.3 WATER MANAGEMENT AND CONSERVATION DEVELOPMENT CONTROLS: + Plant and tree species must be suitable for the climate and for the location. + Water Sensitive Urban Design (WSUD) shall be employed within the development.
		Effluent Disposal		
		ESD		Belvedere Main Street Precinct Design Guidelines 5.1 Energy Efficiency DEVELOPMENT CONTROLS: + Building design to allow access to cross ventilation and south-westerly breezes. + Doors and windows must have good draft seals and be open-able where possible. + All habitable rooms must have access to natural daylight. 5.2 SOLAR ACCESS AND SHADING DEVELOPMENT CONTROLS: + Building design must maximise access to winter sun and protect from the summer sun through the use of awnings, louvres and other shading devices. + All habitable rooms and private open spaces must receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter. DESIGN GUIDANCE: + Building design should maximise north facing aspect (Figure 20). + Single aspect apartments should have a northerly or easterly aspect. + Selection and location of thermal mass materials should be considered to contribute to the efficiency of a buildings performance. + Double glazing should be considered for larger areas of glass to limit heat transmission. + Deciduous trees should be located on the northern side of buildings to provide shade in summer and allow sun in winter.
		Buffers		
		Other		Belvedere Main Street Precinct Design Guidelines 2.4 SAFETY AND SURVEILLANCE Improving the perception of safety through the built environment is a key consideration for BMSP. Crime Prevention through Environmental Design (CPTED) principles should be applied in the design of public spaces, providing a response to improving the safety of the urban environment.

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF CAMBRIDGE			PART 3 - ZONES AND USE OF LAND Table 3 - Zone objectives Mixed Use • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	
	Site	Lot Size		
	Built Form	Setbacks		Local Planning Policy 2.5: Precinct P5: West Leederville 2.2. Development standards (iv)Street setbacks <input type="checkbox"/> The number of storeys for the purpose of street setbacks is determined from the ground floor at the respective street frontage. <input type="checkbox"/> Refer to Figures 3, 4 and 5 (Street setbacks) for setbacks for different storeys of developments. Where residential accommodation is proposed above ground floor, balconies for dwellings may extend back over the street setback for the second and third storeys only. <input type="checkbox"/> Provision of visual truncations where two streets, or a street and right of way, intersect to the satisfaction of the Responsible Authority. (v)Boundary and right of way setbacks <input type="checkbox"/> Boundary (side and rear) and right of way setbacks are specified inTable 3 and Figures 6, 7 and 8. Balconies shall not extend over theboundary setbacks. <input type="checkbox"/> In the case of development in the Residential Interface Node, balconies may protrude into the 11.5 metre setback to theResidential Zone boundary, up to 5.0 metres on the third and 2.5metres on the fourth floor, subject to provision of solid balustrading(refer to Figure 8). ROW continuation <input type="checkbox"/> Where required, development at ground level shall be set back aminimum of 6.0 metres from a side or rear boundary to allow for thecontinuation of a right of way. ROW widening <input type="checkbox"/> Development may be required to be setback from an adjacentROW, at ground level, to facilitate two-way vehicular traffic. <input type="checkbox"/> Where rights of way separate the proposed development site froman adjacent residential zoned lot the width of the ROW is includedin the setback measurement, except in the case of buildings in theResidential Interface Node. Visual truncation for ROW <input type="checkbox"/> Provision of visual truncations where rights of way intersect with astreet or another ROW to the satisfaction of the ResponsibleAuthority.
		Use of Setbacks		
		Height		Local Planning Policy 2.5: Precinct P5: West Leederville 2.2. Development standards (iii)Building height <input type="checkbox"/> Maximum and minimum building heights apply as specified in Table 2. Development must accumulate the required plot ratio in accordance with Table 1 irrespective of the maximum height. <input type="checkbox"/> The ground floor will not exceed a maximum height of 4.0 metres measured floor to floor with all other floors a maximum height of 3.5metres per floor measured floor to floor. <input type="checkbox"/> Ground floor to first floor height shall be a minimum 3.2 metres with a minimum floor to ceiling clearance of 3.0 metres. <input type="checkbox"/> Where a level of basement parking is less than 1.5 metres below an adjoining right of way, the level of basement parking shall be counted as one storey as viewed from the right of way.
		Plot Ratio		Local Planning Policy 2.5: Precinct P5: West Leederville 2.2. Development standards (ii)Plot ratio Cambridge High Street Node and Southport Street Node <input type="checkbox"/> Buildings shall not exceed a plot ratio of 1:1, except in the casewhere bonus plot ratio is approved. Development requirements toachieve bonus plot ratio are defined in Table 1, subject to therequirement to qualify for bonus plot ratio in accordance with thethird paragraph of this clause, and are cumulative. <input type="checkbox"/> The application of bonus plot ratio does not entitle a development toexceed building height, setback and other development provisionsof this Policy. <input type="checkbox"/> A development will not qualify for bonus plot ratio in Table 1 unlessit meets development requirements 3, 5, 7 or 9 as applicable,irrespective of whether additional development requirements inTable 1 are also satisfied.
		Site Cover		

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		Materials		
		Building Design		<p>Local Planning Policy 2.5: Precinct P5: West Leederville</p> <p>(vi) Design elements</p> <p>Awnings</p> <p><input type="checkbox"/> Development shall incorporate a ground level awning over the footpath to provide weather protection for pedestrians, with the exception of development abutting Abbotsford Street, Railway Parade and Loftus Street. Awnings should be contiguous with a minimum depth of 2 metres, subject to Local Government and Private Property Local Law 2001.</p> <p><input type="checkbox"/> High level awnings and shading over windows are encouraged to add interest to building facades and to improve energy efficiency.</p> <p>Balconies</p> <p><input type="checkbox"/> Balconies proposed along street frontages should be unenclosed platforms with balustrades not exceeding a height of 1.2 metres. Visually permeable balustrades are encouraged.</p> <p><input type="checkbox"/> In the case of development in the Residential Interface Node, balconies facing Residential Zoned properties shall have solid balustrading to a height of 1.2 metres.</p> <p>Walls and surfaces</p> <p><input type="checkbox"/> Exposed blank walls to the street or corner frontages are not permitted. Street elevations shall be articulated to enhance building identity and reduce apparent bulk through the use of, but not limited to:</p> <ul style="list-style-type: none"> - projections and indentations in the floor plan; - window projections and openings; - related awning and roof elements; - unenclosed balconies; and - changes in materials and finishes. <p><input type="checkbox"/> Use of reflective or obscure glazing to windows is not permitted along ground floor street frontages to promote surveillance of the street and allow for visible indoor activity.</p> <p>Entrances</p> <p><input type="checkbox"/> Entrances to the building should be exposed to the main street and be clearly defined and identifiable.</p> <p>Roof pitch</p> <p><input type="checkbox"/> Roofs for street front buildings may be flat or pitched. Where a pitch is employed, the pitch should be within 25 and 42 degrees where visible from the street.</p> <p>Special corner design features</p> <p><input type="checkbox"/> Architectural design elements are encouraged to assist with defining corner locations or the creation of landmark buildings. These corner elements should be open and transparent and demonstrate a lighter architecture. They cannot be used to incorporate additional floor space in the development.</p> <p>15</p> <p>Local Planning Policy 2.5: Precinct P5: West Leederville</p> <p>Architectural design element</p> <p>10m</p> <p>10m</p> <p><input type="checkbox"/> Architectural design elements may take the form of, but not limited to:</p> <ul style="list-style-type: none"> - higher parapet facades to a maximum 2 storeys above the third storey; - cantilevered canopies located higher at the corner truncation; - distinct roof forms; - tower elements to a maximum 2 storeys above the third storey; - building truncations; - wall projections and features; and/or - artwork. <p>Architectural design elements that extend into the street setback may be considered.</p> <p><input type="checkbox"/> Architectural design elements shall only extend 10 metres from the street intersection (see Figure 9).</p>
		Site Layout		
	Site Amenity	Landscaping		<p>Local Planning Policy 3.16: Landscaping and Water Sensitive Urban Design</p> <p>POLICY</p> <p>1. Unless buildings are constructed up to the street alignment, all new commercial or industrial development is to be provided with a landscape strip adjacent to the road frontage of at least 1.0 metre in width, such area to be used for the planting of trees and shrubs to enhance the visual amenity of the building as viewed from the street.</p> <p>2. Where landscaping is incorporated in development, the landscaping shall be reticulated and should preferably include waterwise species.</p> <p>3. All open air car parking areas shall be landscaped by the planting of shade trees along car parking rows, with a minimum spacing of 10 metres unless otherwise approved by the Council where such spacing can be demonstrated to be impractical in the circumstances of the particular development.</p> <p>4. Unless it can be demonstrated to be impractical in the particular circumstances, all open air hard standing areas shall be drained into a landscape area so as to maximise stormwater recharge and minimise the export of</p>

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				<p>water borne pollutants to the surface water system. Where there is inadequate recharge capacity for designated rates of runoff, drainage outlets and/or compensation areas should be provided to accommodate any overflow, but should not be such as to intercept normal runoff from low intensity storm events.</p> <p>5. In the case of all new commercial or industrial development, the application shall be accompanied by a landscape plan showing the areas proposed to be landscaped and the particular planting proposed.</p> <p>6. Where a landscape plan has been prepared and approved as part of a planning application, any subsequent development in accordance with the Council's approval shall be subject to implementation of the landscape plan, including the establishment of a suitable watering system and a program for ongoing maintenance.</p>
		Lighting		
		Signage		Yes LPP 3.15: Advertising Signs
		Public Art		Yes LPP 3.19 Percent for Public Art: 1%
		Fencing		
	Access	Provision		<p>Local Planning Policy 2.5: Precinct P5: West Leederville</p> <p>(vii)Parking and access</p> <ul style="list-style-type: none"><input type="checkbox"/> Any on-site parking associated with new development shall be placed in car parks either behind street front tenancies or fully below natural ground level.<input type="checkbox"/> At-grade parking areas should be designed to connect, or allow connection with, at-grade parking on adjoining sites to encourage shared parking, where possible.<input type="checkbox"/> Parking available for public use (including customer and visitor car and bicycle parking) should be clearly designated and have identifiable access points.<input type="checkbox"/> Parking areas should be provided with clearly marked and raised pedestrian access ways, connected to the surrounding network of footpaths.<input type="checkbox"/> Where available, vehicular access shall be taken from a side street or rights of way.<input type="checkbox"/> Parking standards as per Local Planning Policy 3.13: Parking. <p>Local Planning Policy 3.13: Parking</p> <p>8. Parking Management Plan</p> <p>8.1 A Parking Management Plan shall be prepared to the satisfaction of the Town for;</p> <ul style="list-style-type: none">any development application that proposes 10 or more parking spaces;mixed use developments;where a proposal seeks a variation to the parking ratios as specified in Table 1;where a proposal seeks reciprocal car parking;where a proposal seeks cash in lieu of parking; orwhere a proposal seeks alternative methods of car parking (including, but not limited to car stackers and/or turntables); <p>1. Parking Ratios</p> <p>1.1 Car parking and bicycle parking shall be provided on site in accordance with Table 1, unless otherwise stated within this Policy or approved by the Town. Parking requirements for residential uses are contained in the Residential Design Codes.</p> <p>Table 1. Parking Ratios</p> <p>1.4 In addition to the car parking requirements under Table 1: Parking ratios, parking spaces for motorcycles, scooters and mopeds will be required as calculated based on 2% of the total number of car parking spaces required (as calculated before concessions are applied).</p> <p>2. Reductions to Parking Ratios</p> <p>2.1 The minimum number of parking bays required under Table 1 of this Policy may be reduced where the applicant can demonstrate a lessened parking demand based on one or more of the following criteria:</p> <ul style="list-style-type: none">Proximity to and suitability of public transport, in particular high-frequency routes.Exceeding policy requirements for the provision of motorcycle, scooter, moped, bicycle parking and/or facilities.Proximity to and suitability of cycling network.Location of the development within a walkable centre.Location of the development within a traditional strip centre.Marketing and travel behaviour change commitments.Provision of desirable ground floor uses in mixed use developments <p>2.2 Applicants seeking reductions to parking ratios are required to submit;</p> <ul style="list-style-type: none">a detailed written statement addressing one or more of the criteria outlined at provision 2.1,a detailed written statement addressing each of the objectives of this Policy, anda Parking Management Plan, detailing the strategies to be employed to manage parking demand and encourage alternative modes of transport for the Town's assessment.

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				<p>4. Cash-in-lieu of parking</p> <p>4.2 Cash in lieu for parking can be applied for a maximum of 25% of the parking bay requirement (calculated inclusive of any parking concessions as per Section 2 of this Policy included which may also apply).</p> <p>Note: To calculate the number of bays which cash-in-lieu is able to be paid, round the number of bays to the nearest whole number and in the case of .5 rounded up.</p>
		Location		<p>Local Planning Policy 3.13: Parking</p> <p>5. Shared parking for mixed use developments</p> <p>5.1 Parking may be shared for mixed use developments located on the same property where it can be demonstrated to the satisfaction of the Town that:</p> <p>a) the peak demand for parking by two or more land uses will not occur at the same time; and</p> <p>b) the combined supply of car parking is sufficient to meet the estimated peak combined demand; and</p> <p>c) the arrangements are secured and that any future change of use will not result in a shortfall in parking; and</p> <p>d) shared parking arrangements are detailed within the Parking Management Plan.</p> <p>Note: To calculate peak parking demand, the following advice is provided:</p> <p>a. Determine the minimum amount of parking required for each land use as though it were a separate use, by time period;</p> <p>b. Calculate the total parking required across uses for each time period; then</p> <p>c. Set the requirement at the maximum total across time periods.</p> <p>6. Reciprocal parking</p> <p>6.1 Reciprocal parking arrangements may be considered acceptable where it can be demonstrated to the satisfaction of the Town that:</p> <p>a) the peak demand for parking by two or more developments will not occur at the same time; and</p> <p>b) the combined supply of car parking is sufficient to meet the estimated peak combined demand; and</p> <p>c) the reciprocal parking areas are located so that people can access the parking areas directly and safely from both developments and within 250m for residents, professional services and medical facilities; within 350m for general retail, employees, restaurants etc and within 500m for overflow parking and major events; and</p> <p>d) the arrangements are secured and that any future change of use will not result in a shortfall in parking.</p> <p>7. Design and Location of Parking</p> <p>7.1 Car parking - Amenity</p> <p>7.1.1 Car parking should generally be located at the rear of, or beneath, developments.</p> <p>7.1.2 In cases where car parks are approved and abut a street or public space, the Town may require screening of the car parking area.</p> <p>7.1.3 Parking areas must be sealed and landscaped to a high standard, with all surface (open air) parking areas being landscaped with shade trees in accordance with Local Planning Policy 3.1 6: Landscaping and Water Sensitive Urban Design. Surface (open air) parking areas fronting a street should also be appropriately landscaped to maintain a high visual standard of development.</p> <p>7.1.4 Any lighting installed on the building, yard areas or car parking areas shall be located and designed in a manner that ensures:</p> <p>a) all illumination is confined within the boundaries of the property; and</p> <p>b) there will not be any nuisance caused to an adjoining residents or the local area.</p> <p>7.1.5 Large expanses of parking areas should be avoided. Parking areas should be divided into smaller groups of spaces, separated by landscaping or other development or activities, especially where parking areas are situated adjacent to the street.</p> <p>7.2 Car parking - Layout, allocations and dimensions</p> <p>7.2.1 The allocation and location of each type of parking bay and the bay allocation for each use must be specified on the planning approval in all cases. This will include specific allocations of and locations of residential, commercial, visitor, loading bays, disabled bays and any other specific bay parking as required by the Town. The plans must provide for parking in accordance with dimensions specified as per Australian Standard AS2890.1 - Off-street car parking (as amended).</p> <p>7.2.2 For consulting rooms, 50% of the off-street car parking requirement is to be allocated to non-staff of the premises. Parking bays should be marked accordingly in accordance with the relevant Australian Standards.</p>
		Access		<p>Local Planning Policy 3.13: Parking</p> <p>7.5 Car parking - Access</p> <p>7.5.1 Vehicular access points to parking areas shall be located and designed so that:</p> <p>a) the number of entry/exit point is minimised and where possible, parking areas and vehicular access points shall be linked;</p> <p>b) access is obtained away from major traffic streets where possible but not if this necessitates access from a residential street where undue disturbance to residential amenity would result.</p> <p>7.3 Car parking - Traffic movement</p>

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				<p>7.3.1 Traffic circulation and manoeuvring spaces within parking areas should be designed so that:</p> <p>c) all vehicles can enter and exit the site in a forward direction unless the Town is satisfied that the nature of a development and its relationship to, or the nature of, adjoining streets makes it unnecessary to do so;</p> <p>d) vehicles are able to queue, if necessary, within the parking areas; and</p> <p>e) driver sight lines are not obstructed by signs, fencing or any other obstacle.</p> <p>7.4 Car parking - Safety</p> <p>7.4.1 Pedestrian, cyclist and motorist safety should be a priority in the design and operation of parking facilities, by ensuring that:</p> <p>a) pedestrian and cyclist pathways through a parking area are clearly defined, well lit and signposted, where required, with direct access to the street or facilities serviced;</p> <p>b) traffic access to, and circulation within parking areas, is separated, where practicable, from pedestrian and cyclist paths or pedestrian access points to or through a parking area; and</p> <p>c) driver sight lines are not obstructed by signs, fencing, landscaping or any other obstacle.</p>
		Loading/Serviceing		<p>Local Planning Policy 3.13: Parking</p> <p>1.5 In addition to car and bicycle parking, the Town may require the provision of spaces marked exclusively for the use of delivery and service vehicles, taxis, and courier services, where the nature of the development requires specific purpose bays. Loading and delivering bays shall be located in close proximity to service areas, and be in accordance with Australian Standard AS2890.2 - Off-street commercial vehicle facilities (as amended). Specific purpose bays are to be clear of any obstruction at all times unless otherwise approved by the Town.</p> <p>1.6 Provision of spaces for persons with a disability in accordance with the Building Code of Australia and Australian Standard AS2890.6 - Off-street parking for people with disabilities (as amended) will also be required, where applicable. These are to be located in a position easily accessible to the main entry of a building and/or any lifts and ramp facilities.</p>
		EOT		<p>Local Planning Policy 3.13: Parking</p> <p>3. End of Trip Facilities</p> <p>3.1 Where developments are required to provide long-stay bicycle parking as per Table 1 above, the provision of end of trip facilities is also required, in accordance with Table 2: End of trip facilities, unless otherwise stated within this Policy or approved by the Town.</p>
		Pedestrian		
		Bicycle		<p>Local Planning Policy 3.13: Parking</p> <p>7.6 Bicycle parking</p> <p>7.6.1 Short-stay bicycle parking devices should be located on-site in a convenient and secure position close to the entrance of the premises. Where the building is built up to the front boundary and there is no other suitable location, the Town may accept short-stay bicycle parking in the road reserve adjacent to the building, where there is sufficient room.</p> <p>7.6.2 Long-stay bicycle parking devices should be located on-site in a convenient and secure location for employees or students, positioned close to and directly visible from inside the place of employment or educational institution.</p> <p>7.6.3 Bicycle parking devices should be designed in accordance with Austroads Part 14 – Bicycles and meet the following criteria:</p> <ul style="list-style-type: none"> • enable wheels and frame to be locked to the device without damaging the bicycle; • be placed in public view; • be located outside pedestrian movement paths; • be easily accessible from the road; <p>10</p> <p>Local Planning Policy 3.13: Parking</p> <ul style="list-style-type: none"> • be arranged so that parking and unparking manoeuvres will not damage adjacent bicycles; • be protected from manoeuvring motor vehicles and opening car doors; • be well lit by appropriate existing or new lighting (where applicable); • be protected from the weather; and • be designed to fit in harmony with the surrounding environment.
	Other Matters	Construction		
		Waste		<p>Local Planning Policy 3.22 Waste Management</p> <p>1. Bin Access and Storage</p> <p>1.5. Where a mixed use development is proposed (residential and any other use), the residential waste and recycling storage areas and access to be self-contained and completely separate from waste and recycling storage areas for other uses.</p> <p>3. Waste Management Plans</p> <p>3.1. A Waste Management Plan shall be submitted as part of the following categories of Development Application: Mixed Use Developments</p>

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				• All mixed use developments.
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

MIXED USE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF CANNING			Mixed Use • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	
	Site	Lot Size		
	Built Form	Setbacks	<p>4.19.3 Setbacks</p> <p>Setbacks for developments in the Mixed Use zone shall be in accordance with Table 7.</p> <p>Table 7 – Mixed Use Zone Setback Requirements</p> <p>Boundary</p> <p>Setback Requirement</p> <p>Primary Street (Minimum)</p> <p>Nil.</p> <p>Primary Street (Maximum)</p> <p>2m.</p> <p>Other Street (Minimum)</p> <p>Nil.</p> <p>Other Street (Maximum)</p> <p>2m.</p> <p>Side</p> <p>As per R-Codes.</p> <p>Rear / Other</p> <p>As per R-Codes</p>	
		Use of Setbacks		
		Height	<p>4.19.4 Building Height</p> <p>The height of the ground floor of buildings within the Mixed Use zone shall be a minimum of 4 metres measured floor to ceiling, and the remaining wall and building height shall be in accordance with the R-Code requirements for the density assigned on the Scheme map in addition to the ground floor height.</p>	
		Plot Ratio		
		Site Cover	<p>4.19.5 Land Use Mix</p> <p>Non-residential floor space in a mixed use development is to occupy a minimum of 20% and a maximum of 60% of the development floor space.</p>	
		Materials		
		Building Design	<p>4.14 ADAPTABLE BUILDINGS</p> <p>4.14.1 Application</p> <p>The provisions of this clause apply to the Centre, District Centre and Mixed Use zones.</p> <p>4.14.2 Minimum Floor to Ceiling Height</p> <p>Where Holiday Accommodation, Multiple Dwelling or Serviced Apartment land uses are proposed on the ground floor of any development, a minimum 4 metres floor to ceiling height is to be provided.</p> <p>4.19.8 Streetscape and Facades</p> <p>a) Awnings shall be provided above all entrances and exits of a building and public footpaths that abut a building.</p> <p>b) Entrances to buildings shall be from the primary street to which the building faces, unless otherwise approved by the local government.</p> <p>c) Non-residential facades abutting public streets and public open spaces of any development in the mixed use zones are to incorporate a minimum 75% visually permeable glazing.</p> <p>d) On all levels above the ground floor, facades shall be articulated to break-up straight plain walls through the use of at least four of the following –</p> <p>(i) openings;</p> <p>(ii) protruding balconies;</p> <p>(iii) awnings over windows;</p> <p>(iv) use of different colours and textures; and</p> <p>(v) indentations and extrusions with details to break the building into individual elements.</p> <p>4.19.9 Blank Walls</p> <p>a) Exposed blank walls visible from regional or local reserves as detailed in Table 1 are to incorporate one of the following features –</p> <p>(i) varied heights, materials, colours or textures; or</p> <p>(ii) public artwork.</p>	

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			b) Any artwork on walls subject to paragraph 4.19.9 a) is to meet the requirements of any local planning policy relating to public art.	
		Site Layout		
	Site Amenity	Landscaping	<p>4.19.6 Deep Soil Zones</p> <p>a) A minimum of 12% of the land area is to be made available for a deep soil zone where larger trees can be planted.</p> <p>b) Trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting.</p>	<p>LP.09 Tree Retention and Planting - Development</p> <p>7 Development Applications</p> <p>7.1 Information Required for Development Applications</p> <p>a) When the City receives a Development Applications (DAs) the plans are to accurately and fully indicate the location of all trees worthy of retention on site and all trees within adjacent road reserves, including identification of trunk diameter at 1.4m above ground level, canopy spread, species and ground levels at the base of each tree.</p> <p>7.2 Tree Retention on Development Sites</p> <p>a) In considering an application for development approval, the City may require the retention of any tree on site, pursuant to Clause 67 (p) of the Planning and Development (Local Planning Scheme) Regulations 2015.</p> <p>7.3 Tree Planting on Development Sites</p> <p>a) In respect to the planting of trees on development sites, all developments are to provide trees in accordance with Table 1 – Tree Provision Rates, through the retention of existing trees, or the planting of advanced trees. It is the City's practice that the number of trees required in Table 1 shall be rounded to the nearest whole number. This means that:</p> <p>i. Where 0.49 or less is required, the number is to be rounded down (i.e. 2.01 to 2.49 trees = 2 trees); and</p> <p>ii. Where 0.5 or high is required the number is to be rounded up (i.e. 2.5 to 2.99 trees = 3 trees)</p>
		Lighting		
		Signage		Yes LP.07 Advertising Signs
		Public Art		Yes LP.03 Developer Funded Public Art 1%
		Fencing		
	Access	Provision	<p>4.10 CAR PARKING</p> <p>4.10.1 General Requirements</p> <p>a) All developments are to provide car parking at a rate in accordance with the requirements detailed in Table 4.</p> <p>b) Notwithstanding subclause 4.10.1 a) if a change of use application in the Centre zone results in a car parking requirement that is less than the number of parking spaces on the site, the excess car parking spaces may be retained for use on the site.</p> <p>c) The number of car parking spaces required in Table 4 shall be rounded to the nearest whole number.</p> <p>d) If the number of parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of car parking spaces.</p> <p>e) All car parking is to be provided on the same site as the development unless otherwise approved by the local government.</p> <p>f) Land set aside for car parking is to be used only for the parking of cars used by employees or visitors to the site, unless otherwise approved by the local government.</p> <p>4.10.2 Cash in Lieu</p> <p>a) In the event that a development does not provide the number of car parking spaces required in Table 4, the local government may consider cash in lieu for the car parking shortfall.</p> <p>b) The moneys received by the local government under the provisions of this subclause shall be paid into a trust fund and used for –</p> <p>(i) the acquisition and/or development of a public car park in the locality; or</p> <p>(ii) the construction of car parking bay embayments directly adjoining the site; or</p> <p>(iii) investment in infrastructure that will improve access to, or reduce demand for, car parking in the vicinity of the development.</p> <p>c) Prior to accepting cash in lieu of car parking, the local government shall prepare and adopt a policy that details how the costs will be calculated and how the moneys will be used.</p>	<p>LP.08 Cash in Lieu for Parking in the Centre Zone</p> <p>6.2 Non-Residential Development Cash-in-lieu can be applied for the non-residential car parking requirement of the Scheme, in relation to: a) all new developments. b) modifications to existing developments which result in an increase to the Net Lettable Area (NLA). c) a change of use to a use which requires more car parking than existing.</p> <p>5 Calculation of the Value of a Cash-in-Lieu Parking Contribution a) The cash-in-lieu contribution is calculated by the cost of land plus the cost of construction multiplied by a Community Benefit Reduction Factor (0.5). Therefore, the cash-in-lieu contribution for 1 car parking space is: = (cost of land + construction cost) x 0.5 b) The purpose of the reduction factor is to recognise the community benefits as in Clause 4 and also that: i. Full contribution fees would restrain developments to pay cash-in-lieu and developments would opt to provide all the required parking on-site. ii. If fees are too low, developments would provide no physical car parking spaces and opt to provide cash-in-lieu contribution for all the required parking which will never amount to a sufficient amount for the local government to provide alternative parking. 5.1 Determining Cost of Land A desktop assessment by a registered valuer will be sought for land values on an annual basis or as required to provide a cost of land for a 30m2 car parking space in the Centre Zones. 5.2 Determining Construction Cost a) The initial construction cost for a car parking bay in a 3-storey multi-deck car park was estimated at \$30,000 by Jacobs Engineering Group Inc. in the City Centre Parking Study, 2018. b) The Construction Costs shall be reviewed on an annual basis or as required by Development Engineering.</p>
		Location	<p>4.19.7 Parking Location and Signage</p> <p>a) Parking areas shall be located behind the building line (except disabled parking) and screened from view from the street.</p> <p>b) Car parking spaces shall be clearly signposted differentiating between the residential car parking and non-residential car parking spaces.</p>	
		Access	<p>4.13 PARKING AND ACCESS DESIGN REQUIREMENTS</p> <p>All car parking, bicycle parking, accessways and unloading and loading areas are to be designed in accordance with the relevant part of AS 2890.</p>	<p>LP.09 Tree Retention and Planting - Development</p> <p>f) Driveway design is to maximise opportunities for tree retention and planting within the front setback area. The number and width of driveways is to be minimised and the use of previous material and ribbon driveways is encouraged.</p>

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		Loading/Servicing	4.11 SERVICE ACCESS 4.11.1 Provision shall be made for service access for the purposes of loading and unloading to the rear or side of any non-residential development, where available. 4.11.2 The local government may waive the requirements of subclause 4.11.1 where it can be demonstrated that the development will not require loading and unloading facilities. 4.11.3 Any service access provided pursuant to subclause 4.11.1 is to comply with the following requirements – a) the access way and loading areas shall be designed to allow service vehicles to manoeuvre and return to street or right of way in forward gear; b) vehicles loading or unloading are to do so within the lot/s boundary and are not to do so from a public street or right of way; and c) access ways shall be designed to segregate service vehicles from parking areas and access ways provided for customer parking to the satisfaction of the local government.	
		EOT	4.12.2 End of Trip Facilities a) Provision shall be made for 1 male and 1 female shower (or 1 unisex) per 8 bicycle parking spaces or part thereof, excluding bicycle parking spaces required for visitors, up to a maximum of 6 male and 6 female showers (or 6 unisex). b) Lockers shall be provided and maintained for all developments at a rate of 1 locker per bicycle parking space required for employees. City of Canning Local Planning Scheme No. 42 21 c) Where bicycle parking rates in Table 4 do not provide a split between employees and visitors, the bicycle parking rate shall be allocated to employees for the purposes of calculating the number of showers and lockers. 4.12.3 Unit of Measurement When the unit of measurement is based on the number of employees, the shift or employment period during which the greatest number of employees are present on the lot shall be used in the calculation.	
		Pedestrian		
		Bicycle	4.12 BICYCLE PARKING AND END OF TRIP FACILITIES 4.12.1 Bicycle Parking a) Bicycle parking shall be provided for all developments in accordance with the rates set out in Table 4. b) The number of bicycle parking spaces required in Table 4 shall be rounded up to the nearest whole number. c) Bicycle parking spaces required under the provisions of paragraph 4.12.1 a) shall be sheltered by a water impermeable roof structure. d) If the number of bicycle parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of bicycle parking spaces.	
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF COCKBURN				
	Site	Lot Size		
	Built Form	Setbacks	<p>4.9 Commercial and Industrial Uses</p> <p>4.9.1 Building Setback</p> <p>a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia.</p> <p>b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.</p>	<p>(g) LPP 4.3 Newmarket Precinct Design Guidelines</p> <p>Development should maintain consistent street setbacks and street edge configurations.</p> <p>Minimum Primary & Secondary Street Setback: Nil</p> <p>Minimum Side Setback: Nil</p> <p>Minimum Rear Setback: Nil</p> <p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts</p> <p>Table 02_ Building Setbacks for Mixed Use development Setback Street (minimum and maximum) Side/Rear (minimum) Laneway (minimum) Public Open Space (minimum) Levels 1-3 Nil Nil Nil 4m to wall and 2m to balconies (cantilevered/light weight only) Levels 4+ 5m to wall and 2m to balconies (cantilevered/light weight only 3m 3m 5m to wall and 2m to balconies (cantilevered/light weight only) * Where there is a commercial laneway the minimum setback above 3 storeys should be a distance equivalent to the width of lane unless a variation to the assessment criteria outlined in clause 3.4.1(ii)c of the general provisions is granted ii. Buildings shall be setback 4m from any boundary adjoining public parkland. This setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e building shall cantilever over the outdoor living area) iii. Projections are permitted within the 4m setback to public parkland to maximum of 2m into the setback area iv. Balconies will be supported within the nil setback on levels 1-5 where a substantial facade is provided to ensure a continuous built form</p>
		Use of Setbacks		
		Height		<p>(g) LPP 4.3 Newmarket Precinct Design Guidelines</p> <p>Building Height (storeys) 4-5 (21m)*</p> <p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts</p> <p>Building Levels Design Objective I. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised II. To allow for the safe use of ceiling fans for cooling Assessment Criteria i. Floor to floor heights on the ground floor should be 4.5m to allow for commercial use. Apartments shall achieve minimum floor to ceiling levels as outlined in Clause 4.3 of the Residential Design Codes Volume 2 – Apartments. ii. All other floors shall maintain a 3.1m floor to floor height for residential use and a 3.6m floor to floor height for commercial use iii. The ground floor should be flush with the adjacent footpath at the boundary iv. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above</p> <p>Building Height Design Objective I. Building heights help create a compact urban built environment II. Consistent building heights create a recognisable urban character III. Building heights mean the Activity Centre Typology area is highly visible from a distance IV. Building heights do not visually overwhelm the streetscape V. Building heights avoids continual overshadowing of the streetscape Assessment Criteria i. Building heights shall be in accordance with the Building Height Plan (Figure 14) ii. Development shall be a minimum of three storeys and six storeys (depending on site)</p> <p>LPP4.7 Phoenix Activity Centre Design Guidelines</p> <p>(b) Where commercial uses are not considered viable in the short term, ground floor tenancies should be designed to be adaptable for future commercial uses, including incorporating a minimum ground floor tenancy height of 3.9 metres above the finished ground floor level. In this respect a maximum building height of 10m will be accepted to accommodate this requirement.</p>
		Plot Ratio		<p>(g) LPP 4.3 Newmarket Precinct Design Guidelines</p> <p>2.0</p> <p>LPP4.7 Phoenix Activity Centre Design Guidelines</p> <p>(c) Where the ground floor is designed accordingly the plot ratio of the ground floor will be in addition to that of the residential development, calculated in accordance with the Residential Design Codes.</p>
		Site Cover		<p>LPP4.7 Phoenix Activity Centre Design Guidelines</p> <p>2. General Built Form Provisions (a) Development should incorporate non-residential ground floor uses that promote activity and informal surveillance of the street and have facades that add interest and vitality to the public realm.</p>

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		Materials		<p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts Building Materials Design Objective I. To encourage a style of development that is consistent with the coastal location II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast. III. To foster a sense of place through an identifiable character and style of development Assessment Criteria i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete) ii. Moulded textures imprinted in the external surfaces of any concrete panels are encouraged iii. Painted finishes and rendered textures over concrete panels are not permitted iv. The use of natural materials such as stone, timber and other such natural products is encouraged in both interior and exterior finishes</p>
		Building Design		<p>LPP 4.3 Newmarket Precinct Design Guidelines (1) Land Use 1.1 Mixed Use Mixed use developments which are pedestrian oriented at ground floor should be provided adjacent to Cockburn Road and Rockingham Road to encourage opportunities for commercial use and/or home based business ‘designed in’ to developments.</p> <p>(3) Built Form 3.1 General (a) All development should be ‘urban’ in form where it meets the public domain, characterised by nil street setbacks. (b) Active building frontages are encouraged, and the number of doors and windows open to the street should be maximised. (c) Awnings and street trees should be provided for weather protection wherever possible. (d) To further assist the function of the pedestrian environment, all building and tenancy entrances should be well located and clearly defined through the use of elements distinctive to the architectural style of the development. (e) Development should express strong architectural themes, demonstrating variation, distinctiveness, high visual interest, sustainability and climate responsiveness. (f) Development should address public streets and other public areas, and should be an attractive and functional component of the Precinct and Cockburn Coast area as a whole.</p> <p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts Mixed Use - Cockburn Road Typology A range of retail and commercial functions complemented by residential development are to be accommodated within this mixed use area. The presence of Cockburn Road informs the scale and built form of development and necessitates the promotion of an active ground floor. Building Articulation Assessment Criteria i. Permanent blank walls are not permitted to any street frontage. Major openings are required to provide for surveillance and interaction with the public realm ii. For commercial street level frontages a minimum of 80% of the frontage shall be glazed. For the street frontage for all upper floors a minimum of 40% of the frontage shall be glazed iii. Mixed use buildings should provide separate entries for non-residential and residential uses for legibility of pedestrian access iv. The facade detail may be simplified on loading areas, parapet walls and walls to ‘back of house’ areas v. Corner buildings are to address both frontages through the provision of: Version: 15, Version Date: 07/06/2022 Document Set ID: 4518689</p> <p>LPP4.7 Phoenix Activity Centre Design Guidelines (d) To ensure that building facades are architecturally interesting the upper levels of buildings should be articulated to break-up long sections of plain facades. This should include at least three of the following features: (i) Major openings; (ii) Different colours, materials or textures; (iii) Indentations and extrusions which break the building into individual elements; (iv) Protruding balconies; (v) Awnings over windows. (e) All building levels should be clearly defined through the use of colours, materials and detailing. (f) The upper level(s) of buildings should be designed to promote informal surveillance of the street through the use of balconies and/or large windows. (g) Upper floor windows of buildings should be largely unobscured to promote passive surveillance. (h) Ground floor non-residential frontages fronting Rockingham Road or primary pedestrian linkages are to be designed as shop fronts with no less than 70% glazing. Buildings fronting other public areas shall be glazed for a minimum of 50%. Glazing percentages are to apply from between 0.9m and 2.1m above footpath/street level. (k) To articulate street corners to provide visual interest and assist with legibility, new buildings located on corner sites should include: (i) Architectural roof features that protrude above the normal roof line; (ii) Increased parapet heights with additional detail, colour and textures; and/or (iii) An increased number of storeys at the street corner. (l) New buildings with parapets should include indentations; additional modulation, and/or variation in parapet heights and designs so as to provide additional interest to the street. (m) In mixed use developments commercial uses should be separated from residential uses by being located on separate floors of a building to ensure the amenity and security of residents and commercial tenants. (n) Development applications are to be accompanied by design and documentation of ‘back-of-house’ services, including ducting and vents. To ensure the robustness and adaptability of buildings this should consider a general and basic overview of potential ‘back-ofhouse’ services for food businesses (such as ducting and vents allowing for the mechanical ventilation of kitchen areas, and ‘grease traps’). (o) Buildings adjacent to Rockingham Road are to be a minimum of two storeys in height, with single storey commercial buildings to be assessed on their merits against the objectives of the policy. (p) Garages facing Rockingham Road will not be supported.</p>
		Site Layout		<p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 3.4 Laneways 3.4.1 Residential and Commercial Laneways Design Objective I. To create unique and attractive built form and character along laneways through sensitive and innovative design II. To encourage activity and interaction between public laneways and adjacent private uses at the ground level III. To reinforce the primary function of laneways as key service and vehicle access spaces within the development IV. Encourage development to provide</p>

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				highly articulated and well detailed facades that create visual interest, particularly at the lower levels V. Encourage development to orientate windows and balconies to overlook lane ways ii. Commercial Laneways a) Laneways within the activity centre and mixed used zones are encouraged to be activated at ground floor level, but shall not be done so to the detriment to the activation of the primary or streetscape facade of the building b) Buildings shall maintain a nil setback to the laneway for the first three storeys c) The minimum setback above 3 storeys should be a distance equivalent to the width of the lane, unless it can be demonstrated that a lesser setback protects the quality of the pedestrian space at ground level including: a. by maintaining or providing greater access to sunlight; b. by maintaining or providing greater wind protection; and c. by avoiding a sense of enclosed space. d) Buildings are to provide an elevation to the laneway that is articulated and similarly detailed to the front facade e) Development should contain a door which addresses the laneway or is accessed via its own pedestrian access gate
Site Amenity	Landscaping			LPP4.7 Phoenix Activity Centre Design Guidelines 6. Landscaping (a) A comprehensive landscaping plan is required for the front setback area and verge, demonstrating an appropriate and attractive mix of Version: 5, Version Date: 23/12/2019 Document Set ID: 6583632 Title Phoenix Activity Centre Design Guidelines Policy Number (Governance Purpose) LPP 4.7 [11] hard paving and in-ground planting, provided that the plantings maintain openness to the building to ensure a visible and safe entrance, and create no potential entrapment areas. (b) Water-sensitive design planting principles will be encouraged. (c) Opportunities should be taken to include simple pedestrian amenities such as seats and shade/shelter
		Lighting		LPP4.7 Phoenix Activity Centre Design Guidelines 2. Lighting (a) Development should make provision for the location of external lighting, to include the lighting of commercial building facades for public safety purposes and to add variety, interest and character to the development at night. (b) Lighting should be even and consistent to avoid shadows and glare, and should be provided to increase safety and security along important pedestrian pathways.
		Signage		Yes LPP3.7
		Public Art		Yes LPP5.13
		Fencing		LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts Fencing Design Objective I. To ensure that fencing does not detract from the function and appearance of the streetscape Assessment Criteria i. Fencing is not permitted forward of the building line adjacent to the primary or secondary street frontage ii. The interface between private lots and the public open space may be fenced to a maximum height of 1.2m from natural ground level, but must be visually permeable above a height of 1.0m above natural ground level
Access	Provision			LPP 4.3 Newmarket Precinct Design Guidelines 2.3 Car Parking (a) Where the local government has either provided or has made firm proposals for providing public car parking in the vicinity of the land subject of the application, a cash-in-lieu payments for a reduction in onsite parking in accordance with the provisions of TPS 3 may be considered. (b) Where possible parking should be located in a basement or part basement arrangement (depending on the topography of the land). (c) Onsite parking should be provided behind building frontages or screened from public view. (d) Grade level car parking areas should be suitably landscaped, and this is particularly relevant where adjoining buildings look into or across the rear of a development site. (e) Access to onsite parking should be easily identifiable and suitably signed. (f) Consideration should be given to onsite servicing and waste management at the development application stage. LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 3.2.2 Parking Design Objective I. Development will encourage and support alternative modes of transport to the car by limiting and screening the provision of car parking on site Assessment Criteria i. Vehicle crossovers for non-residential development are required to be built underneath the building or provide design elements above the crossover to reduce the street impact and pedestrian environment ii. Reciprocal use of commercial car parking bays for uses within a comprehensive development with different peak usage requirements (such as restaurants and offices) may be considered iii. Residential parking is to be provided in accordance with the City of Cockburn Town Planning Scheme No.3 and the Residential Design Codes of Western Australia. LPP4.7 Phoenix Activity Centre Design Guidelines 3. Parking and Movement (a) Where new building(s) are proposed within the 'Phoenix Mixed Use Development and Access Precinct' they are required to be setback in accordance with the R60 coding. (b) At-grade car parking areas should be landscaped with suitable trees at the rate of one tree per 6 bays. The chosen trees should provide shade, improve amenity and assist in visual screening from above. The car park should also be appropriately lit for after-dark use. (c) Any new multi-storey car parks should incorporate interactive street frontages, such as shops or other uses that promote activity, where possible. These can be 'sleeved' along the street frontages of the car park structure. (d) Where car parking levels (including undercroft levels) are visible from a street or public space, high quality architectural detailing shall be incorporated into the façade of all floors. (e) Development proposals should include only one vehicle crossover, to be placed where there is no street tree. (f) Wherever possible the finished level of buildings/tenancies should match that of the adjacent footpath so that continuous access is provided from the

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				pedestrian footpath into each commercial tenancy and a consistent streetscape is achieved on Rockingham Road. (g) Services should be located away from the street and towards the rear of the site to minimise impact on the pedestrian environment. (h) Safe and comfortable pedestrian access shall be provided from the parking area to the entry point of the proposed development and to all street frontages. (i) For developments that include parking at the rear of the building pedestrian access between the street and car parking area is to be provided.
		Location		LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 3.2.3 Parking Location and Access Design Objective I. The number of vehicle crossovers into a development is to be minimised to create a pedestrian friendly environment II. Parking is to be located so as minimise the visual impact on the public realm Assessment Criteria i. All on site car parking facilities are to be concealed from public view to ensure car parking does not dominate streetscapes or create conflict with pedestrian and vehicle movement ii. Car parking entry is to be subservient to pedestrian entries and shall address street spaces, building returns and recesses iii. Where terrace style or single residential lots are proposed vehicle access must be provided at the rear of the dwellings iv. Car parking is to be concealed from public view by habitable frontages, or high quality landscaping along minor/secondary streets v. Parking facilities should not be visible from public open space vi. Where garage doors service only one dwelling they should be no wider than 6m
		Access		LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 3.2.4 Sleeved Parking Design Objective I. To screen multi storey car parks from the public realm and to provide active frontages to the street Assessment Criteria i. All multi storey car parking structures should be sleeved by development to ensure car parking is screened from view of the public realm ii. Sleeve above ground car parking structures with other uses, such as offices, residential and retail iii. Where it is not possible for car parking structure to be screened any car parking structures that contain three or more levels must be appropriately designed and screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation LPP5.6 Vehicle Access Policy 3. Parking/Circulation a) All applications for development approval on land subject to a Vehicle Access Policy Plan will be required to provide for traffic to enter and leave the site in a forward direction and to comply with the City of Cockburn's car parking and on-site vehicle circulation requirements, as detailed in the City's Town Planning Scheme No. 3 (TPS 3). This requirement is intended to ensure that there is no traffic congestion on-site which would interfere with the safety and free flow of traffic along the primary road. (2) Vehicle Access Controls: 1. Crossovers a) Control over the location, design and number of crossovers will be exercised by the responsible authority to reflect the arrangements shown on a Vehicle Access Policy Plan. b) There will be a presumption against the creation of new vehicle crossovers across the primary frontage of the lot where alternative access is, or could be made available, to secondary roads and laneways, or via easements in gross arrangements to a nominated crossover as shown on the Vehicle Access Policy Plan. c) Where a vehicle crossover is permitted under a Vehicle Access Policy Plan, conditions may be imposed on the width and design of the crossover to ensure adequate visibility and to provide for the safe and convenient movement of vehicles entering and leaving the road.
		Loading/Serviceing		LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 3.2.6 Site Services Design Objective I. Services and related elements required for the function of the building shall be appropriately screened or integrated into the building design Assessment Criteria i. Air-conditioning units must not be visible from the streets and laneways ii. Service pipes and wired services are to be concealed from public view iii. All meters to be contained within development lots to the requirements of the appropriate authorities iv. Provide secure and accessible facilities for mail delivery Use of screening can minimise the impact of parking structures v. Commercial utility and waste storage areas are to be screened or located behind buildings and not visible from public view and residential apartments vi. Fire booster cabinets and associated infrastructure are to be discretely designed into development and must not dominate any frontage
		EOT		LPP 4.3 Newmarket Precinct Design Guidelines (c) Provision of end-of-trip facilities is required for commercial uses. LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 3.2.5 End of Trip Facilities Design Objective I. To encourage the use of bicycles, walking and other alternative means of transport to reduce the use of private motor vehicles and contribute to public health Assessment Criteria i. Provision of adequate bicycle and change room facilities. Secure lockers, bicycle storage and showers shall be provided within buildings ii. Developments are to be provided with end of trip facilities in accordance with the following table Commercial 1 Secure bicycle storage per 150m ² of Net Lettable Area (NLA); and Accessible showers There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities to be provided at a rate of one male and one female shower for every 10 bicycle parking bays or part thereof. Changing facilities Including secure lockers at 1.5 for each bicycle parking bay. Visitor Bicycle Storage A minimum of 1 space per 750m ² of NLA. Located and signed near the main public entrance to the building.

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		Pedestrian		<p>LPP 4.3 Newmarket Precinct Design Guidelines</p> <p>2.2 Pedestrian and Cyclist Movement (a) Development should provide a positive contribution through pedestrian-oriented uses at ground level, with consideration for nonmotorised transport options, particularly along Cockburn Road. (b) Development should facilitate close interaction with the pedestrian activity along footpaths. Buildings should be designed to focus on pedestrian and cyclist amenity and safety, while accommodating on street parking and slow vehicle speeds in certain locations.</p> <p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts</p> <p>3.1.6 Active Edges and Street Relationship Design Objective i. The activation of streets and other publicly accessible spaces are fundamental to providing an attractive and safe pedestrian environment throughout Cockburn Coast II. All development must be designed to activate streets and laneways. This can be achieved by utilising major openings to residential and commercial land uses, alfresco dining areas, pedestrian shelters and legible building entries to create a vibrant, diverse and safe environment Assessment Criteria i. Passive surveillance of communal areas and public spaces shall be integrated into building design, providing for overlooking of the street, public space and communal open space ii. Pedestrian entrances are to be highly visible iii. Ground floor non-residential frontages should be designed as shop fronts with no less than 80% of the shop front glazed with clear glass iv. Car park entries are to be located appropriately to avoid disruption of the pedestrian experience v. Inactive ground floor uses are to be avoided within the Activity Centre and Mixed Use areas particularly on the Robb Jetty Main Street and surrounding the identified landmark development sites</p>
		Bicycle		
	Other Matters	Construction		
		Waste		<p>LPP1.14 Waste Management in Multiple Unit Developments</p> <p>(1) A Waste Management Plan (WMP) is to be submitted and approved prior to the issue of planning approval with the following categories of Development Application:</p> <p>2. Mixed Use Developments (comprising both Residential and NonResidential).</p> <p>(4) General Requirements (applicable to both Residential and Non-Residential Development)</p> <p>1. Mandatory (Required)</p> <p>(a) Bin stores shall be provided in the basement, part basement or undercroft level of a development when waste is collected from one, or all of these levels;</p> <p>(b) Where waste and recyclables are to be collected in the basement level or similar, collection is to take place in the vicinity of the bin store. The bin presentation area or collection point is to be flat, with the travel path between the bin store and collection point/vehicle clear of steps or kerbs. The distance between the bin store and the presentation should be ideally no greater than 10m.</p> <p>(c) Minimum clearance required in the basement, part basement or undercroft levels of a development is 2.4m. This includes clearance to all structural beams, pipe work, services or similar. The City’s Waste Services shall be notified prior to any modification to the basement clearances.</p> <p>(d) Minimum driveway width is 4m. On-site manoeuvring (turning circles etc) is to provide for ease of collection and vehicle egress in a forward manner. Where a turn-table is to be installed to facilitate forward egress, the turn-table requires a minimum 20 tonne capacity. Basements must be designed such that the service of waste bins can occur without the requirement to reverse the waste vehicle. A 12.8m diameter minimum turning circle is required for the low profile waste truck.</p> <p>(e) Access ramps and driveway gradients serving basements, part basements or undercroft areas are to cater for long wheel base vehicles 7.2m in length with a maximum gradient of 1:4.5.</p> <p>(f) Where approval is given for the collection of waste and recyclables from the road (at the pre-application stage, or via the development application process), consideration needs to be given to a 12.5m long truck where access and/or manoeuvrability are difficult or limited.</p> <p>(g) Waste storage, management and collection in mixed use developments and/or buildings are to be separate and self - contained/secured (with separate access arrangements). Where secured, a compatible key system is necessary to enable access by collecting personnel/contractors. This includes the City of Cockburn where the City is the collector. The City’s Waste Services Unit is to be consulted regarding the system prior to installation. All costs associated with the system are the responsibility of the developer, property owner/s and/or the strata managers.</p> <p>(h) A caretaker or strata management representative is to manage waste and recycling to ensure bins are filled consecutively, with only full bins to be presented on collection day.</p> <p>(i) All putrescible waste awaiting collection is to be stored in a Mobile Garbage Bin/s (MGB). Alternative storage containers with permanent tight fitting lids and smooth washable internal surfaces may be approved by the City.</p> <p>(j) External bin stores shall be surrounded by 1.8 metre high walls or fencing with a self-closing gate. Internal bin stores i.e. within a basement are to be separately ventilated with a system complying with Australian Standard 1668 (AS1668). The ventilation outlet is not to be in the vicinity of windows or intake vents associated with other ventilation systems.</p>

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				<p>(k) Bin stores shall be designed and erected in a manner that has regard for the design and appearance of the development of which they are a part. Suitable clearance to enable safe and unimpeded collection is also required. In this regard, clearance to buildings, hard and soft landscaped elements, and on/off-site parking is to be taken into account.</p> <p>(l) Bin stores shall have 75mm concrete floors grading to a 100mm industrial floor waste (including a charged ‘water-trap’ connected to sewer or an approved septic system), with a hose cock to enable bins and/or the enclosure to be washed out. An alternate floor surface may be approved by the City’s Waste Manager. The bin store(s) must be a minimum of 2m wide to allow a horizontal bin wash and ensuring the effluent grades to sewer. This clause does not apply to developments of five dwellings or less unless the bin store is enclosed.</p> <p>(m) Bin store internal walls shall be cement rendered (solid and impervious) to enable easy cleaning. Ceilings in bin stores shall be finished with a smooth faced, non-absorbent material capable of being easily cleaned. This clause does not apply to developments of five dwellings or less unless the bin store is enclosed.</p> <p>(n) Bin store walls and ceilings shall be finished or painted in a light colour. This clause does not apply to developments of five dwellings or less unless the bin store is enclosed.</p> <p>(o) Bin stores shall be constructed in a manner that prevents the entry of vermin;</p> <p>(p) Bin stores shall be provided with artificial lighting, sensor or switch controlled both internal/external to the room or area. All lighting in open areas is to comply with AS4282-1997 (Control of Obtrusive Outdoor Lighting). This clause does not apply to developments of five dwellings or less unless the bin store is enclosed.</p> <p>(q) Bin stores require the following signs and/or information to be displayed:</p> <p>i. A sign stating “NO STANDING” at the entrance to the room/area.</p> <p>ii. A clearly visible “DANGER” sign in the vicinity of the entrance to the room/area. Standard signage (details available in the City’s Resource Recovery Calendar for Domestic Waste distributed with Rates Notices) explaining waste management and what materials are suitable for recycling (to be posted/erected in all bin stores.</p> <p>(r) Any external bin store greater than 20m² is required to be covered to prevent storm water entering the sewer.</p> <p>(s) Bin stores in basements or ground floor car parks to be fitted with double doors.</p> <p>(t) As waste vehicles idle for extended periods outside bin stores in basements or ground floor car parks, designers should consider the classification and placement of thermal detectors so as not to trigger a false alarm.</p> <p>(u) As laneways are designed for the servicing of waste, the City may require residents to place their bins on one side of the laneway to increase the operating space and safe movement of the waste truck.</p> <p>LPP4.7 Phoenix Activity Centre Design Guidelines</p> <p>4. Servicing</p> <p>(a) Bin and service enclosures are to be screened and located away from visually prominent parts of the site. Wherever possible services should be designed to visually integrate into buildings, rather than be a separate element.</p> <p>(b) Development will need to conform to the City’s Local Planning Policy related to Waste Management Plans in Multiple Unit development.</p>
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts</p> <p>3.3 Sustainability Requirements Integral to the sustainability of the development will be the provision of affordable housing and facilities to encourage alternative modes of transport to the private car. This will promote a healthy lifestyle that encourages people to actively engage with the urban environment and create a robust and diverse community 3.3.1 Sustainable Travel Design Objective</p> <p>I. To reduce greenhouse gases through the reduction of motorised transport to and from Cockburn Coast and encourage residents and site visitors to improve their physical health through walking, cycling or other physically active forms of transport either solely or in combination with public transport Assessment Criteria</p> <p>i. Demonstrate that pedestrians and cyclists have been prioritised within the development</p> <p>ii. Surface finishes of all driveways and pathways to be safe and comfortable for pedestrians and cyclists</p> <p>iii. Grade changes between private and public spaces to be complementary and accessible</p>
		Buffers		
		Other		<p>LPP4.6 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts</p> <p>3.1.5 Acoustics and Vibration Design Objective</p> <p>I. To facilitate a sustainable mixed use environment where a variety of land uses can co-exist II. To ensure appropriate noise intrusion and noise emission mitigation measures are incorporated into building design and construction and where necessary, building refurbishment Assessment Criteria i. Design of Noise sensitive premises must be give consideration to the following:</p> <p>a) the identification of existing/potential environmental noise sources;</p> <p>b) development orientation and layout taking into account the location of existing/potential environmental noise sources;</p>

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				<p>c) the location of bedrooms away from noise sources;</p> <p>d) the location of balconies and windows away from noise sources; e) the use of built form (blade walls, etc) to screen noise sources; and</p> <p>f) the use of building design elements (balcony balustrades, decorative screens, etc) to provide some reduction in noise impact on windows.</p> <p>ii. Notifications are required to be applied to the created land title and any subsequent strata titles of any noise sensitive premises pursuant to section 70A of the Transfer of Land Act 1893, together with section 165 of the Planning and Development Act 2005 to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment</p> <p>iii. An acoustic and vibration (as deemed required in the local structure plan) report and associated plans are required detailing compliance with the above design objectives and assessment criteria for noise sensitive and commercial developments. The report is to be prepared by a qualified and experienced acoustic consultant and submitted as part of a DA and should address the requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (and associated guidelines), the City of Cockburn's Local Planning Policy LPP 1.12 Noise Attenuation</p>
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF EAST FREMANTLE				
	Site	Lot Size		
	Built Form	Setbacks	<p>5.8 COMMERCIAL ZONES (TOWN CENTRE, SPECIAL BUSINESS AND MIXED USE)</p> <p>5.8.1 Building Setbacks: Except as otherwise required or permitted by the local government, buildings in the Commercial Zones are to be aligned with the front property boundary, and are to be built up to any side boundary, other than a boundary which abuts the Residential Zone. In the case of a boundary which abuts land situated in the Residential Zone, the side setback standards applicable to the adjoining Residential Zoned land are to apply, unless varied in accordance with the provisions of clause 5.6 of the Scheme.</p> <p>Note: In the case of a site included on the Heritage List referred to in Part 7 of the Scheme, the local government may require in any particular case, additional setbacks in order to protect the heritage value of the site.</p>	<p>LPP 3.1.3 Town Centre Redevelopment Guidelines</p> <p>Element 5: Street Interface</p> <p>. Ground floor commercial elevations to streets (other than Right of Ways) shall consist of a minimum of 66% (two-thirds) glazing. .. Where a commercial tenancy is adjacent to a street reserve, the primary entrance to the tenancy will be from that street. .. Commercial and mixed-use buildings shall be built up to the street boundary for at least 80% of the frontage. .. Residential setbacks shall be as per the relevant standards* in the Residential Design Codes of WA for R-AC 2 (Town centre core precinct), R160 (Canning Highway precinct), and R100 (Frame precinct). * unless otherwise varied by this Planning Policy. .. Street elevations shall incorporate at least two different materials. .. All new development shall provide openings to habitable rooms to any adjacent street reserve or public space. .. Service areas shall either be located away from the public domain or be screened from view from the public domain, except In the case of Right of Ways.</p>
		Use of Setbacks		
		Height	<p>5.8.2 Building Height: Except as otherwise permitted by the local government, the maximum height of buildings in the Commercial Zones are to be as follows:</p> <p>(c) Mixed Use: Walls: 5.5 metres Overall: 8.0 metres</p>	<p>LPP 3.1.3 Town Centre Redevelopment Guidelines</p> <p>Element 3: Building Form, Scale and Height</p> <p>.. Limit the overall mass of new development to a plot ratio of 3.5 (for the Town Centre Core Precinct), 3.0 (for the Canning Highway Precinct, and 2.0 (for the Frame Precinct). .. Limit the overall height of new development to the heights as indicated in Plan 6, except where the development provides significant public benefit (such as publicly accessible spaces, public car-parking, or activities that are deemed to be advantageous to the community or the town centre as a whole), and where the additional height is set back a minimum distance of 3 metres to avoid excessive overshadowing of adjacent properties, and treated in a visually recessive manner to reduce its visual impact on the street. * Height maximum is inclusive of plant and external structures that occupy in excess of 20% of the roof area .. In addition to the overall height limits shown on Plan 6, limit the 'street wall' height to 5 storeys in the Town centre core and 3 storeys in the Canning Highway Precinct, except for buildings in the 'Town Hall Sensitivity Zone' shown on Plan 6, where the height shall be no greater than the height of the town hall parapet, with any further development above that height to be set back a minimum of 3 metres and treated in a visually recessive manner to reduce the apparent scale of the building. Refer to diagram 'A' below. .. As indicated on Plan 6, limit the overall height of buildings, in the Frame Precinct to 3 storeys. .. In the Canning Highway and Frame Precincts, new development shall be limited to 3 storeys within 12metres of adjacent existing residences.</p>
		Plot Ratio	<p>5.8.3 Plot Ratio: Except as otherwise permitted by the local government, the maximum plot ratio in the Commercial Zones are to be as follows:</p> <p>(c) Mixed Use: 0.5:1</p>	
		Site Cover		<p>LPP 3.1.3 Town Centre Redevelopment Guidelines</p> <p>Element 2: Land Use</p> <p>Town Centre and Canning Highway Precincts: Developments shall incorporate commercial uses consistent with those 'permitted' under the relevant TPS No. 3 zoning and shall incorporate a minimum of 40% of Net Lettable Area (NLA) floorspace for multiple dwellings and/or short stay accommodation. .. Frame Precinct: The preferred use is multiple dwellings and grouped dwellings. Small-scale commercial uses may be incorporated as components of mixed-use developments providing they are compatible with a residential environment. .. Provide residential development in accordance with the relevant standards* in the Residential Design Codes of WA for RAC 2 (Town Centre Core Precinct), R160 (Canning Highway Precinct), and R100 (Frame Precinct). * unless otherwise varied by this Planning Policy</p>
		Materials		
		Building Design	<p>5.8.10 Development in the Mixed Use Zone: The local government will generally not approve any development or re-development involving a change in use of existing residential floorspace in a Mixed Use zone, unless it is satisfied that an appropriate mix of uses, including residential, is to be maintained. No development is to be approved in a Mixed Use zone where it would prejudice the character or amenity of the locality by reason of the nature of the resultant activities, the building design or the impact of traffic or car parking.</p> <p>Note: While the Mixed Use zones are intended to provide for a range of commercial facilities, residential development is an essential characteristic of these areas, and care needs to be taken to ensure preservation of a residential component.</p>	
		Site Layout		<p>LPP 3.1.3 Town Centre Redevelopment Guidelines</p> <p>Element 1: Urban Structure</p> <p>Acceptable Development Standards The acceptable development standards are ways of meeting the performance criteria.</p>

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				Provide for the pedestrian connections identified in Plans 3 and 4. .. Maintain, as a minimum, the current degree of permeability for vehicle movement on gazetted streets. .. For all developments with a NLA equivalent floorspace of more than 5,000m ² , provide publicly accessible open spaces* with a combined area of at least 150m ² . * May include arcade type spaces that are partially open to the elements, but shall not include fully enclosed internal floorspace.
	Site Amenity	Landscaping	5.8.4 Design and Landscaping: The design and landscaping of all development in the Commercial Zones are to be undertaken in accordance with a Landscape Plan to be approved by the local government, and which has regard to the requirements of any local government Policy or Design Guidelines relevant to the form and location of development proposed.	LPP 3.1.3 Town Centre Redevelopment Guidelines Element 9: Landscape and Public Spaces . Landscape and street furnishings in the public domain shall use materials and plants, and street furniture that have been agreed as acceptable by the Town of East Fremantle. .. Public art shall be incorporated into external façade of new development or the adjacent streetscape, to the value of 0.5% of the construction value, up to a maximum of \$150,000 per development. Development less than \$2M in value is excluded from the requirement for public art. .. Developments with a commercial component of more than 1000sqm shall incorporate toilet facilities that are accessible by the public during operating hours. .. Street trees shall be planted at a rate of not less than one per 15m of linear street length, subject to verge width and underground service constraints.
		Lighting		
		Signage		Yes LPP 3.1.2 Signage Design Guidelines
		Public Art		Yes LPP 3.1.9 Percent for Art Policy 1%
		Fencing		
	Access	Provision	5.8.5 Car Parking and Vehicular Access: Car parking in respect of development in the Commercial Zones is to be provided in accordance with the standards set out in Schedule 10 of the Scheme and the specifications in Schedule 11 of the scheme. Where there are no standards for a particular use or development, the local government is to determine what standards are to apply. In its determination of the requirements for a particular use or development which is not listed in Schedule 11 of the Scheme, the local government is to take into consideration the likely demand for parking generated by the use or development. AMD 10 GG 11/10/16 5.8.7 On-Street Parking: The local government may accept immediately adjacent on-street car parking as satisfying part or all of the car parking requirements for development, provided such allocation does not prejudice adjacent development or adversely affect the safety or amenity of the locality. 5.8.8 Cash-in-lieu of Parking: The local government may accept or require cash-in-lieu of all or a proportion of required car parking, based on the estimated cost of providing the requisite parking, including any associated access and manoeuvre facilities. Cash-in-lieu of parking shall be paid into a trust fund and used to provide public parking in the vicinity of the development site(s) in relation to which any cash-in-lieu contributions have been received.	LPP 3.1.3 Town Centre Redevelopment Guidelines Element 8: Vehicle Parking . On-site car parking shall be located out of sight from the adjacent public domain (except for Rights of Way). .. New development shall incorporate bicycle storage at a minimum rate of 1 per 60sqm of floorspace or 1 per dwelling which ever is greater. .. Development with an office floorspace greater than 250sqm shall provide appropriate end-of-trip facilities for cyclists. .. Car parking shall be provided at a rate consistent with the TPS No. 3 minimum requirements, but with a discount of 20% in the case of mixed-use buildings where the residential component accounts for at least 40% of the total plot-ratio area. LPP 3.1.4 George Street Mixed Use Precinct New Development Contribution to the Management of Access and Parking – Local Planning Policy Policy <input type="checkbox"/> This policy shall apply to all new development and proposals for change of use and redevelopment within the George Street Mixed Use Precinct as defined on the Town of East Fremantle Town Planning Scheme No 3, Town Planning Scheme Map No.1. Contributions will be required at the rate of \$9,0001 per space for each space not provided on site, after onsite and immediately adjacent on-street parking spaces (where it is determined that these can be attributed to meet the parking demand of the development) have been deducted from the estimated parking space requirement. The contribution will be required as a condition of Planning Approval and payment will be required prior to the grant of a building licence. <input type="checkbox"/> Contributions will be held in trust by the Town and used for the purposes of funding the development of a strategy plan and works and activities in support of Parking and Access Management. Contributions will be refunded in the event the Plan and/or works do not proceed. <input type="checkbox"/> Council may at its discretion vary the applicable rate of the Contribution in recognition of any site specific issues associated with a development proposal. In considering any variation in the applicable rate of Contribution Council shall have regard to those matters contained in Clause 5.8, 7.5 and 10.2 of the Town Planning Scheme No.3.
		Location	5.8.6 Location of Car Parking: Required car parking is to be provided on the site of the development for which it is required, or subject to the local government's approval, off-site in the immediate vicinity of the development site. In considering a proposal for off-site parking, applicants will need to demonstrate to the satisfaction of the local government that any off-site parking areas will continue to be available for use in conjunction with the development at such times as it might reasonably be required.	
		Access		LPP 3.1.3 Town Centre Redevelopment Guidelines Element 7: Vehicle Movement and Access . Utilise shared surfaces, raised plateaus and other traffic management design devices to reduce traffic speeds and raise driver awareness of pedestrians. .. New development shall be limited to one crossover per street, excluding Rights of Way. .. Development adjacent to Canning Highway shall comply with any MRWA requirements, which may restrict direct vehicle access where there is an alternative means of access.
		Loading/Servicing		
		EOT		LPP 3.1.3 Town Centre Redevelopment Guidelines Element 6: Pedestrian Amenity

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				Buildings with a commercial ground floor adjacent to footpaths shall incorporate a canopy or awning that extends at least 2.4m over the footpath, but not within 0.3m of the kerb, and with a minimum height of 2.7m above the footpath. .. Development shall be consistent with the WAPC document Designing Out Crime. .. Development shall meet all relevant BCA requirements for universal access. .. Provide for the pedestrian connections identified in Plans 3 and 4.
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		LPP 3.1.3 Town Centre Redevelopment Guidelines Element 10: Resource Conservation . All development shall exceed the prevailing requirements of the BCA in respect to energy efficiency. .. Residential components of new development shall achieve a NatHers rating of at least 6 stars. .. Commercial components of new development shall achieve a NABERS rating of at least 3.5 stars.
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF FREMANTLE			GENERAL DEFINITIONS Mixed Use Development: means, when used in relation to a Planning Application, a combination of one or more of the residential use classes specified in Table 1 – Zoning and any other land use or uses, and where the residential use class and any other one-use class each comprise a minimum of 25 per cent of the gross lettable area of the development. 4.2.5 Notwithstanding the requirements of clause 4.2.3 residential density in the Local Centre, Neighbourhood Centre and Mixed-Use zones may be increased up to R60, where residential development is part of a mixed use development, where, in the opinion of Council the proposal is not detrimental to the amenity of the area. AMD 27 GG 28/5/10	
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height	Local Planning Area 2 – Fremantle Maximum Wall Height Mixed Use 7.5m Local Planning Area 3 – North Fremantle Maximum Wall Height Mixed Use 7.5m Local Planning Area 3 – Fremantle South Maximum Wall Height Mixed Use 7m	
		Plot Ratio		
		Site Cover		
		Materials		LPP2.5 External Treatment of Buildings 3. New and Infill Development 3.1 Proposed colour schemes and finishes are required to be submitted and assessed as part of a planning application in cases where the application relates to a new building or structure that is located within Local Planning Area 1 – City Centre, as defined in Schedule 12 of the Scheme. In considering the proposed colour schemes and finishes, Council shall have regard to the following criteria: <input type="checkbox"/> whether the colour scheme and/or building finishes are consistent with the streetscape, and <input type="checkbox"/> whether the colour scheme and/or building finishes are likely to have any significant impact on any abutting or immediately adjacent property with recognised heritage significance, 3.2 Once it is established that the colour scheme and building finishes are acceptable having regard to the abovementioned criteria, the following condition shall be imposed on the planning approval: The development hereby permitted shall be finished and maintained generally in accordance with the approved colour/building finishes schedule dated [Insert Date of Schedule of Finishes and Colours].
		Building Design	4.5 MIXED USE DEVELOPMENT 4.5.1 Where mixed use development is proposed, the provisions of Volumes 1 and 2 of the R-Codes will apply. AMD 27 GG 28/5/10; AMD 54 GG 22/05/15; AMD 79 GG 08/01/2021	LPP2.3 Fremantle Port Buffer Area Development Guidelines Built Form - (all development) Within Area 1, buildings shall be designed so as to incorporate all of the following design and construction features: Windows and openings a) The aggregate area of windows and doorways shall not exceed 40%* of the total area of the façade facing the Port Inner Harbour. b) Any glass used for windows or other openings shall be laminated safety glass of minimum thickness 12 mm or "double glazed" utilising laminated or toughened safety glass of minimum thickness 6 mm. c) Windows shall be fixed (non opening), however where this is not possible, windows shall be of a "hopper or "awning" style with a maximum opening arc of 12.5 degrees. d) All safety glass shall be manufactured and installed to an appropriate Australian Standard. e) All doors facing the port shall have automatic closure to a sealed state. Balconies f) Balconies shall not be provided to any facades facing the Port Inner Harbour. Air - conditioning systems g) All air conditioning systems shall incorporate the following features: i) multiple systems to have internally centrally located shut down point and associated procedures for emergency use, ii) preference for split "refrigerate" systems Within Area 2, buildings shall be designed so as to incorporate all of the design and construction features outlined as follows: Windows and openings a) Any glass used for windows or other openings shall be laminated safety glass of minimum thickness of 6 mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3 mm. b) All safety glass shall be manufactured and installed to an appropriate Australian Standard. Air - conditioning systems c) As per Area 1 (f) above)
		Site Layout		
	Site Amenity	Landscaping		LPP2.10 Landscaping of Development and Existing Vegetation on Development Sites 2. Landscaping 2.1 In the event a Landscape Plan is required the Landscape Plan must show existing trees or vegetation to be retained. The Landscape Plan shall be included as part of the approved plans and is required to be completed as part of the development. In this situation, the following condition shall be placed on the approval: "Prior to occupation

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				of the development, all landscaping as shown on the approved plan shall be installed and thereafter maintained to the satisfaction of the Chief Executive Officer." 2.2 In cases where landscaping is required, but the detail of that landscaping is not required to be submitted as part of a planning application, the following condition shall be placed on the approval; "Areas shown on the approved plan as landscaping shall be landscaped to a minimum of 80% coverage of the designated landscaping area at the canopy height using any combination of the following: <input type="checkbox"/> <input type="checkbox"/> Landscaped areas are to be fully reticulated or native water wise plants are to be used <input type="checkbox"/> <input type="checkbox"/> Trees of suitable species for urban locations <input type="checkbox"/> <input type="checkbox"/> Hedged shrubs not taller than 2 metres at maturity <input type="checkbox"/> <input type="checkbox"/> Lawn/ground cover/grasses <input type="checkbox"/> <input type="checkbox"/> Exposed ground treated with organic or inorganic mulch <input type="checkbox"/> <input type="checkbox"/> Landscaping is to be no higher than 0.75 metres within 1.5 metres of vehicular access points where a driveway meets the verge/public street The landscaping shall be installed within 60 days of the occupation of the development, and thereafter maintained to the satisfaction of the Chief Executive Officer."
		Lighting		
		Signage		Yes 2.14 Advertisement Policy
		Public Art		Yes LPP 2.19 Contributions for Public Art and/or Heritage Works 1%
		Fencing		
	Access	Provision	<p>4.7.3 Relaxation of Parking Requirements</p> <p>4.7.3.1 Council may:</p> <p>(a) Subject to the requirements of Schedule 7, waive or reduce the standard parking requirement specified in Table 2 subject to the applicant satisfactorily justifying a reduction due to one or more of the following:</p> <p>(i) the availability of car parking in the locality including street parking,</p> <p>(ii) the availability of public transport in the locality,</p> <p>(iii) any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces,</p> <p>(iv) any car parking deficiency or surplus associated with the existing use of the land,</p> <p>(v) legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory, AMD 35 GG 05/04/11</p> <p>(vi) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement,</p> <p>(vii) the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation,</p> <p>(viii) any other relevant considerations.</p> <p>Note: *In some sub areas identified in Schedule 7 reduction of parking bays is not permitted. The requirements of Schedule 7 prevail over this clause.</p> <p>41</p> <p>(b) Council may require an applicant to submit a report completed by a suitably qualified person or persons justifying any of the points cited above.</p> <p>Note: Provides greater flexibility to vary car-parking requirements based upon alternative transport opportunities</p> <p>4.7.3.2 Excluding development within the Residential zone, Council may waive car parking requirements for residential development under clause 4.7.3 in cases where the development is expressly designed and marketed as a zero-parking development that incorporates such elements as the following – AMD 49 GG 18/1/13</p> <p>(a) provision of parking site for bicycles / scooters;</p> <p>(b) operation of a formal shared vehicle ownership scheme amongst the residents.</p> <p>In any cases where such development is granted development approval the Council may require, as a condition of development approval, provision to be made to include notification on the property title(s) that owners and/or occupiers will not be entitled to on-street residential parking permits.</p> <p>4.7.3.3 Council may waive the class 1 or 2 bicycle rack requirements of Table 2, where, in the opinion of the Council, the development application is for a minor change of use. AMD 55 GG 1/8/14</p> <p>4.7.3.4 Council may waive the class 3 bicycle rack requirements of Table 2, where:</p> <p>(a) the provision of such bicycle racks would be incompatible with the overall design of the development; and</p> <p>(b) the required number of class 3 racks to be provided can adequately be provided on public land in the immediate vicinity of the development; and</p> <p>(c) a cash contribution, equivalent to the cost of installation of the required class 3 bicycle racks is negotiated and made to the City of Fremantle for provision of bicycle racks in the immediate vicinity of the development. AMD 55 GG 1/8/14</p> <p>4.7.4 Cash Payment In lieu of Providing Car Parking Spaces</p> <p>The Council may require a cash payment in lieu of the provision of paved car parking spaces, subject to:</p> <p>a) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme including variations thereto.</p>	

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			<p>b) the Council having adopted a local planning policy pursuant to Part 2 Division 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, detailing the costs for the provision of car parking in that local planning area and detailing the purposes to which the funds are to be allocated, AMD 54 GG 22/05/15</p> <p>c) payments under this clause shall be paid into a special fund to be used to provide public car parking stations within the locality from which it was collected or for the provision of transport infrastructure (which includes, but is not limited to, infrastructure for cyclists, pedestrians and public transport uses and users) in accordance with a Local Planning Policy adopted under Part 2</p> <p>42</p> <p>Division 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, as a Transport Infrastructure Strategy.</p> <p>Note: Modification of clauses related to cash in lieu of parking. Clear linkage to Transport and Infrastructure Study.</p> <p>4.7.5 Joint Use of Car Parking Facilities</p> <p>a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</p> <p>b) If there is a deficiency in the number of car parking spaces provided to serve any building or use, the Council may permit the car parking spaces for that building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of car parking spaces provided that the peak hours of operation of the buildings or uses so sharing are different and do not substantially overlap.</p> <p>AMD 9 GG 3/3/09</p> <p>c) The Council shall require that enduring reciprocal access and circulation arrangements are provided for any buildings or uses affected by this clause when, in the opinion of the Council, such arrangements are deemed necessary to improve design, functionality or amenity.</p> <p>d) The following requirements shall be complied with by any person seeking to comply with the provisions of this clause:</p> <p>(i) evidence shall be provided sufficient to satisfy the Council that no substantial conflict will exist in the peak hours of operation of the buildings or uses for which the joint use of car parking spaces or the reciprocal access and circulation arrangements is proposed, and</p> <p>(ii) the number of car parking spaces which may be credited from one building or use to another building or use, shall not exceed the number of spaces reasonably anticipated to be in excess of the requirement of the second building or use during its peak hours of operation.</p> <p>Note: Aim of section to provide greater flexibility in terms of car parking provision</p>	
		Location	<p>4.7.6 Design and Layout of Parking Areas</p> <p>Council shall have regard to all of the following in the location, design and construction of parking areas and associated access areas:</p> <p>a) layout and access lanes consistent with the Australian Standard for parking facilities & off-street car parking,</p> <p>b) the protection and enhancement of the streetscape including street trees,</p> <p>c) the provision of landscaping for screening and shade,</p> <p>d) the design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters,</p> <p>e) the provision for pedestrian movement within and around the parking area,</p> <p>f) the measures proposed to enhance the security of people using the parking area,</p> <p>43</p> <p>g) the provision of parking facilities for cyclists and the disabled,</p> <p>h) end of trip facilities for cyclists, and</p> <p>i) the ease and safety with which vehicles gain access to the site and circulate within the parking area. AMD 54 GG 22/05/15</p> <p>Note: Reference to Australian standard in Scheme re layout and design.</p>	
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle	<p>d) Bicycle parking facilities are to be provided in accordance with the following standards: AMD 55 GG 1/8/14</p> <ul style="list-style-type: none">• Class 1 - High security level - Fully enclosed individual locker;• Class 2 - Medium security level - Lockable compound fitted with Class 3 facilities with communal access using duplicate keys;• Class 3 - Low security level - Rails or racks to which both the bicycle frame and wheels can be locked. <p>For more information refer to 'Austroads Cycling Aspect to Austroads Guides'.</p>	
	Other Matters	Construction		LPP2.3 Fremantle Port Buffer Area Development Guidelines

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				Construction h) All residential development shall incorporate the following minimum standards of construction: i) cavity masonry construction for external walls of residential buildings, and ii) roof insulation.
		Waste		LPP2.24 Waste Management for New Development 1. Waste Management Plan requirement A waste management plan (WMP) will be required to accompany the following categories of development application, to inform assessment: • Mixed use developments 2. Calculating Waste Requirements for New Development Multiple Dwellings (Apartments), Commercial, Industrial, & Mixed Use Development proponents are to prepare waste management plans in accordance with the WALGA 'Waste Management Guidelines for Multiple Dwelling' and 'Waste Management Guidelines for Commercial and Industrial Developments' including waste generation rates. Variations to the waste generation rates specified in these may be considered in specific circumstances, where an applicant can demonstrate that an alternative standard is more 3/6 applicable to a proposed development, such as were accommodating FOGO, based on robust evidence.
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		LPP2.13 Sustainable Buildings Design Requirements POLICY 1. All development subject to this policy shall be designed and constructed in such a manner so as to demonstrate: a) A rating not less than 4 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool, or its equivalent demonstrated through a report provided by a suitability qualified professional*. * This may include a One Planet Living Action Plan that is certified by Bioregional Australia or a One Planet Living Integrator. 2. Council may exercise discretion to waive or vary the requirements of the policy in the case where: a) Development involves refurbishment of a building included on the Heritage List or in a Heritage Area where, in the opinion of the Council, adherence to the requirements of clause 1 would detrimentally impact on the heritage values of the building or area; and/or b) No suitable sustainability rating tool has yet been developed for assessment of the type of development proposed but it demonstrates a higher than standard energy and water efficiency. 3. An application subject to this policy shall be accompanied by an outline of how the policy will be met. 4. Unless the Council waives any particular requirement, an application subject to this policy may be made subject to a condition of approval that: a) Prior to the issue of a building permit, the applicant/owner is to submit a copy of documentation from the Green Building Council of Australia or a suitably qualified professional stating how the development will achieve a Green Star rating of at least 4 Stars or equivalent, to the satisfaction of the City of Fremantle. and b) Prior to occupation, the applicant/owner is to submit a copy of documentation from the Green Building Council of Australia or a suitably qualified professional stating that the development as constructed achieves a Green Star rating of at least 4 Stars or equivalent, to the satisfaction of the City of Fremantle.
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF JOONDALUP				
	Site	Lot Size		
	Built Form	Setbacks		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5. Details: 5.1. Building Setbacks: a. Buildings shall be setback from property boundaries as follows: Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 3 Commercial and Mixed Use Zone Boundary Minimum Setback distance (a) Street setback (includes secondary street) (i) 3.5 metres, with the exception of an awning which may be setback at 1.5 metres. (b) Side/rear setbacks (i) 3.0 metres (c) Right of way/laneway setback (i) Nil
		Use of Setbacks		
		Height		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.2. Building Height: a. The maximum building height as measured from the natural ground level is to be in accordance with the following table: Zone Mixed Use R40 Maximum Building Height Top of external wall 6 metres Top of external wall (concealed roof) 7 metres Top of pitched roof 9 metres Zone Mixed Use R80 Maximum Building Height Top of external wall 12 metres Top of external wall (concealed roof) 13 metres Top of pitched roof 15 metres 5.3. Coastal Area Building Height a. The maximum building height as measured from the natural ground level is to be in accordance with the following table: Zone Mixed Use Maximum Building Height Top of external wall 6 metres Top of external wall (concealed roof) 7 metres Top of pitched roof 9 metres b. Notwithstanding clause 5.3(a), the building height in activity centre plans and local development plans must take into account: i. existing built form, topography and landscape character of the surrounding area; ii. building siting and design; iii. bulk and scale of buildings and the potential to unreasonable overshadow adjoining properties or the foreshore; iv. visual permeability of the foreshore and ocean from nearby residential areas, roads and public spaces; and v. whether the development is sympathetic to the desired character, built form and amenity of the surrounding area.
		Plot Ratio		
		Site Cover		
		Materials		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.4. Built Form and Design: a. Development is to be in accordance with the following requirements: Design Element Development Requirement (a) Materials (i) Buildings must be constructed of high quality materials including but not limited to stone, concrete, brick, timber and glass. (ii) Concrete walls that are visible from an adjoining property or public realm must be painted
		Building Design		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy (b) Articulation (i) Buildings must incorporate appropriate design features to enhance appearance, create visual interest and reduce blank walls, including a combination of the following: • Varied colours, textures, finishes and materials; • Varied roof forms and design; • Balconies and balustrades; • Windows, screens and sun shading devices. (c) Windows and glazing (i) The ground floor commercial frontage must have a minimum of 50% clear glazed windows. (ii) The ground floor commercial frontage windows must have a maximum sill height of 700mm above finished floor level. (iii) Where window security devices are provided, they must be installed on the inside of a window

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				and be 75% visually permeable. (iv) Windows in an external wall which faces north, east or west must be protected from direct summer sun. (d) Commercial frontage (i) Ground floor external tenancies must have an entrance onto the commercial frontage and be outward facing to facilitate activation of the commercial frontage. (e) Building Entrances (i) Building entrances must be clearly defined and easily identifiable from the street and public realm. (ii) Building entrances must directly front the street, car park and key pedestrian routes (f) Pedestrian Shelter (i) Buildings must provide a continuous pedestrian shelter along all commercial frontages to a minimum height of 3 metres and a minimum depth of 1.5 metres.
		Site Layout		
	Site Amenity	Landscaping		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.5. Retaining walls Provision Development Requirement (a) Retaining walls (i) Retaining walls visible from a street or car park greater than 1 metre in height must be tiered so no tier is greater than 1 metre in height. A landscaping area of no less than 1 metre in width shall be provided between tiers 5.7. Landscaping: a. Landscaping is to be in accordance with the following requirements: Design Element Development Requirement (a) % landscaping (i) A minimum of 8% of the area of a lot shall be landscaped. (ii) The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries. (b) Size (i) Any landscaped area shall have a minimum width of 1.0 metre and distributed in areas of not less than 4.0 square metres. (c) Shade trees (i) Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays.
		Lighting		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy (e) Lighting (i) To minimise the negative impacts of lighting, lighting is to be installed in accordance with Australian Standard AS 4282.
		Signage		Yes: Advertisements Local Planning Policy
		Public Art		
		Fencing		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.8. Fencing a. Any fence located between the street alignment and 6 metres from the street alignment, or the street alignment and a building, whichever is the lesser distance, must be visually permeable above 0.75 metres from natural ground level, and must have a maximum height of 2.0 metres from natural ground level.
	Access	Provision	Table 7 - General requirements that apply to land in the Scheme Area 3. All zones (non-residential development) Car Parking – Cash in lieu (a) In this clause ‘Shortfall Parking Spaces’ means the difference between the number of car parking spaces required for a development under a local planning policy, structure plan, activity centre plan or local development plan (as the case may be) and the number of car parking spaces to be provided on the site of the development. (b) Subject to the remaining provisions of this clause, the local government may require or accept from an applicant for development approval, a cash payment in lieu of providing all or any of the number of car parking spaces required under a local planning policy, structure plan, activity centre plan or local development plan for the development for which development approval has been sought by the applicant. (c) Before the local government requires or accepts a cash-in-lieu payment under clause 32(1)3.(b), it must: (i) have a reasonable expectation that the cash-in-lieu payment can be applied to provide the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the site of the proposed development; and (ii) have regard to any local planning policy which it adopts in relation to cash-in-lieu of car parking. (d) The amount of the cash-in-lieu payment shall be the cost estimated by the local government to provide and construct the Shortfall Parking Spaces. The estimated cost of providing the Shortfall Parking Spaces may include: (i) the cost of land in the vicinity of the proposed development which is required to provide the Shortfall Parking Spaces, to be determined by a licensed valuer appointed by the City; (ii) the cost of constructing to the City’s specifications and requirements paved parking for the Shortfall Parking Spaces and any associated manoeuvring areas, accessways, landscaping, drainage and lighting; and (iii) the cost of constructing or installing signs, facilities or equipment to regulate the permissible period during which a vehicle may occupy the car parking spaces comprising the Shortfall Parking Spaces. (e) The cash-in-lieu payment shall be paid in such manner and at such time as the City determines. (f) Cash-in-lieu payments received by the City under clause 32(1)3. shall be paid into appropriate funds and used: (i) for providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the development;	
				Cash in Lieu of Car Parking Local Planning Policy 5.2. Parking Bay Valuation: For the purpose of this policy and the provisions of LPS3: a. A typical car parking bay and its associated manoeuvring and landscaping area is assumed to occupy an area of 30 square metres. b. The cash value for each car parking bay is the sum of the construction cost of an at-grade car bay, as determined by the City, plus the value of the land required to provide the bay (30 square metres). c. The value of the land component is based on the site that is the subject of the development proposal, and is to be obtained by a licenced land valuer or Valuer General, at the applicant’s cost.
				Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.6.3.Scooter and Motorbike Parking Standards a. For every 30 car bays required, the 30th car bay shall be replaced with two scooter/motorcycle parking bays to be designed in accordance with relevant Australian standards. The car parking bays required under 6.6.1 shall be reduced accordingly.

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			(ii) for providing and maintaining the things referred to in subclauses 32(1)3.(d)(ii) and (32(1)3.d)(iii); and (iii) for reimbursing the City for any expenses, including loan repayments, which it incurs in providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure.	
		Location		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.6.2.Car Park Location and Design a. Car park access and design is to be in accordance with the following requirements: Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 6 Design Element Development Requirement (a) Car park design (i) Car parks should be consolidated where practicable. (ii) Car parks shall be designed in accordance with Australian Standards AS 2890.1 and/or AS 2890.2 as amended from time to time. (b) Vehicle Access (i) The number of crossovers should be kept to the minimum to provide efficient ingress and egress. (ii) The location of crossovers should minimise traffic or pedestrian hazards and not conflict with pedestrian/cyclist paths. (iii) Vehicles are required to enter and exit the site in forward gear.
		Access		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy (d) Reciprocal car parking and access (i) Where car parking and access is approved on neighbouring properties that relies on the reciprocal movement of vehicles and pedestrians across those properties, the necessary reciprocal access and parking shall be allowed at all times to the local government's satisfaction.
		Loading/Serviceing		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.9. Servicing a. Servicing, deliveries, lighting and waste collection should be considered as part of the integral design of the building. Services should be screened from view, and located at Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 8 the rear of the building where practicable. Servicing is to be in accordance with the following requirements: Provision Development Requirement (a) Service access (i) Service access must be provided to all commercial buildings to cater for the loading and unloading of goods, and waste collection. (b) Service yards (i) Service yards must be screened from view and located at the rear of a building. (ii) Service yards must not be located directly adjacent to a Residential zoned lot.
		EOT		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.6.5.End of Trip Facilities All developments that are required to provide 6 or more employee bicycle parking bays must provide end of trip facilities, designed in accordance with the following criteria: a. A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms. b. Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays. c. A locker for every bicycle parking bay provided. d. The end-of-trip facilities are to be located as close as possible to the bicycle parking facilities.
		Pedestrian		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy (c) Pedestrian Access (i) A footpath must be provided from the car park and the street to the building entrance and along all street frontages.
		Bicycle		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.6.4.Bicycle Parking Standards a. Bicycle parking is to be provided in accordance with the following table and relevant Australian standards. Bicycle parking is only required to be provided for new buildings; however it is encouraged to be provided for existing developments and additions to existing developments
	Other Matters	Construction		
		Waste		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy (c) Bin storage areas (i) Bin storage areas must be screened from view by a wall not less than 1.8 metres in height, constructed of brick, masonry or other approved material. (ii) Bin storage areas must be accessible to waste collection vehicles and not adversely affect car parking and vehicular or pedestrian access.
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		Commercial, Mixed Use and Service Commercial Zone Local Planning Policy 5.11. Small scale renewable energy systems a. The development of small scale renewable energy systems is encouraged in order to reduce the production of greenhouse gas emissions. Small scale renewable energy systems are to be in accordance with the following requirements: Provision Development Requirement (a) Solar energy system (i) Solar energy systems must be integrated into the overall design of the building and located on rooftops so as not to detract from the building itself or impose on the existing streetscape. (b) Wind energy system (i) The system must be well setback from any overhead power lines. (ii) The turbine system must be fitted with an automatic and manual braking system or an over-speed protection device. (iii) Unless colour-matched to the supporting

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				<p>roof, the wind energy system and any tower structure must remain painted or finished in the colour or finish applied by the manufacturer. (iv) No signage, other than the manufacturer's or installer's identification, shall be attached to the system. (v) Any electrical components and wires associated with a small wind energy system must not be visible from the street. (vi) The system must not be located on a property/building on the City's Heritage List. (vii) A maximum of 1 turbine per 1000m2 of lot area is permitted. (viii) Turbines are not permitted on lots less than 1000m2. (ix) The maximum height of a pole mounted system is 10m above natural ground level. (x) The maximum height of a roof mounted system is 7.5m above the roofline. (xi) The maximum blade diameter is 5.5m. (xii) Not permitted between the building and street. (xiii) A pole mounted system must be setback from side and rear boundaries not less than half the total height of the wind energy system, (xiv) A roof mounted system must be setback a minimum of 7.5m from a major opening of an adjoining building.</p> <p>Environmentally Sustainable Design Policy</p> <p>4. Details:</p> <p>4.1. Design Principles: The incorporation of the following design principles into buildings relevant to this policy is encouraged: <input type="checkbox"/> Designing and constructing buildings to preserve the natural features of the site. <input type="checkbox"/> Designing and constructing buildings to include passive solar design. <input type="checkbox"/> Increasing the energy efficiency of buildings by using low energy technologies for lighting, heating and cooling, appliances and equipment. <input type="checkbox"/> Using renewable energy technologies. <input type="checkbox"/> Increasing water efficiency and encouraging water reuse and water recycling for buildings and landscaping. <input type="checkbox"/> Selecting sustainable building materials, such as locally sourced and recycled content. <input type="checkbox"/> Reducing the amount of waste that is created through the construction process by implementing waste management practices on site. <input type="checkbox"/> Encouraging adaptability in the design and construction to ensure longevity of the building; <input type="checkbox"/> Increasing the indoor air quality of buildings by using low allergic and low volatile organic compound (VOC) fittings, furniture, paints and adhesives. <input type="checkbox"/> Utilising water wise and native gardening techniques. <input type="checkbox"/> Designing buildings so materials can be easily recycled if in the future the building is to be demolished.</p>
		Buffers		
		Other		<p>Alfresco Activities Local Planning Policy</p> <p>5. Details: In determining the appropriateness of any alfresco activities within the City of Joondalup, the following will apply: 5.1. Alfresco location: a. Notwithstanding the Zone configurations identified below, all alfresco activities shall provide a 1 metre minimum setback from bus stops, fire hydrants, public telephones, electrical distribution boxes or any other public infrastructure.</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF KALAMUNDA				
	Site	Lot Size		
	Built Form	Setbacks	Front – 6m ave Minor Street – 3m Side – as per R Codes Rear – 6m ave	Kalamunda Town Centre Urban Design Guidelines 1.4 Siting and Setbacks New commercial buildings should generally adhere to the nil front setback applicable to the zoning, and maintain the continuity of street facades and traditional designs. (Refer to Section 7.2 for different setback requirements for particular locations.) The third storey of a commercial building shall be set back a minimum of 4.0m from any street frontage. Limited setbacks may be permitted on the ground floor of commercial buildings for entries or where they support active commercial uses such as restaurants which are provided within the associated building.
		Use of Setbacks		
		Height		Kalamunda Town Centre Urban Design Guidelines 1.3 Building Heights A maximum building height of 3 storeys shall apply in the Kalamunda town centre. The maximum floor-to-floor heights shall be: <ul style="list-style-type: none">• Ground floor - 4.5m• First floor (second storey) – 3.5m• Third storey - 3.0m Any lift overrun shall be less than 3.0m above the ceiling level of the top storey.
		Plot Ratio	0.5	
		Site Cover	50%	
		Materials		Kalamunda Town Centre Urban Design Guidelines 1.6 Detailing, Colours and Materials New buildings are not expected to imitate the materials, colours or finishes of the existing buildings of the locality. The emphasis is on the blending of new buildings with the best elements of the existing streetscape. A variety of materials and colours is encouraged, although large expanses of reflective glass are strongly discouraged. Proponents of new development should acquaint themselves at the beginning of the design process with the Colour and Material Palettes attached to the “Kalamunda Town Centre Streetscape Masterplan”. The palette provides suggestions and guidance on base and highlight colours and building materials.
		Building Design		Kalamunda Town Centre Urban Design Guidelines 1.5 Articulation Buildings should be articulated to break up their perceived bulk and provide visual interest, particularly with buildings occupying a large/long site frontage. A “fine grain” of built form shall be achieved by each new development. Each floor level should be articulated. A variety of architectural expression will be encouraged with a strong emphasis on promoting high quality, contemporary design. Additional Matters (i) When two street frontages are involved (i.e., a corner lot), priority shall be given to the higher level activation classification. (ii) Activation levels shall be addressed through such measures as window transparency, building detail and building entries. Windows on street frontages should not be coated with excessive quantities of dark film, advertising, reflective glass, or obscured by shelving and stored goods. (iii) All new buildings must address the street with facades generally parallel to the street, with windows facing the street and clearly defined entry points visible and accessed from the street. Tenancies abutting the street shall provide primary entrances off the public footpath. (iii) All new buildings must address the street with facades generally parallel to the street, with windows facing the street and clearly defined entry points visible and accessed from the street. Tenancies abutting the street shall provide primary entrances off the public footpath. Buildings should be set parallel, and up to, the street property line, and not set (as in the photo above) at an arbitrary angle which results in an awkward “left-over” space at the front of the building. However, recessed doorways may be acceptable. (iv) New commercial developments are encouraged to incorporate ground floor uses that promote activity and informal surveillance of the street, and have facades that add interest and vitality to the public domain. Upper levels should be designed to promote informal surveillance of the street through the use of balconies and/or large windows. (v) New buildings should be designed to be adaptable to allow for future use changes. (vi) The ground floor walls of new buildings which abut a street or laneway must have minimal blank or screen walls, opaque roller shutters and air vents. Such features will not generally be supported by the Shire.

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				(vii) Designs of perimeter walls of new buildings may incorporate secondary seating options such as wide sills, steps or low walls to promote activity whilst maintaining universal accessibility. (viii) Where possible, power substations should be integrated into the design of a development where they are located within view of the public realm.
		Site Layout		
	Site Amenity	Landscaping	Landscaping Strip (Road Frontage) 3m for non residential	Kalamunda Town Centre Urban Design Guidelines 5.4 Landscaping NOTE: Assistance in selecting specific, appropriate tree species may be gained by reference to the Shire’s Kalamunda Town Centre Townscape Improvement Concept – (i) Landscape Masterplan, and (ii) Street and Carpark Tree Species.) Where developments are not built up to the front boundary, the setback area shall be landscaped with an appropriate and attractive mix of in-ground planting and hard paving, provided that the plantings maintain an openness to the building to ensure a visible and safe entrance, and create no potential entrapment areas. Water-sensitive design planting principles will be encouraged.
		Lighting		Kalamunda Town Centre Urban Design Guidelines 4.0 SAFETY and SECURITY 4.1 Lighting Developments should make provision for the location of external lighting, to include the lighting of commercial building facades for public safety purposes and to add drama, variety, interest and character to the development at night. Lighting should be even and consistent to avoid shadows and glare, and should be provided to increase safety and security along important pedestrian pathways. The lighting of retail frontages of buildings on Haynes Street and Canning Road in particular will be encouraged.
		Signage		Yes Local Planning Policy 02 – Advertising Signage
		Public Art		Yes Local Planning Policy 26 – Public Art Contribution 1 %
		Fencing		
	Access	Provision	<p>5.7.3 Reciprocal Parking Local government may vary the parking requirements as specified in Table 3 for any zone when it is considered reasonable to do so by the recognition of reciprocal arrangements for parking or access or circulation. In making its decision on application for such recognition, the local government shall take into consideration the following matters:</p> <p>a) the nature of the proposed development in relation to the existing or future development of any land within the immediate vicinity of the subject land; b) the hours of normal operation of the intended use and abutting land uses; c) any such matters as the local government considers relevant, including any legal agreements between affected landowners.</p> <p>5.7.4 Cash in Lieu of Parking An owner may, if the local government so agrees contribute to the cost of acquisition and development by the local government of a public car park. The cost of each parking bay in a public car park shall be ascertained by dividing the total cost or estimated cost of the acquisition of land and development of the public car park by the number of car parking bays therein. The number of car parking bays which an owner is required to provide shall, if the local government so agrees, be reduced by the number of car parking bays in a public car park of which an owner pays the cost.</p> <p>a) If the local government agrees to allow less than the minimum level stipulated in Table 3, local government may require any shortfall to be made up by way of a contribution to an appropriate local government fund created for the purpose of applying such funds as defined in sub-clause (c) at a rate per bay equal to the Parking Contribution. b) (i) The local government may from time to time calculate or estimate the cost of providing a parking bay within the Scheme area (the "Parking Contribution") including but not limited to:</p> <ul style="list-style-type: none">- the market value of the land required for the parking bay and the necessary access and manoeuvring space;- any structures required; and- other improvements including paving, kerbing, drainage, landscaping, crossovers and lighting. <p>(ii) The Parking Contribution shall be calculated in respect of the Scheme area as a whole. (iii) The local government may from time to time vary or adjust the Parking Contribution to reflect changes in values and costs, notwithstanding which the local government may at its discretion, determine a lesser amount to be applied as the Parking Contribution. (iv) All costs incurred in obtaining the valuation required under sub-clause b. (i) above shall be borne by the applicant. c) The local government shall apply the moneys accumulated in the appropriate Carparking Trust Fund by way of payments for parking either:</p> <ul style="list-style-type: none">(i) through land purchase for the construction of parking facilities;(ii) for the provision of parking in joint-use facilities; or(iii) for the provision of or for public transport within the Scheme area to the extent that its permits or encourages a reduction in the use of or demand for parking facilities within the Scheme area.	

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		Location		<p>Kalamunda Town Centre Urban Design Guidelines</p> <p>2.3 Ground Floor Levels</p> <p>It is acknowledged that Kalamunda town centre has many areas where the topography is sloping, sometimes quite steeply. Every endeavour should be made in the design and construction of new development to match ground floor levels with the level of the abutting footpath in order to provide ease of pedestrian access, and to maintain an interactive relationship with the street.</p> <p>Basement car parks should preferably be constructed fully below ground, so there is negligible level difference between the public footpath and the inside ground floor.</p> <p>New developments should also take advantage of the town centre’s sloping terrain, with the aim of gaining good views over the surrounding areas, and “burying” car parking areas where possible.</p>
		Access		<p>Kalamunda Town Centre Urban Design Guidelines</p> <p>3.0 ACCESS, TRAFFIC and MOVEMENT</p> <p>3.1 Location and Design of Car Parking</p> <p>Car parking areas shall be located as an undercroft/basement to the building, or towards the rear of the site and screened from public view. No car parking shall be located between the building and the street boundary.</p> <p>At-grade car parking areas incorporated into a development which caters for 8 or more vehicles shall be landscaped with suitable trees at the rate of one tree per 6 bays. The chosen trees shall provide shade, improve amenity and assist in visual screening from above. (Assistance in selecting tree species may be gained by reference to the Shire’s Kalamunda Town Centre Townscape Improvement Concept – Street and Carpark Tree Species.) The car park should also be appropriately lit for after-dark use.</p> <p>Any new multi-storey car parks should incorporate interactive street frontages, such as shops or other uses that promote activity. These can be “sleeved” along the street frontages of the car park structure.</p> <p>Where car parking levels (including undercroft levels) are visible from a street or public space, high quality architectural detailing shall be incorporated into the façade of all floors.</p> <p>3.2 Rationalisation of Crossovers</p> <p>The width and number of crossovers onto a site should be minimised.</p> <p>Vehicle access to developments should be designed in a way which minimises potential pedestrian/vehicular conflict, or alternative pedestrian access should be provided if necessary.</p> <p>Measures to clearly define the priority of pedestrian amenity should be adopted. These could include mountable kerbing to ensure continuity of public footpaths.</p>
		Loading/Servicing		<p>Kalamunda Town Centre Urban Design Guidelines</p> <p>3.3 Servicing</p> <p>Servicing/loading areas are generally to be provided at the rear of developments.</p> <p>Where this is not possible, for example when the property has a two street frontage, then the servicing/loading area should be located in the middle of the development out of sight of the street, or at the side of the building, perhaps incorporating a new or existing laneway. The laneway should be kept to a minimum trafficable width, preferably utilising a one-way through traffic system so that service/delivery vehicles do not have to reverse over public footpaths.</p> <p>Vehicle crossovers to the street should be kept to a minimum width, suitable for access by one vehicle at a time.</p>
		EOT		
		Pedestrian		<p>Kalamunda Town Centre Urban Design Guidelines</p> <p>2.2 Pedestrian Shelter</p> <p>Within predominantly retail areas of the town centre, buildings which are built up to the front property boundary shall incorporate pedestrian shelter over the public footpath by way of an awning, canopy, balcony or verandah.</p> <p>Pedestrian shelters should be constructed to provide continuous weather protection of consistent width across adjacent buildings. The design of the shelter should provide for an interesting and cohesive streetscape, whilst relating to the architecture of the host building.</p> <p>Pedestrian shelters shall be approximately 2.5m wide over the footpath, but shall not extend beyond the point where the fascia is 600mm behind the kerb on the street below. The shelter shall provide a minimum clearance consistent with the Building Code of Australia.</p> <p>3.4 Universal and Pedestrian Access</p> <p>Universal access should be integrated into the design of buildings that the public are entitled or allowed to enter or use (including the foyer/lobby of residential buildings). This includes, but is not limited to, reception areas, the principal entryway, toilets, lifts and car parks.</p> <p>Universal access to all areas of residential development will be encouraged.</p> <p>The design of an area, facility or building should provide for continuous, accessible paths of travel on the most commonly used and direct pathways.</p> <p>A continuous, accessible path of travel adjacent to the building should be provided at the street interface, as this is an important guidance mechanism for the blind.</p> <p>Proposed pedestrian access provisions for a new development may need to be supported by a written assessment of universal access by an accredited access consultant.</p>

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		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		Kalamunda Town Centre Urban Design Guidelines 5.0 ENVIRONMENT and MICROCLIMATE 5.1 Energy Efficiency New developments should incorporate sustainable design principles, such as: <ul style="list-style-type: none">• Maximising solar access and natural ventilation;• Minimising the need for energy consumption by reducing as much as possible a reliance on air conditioning and artificial lighting;• Reducing or eliminating an unsustainable consumption of resources;• Giving preference to building materials with thermal insulating properties, produced by low energy means, and using renewable or recyclable resources; and• Aiming to achieve high energy efficient ratings for the development in any accredited system for energy efficient building design and maintenance.
		Buffers		
		Other		Kalamunda Town Centre Urban Design Guidelines 4.3 Safer Design (CPTED) The design and layout of buildings should enhance actual and perceived safety, and reduce the potential for crime, graffiti and vandalism. Developments should minimise potential entrapment areas such as recessed doorways and storage areas, and other semi-enclosed spaces. Areas not intended for night time access should be unlit or closed off to discourage use of these spaces and avoid giving a false sense of security. Developments which include public spaces should be designed to encourage pedestrian use and create a sense of public ownership by providing quality landscaping, lighting, furniture, art, finishes, universal access and measures to improve environmental conditions, as well as providing a high standard of regular maintenance.

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MANDURAH				
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	Schedules to the Scheme Schedule 1 - Additional Requirements That apply to Land in Scheme Area General Requirements 2.Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone Notwithstanding the requirements relating to development that are set out in a Precinct Structure Plan, Local Development Plans or Local Planning Policies the following provisions shall be provided for development where the R-Codes do not apply in all Centre zones and the Service Commercial Zone: Buildings shall be required to front the primary street and shall be of high quality. Elevations are to include articulation a through variety of materials, height, setbacks and awnings covering pedestrian walkways around the building. Walls with no articulation and no variety of materials will not be accepted. Wherever possible buildings are to address all public spaces, through the provision of windows and control of signage on windows to provide for surveillance and security. The blanking out of windows with signage is not acceptable.	
		Site Layout		
	Site Amenity	Landscaping	Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping.	
		Lighting		
		Signage		Yes – LPP2 Signage Policy
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access	Car parking areas are to be designed to wrap around the site and/or buildings, to form internal access ways. Car parking areas are to be articulated using high quality landscaping, tree plantings, variety of pavements, pedestrian refuge islands and access ways. The layout and location of access ways, parking, loading bays and service areas are to be designed to permit vehicles to enter streets in a forward gear.	
		Loading/Serviceing	Service and loading areas are to be screened from street view and residential land uses.	
		EOT		
		Pedestrian	A variety of paving is to be provided adjacent to the building and within the car parking area to demarcate pedestrian crossings and driveway access, ensuring that the extent of bitumen is reduced.	
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		

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		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MELVILLE				
	Site	Lot Size		
	Built Form	Setbacks	32. Additional site and development requirements (1) The Table sets out requirements relating to development that are additional to those set out in the R-Codes, activity centre plans, local development plans or State or local planning policies. Table 7 – Additional site and development requirements 3 Mixed Use Zone Where there is no Activity Centre Plan for the adjacent Centre, development will be guided by the following: (1) Setbacks a) the setback is to accord with the standards applicable under the relevant R-Coding for the subject site.	
		Use of Setbacks		
		Height	32. Additional site and development requirements (2) Building height a) As per council policy b) where the site adjoins or is immediately adjacent to land in the Residential zone, building height is to be limited as necessary so as to comply with overshadowing limits applicable to such adjacent land under the relevant R-Coding.	LPP 1.9 Height of Buildings 2.1.1 General Residential and Mixed Use zone R-Code Range R12.5 – R40 Eaves 8.0 metres External Wall (Concealed Roof) 9.0 metres Overall 10.5 metres R50 and above For singles house and grouped dwellings - As per R-Codes Volume 1 Table 3 Column C; For multiple dwellings as per R-Codes Volume 2 Tables 2.1 Primary controls table and 2.2 Indicative building height
		Plot Ratio	(3) Building bulk a) Total plot ratio standard is 0.6.	
		Site Cover	(4) Open space a) Minimum of 10 per cent of the development site.	
		Materials		
		Building Design		LPP 2.1 Non-Residential Development Building Design 1 General 1.1 Development should: (a) Be orientated towards the primary street frontage. (b) Be designed to minimise the incidence of blank and unarticulated elevations. (c) Exhibit high levels of architectural articulation through the use of varied architectural planes, effective fenestration, architectural detailing, external materials, and a varied colour palette. (d) Incorporate a differentiated design approach to the treatment of the ground floor 'vs' upper floor(s), achieved through varied design, use of materials, changes in architectural planes, incorporation of awnings and the like, to enhance pedestrian scale. (e) In the interests of street level activation, mixed use development should be designed and laid out with non-residential uses at the ground floor level. 3. Front Facades and Shopfronts 3.1 Facades fronting the street and public domain should incorporate window and door openings which provide passive surveillance. 3.2 The pedestrian scale of the development should be enhanced through the use of windows, door openings, awnings, public art, architectural design and detailing at ground level. 3.3 The removal of, or permanent covering of windows and openings within the shop front or front elevation will not be supported. 3.4 Shop and Showroom uses are to have areas set aside for shopfront displays or windows which have a view across the sales floor area. The installation of shop fittings and fixtures on the inside of shopfront windows will not be supported. 3.5 Windows at ground floor level should remain visually permeable at all times. 3.5 Reflective or heavily tinted glazing at ground floor level will not be supported. 3.6 At least 60% of the total length of the ground floor level façade adjacent to a footpath should be transparent. 3.7 Where they interface with the public domain, security shutters and gates are to be visually permeable. Solid security shutters and gates will not be supported. Roller doors of transparent design and construction will be acceptable provided they are at least 75% visually permeable. 4 Weather Protection 4.1 Where a building abuts a footpath, awnings for weather protection should be provided along its whole length. Diagram 4 – Minimum awning dimensions where signage is proposed. 4.2 Where possible, the minimum depth of an awning is to be 2.5m. Where this is not possible due to the width of the verge or any other factor, the awning is to be practical for weather protection. 4.3 Awnings sited to enable a minimum clearance of 2.75m above ground level. Where under-awning signage is proposed, the height of the awning should take into account that the minimum clearance above ground level for any future signage will be 2.75m. 4.4 The awning is not to be sited within 0.5m of a kerb. 4.5 New awnings should be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover.

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				<p>LPP1.8 Crime Prevention through Environmental Design of Buildings</p> <p>1 Design Elements 1.1 Passive Surveillance (a) The development is to have a view of the adjacent footpath or road reserve of the Primary Street (and Secondary Street if on a corner lot) from the ground floor level windows; (b) Developments comprising two or more storey structures should be designed to incorporate windows which have a view over the Primary Street (and Secondary Street if on a corner lot); (c) Open-air car parking areas are to be overlooked by windows and/or outdoor living areas from within the subject development or the existing developments on surrounding sites; (d) Developments abutting areas reserved as open space are to incorporate windows or balconies overlooking the reserve; (e) Landscaping is not to obstruct views of the adjacent footpath or road reserve from ground floor level windows.</p> <p>1.4 Design Elements for Non-Residential and Multiple Dwelling Developments (a) Developments are not to incorporate blind corners adjacent to pedestrian paths. (b) Developments are not to include recessed doorways or alcoves that restrict natural surveillance adjacent to pedestrian paths. (c) Parking areas, access ways and entrances are to be well lit for clear visibility at night or a closed circuit television system is to be installed.</p>
		Site Layout		<p>LPP 2.1 Non-Residential Development</p> <p>Active Uses</p> <p>5.1 Retail, food and beverage and other commercial uses which promote interaction and deliver vitality within the streetscape, are encouraged to be located on the ground floor level.</p> <p>Visual Privacy 7.1 Where located adjacent to existing residential properties, developments are to be designed to satisfy the following criteria: (a) All openings to operational rooms where the finished floor level is raised 0.5m or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line, are to be: • setback, in direct line of sight within the cone of vision, from the boundary of the adjoining property, a minimum of 6m; or • provided with permanent vertical screening to a height of 1.6m. (b) All unenclosed outdoor spaces (balconies, decks, verandahs and the like) where the finished floor level is raised 0.5m or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line are to be: • setback, in direct line of sight within the cone of vision, from the boundary of the adjoining property, a minimum of 7.5m; or • provided with permanent vertical screening to a height of 1.6m. 7.2 The non-residential portion of any mixed use development is to be designed to minimise overlooking of major openings and outdoor active habitable spaces of the multiple dwellings within the site.</p>
	Site Amenity	Landscaping	(5) Landscaping a) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.	<p>LPP 2.1 Non-Residential Development</p> <p>Landscaping 6.1 LPS6 requires the approval of a landscaping plan for all non-residential developments proposed across the City of Melville. These landscaping plans should be designed to satisfy the following requirements: (a) Where applicable, landscaping should be concentrated within the street setback area to: • enhance and positively contribute to the streetscape; and • soften the appearance of the building; and • where relevant, provide a buffer between the development and adjoining residential properties. (b) In addition to traditional at-grade planting, the City will consider landscaping above ground level in the form of: • Accessible and inaccessible ‘green roofs’; • Well designed and maintained ‘green walls’; • Permanent planters; • Window boxes. (c) Where applicable, the upgrade and ongoing maintenance of landscaping within the street verge adjoining the development site may be acceptable. (d) Shade trees are to be provided within at-grade car parking areas containing more than six bays. The shade trees are to be provided at a minimum rate of one tree per six bays. The shade trees are to be dispersed evenly throughout the car parking area to provide shade and relief of building bulk. 6.2 It is acknowledged that in some instances, such as strip shopping areas and the like, that the provision of on-site landscaping is not practical. In these instances, contributions to planting or other infrastructure within the verge to increase the amenity of the streetscape will be considered in lieu of the requirements prescribed by LPS6. 6.3</p> <p>Part 4 of LPS6 prescribes non-residential landscaping requirements. Where a development comprises mixed use development, the LPS6 landscaping requirement is to be calculated based upon the proportion of the development which is for nonresidential purposes only. The landscaping associated with the residential portion of the development is to be assessed as per the R-Codes. 6.4 Where a development site contains mature trees and vegetation, developers are encouraged to consider their retention as part of any redevelopment proposal. 6.5 Detailed landscaping plans should incorporate the use of low maintenance, water wise plants, with a presumption in favour of the use of native West Australian species.</p> <p>6.6 There is a presumption in favour of the retention of existing street trees. Approval will not be given for the removal of street trees unless material planning circumstances dictate the removal and where supplementary tree replanting in accordance with Council’s Street Tree Policy is the only viable alternative. 6.7 Existing street trees located within the verge are to be protected during the construction of the development in accordance with Australian Standard AS4970: Protection of Trees.</p> <p>LPP 1.5 Energy Efficiency in Building Design</p> <p>3 Landscaping – Climate Control, Waterwise Gardens and the Retention of Trees Landscaping plans required for all development shall incorporate principles of waterwise design and optimize elements of passive solar design and</p>

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				climate control. In terms of climate control and passive solar design, landscaping plans are to have regard to the following principles: • Evergreen plants on the east and west side of a building to block undesirable solar radiation. • Deciduous plants located on the north side of a building to block undesirable solar radiation in summer whilst ensuring its provision in winter. • Densely planted shrubs on the eastern and north western sides of a building to block hot easterly winds in summer and cold north westerly winds in winter. Landscaping plans are required to demonstrate the use of waterwise plants (as defined by the Water Corporation of Western Australia) and the incorporation of waterwise irrigation (trickle drippers and/or sub mulch irrigation with automated controllers and rain sensors. Wherever possible and practical, significant individual trees should be preserved on private lots. Trees add value to property and contribute significantly to the amenity of the locality, providing shade, shelter from wind, habitat for wildlife and filter for air pollution and traffic noise.
		Lighting		LPP1.16 Flood and Security Lighting On private property (1) Planning approval is not required for the installation of flood or security lighting on privately owned properties where the following are satisfied: (a) The lighting is installed to comply with Australian Standard AS.4282 – Control of the Obtrusive Effects of Outdoor Lighting (as amended) and so that the light emissions are directed within the subject lot. (b) In addition to (a) above, where flood lighting is to be installed on a property which adjoins a residential property, a timer is to be installed to turn the flood lights off between 9pm and 6am each day. (c) Written confirmation from a suitably qualified lighting consultant to confirm that flood and/or security lighting has been installed in compliance with (a) and (b) above will be required upon the request of the City.
		Signage		Yes – LPP2.2 Outdoor Advertising and Signage
		Public Art		Yes – LPP1.4 Provision of Public Art in Development Proposals – 1 %
		Fencing		LPP1.8 Crime Prevention through Environmental Design of Buildings 1.3 Fencing (a) Fencing within the front setback of properties is to be visually permeable above 1.2m in height.
	Access	Provision		LPP 1.6 Car Parking and Access Non-Residential Development 2 On-Site Car Parking 2.1 Car parking bays are to be provided in accordance with the ratios set out in Table 1 below for: (a) all new developments; or (b) modifications to existing developments which result in an increase to the NLA or PFA; or (c) a change of use to a use which requires more car parking than existing. 2.2 Where a modification to an existing development or a change of use is proposed which results in additional NLA or PFA and/or creates an additional demand for car parking, additional bays are to be provided in accordance with Table 1 below. 2.5 All parking facilities, access and manoeuvring areas are to be designed in accordance with Australian Standard AS 2890.1: Parking facilities – Off-street parking (as amended). 2.6 Universal parking bays (a) Car parking bays marked exclusively for use by drivers with disabilities at the rate specified in the Building Code of Australia and relevant Australian Standard (AS28990.1) are to be provided. (b) These bays are included within the car parking requirements set out in Table 1. 2.7 Tandem parking bays will generally only be accepted where the two bays are provided for the use of a single tenancy and where the use would allow for this practice. 2.8 The City supports the use of sensitively located car stacking systems. 2.9 On-site parking should be located behind the building line or within the building where possible. Parking within the front setback area of a development is discouraged. 4 Motorcycle / scooter parking bays 4.1 Where 15 or more car parking bays are provided on a development site, motorcycle / scooter parking bays are required to be provided in accordance with Table 2 below. 4.2 Where motorcycle / scooter parking bays are required, one of the car parking bays required by Table 1 above, can be replaced for each of the two motorcycle / scooter bays.
		Location		
		Access		LPP 2.1 Non-Residential Development Vehicle Access, Loading and Parking 8.1 Vehicle access should be provided from secondary streets or rights of way where available. Only one access point per street is encouraged. 8.2 Vehicle access to developments on corner lots should be located the maximum possible distance away from the corner on the minor road or right of way. 8.3 All vehicles utilising on-site car parking bays should be able to enter and exit in a forward gear where practicable. 8.4 On-site parking should be located behind the building line or within the building where possible. Parking within the front setback area of a development will be discouraged. 8.5 Areas for the loading and unloading of vehicles should be provided on site where the non-residential portion of the development exceeds 500m² Gross Floor Area. The loading area/s are to be of a size and in a location appropriate to the nature of the development. 8.6 Where parking is provided within a basement or undercroft, a minimum headway clearance of 2.85m should be provided where a loading or accessible bay is provided within that level. 8.7 Structures (walls, fencing, services) and vegetation should not exceed 0.6m in height within 1.5m x 1.5m of where the vehicle access way

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				<p>meets the street boundary. 8.8 Prior to the initial occupation of a development, a Noise Management Plan may be required to detail how noise associated with deliveries is to be managed. Where necessary, limitations on delivery hours may be imposed. 8.9 The provision of bicycle parking facilities and end of trip facilities are encouraged for all developments. 8.10 Disabled parking provided in accordance with the National Construction Code 2012 (as amended)</p> <p>LPP 1.6 Car Parking and Access 6 Variations to Car Parking Standards 6.2 Activity Centre Parking 6.2.1 A reduction in the car parking requirements of Table 1 is acceptable within certain Activity Centres due to their proximity to public transport and other public parking infrastructure. Accordingly, the car parking requirements of Table 1 may be reduced by up to 25% where the City is satisfied that: (a) The development site is within an Activity Centre which is within the following Secondary or District activity centres as designated by State Planning Policy 4.2: Secondary Centre Booragoon (Melville City Centre) District Centre Canning Bridge Riseley Melville Petra Street (b) The development complies with the approved Parking Management Plan for the centre (if applicable). 6.3 Reciprocal Parking 6.3.1 The City can consider reciprocal parking arrangements as follows: (a) Up to 100 per cent of the parking requirement specified in Table 1 where there is no overlap in operating times, or (b) Up to 50 per cent of the parking requirement specified in Table 1 where there is partial overlap in operating times. 7 Cash-in-lieu 7.1 Where an application proposes a shortfall in on-site car parking which is not fully addressed by the provisions in Part 6 above, the City may require the provision of cash-in-lieu for some, or all of the on-site car parking shortfall. 7.2 The City will not accept cash-in-lieu of car parking contributions where it considers that the required car parking could instead be provided on-site. 7.3 Cash-in-lieu contributions are calculated as follows: \$50,000 (which is the full cost of providing a new car bay in a multideck car park) x Shortfall in the number of car bays (based on the assessment of the application) x 20% = Total cash in lieu of car parking payment</p> <p>8 Access 8.1 Vehicular access points to parking facilities are to be located and designed so that: (a) Access is via secondary streets or rights of way where available. (b) Access to developments on corner lots should be located the maximum distance away from the corner on the minor road or right of way. (c) One access point per street is encouraged and the number of access points is kept to a minimum. (d) All vehicles utilising on-site car parking bays should be able to enter and exit in a forward gear where practicable. (e) Where possible, new parking facilities and access points are to be linked to existing parking facilities. (f) Access points shall be designed to minimise: (i) traffic or pedestrian hazards, (ii) conflict with pedestrian/cyclist pathways, (iii) the impact on nearby residential uses, (iv) traffic congestion, and (v) interference with public transport facilities. Where this is not possible, mitigation measures must be considered.</p>
		Loading/Servicing		<p>LPP 1.6 Car Parking and Access 3 Service or loading bays 3.1 For developments with a NLA of greater than 500m² at least one service or loading bay shall be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day. 3.2 The service or loading bay is in addition to the car parking requirements set out in Table 1. 3.3 The bay(s) are to be of a suitable size and location for the nature of the land uses proposed.</p>
		EOT		<p>LPP 1.6 Car Parking and Access 5.4 End of trip facilities are required where more than 6 bicycle spaces are required by Table 3 above, as follows: (a) A minimum of one locker for each bicycle space; (b) A minimum of one unisex shower and change room. Additional shower facilities are to be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per development. (c) The end of trip facilities are to be located as close as possible to the bicycle parking facilities.</p>
		Pedestrian		
		Bicycle		<p>LPP 1.6 Car Parking and Access 5 Bicycle parking facilities 5.1 A minimum of two bicycle parking facilities are to be provided on a subject site unless a greater number is specified in Table 3 below. 5.2 The ratios specified in Table 3 below are to be applied based upon the car parking bays that the development requires in Table 1 less any variations that are permitted by Part 6 of this policy. 5.3 Bicycle spaces are to comply with Australian Standard AS 2890.3: Parking facilities – Bicycle parking facilities (as amended) and are to be conveniently and safely located.</p>
	Other Matters	Construction		<p>LPP 2.1 Non-Residential Development Site Works 11.1 Where developments are proposed across sloping sites, the principle of equal cut and fill across the site will apply.</p>

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		Waste		<p>LPP 2.1 Non-Residential Development</p> <p>Waste</p> <p>10.1 All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled material. 10.2 The bin storage area should be screened from view of the street and be located to ensure adverse visual amenity impacts are avoided. 10.3 Bin storage areas should be located in an easily accessible location for both occupants of the building and for rubbish collection. The design is to include provision for easy cleaning. 10.4 Details of the proposed collection point are to be submitted at the time of development approval. 10.5 A rubbish collection point should be nominated which is of sufficient size to contain the number of bins required to service the building, whilst not obstructing parking and pedestrian access, traffic flow and sightlines. 10.6 Prior to the initial occupation of a development, a Waste Management Strategy may be required to detail how waste and the noise associated with waste disposal will be minimised.</p> <p>LPP1.3 Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments</p> <p>2 Waste Management Plan (WMP) 2.1 All planning applications for multiple dwellings, mixed use developments and nonresidential developments, must be accompanied by a WMP. A template is provided as Attachment 1 to this policy which aids the preparation of a WMP. 2.2 Once approved by Council, the management and collection of waste shall be undertaken in accordance with the approved WMP.</p> <p>Bin Compounds 5.1 Bin compound(s) are to be located within the development site and are to be of sufficient size to contain all of the required bins including adequate area around the bins to access and allow manoeuvring of the bins for collection as follows: 240L bins 1.1m tall 0.59m x 0.73m Bin area based upon 0.5m² per bin plus sufficient area to walk around and manoeuvre the bins. 660L bins 1.2m tall 1.36m x 0.77m Bin area based upon 1.5m² per bin plus sufficient area to walk around and manoeuvre the bins. 1100L bins 1.4m tall 1.4m x 1.1m Bin area based upon 2m² per bin plus sufficient area to walk around and manoeuvre the bins. 5.2 Where a development includes a basement or an undercroft level, bin compounds should be located within these areas where possible. 5.3 Where a basement or undercroft level is not proposed to be provided, or where such areas cannot readily accommodate a bin storage compound, the bin compound is to be incorporated into the design of the development. Where this is not possible, the compound is to be surrounded by a 1.8m wall or fence and is not to be located within the front or secondary street setback area. 5.4 Bin compound(s) are to be constructed to satisfy the following requirements: (a) Provided with a tap and connected to an adequate supply of water. The tap is to be located in a position so that it will not be susceptible to being damaged by the bins being removed for collection. (b) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness; (c) Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self closing gate;</p>
		Storage		<p>LPP1.3 Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments</p> <p>7 Residential bulk and green waste collection 7.1 All developments which include Multiple Dwellings are to provide a bulky storage space to allow temporary storage of unwanted bulky items while awaiting disposal. A minimum area of 4m² is to be provided, or 0.5m² per dwelling, whichever is greater.</p>
		Drainage		
		Effluent Disposal		
		ESD		<p>LPP 1.5 Energy Efficiency in Building Design</p> <p>Building Orientation/Passive Solar Design Buildings are to be orientated on site to ensure outdoor living areas and openings to indoor living areas face to the north. A northern orientation will ensure benefits of natural solar heating and daylight are maximized in cooler months. Conversely, negative aspects of heat gain during warmer months can be minimized.</p> <p>2 Solar Access In conjunction with the provisions of the Residential Design Codes, the City shall have regard to location or roof pitch of a development where solar access to buildings and courtyards on an adjoining lot are threatened. Particular regard will be had to the protection of solar access in strata lot development. In such cases, impact of overshadowing may be greater and more concentrated when considering the location of courtyard areas, living room windows and solar electricity and hot water systems.</p> <p>4 Building Infrastructure Initiatives The Building Code of Australia incorporates energy efficiency provisions for the design and construction of new buildings and additions and alterations to existing buildings. Notwithstanding the requirements of the Building Code of Australia, new buildings and substantial alterations and additions to existing buildings are encouraged to incorporate the following features: Plumbed Rainwater Tanks: Tanks and pumps to service toilet flushing, laundry, hot water service and garden are suggested. Greywater Systems: Systems are encouraged connecting bathroom and laundry waste water to an approved greywater irrigation area. Solar Water Heaters: Solar water systems to be installed as an integral and compatible feature of the roof design, preferably located so as to not be visible from the primary street. Photovoltaic Energy Systems: Where visible from the primary street</p>

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				consideration is to be given to ensuring the system is designed as an integral and compatible feature of the roof design. Systems are to comply with relevant safety and electrical requirements. Insulation: Insulation of walls, ceilings and/or roofs is encouraged and can significantly reduce heat transfer and minimize energy usage. Roof spaces should also be ventilated to reduce heat transfer to living areas. Roofing: Light roof colours reflect heat, preventing surfaces from becoming excessively hot whilst dark roof colours absorb heat which is then transferred to the home. Accordingly, light roof colours such as light greys, cream and light beige are encouraged from an energy efficiency viewpoint. Very light coloured roofing materials such as colorbond profiled sheeting in white or surfmist, and zinc coated products such as zinalume, do however, have the potential to adversely impact on occupiers of adjacent properties by virtue of the glare and reflectivity associated with them. Fixtures, Fittings and Appliances: Incorporation of flow regulators to kitchen and bathroom taps and shower heads and dual flush toilet systems are recommended. Energy efficient appliances are encouraged, in particular dishwashers and washing machines, to reduce energy and water usage.
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF MOSMAN PARK				
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height	32. Additional site and development requirements Table 6 - Additional requirements that apply to land in Scheme area 2. Mixed Use zone Building height (a) Maximum external wall height on street frontages shall not exceed 7.5 metres. (b) Maximum external wall and building height shall not exceed 10.5 metres, with building components above 7.5 metres being setback a minimum of 4 metres from boundaries. (c) On lots fronting McCabe Street, the maximum external wall and building height shall not exceed 8.5 metres.	
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	32. Additional site and development requirements Table 6 - Additional requirements that apply to land in Scheme area 5. Scheme Area Car parking (a) Car parking shall be provided in accordance with: (i) The R-Codes for residential development; and, (ii) Schedule 1: Car Parking Requirements. and shall be rounded to the nearest whole number.	
		Location		
		Access	32. Additional site and development requirements Table 6 - Additional requirements that apply to land in Scheme area 7.Scheme Area Stirling Highway Vehicular Access (a) Residential and Non-Residential development abutting Stirling Highway is required to rationalise existing access to Stirling Highway to improve safety. In its consideration of any application for development approval, the local government will consider: (i) the availability of vehicle access from streets or public ways other than Stirling Highway; and (ii) the standard of construction and width of abutting public ways; and may impose conditions relating to access arrangements.	
		Loading/Serviceing		
		EOT		LPP23 Bicycle Parking and Associated Infrastructure End of Trip Facilities 5.8 Where developments are required to provide 10 or more bicycle parking bays in accordance with the minimum provisions of this policy they are required to provide end of trip facilities, which are to be designed in accordance with the following criteria: a) A minimum of one female shower and one male shower, located in separate change rooms or a minimum of two separate unisex shower and change rooms; b) Additional shower facilities shall be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per development; c) The showers must dispense both hot and cold water; d) The end of trip facilities shall include non-slip surfaces, hooks and/or benches for peoples' belongings, adequate lighting and ventilation; e) The end of trip facilities should be located as close as

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				possible to the bicycle parking facilities; f) Secure change rooms capable of being locked; and, g) A locker for every bicycle parking bay provided 5.9 At least one male and one female shower, or one unisex shower that is required to be provided under Clause 5.8 above must meet the minimum requirements for universal accessibility in accordance with the Building Code of Australia.
		Pedestrian		
		Bicycle	32. Additional site and development requirements Table 6 - Additional requirements that apply to land in Scheme area 6. Scheme Area Bicycle parking Requirement (a) Bicycle Parking shall be provided in accordance with an adopted local planning policy made under this scheme for this purpose and shall be rounded to the nearest whole number.	LPP23 Bicycle Parking and Associated Infrastructure Design of Bicycle Parking Bays 5.10 All bicycle parking bays shall be designed in accordance with Australian Standard (AS) 2890.
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF NEDLANDS				
	Site	Lot Size		
	Built Form	Setbacks		<p>4.2 Building Setbacks (a) Building setbacks are provided in accordance with Table 2 (illustrated in Figures 1 and 2). Table 2 – Building Setbacks Storey 1 – 7 Primary Street and secondary street (if applicable) Min 2m Rear (minimum) 6m North Side (minimum) 2m South Side (minimum) 4.5m</p> <p>4.5 Visual Privacy (a) Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3. Table 3 – Required privacy setback to adjoining sites Cone of vision from unscreened Adjoining R60 Adjoining R160 or RAC-3 Major openings to bedroom, study and open access walkways 6m 4.5m Major openings to habitable rooms other than bedrooms and studies 8m Unenclosed private open space 8m or reduced to 7m where a landscaping planter box/s is provided in accordance with 4.5 (b) below. 6m</p>
		Use of Setbacks		
		Height		<p>LPP – Interim Built Form Design Guidelines – Broadway Mixed Use Zone 4.0 POLICY MEASURES 4.1 Building Height (a) The portion of the building abutting Broadway is a minimum of two storeys in height. (b) The maximum building height is 12.5m (4 storeys) above road level.</p>
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	<p>32. Additional site and development requirements 32.4 Mixed Use, Local Centre and Neighbourhood Centre zones (2) Residential uses are not permitted on the ground floor facing primary or secondary streets, except where the use faces a right-of-way or laneway in the Mixed Use zone, or where identified in an approved local planning policy. (3) Buildings are to have active frontages to the primary and/or secondary street, except where a use faces a right-of-way or laneway. 4) Minimum tenancy depth facing a street is 10m. (5) In relation to developments that are not subject to the R-Codes, where development standards are not specified in an approved structure plan, local development plan, local planning policy and/or activity centre plan, the development standards are subject to the applicable R-Code.</p>	<p>LPP – Interim Built Form Design Guidelines – Broadway Mixed Use Zone 4.7 Solar and Daylight Access (a) Shading of major openings and private open space/balconies for dwellings is provided in accordance with Table 4. Figure 3 – Planter box used to restrict downward cone of vision from unenclosed private open space. Local Planning Policy Table 4 – Shading Devices Required for Dwellings Orientation Required shading device North and south Fixed or adjustable horizontal shading above (Figure 4) at appropriate angle to exclude summer sun and admit winter sun East and west Adjustable shade screens or deep overhangs (Figure 5)</p> <p>4.8 Façade Design (a) Building facades at all levels are articulated and detailed (broken into distinct visual elements) wherever they are visible from an adjoining property, or from the street (see Appendix 2). (b) At least 70% of the ground floor building facade facing Broadway (primary frontage) consists of an active facade. (c) At least 50% of the ground floor building facade facing a street which intersects with Broadway (secondary frontage) consists of an active facade. (d) The building line adjacent to the primary and secondary streets are provided with awnings which: (i) Are setback a minimum of 1m from the kerbline; (ii) Are a minimum of 2m in depth, projecting from the building line (may be reduced to achieve 1m setback from kerbline, as per 4.88(e)(i)); (iii) Are a minimum height of 2.75m and a maximum height of 3.5m from the level of the footpath; (iv) Respond to any existing and/or proposed verge tree; and (v) Integrate with the design of the façade.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP – Interim Built Form Design Guidelines – Broadway Mixed Use Zone 4.3 Tree Canopy and Deep Soil Areas (a) Where the subject site adjoins a site with a lower density code to the rear, at least 50% of the deep soil area required under Clause A 3.3.4 of the RCodes Volume 2 is located adjoining the boundary with that adjoining site. (b) Deep soil areas provided at a maximum of 1m above the natural ground level. (c) Mature tree canopy cover is provided to at least 80% of the rear lot boundary width (refer to indicative canopy diameter at maturity, as set out in Table 3.3b of the R-Codes Volume 2).</p> <p>LPP – Landscaping Plans 4.0 Landscaping Design Criteria 4.1 Non-Residential Development In accordance with clause 5.4.2 of the City's Town Planning Scheme No. 2: (a) the portion of the lot between the street boundary and the setback line; and (b) the portion of the lot between any adjoining residential lot and the setback line from the respective lot boundary/ shall be designed and developed to</p>

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				the satisfaction of the City as landscaping or natural planting, but the City may approve the paving and draining of portion of the area of the lot between the street boundary and the setback line in order to provide vehicular access. The following criteria will apply when preparing the landscaping plan: a) At least 50% of street setback area(s) using soft landscaping treatments, unless otherwise approved by the City b) One shade tree being provided for every 4 continuous open car parking bays. c) In cases where car parking bays are not located within the street setback area, at least one tree for every 10m across a lot's street frontage is to be provided, unless otherwise approved by the City. d) Plants being setback an adequate distance from driveways, crossovers, footpaths and truncations so as not to obstruct driver and/or pedestrian sightlines when they reach full maturity. e) The retention of mature trees where practicable, unless otherwise approved by the City. If sufficient justification for removal of significant trees, the City will expect equivalent trees to be planted elsewhere on the site. e) The avoidance of landscaping which will fully obstruct surveillance from the property to the street, and vice versa. f) Landscape design which will not provide concealment or entrapment areas. g) The use of a variety of landscaping to create interesting built environments.
		Lighting		
		Signage		Yes – LPP Signs
		Public Art		No policy in place
		Fencing		
	Access	Provision	<p>32. Additional site and development requirements</p> <p>32.1 All zoned land</p> <p>Car parking requirements and cash-in-lieu payments.</p> <p>(1) Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government.</p> <p>(2) The requirement to provide on-site car parking spaces is subject to:</p> <p>(a) the local government agreeing to or requiring a cash-in-lieu payment pursuant to sub-clause 3;</p> <p>(b) the local government accepting a shared car parking arrangement pursuant to clause 32.2; and</p> <p>(c) any requirement to provide car parking spaces in a structure plan, local development plan or activity centre plan which applies to the development, in which case the requirement in the structure plan, local development plan or activity centre plan prevails to the extent of any inconsistency.</p> <p>(3) An application for development approval for a non-residential development may, if the local government agrees or requires, make a cash payment to the local government in-lieu of providing all or any of the car parking spaces required for the development for which approval has been sought.</p> <p>(4) The amount of the cash-in-lieu payment shall be determined by the local government by reference to the cost to the local government of providing and constructing the shortfall in car parking spaces that would otherwise have been constructed on the development site in accordance with sub-clause 1 or 2(c) and may include, without limitation:</p> <p>(a) the value of land required for the car parking spaces, including any manoeuvring areas, as estimated by a licenced valuer appointed by the local government;</p> <p>(b) the cost of constructing the car parking spaces including manoeuvring areas;</p> <p>(c) any costs ancillary to providing and constructing the car parking spaces, such as the installation of signs and lighting; and</p> <p>(d) any other cost incurred by the local government in determining the cash-in-lieu payment.</p> <p>(5) Payments made to the local government pursuant to this clause 32.1 must be held in trust and used by the local government only for:</p> <p>(a) the provision and maintenance of public parking infrastructure; and</p> <p>(b) any ancillary expenses incurred for the purposes of this clause, including loan repayments.</p> <p>(6) In this clause, public parking infrastructure includes but is not limited to land and facilities for public parking, whether on-street or in a designated car parking station, and includes facilities, technologies and infrastructure ancillary to this land use.</p>	<p>LPP – Interim Built Form Design Guidelines – Broadway Mixed Use Zone</p> <p>4.6 Car and Bicycle Parking</p> <p>(a) Parking is to be provided in accordance with the City of Nedlands LPP – Parking.</p> <p>(b) Car parking areas comprised of more than two car parking bays are to be incorporated into the design of the building and not visible from adjoining properties or streets.</p> <p>(c) Incorporation of car parking areas into the design of the building façade in accordance with 4.6 (b) should be provided through glazing and articulation of the built form and does not include screening of parking areas with blank façade treatments. (</p> <p>d) Visitor parking is exempt from Clause 4.6 (b) where the parking area is:</p> <p>(i) Comprised of four bays or less;</p> <p>(ii) Located at ground level;</p> <p>(iii) Not accessed from the primary street; and</p> <p>(iv) Landscaped to provide a soft and attractive interface with the street (see Appendix 2).</p>
		Location		
		Access	<p>32. Additional site and development requirements</p> <p>32.2 All zoned land</p> <p>Shared car parking</p> <p>(1) Where an application for development approval is made for a non-residential use which does not provide the required number of on-site car parking spaces, the local government may permit part or all of the shortfall to be provided through an agreement to share car parking space(s) on an adjacent site (Shared Site).</p> <p>(2) When considering whether to permit a proposal for shared car parking, the local government must:</p> <p>(a) be satisfied that the hours of peak operation of the proposed development and those of the Shared Site do not substantially overlap;</p>	

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			(b) be satisfied that adequate car parking will be available at all times for both the development site and the Shared Site; (c) be satisfied that the relationship between the development site and the Shared Site is such that the shared car parking space(s) is likely to be used by people visiting the development site; and (d) have regard to other relevant considerations in any applicable local planning policy.	
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		LPP – Waste Management Waste Management Plans 4.1.1 A Waste Management Plan shall be submitted as part of the following categories of Development Application: (b) Mixed Use Developments (i) All mixed-use developments 6.0 INTERNAL SERVICE COLLECTION Internal service collection performed only by rear loader waste truck with the ability to service 240L, 360L, 660L and 1100L bins only. Internal service collections should be provided for 5 or more multiple and grouped dwellings, all mixed-use developments, all commercial developments and any other proposals where there is insufficient lot, road or verge frontage for collection or vehicle access as determined by the City. Transfer of bins within the bin location and to the waste presentation point should only be undertaken by the City's waste contractor. 9.2 Developments with shared bins must include an easily accessible communal bin storage area within the development. In the case of mixed-use developments separate residential and commercial bin storage areas are required.
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF PEPPERMINT GROVE				
	Site	Lot Size		
	Built Form	Setbacks	32. ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS (1) The Table sets out requirements relating to development that are additional to those set out in the R-Codes, activity centre plans, local development plans or State or local planning policies. Table 5 - Additional Site and Development Requirements 3 Mixed Use (b) Development for residential and/or non-residential purposes is to comply with the lot boundary setbacks under Table 5 of the R-Codes unless otherwise varied through an adopted local planning policy or local development plan. (c) Development for residential and/or non-residential purposes is to comply the R80 general site requirements under Table 4 of the R-Codes unless otherwise varied through an adopted local planning policy or local development plan. (d) For lots fronting Stirling Highway setbacks shall be to the satisfaction of the local government, on the advice of the Western Australian Planning Commission, having regard to an adopted access strategy, local planning policy or local development plan.	
		Use of Setbacks		
		Height		
		Plot Ratio	32. ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS (a) Maximum plot ratio 1.0;	
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	Refer Schedule 1 32. ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS 6 Scheme Area Vehicle Parking and Access (d) All carparking and accessways are to have regard to appropriate Australian standards. (e) In the Mixed Use or District Centre zones, in considering redevelopment or new development, the local government may vary the parking requirements specified in Schedule 1, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the Mixed Use zone or District Centre In the Mixed Use or District Centre zones, the local government may approve development without the required number of parking spaces being provided on the land, subject to the applicant making arrangements satisfactory to the local government for the provision of off-street parking in the vicinity; and in this regard to the local government may accept cash in lieu of parking spaces on the land, subject to the following:- (i)the cash in lieu payment shall not be less than the estimated cost to the applicant of providing and constructing the parking spaces required by the Scheme plus the value as estimated by the local government of that area of the land which would have been occupied by the parking spaces but at the discretion of the local government the cash in lieu payment may be reduced in accordance with a local planning policy made under this scheme for the purpose; and (ii) payments made under this clause shall be paid into a special fund to be used to provide public parking stations or for the provision of public transportation, in order to alleviate parking demand in the Scheme area. (g) In assessing the number of parking spaces required for a development containing more than one use, the local government may have regard to the likely patterns of usage, in particular the likely maximum use of the development at any time, and may reduce the number of parking bays. (h) In the case of non-residential development car parking shall be designed so as not to require vehicles to reverse into a public street.	

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			(i) A person shall not use any land for the purpose of a carpark, or for the parking of vehicles (including motor cycles), a loading bay or service ways unless the land and all accessways thereto have been paved, drained and landscaped, marked out, sign posted and illuminated to specifications approved by the local government.	
		Location		
		Access		
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

MIXED USE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF SERPENTINE JARRADALE			5.25 MIXED USE 5.25.2 Unless otherwise approved by the Shire, an approved activity centre structure plan or detailed area plan will be required to guide the subdivision and development of land zoned Mixed Use, prior to the Shire providing support for a subdivision application or approving development.	LPP 2.6 Stanley Road Planning Framework Provides overview of private landowner initiated development and preparation of structure plans etc where something like a mixed us zone development would be contemplated.
	Site	Lot Size		
	Built Form	Setbacks		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Setbacks: Front (Street) Buildings should be set back to the greater dimension specified for their respective lots on Figure 5 of these Guidelines. Setbacks may be relaxed to the lesser dimension shown on Figure 5 where those circumstances described under the ‘Variation Criteria’ apply. Refer Figure 5 in LPP which provides 3 distinct setback ranges based on context. <ol style="list-style-type: none">1. The nil setback range is required in order to maintain the original character of the commercial premises in the town, which were constructed to the road reserve boundary. This achieves an active edge between the street and the commercial premises.2. The setback range “2.0 metres” favours a minimum setback of 2.0 metres, in order to achieve an active street front building form for shops, restaurants, etc. whilst also assisting to provide additional dimension to the footpath suitable to accommodate trade displays and alfresco uses.3. The setback range “6.0/9.0 metres” favours a minimum setback of 9.0 metres, generally consistent with the greater setbacks of particular existing buildings such as various residences. Setbacks in this range may be relaxed to 6.0 metres in the circumstances described under ‘Variation Criteria’ below. Setbacks: Side A building shall have a minimum setback of one and a half metres (1.5) metres to a common side boundary at the ground floor. This may be relaxed to nil in those circumstances described in the “Variation Criteria” criteria for this Guideline Statement. Setbacks: Rear A building shall have a minimum setback of 9.0 metres to a rear boundary. LPP 3.8 Byford Town Centre Built Form Guidelines 2.0 GENERAL POLICY REQUIREMENTS R2.1 Setbacks shall be in accordance with the relevant Precinct Specific Policy Requirements.
		Use of Setbacks		
		Height		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Purpose Iv. Address and make allowance for the Mixed Use development in the town. Development Guidelines Building Form Guideline Statement - Building Form Rationale Maximum Height The maximum height of building walls of buildings to Wellard and Richardson Street shall be two storeys or 7.0 metres The Second Storey must be setback from the street. A third storey is not permitted.
		Plot Ratio		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines
		Site Cover		
		Materials		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Roof Materials The permissible roof materials are profiled colourbond sheet metal and terracotta roof tiles. Where zincalume is used, it shall be treated to reduce its reflectivity. No dark colour roof materials may be used, i.e. black, dark blue etc. Wall Materials Walls facing a public street should be constructed of either brick, rendered brick, local stone or weatherboard. Brick shall be laid in a running bond or English garden bond pattern. Bricks shall be similar to the Cardup type brick. Stone walls shall be laid in a random coursed pattern. Limestone is not preferred. Weatherboard shall be of a bevelled board, simple drop or shiplap profile. Fibro-cement or fibreglass weatherboard reproductions are not favoured. Steel, glass or tilt-up slab wall are not favoured and will only be accepted in locations where they are not visible from a public street. 1.2.5 Colours-Walls Rendered or weatherboard walls require painting. Preferred colours include earth colours in accordance with federation style colours, which are red, green and white. There may also be the inclusion of darker toned browns, olives, ochres and tan/pinks. No general extreme primary colours are to be used. 1.2.6 Colours-Accents

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				Accent colours are to either complement base tonings or provide relief. By definition, complementary accent colours should be those of opposite (or “complementary”) chroma and hue. Coloured accents should remain dark toned. Relief colours may be white or cream.
		Building Design		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Building Design Architectural Character The architectural style of new buildings should (in the case of additions and extensions) match that of their principal building, and in the case of new development, should be closely sympathetic to the architectural style of the key 19th and 20th Century buildings in the Precinct. Roof Forms Roof pitch should be between 25°-30°. Gables facing the street are encouraged. Flat deck roofs are not permitted, unless they are concealed behind a parapet façade to the street. Skillion roof forms are acceptable. Satellite dishes or air conditioning units shall not be visible from an abutting street. If a roof attachment requires location at the front, at its discretion Council may approve this providing it is not visually obtrusive. Hot water systems maybe visible from the street, providing they are required to be located in this position for solar orientation. 1.2.8 Windows: At Street Level No less than sixty (60%) percent of the vertical area of a building façade facing a street (or formal public space such as a square) at street level shall comprise windows, or glazed doors. 1.2.9 Windows: Design Windows shall generally have a vertical emphasis. Window frames visible from the street should be of a timber-famed casement or awning type. Window detailing should include a header or soldier lintel course, and a header sill course. 1.2.10 Entrances To Street Buildings should provide primary door openings to street footpaths for each tenancy abutting a street. 1.2.13 Floor To Ceiling Heights: Ground Floor The minimum ground floor height (floor to ceiling), in buildings adjacent to the street, shall be a minimum of 3.5 metres. 1.2.14 Weather Cover Buildings shall provide a continuous awning over the footpath.
		Site Layout		
	Site Amenity	Landscaping		LPP 2.3 Development Standards for Development Applications Landscaping & Revegetation All zones 1. Revegetation is required to replace mature native vegetation that is proposed to be lost as a result of any development / planning application throughout the Shire. 2. Landscaping plans are required to be submitted for the following types of planning applications: a) Any grouped dwelling, multiple dwelling and/or residential building applications; b) Any development proposing the construction of building/s on a vacant site (with the exception of single dwelling and ancillary structures); or c) Any addition, modification and renovation to existing commercial or industrial developments valued at over \$100,000. 4. Where landscaping is proposed within the road verge, a deed of agreement prepared by the Shire’s solicitors at the applicants cost, which include lodgement of a caveat on title, is to be prepared and executed prior to the development being occupied. The deed is to include that the owner agrees to maintain the landscaping within the road verge. 6. To allow establishment of landscaping around existing trees and tree trunks adequate space depended upon the species should be maintained and kept clear of all impervious materials. Where a tree is positioned within 3m of less from a hardscape area, root control barriers should be installed. Refer Schedule 1 – Pest Plants LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Landscaping- Provision Ten (10%) percent of the gross area of a Commercial site shall be provided as Landscaping, and landscaped to the satisfaction of the Council. Where the site has a nil setback to the street and 10% landscaping is not possible, as determined by Council, the landowner will be required to make a cash in lieu contribution for road upgrading/maintenance and street works including paving and landscaping. Landscaping – Design Where a commercial, civic or multiple residential building may be setback more than 2.0 metres from Wellard and Richardson Street, the front setback area shall be landscaped in accordance with an approved landscape plan.
		Lighting		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines 1.2.17 Lighting Of Building Edges Building facades should be illuminated wherever possible. Applicants must demonstrate that upper storey residential units will not be affected by direct light intrusion through windows. Pedestrian paths and spaces accessible at night should be adequately lit. Particularly along key walking paths, lighting should be contiguous, without gaps.
		Signage		Yes LPP 4.11 Advertising

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		Public Art		Yes LPP 1.6 Public Art – 1% LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines 1.3.1 Public Art Proposals for civic, cultural, commercial, residential (except single residential), and/or mixed residential/commercial developments over the value of \$500,000 are to set aside a minimum of one half of one per cent (i.e. 0.5%) of the estimated total project cost for the development of public art works which reflect the place, locality and/or community. The contribution to public art may be credited to the development's obligations to provide landscaping.
		Fencing		LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Fencing To Street Fencing controlling access between public spaces and private or semi-private areas should be transparent to allow visibility and cross-surveillance. Blank, non-transparent fences above one (1.0) metre in height to public spaces are not supported. The only exception to this may be if the fence is required to screen plan equipment and loading/ storage areas No front fence, inclusive of transparent components, but excluding pillars or columns, shall be more than 1.8 metres in height. Front fencing shall comprise painted open picket
	Access	Provision		LPP 1.8 Cash-in-lieu for Parking 1. Cash-in-Lieu Parking Provision a) The Shire may require cash-in-lieu car parking for non-residential development where there is a shortfall in the car parking requirement or where it is satisfied that the provision of parking onsite, and/or associated vehicle access would be detrimental to the overall development and integrity of the area; b) The Shire may accept or require a cash payment or transfer of land or both, in lieu of the provision of all or a portion of required car parking space; c) The cash-in-lieu payment shall not be less than the land value and construction cost as defined; d) All costs incurred in obtaining the valuation; e) Construction costs shall be borne by the applicant proposing the cash-in-lieu contributions; and LPP 3.3 Wellard and Richardson Street Serpentine Design Guidelines Parking Parking is to be provided on site at a rate prescribed in the Shire of Serpentine- Jarrahdale TPS No. 2. On street carparking bays in road reserves directly abutting and contiguous to the site may be included in calculating carparking provision. In considering applications seeking dispensation to carparking standards, Council shall have regard to the 'variation criteria' under this guideline statement. Parking standards have not been reviewed pursuant to these Guidelines, and accordingly it is appropriate the prevailing standards set out in TPS 2 continue to apply. Notwithstanding, given that the traditional street based town centres incorporate on-street car parking bays, any bays directly adjacent to the frontage of a site should also be included in carparking calculations. Variation Criteria: Where a proponent may seek dispensation to carparking standards, Council may take the following criteria into consideration: For residential/office/shop mixed use development, the number of visitor bays required for the residential component may be credited to the office or shop use carparking requirement, given the complimentary peaks of usage for these two uses. For residential/office (live-work) developments where residents also conduct business from the same premises, the number of resident bays may be credited to the office use carparking requirement, excluding the number of visitor bays. For residential/restaurant-café development, ten (10%) percent of the number of residential bays, including visitor bays, may be credited to the restaurant carparking requirement, assuming that on any evening, ten (10%) percent of residents within the residential component may also use the restaurant of café component.
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		LPP 4.15 Bicycle Facilities Policy – required, linked to use. Policy 1. Unless otherwise approved by the Shire in accordance with clause 5.2 of TPS2, end of trip bicycle facilities are to be provided in accordance with the standards for respective uses detailed in Schedule 1. This information has been sourced and adapted from Cycling Aspects of Austroads Guidelines, Green Building Council of Australia assessment tools and Bikewest's End of Trip Facilities guidance.
	Other Matters	Construction		
		Waste		
		Storage		

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		Drainage		<p>LPP 2.3 Development Standards for Development Applications</p> <p>d) Stormwater quantity and quality control - landscaping works should incorporate water sensitive urban design systems such as raingardens, rainwater tanks, permeable paving, constructed wetlands, buffer strips and infiltration trenches that are designed to manage the quantity and quality of stormwater runoff from the development site.</p> <p>Drainage</p> <p>All Zones All sites shall comply with the basic requirement that any post-development discharges from the property should be equal to or less than the pre-development site for a design storm event, unless comprehensive hydrological catchment modelling at the developer's cost by a suitably qualified engineer proves otherwise.</p> <p>10. Where development has been proposed in an area where the lots grade to the road and the downstream system is designed with adequate capacity the following must be achieved: a) Flow across paved areas to road/drain or legal point of discharge; b) All plans submitted for approval to show existing and proposed levels, and flow paths. c) Contain the first 15mm at source for retention or detention and slow release to downstream environment, based on soil conditions 11. In areas where lots are not adequately graded to the legal point of discharge or the discharge system has limited capacity the following must be met: a) The stormwater drainage system must be designed by a suitably qualified engineer and must demonstrate that there will be no impact to upstream or downstream properties within the catchment. b) All post development flows for a 1:100 year event must be compensated on site with only pre-development flows allowed to flow to the street/discharge point. Both pre and post development flow rates shall be calculated using methods as detailed in AR8R 2016. c) Provision shall be made for all storms up to a 1:100 event to overflow the storage system and flow directly to the street drainage with floor levels of all buildings designed to prevent any flooding or I.P.D. d) Contain the first 15mm at source for retention or detention and slow release to downstream environment, based on soil conditions. 12. During construction, measures should be implemented to ensure no discharge of dust or sediment from the site.</p>
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<p>APPENDIX 10 - BYFORD DEVELOPMENT CONTRIBUTION AREA – SCHEME DEVELOPMENT CONTRIBUTION</p> <p>(iv) Mixed-use development</p> <p>The R20 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/development, whichever is the greater (minus the equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.</p> <p>Based on the R20 site calculation</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x R20 subdivision/development potential of the site - the equivalent of one lot or one dwelling = Required contribution rate)</p> <p>Based on the number of dwellings</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x actual number of residential lots/dwellings being created - the first dwelling being created = Required development contribution)</p>	<p>LPP 2.5 - Serpentine Jarrahdale Activity Centres</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF STIRLING			<p>Specific Dev Standards for Mixed Use are captured separately within design principles for multiple areas and within other zones of the scheme e.g.</p> <ul style="list-style-type: none">- Neighbourhood Centre Zone- Special Beach Development Zone- Herdsman Glendalough Special Control Area- Mirrabooka Town Centre Special Control Area- Stirling Civic Mixed Use Precint Design Guidelines <p>Use Classes are also stipulated for other zones and areas with Mixed Use Zone land use permissibility changing across each location.</p> <p>6.6.7 Special Application of Residential Design Codes AMD 60 GG 11/12/18 Notwithstanding clause 5.3.2 of the Scheme, residential development on land zoned Mixed Use within the Beaufort Street Local Development Plan area is subject to the requirements of multiple dwellings under the R-AC0 Code. Development requirements for the R-AC0 Code are outlined in the Beaufort Street Local Development Plan.</p>	<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>This Policy is intended to promote high quality built form and attractive streetscapes for non-residential and mixed use developments within the City's Activity Centres and other commercial sites. It also supplements the requirements of State Planning Policy 7.3 Residential Design Codes for residential components of mixed use development.</p> <p>3. Applications Subject of this Policy</p> <p>Applicable Zones</p> <ul style="list-style-type: none">- This Policy applies to all non-residential, mixed use and residential multiple dwelling development in the following Zones:- Business- District Centre- Hotel- Local Centre- Neighbourhood Centre- Service Station <p>Where the development is within an existing local centre and impacts only a portion of the buildings in that local centre (i.e. 50% or less), the new development will be expected to fit in with the existing local context (particularly with regard to street setback and parking locations) and will be assessed against the objectives of the Local Centre Zone.</p>
	Site	Lot Size		
	Built Form	Setbacks		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>Street Setbacks:</p> <p>Buildings shall have a Nil setback to primary and secondary streets.</p> <p>Where adjoining sites are zoned Residential or abut a residential landuse, buildings street setback shall be stepped back when appropriate from the:</p> <p>Side Boundary, the distance of the street setback,</p> <p>as per the street setback requirements of that adjoining residential development (refer Figure 1 below).</p> <p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7.1.5. Setbacks</p> <p>7.1.5.1. All buildings are to be setback from the ROW:</p> <p>7.1.5.1.1 A minimum of 2.0m at ground floor level;</p> <p>7.1.5.1.2 A minimum of 3.0m at upper storey level;</p> <p>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;</p>
		Use of Setbacks		<p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7.1.6 Landscaping</p> <p>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.</p> <p>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.</p>
		Height		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>Building Heights</p>

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				<p>The maximum building height for all development is 3 storeys.</p> <p>Where adjoining sites are zoned Residential, floors above 2 storeys shall be setback 6.0m from the common lot boundary, except where the adjoining residential building is 3 storeys or higher.</p> <p>The maximum building height may be varied through the adoption of a Local Development Plan prepared for a Centre. The Local Development Plan must meet the Design Principles, Objectives and design intent of this Policy. A Local Development Plan may be prepared for a portion of a Centre, at the discretion of the local government.</p> <p><i>Building heights in Local Planning Policy 2.6 are applicable only to the Residential Zone.</i></p>
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		<p>LPP 4.2 Mixed Use Design Guidelines <i>Requirements</i></p> <p>Glazing limited to a maximum of 75% of the surface area per storey of all façades of a building;</p> <p>The facade above ground floor level for all buildings provide at least four of the following:</p> <p>openings; balconies; awnings over windows; different colours and textures; and indentations, extrusions and wall/floor articulations to break the building into individual elements; and</p> <p>Air conditioning units, ducts and other services be screened from view from abutting sites and not located on the building façade facing the street.</p> <p>4.2 STREETSCAPE RELATIONSHIP Ground Floor Frontage and Street Parapets</p> <p>The ground floor building facade shall:</p> <ul style="list-style-type: none">- be at least 50% clear glazed of the surface area of that storey;- provides a mixture/combination of openable and fixed windows and doors;- provides active and passive surveillance;- not include roller shutter screens unless they are a minimum 75% visually permeable;- not contain signage which covers more than 20% of area of individual windows; and- in the case of nil setbacks to the street, have a minimum window sill height of 0.5m above finished ground floor level. <p>protrude a minimum of 2.0m from the building; be provided over all footpaths that abut a building, including footpaths to the rear; be provided above all entrances and exits of a building; be of solid construction using materials that are opaque and non-reflective (eg. no glass); and match the height of existing adjacent awnings.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 6.6 LANDSCAPING <i>Development Provisions</i></p> <p>The following provisions are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes.</p> <p>Landscaping Areas The following requirements are applicable to all applications subject of this policy: • All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and • The inclusion of verge areas (abutting the site) in the overall landscaping design is required. Plant Numbers & Types All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.</p> <p>Reticulation and Mulching All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum depth of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds. Parking Areas A minimum of 1 tree per 4 bays for residential development and 1 tree per 6 bays for non-residential development (Minimum 45 litre container for exotics and 11 litre container for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and</p>

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				<p>around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.</p> <p>LPP 6.11 TREES AND DEVELOPMENT 5.0 Development Provisions 5.1 Trees on Development Sites The following provisions apply to all development and are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes (for Apartments). d) Where the Council approves development on a site with a condition of development approval requiring the retention of a significant tree or the planting of an advanced tree, the following minimum soil space (at ground level free of intrusions) is required around each tree: • In the case of Multiple Dwellings: in accordance with Design Element 3.3 Table 3.3b of the Residential Design Codes – Volume 2; or • For all other development: 9m2 .</p>
		Lighting		<p>LPP 4.2 Mixed Use Design Guidelines 4.4 Safety and Public Spaces Design and Lighting</p> <p>Lighting be provided: under awnings; in parking areas; in service areas; over footpaths; over entry points; and to illuminate elements of buildings and landscaping features.</p>
		Signage		Yes – LPP 6.1 Advertising Signs
		Public Art		Yes – 6.12 Public Art
		Fencing		<p>LPP 4.2 Mixed Use Design Guidelines FENCING</p> <p>Fencing is not:</p> <p>permitted between the building and any street boundary; permitted above 1.8m in height; and to be located where it obstructs access and views to visitor parking bays.</p>
	Access	Provision		<p>LPP 6.7 PARKING & ACCESS 5.6.3. Reciprocal Parking Arrangements Between Land Uses Reciprocal parking arrangements can be considered within mixed use development sites and/or between different development sites 5. 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</p> <p>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. Policy Manual – Section 6 – Parking & Access 6.7 - 8 City of Stirling Local Planning Scheme No. 3 Policy Manual 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.</p> <p>10% Reduction if The proposed development is within a District Centre, Regional Centre, Mixed Use, Mixed Business or Business Zone.</p> <p>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.</p>
		Location	5.8 Cash-in-lieu of Car Parking	LPP 4.2 Mixed Use Design Guidelines

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			<p>5.8.1 Subject to the remaining provisions of this clause 5.8, an applicant for planning approval for a non-residential development or use may, if Council agrees, make a cash payment to the Council in lieu of providing all or any of the number of car parking spaces required under a Local Planning Policy for the development or use for which planning approval has been sought by the applicant. 5.8.2 Before Council agrees to accept a cash-in-lieu payment under clause 5.8.1, it must have: a) a reasonable expectation that a cash payment can be applied to provide additional transport infrastructure in the vicinity of the development site. 5.8.3 The amount of the cash-in-lieu payment shall be the cost estimated by Council to provide and construct the number of car parking spaces comprising the difference between the number of car parking spaces required under the Local Planning Policy (as may be varied by Council under clause 5.5.1) and the number of car parking spaces to be provided on the development site. The estimated cost of providing the car parking spaces may include: a) the cost of land on which the car parking spaces are to be constructed, to be estimated by a licensed valuer appointed by the Council;</p> <p>5.9 Reciprocal Car Parking</p> <p>5.9.1 Subject to the remaining provisions of this clause 5.9, where an application for planning approval is made for a non-residential development or use which does not provide the number of car parking spaces required by the Local Planning Policy, Council may permit the car parking spaces for that development or use to be provided jointly with one or more other developments or uses whether or not those other developments or uses have the number of car parking spaces required by the Local Planning Policy. 5.9.2 In considering an application under clause 5.9.1, Council shall be satisfied: a) that the peak hours of operation of the developments or uses which are the subject of the application and the developments or uses with which it is proposed to jointly provide car parking spaces are different and do not substantially overlap; b) that the number of car parking spaces to be provided by the development or use which is not the subject of the application does not exceed the number of car parking spaces reasonably anticipated to be in excess of the requirement of that development or use during its off-peak hours of operation; and c) any other matters which, in the circumstances of a proposed development or use, are considered relevant by Council. 5.9.3 Council may require, and the applicant shall provide, information concerning the matters referred to in clause 5.9.2. 5.9.4 Where Council exercises its discretion under clause 5.9.1, it may require the owner of the land to which the application relates and the owner of the land which is not the subject of the application and which is to provide car parking spaces and any other person specified by the City, to enter into a legal agreement, to which the City may also be a party, which provides for the provision and use of car parking spaces.</p>	<p>Design and Location of Car Parking</p> <p>- Parking and vehicle entries should not present as a dominant elements when viewed from the street. Appropriate and innovative screening and screen planting should be incorporated where necessary.</p> <p>Car parking within buildings should be sleeved. Refer Figure 2, 3, 4, 5 and 6</p> <p>LPP 6.7 PARKING & ACCESS</p> <p>8. Non-Residential Parking Layout, Design and Access</p> <p>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:</p> <p>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:</p> <p>1. The two bays are provided for the use of staff occupying a single tenancy;</p> <p>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.</p>
		Access		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>4.3 Access</p> <p>Pedestrian access and footpaths provided:</p> <p>from parking areas to building entrances and along all street frontages; between the street and rear parking areas; along building frontages; and with clear view corridors from end to end.</p> <p>A maximum of two vehicle crossovers be permitted onto a site.</p> <p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7. SPECIFIC PROVISIONS In addition to the General Provisions, the following provisions also apply to the specific categories of ROW.</p> <p>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.</p> <p>LPP 6.7 PARKING & ACCESS</p> <p>8.2. Non-Residential Access Access to non-residential parking areas shall be provided in accordance with the provisions set out hereunder:</p> <p>8.2.1. Access Ways & Cross Overs Access ways and crossovers (where applicable) shall;</p> <p>a) Be provided at a rate of no greater than one per street frontage;</p> <p>b) Be no less than 6.0m in width and no greater than 10m in width;</p> <p>c) Be no closer than 0.5m to a side boundary and street poles;</p> <p>d) Be setback a minimum distance from street trees in accordance with the City's Street and Reserve Trees Policy;</p> <p>e) Be aligned at right angles to the street and parallel in width;</p>

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				<p>f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;</p> <p>g) Be designed in accordance with Australian Standard AS 1742 and AS 2890.1;</p> <p>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;</p> <p>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.</p>
		Loading/Servicing		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>4.4 Safety and Public Spaces</p> <p>Design and Lighting</p> <p>Service/loading areas and accessways:</p> <p>be designed to minimise light and noise nuisance to adjoining landuses;</p> <p>be visible from indoor areas where located behind a building; and</p> <p>do not create:</p> <ul style="list-style-type: none">o Entrapment areas, blind corners and narrow pathways;o Long expanses of blank walls;o Dead ends and hidden recesses; ando Landscaping which forms a visual barrier between 0.5m and 2.0m above ground level.
		EOT		<p>LPP 6.2 Bicycle Parking</p> <p>End of Journey Facilities</p> <p>End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The following facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces: <input type="checkbox"/> There shall be a minimum of one female and one male shower, located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked); <input type="checkbox"/> Additional shower facilities shall be provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and <input type="checkbox"/> A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.</p>
		Pedestrian		
		Bicycle		<p>LPP 6.2 Bicycle Parking</p> <p>Development Provisions Bicycle Parking Ratios All developments with 400m² or more of gross floor area shall be provided bicycle parking bays in accordance with the following ratios.</p> <p>To be provided in accordance with use table in LPP.</p>
	Other Matters	Construction		
		Waste		<p>LPP 6.3 Bin Storage Areas</p> <p>Non Residential Zones</p> <p>- Bin storage areas in non-residential zones shall have the following minimum sizes: - Size 10m²*; and - Width 3.5m.</p> <p>Note: *A larger area may be required for the turning of a refuse tuck. Location of Bin Storage Area • shall be located behind the building setback line; and • shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre. Design of Bin Storage Area • shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street; • materials shall match with the building; • shall be sealed and regularly cleaned and maintained; and • stormwater and effluent drainage facilities shall be contained within this area.</p> <p>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. *</p>
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>LPP 6.10 RENEWABLE ENERGY SYSTEMS</p> <p>Acceptable Development Provisions</p> <p>Renewable Energy Systems which comply with the following Acceptable Provisions are deemed to comply. Wind Energy Systems All Wind Energy Systems should comply with the following general and amenity provisions in addition to the development standards specified in Table 1:</p> <p>Height, diameter, noise and setback provisions are contained within Table 1 of this LPP 6.10.</p>
		Buffers		

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		Other		
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SUBIACO			<p>Schedule 3 sets out requirements relating to development that are additional to those set out in the R-Codes, activity centre plans, local development plans or State or local planning policies.</p> <p>The LPS provides tables that consider the Specific site and development requirements for the Mixed Use and Centre Zone, these include:</p> <p>2.1 Rokeby Road South 2.2 Hay Street West 2.3 Jolimont District Centre 2.4 North Subiaco</p>	<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE APPLICATION This policy applies to non-residential development and the non-residential component of mixed use development, on land zoned Centre, Local Centre and Mixed Use in the Scheme, which is not within an area covered by an approved structure plan or local development plan.</p> <ul style="list-style-type: none"> - There are a number of transitional docs from SRA/MRA e.g. - Subiaco Centro Site Design Guidelines - Hood Street Design Guidelines - Carter Lane Design Guidelines <p>These documents all contemplate variations on development standards for mixed use developments, but do not specify anything regarding the mixed use zone. These have not been summarised.</p> <p>-</p>
	Site	Lot Size		
	Built Form	Setbacks	<p>Schedule 3 – Additional Site and Development Requirements</p> <p>Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans</p> <p>Building setbacks</p> <p>The minimum setback of buildings to boundaries shall be as per the below table: Building setback element Minimum setback Street (primary or secondary) Nil for the first three (3) storeys and 2.0 metres above three (3) storeys. Rear The second floor and above shall be set back at least 6.0m If to a right of way, the rear setback shall be sufficient to provide a total vehicle manoeuvring width of 6.0m.</p>	
		Use of Setbacks		
		Height	<p>Schedule 3 – Additional Site and Development Requirements</p> <p>Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans</p> <p>Building height Development shall not exceed a maximum building height of four (4) storeys.</p>	
		Plot Ratio	<p>Schedule 3 – Additional Site and Development Requirements</p> <p>Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans</p> <p>Plot ratio The maximum plot ratio shall be 2.0.</p>	
		Site Cover		
		Materials		
		Building Design	<p>Schedule 3 – Additional Site and Development Requirements</p> <p>Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans</p>	<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Table 1: Development Principles and Development Requirements</p> <p>Design & Articulation</p> <p>Differentiated design for the ground and upper floor(s)</p> <p>DR 2.4 The ground floor is to have a minimum ceiling height of 4 metres to provide for functional ground floor active uses (refer Table 1, DP 1 and DR 1.1, 1.2 and 1.3 above) and greater flexibility for adaptive reuse. DR 2.5 A minimum of 60% of the ground floor façade surface area facing the street is to comprise glazing/openings. This requirement applies to all street frontages. DR 2.6 Reflective or heavily tinted glazing at ground floor level is not supported; windows at ground level are to be visually permeable. DR 2.7 Ground floor commercial tenancies that have direct street frontages are to have entries onto that frontage and be outward facing to facilitate street activation. DR 2.8 The façade is to be articulated above ground level through the inclusion of balconies, recessed outdoor living areas, and/or other architectural features.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Amenity</p> <p>Landscaping and deep soil areas</p> <p>Landscaping shall be provided in accordance with Table 1b.</p>
		Lighting		
		Signage		Yes – LPP 8.2 Advertisements (Signs)
		Public Art		<p>Yes – LPP 8.3 Percent for Public Art and Public Realm</p> <p>1% when dev cost estimated over \$2M</p>

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		Fencing		
	Access	Provision	<p>Part 4 - General development requirements</p> <p>26. Modification of R-Codes</p> <p>(3) In relation to multiple dwellings within areas coded R40 or greater, within mixed use developments and/or within activity centres; acceptable outcome A3.9.2 in element 3.9 Car and bicycle parking in Part 3 Siting the development of the R Codes is amended to read as follows:</p> <p>(a) Parking is provided for cars and motorcycles in accordance with the parking ratio table below:</p> <p>Table 5 – Additional Requirements that apply to land in Scheme area</p> <p>(1) Schedule 5 sets out the requirements for vehicle and bicycle parking for non-residential development, and the non-residential component of mixed-use developments for all zones.</p>	
		Location		<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Location and design of car parking</p> <p>DR 5.16 Car parking areas shall be obscured from view from the primary and secondary streets and shall not be located within the street setback area. The development is to be designed to screen any car parking from view from the primary street, for example, by way of sleeved car parking. Where appropriate, innovative articulated screening and landscaping may be incorporated into the design. DR 5.17 Access to non-residential car parking spaces shall be legible and accessible at all times of operation. Notes: 1. Car and bicycle parking shall be provided in accordance with the requirements of the Scheme. 2. Bicycle parking facilities shall be provided in accordance with Local Planning Policy 5.2 – Bicycle Parking Facilities.</p>
		Access	<p>Table 5 – Additional requirements that apply to land in Scheme area</p> <p>Right of way widening</p> <p>Where development is proposed adjacent to a right of way that is less than 6m in width, the Local Government may require as a condition of development approval, up to 3m of land to be ceded to the crown free of cost for the purpose of widening the right-of-way to 6m.</p>	<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Amenity</p> <p>Development Requirement</p> <p>Vehicle access</p> <p>DR 5.12 For sites that adjoin a district distributor road reserve, vehicle access shall be provided in accordance with the Scheme. For all other sites vehicle access shall be provided:</p> <p>a) From a rear ROW where one is available;</p> <p>b) From a secondary street where no ROW exists; or</p> <p>c) From the primary street where no secondary street or ROW exists. DR 5.13 In addition to consideration of DR 5.13, vehicle access shall be determined in consultation with the City, with regard to the scale of development proposed and the site context, including considerations such as anticipated traffic generation and surrounding land uses.</p> <p>DR 5.14 The number of vehicle access points shall be minimised, and shall be integrated into the design of the development so as to not present as a dominant element when viewed from the primary and/or secondary streets.</p> <p>DR 5.15 The design of vehicle access point(s) shall be to the satisfaction of the City and in accordance with the applicable Australian Standards.</p>
		Loading/Servicing		<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Amenity</p> <p>Development Requirement</p> <p>Loading and unloading areas</p> <p>DR 5.18 Facilities are to be provided for the loading and unloading of service and delivery vehicles as determined on a case by case basis by the City, depending on the scale and nature of the development. DR 5.19 Where loading and unloading areas are required under DR 5.21, their design and location shall: a) Minimise any impact on the amenity of residential uses on or adjoining the site;</p> <p>b) The location shall be adequately integrated into the design of the building or otherwise screened from view from the street, public places and residential uses; and</p> <p>c) Loading and unloading areas shall be separate from commercial entrances and pedestrian areas.</p> <p>Services and external fixtures</p> <p>DR 5.20 All air conditioners, plant equipment, lift overruns, antennae, bin storage and other similar service facilities are to be screened from view from the street, any areas of public open space or public realm, and neighbouring properties, or otherwise located so as to not be visually obtrusive as viewed from those areas.</p> <p>DR 5.21 Lift over-runs, rooftop plants and servicing should not extend more than 3.5 metres above the top of a building and be set back so they are not significantly visible from the public realm and/or integrated into the design of the building.</p> <p>DR 5.22 The design of bin storage for development shall be in accordance with the City's Health Local Laws and the City's Multi Dwelling Developments and Commercial Waste Guidelines.</p>
		EOT		<p>LPP 5.2 Bicycle Parking Facilities</p> <p>Schedule 5 sets out the number and type of bicycle parking facilities to be provided for employees and visitors for different land use classes. This policy supplements the existing scheme requirements by: 1. Requiring showers and lockers to be provided as part of end of trip facilities for long term bicycle parking; 2. Providing design and location criteria for short term and long term bicycle parking facilities; and 3. Providing assessment criteria where a proposal may involve a shortfall in the provision of end of trip facilities.</p>

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				3.0 End of Trip Facilities – Long Term Bicycle Parking Facilities Where long term bicycle parking facilities are required in accordance with Schedule 5 of the Scheme, end of trip facilities must also be provided as detailed in Table 1.
		Pedestrian		LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE Pedestrian friendly design - Pedestrian access and building entrances DR 4.1 Legible pedestrian access via footpaths is to be provided from parking areas to building entrances and between the street and rear parking areas (where required). DR 4.2 New development is to encourage pedestrian safety and accessibility, including consideration of the following matters: a) The design of exterior spaces, including car parks, is to minimise pedestrian and vehicle conflict; b) Building entrances are to be clearly defined and visible from car parking areas, the street and public realm; c) Building entrances shall be accessible directly from the street, car park and key pedestrian routes as applicable; d) Separate entrances shall be provided for residential and non-residential components of a mixed use development; and e) Pedestrian entrances are to be provided with weather protection.
		Bicycle		LPP 5.2 Bicycle Parking Facilities 5.0 Design and location of long term bicycle parking facilities Long term bicycle parking facilities are to be provided in accordance with Schedule 5 of the Scheme, and shall: (a) Be designed in accordance with the relevant Australian Standard. (b) Be directly accessible from the ground floor level and shall not require access via steps. Where these facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate safe, easy and legible access for those facilities. (c) Be located as close as practicable to main entrance points to the building and shall be weather protected. (d) Be located in an area that allows informal surveillance of the facility to occur where possible. (e) Be located in a convenient and secure position that minimises bicycle/pedestrian and vehicle conflict. (f) Be located to avoid steep ramps, speed humps, drainage grates or other hazards. (g) Not interfere with access to doorways, loading areas, service/plant rooms, emergency access or bin storage areas. (h) Provide bicycle signage that directs cyclists to the location of bicycle facilities and has dimensions in accordance with the relevant Australian Standard. (i) For an application for development approval that does not involve a change of use, the development shall incorporate charging facilities for electric bikes and scooters.
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE Sustainability Development Requirement DR 3.1 The development is to incorporate passive solar design, maximisation of northerly orientation for operational rooms, and achieve shading from summer sun. DR 3.2 The development shall include reasonable sustainability measures such as: a) Energy efficiency measures, for example, a photovoltaic array and electric vehicle charging facilities; b) Water efficiency measures such as reduction of potable water use through water management and conservation means such as waste water recycling and/or rainwater harvesting; c) Sustainable use of materials, such as use of recycled materials in the construction of the development; or d) Other appropriate sustainability measure determined by the City.
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF VINCENT			<p>Mixed Use AMD 1 GG 3/08/2018</p> <ul style="list-style-type: none"> To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. To provide for a compatible mix of high density residential and commercial development. To promote residential use as a vital and integral component of these mixed use zones. AMD 1 GG 3/08/2018 <p>To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation. AMD 1 GG 3/08/2018</p>	<p>LPP 7.1.1 Built Form Mixed Use Areas in City of Vincent Include: Area bounded by Newcastle St, Loftus St, Mitchell Freeway and Charles St 7 storeys Area bounded by Carr St, Charles St, Newcastle St and Fitzgerald St 3 storeys Between Fitzgerald St and William St 4 storeys Brisbane St 4 storeys Bulwer St 4 storeys Charles St 4 storeys Green St 4 storeys Walcott St 4 storeys William St 4 storeys Between William St and Lord St 4 storeys North Perth 4 storeys Area bounded by Summers St, Lord St, Graham Farmer Freeway and East Parade (Except where defined below) 6 storeys Edward St South 8 storeys Edward St North 4 storeys Caversham South 8 storeys Caversham North 10 storeys Cheriton South 10 storeys Cheriton North 12 storeys</p>
	Site	Lot Size		
	Built Form	Setbacks		<p>LPP 7.1.1 Built Form 1.2 Street Setbacks A1.2.1 Primary and secondary street setback is nil.</p> <p>1.3 Side and Rear Setbacks A1.3.1 Side and rear setbacks in accordance with Tables 1.3a, 1.3b and 1.3c.</p>
		Use of Setbacks		
		Height		<p>LPP 7.1.1 Built Form Maximum Building Heights for each Mixed Use Area are set out in Table 2 – 3.1: Building Height – Mixed Use Areas</p>
		Plot Ratio		
		Site Cover		
		Materials		<p>LPP 7.5.10 - Sustainable Design 3.4 Materials Use: Buildings should be designed to maximise the use of locally sourced, recycled, recyclable and rapidly renewable materials in their construction.</p>
		Building Design		<p>LPP 7.1.1 Built Form 1.8 Façade Design A1.8.1 Commercial Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street. A1.8.2 Commercial Ground floor spaces shall have a maximum width of 9m and a finished floor level to finished ceiling level height of a minimum of 3.5m. A1.8.3 Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and acknowledge these design elements where possible whilst avoiding the use of faux materials. A1.8.4 Development which incorporates the design elements of the predominant streetscape character of the urban design study area outlined in Appendix 2. A1.8.5 Commercial Building facades visible from the public realm shall: • Incorporate a variety of materials, colours, textures and depths; • Not present a blank, monotonous, repetitious or dominant building treatment; • Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building; • Incorporate vertical articulation by using tall and narrow façade treatments; • Incorporate articulation such as doorways, windows, seating ledges, sills, stall risers and other detailing; • Minimise use of shallow framings systems and thin wall/glazing systems; • Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the façade; and • Integrate signage into the design and articulation on the ground floor. A1.8.6 Where provided, doorways shall have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies. A1.8.7 Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300mm. A1.8.8 Where provided, stall risers shall be a minimum height of 450mm.</p>

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				<p>A1.8.9 Commercial Ground floor glazing and/or tinting shall have a minimum of 70% visible light transmission to provide unobscured visibility.</p> <p>A1.8.10 Security measures shall be: • Located and installed internally behind the glazing line or recessed between elements in the façade such as columns or doorway recesses; and • Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street. A1.8.11 Commercial Development shall provide a protective continuous awning over the pedestrian footpath, which shall : • Be minimum height of 3.5m and a maximum height of 4m from finished floor level to the underside of the awning to accommodate under awning signage; • Be setback a minimum of 600mm from the face of kerb; • Respond to any existing and/or proposed verge trees; • Respond to the height, depth and form of existing awnings on the subject and adjoining buildings; • Respond to the slope of the site; and • Integrated with the design of the façade.</p> <p>A1.8.12 Verandahs and collonades are only permitted where they are constructed wholly within the lot boundaries of development site</p> <p>1.9 Roof Design</p> <p>A1.9.1 Flat roof structures that are not visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.4. A1.9.2 Pitched roof structures or roof structures that are visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 7.1.1 Built Form</p> <p>1.4 Tree Canopy and Deep Soil Areas</p> <p>A1.4.1 Deep soil areas are provided as a minimum of 12% of the site area. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.</p> <p>A1.4.2 If existing trees, which meet the criteria of A 3.3.1 of the R Codes Volume 2, are retained on site the minimum deep soil area is to be 10% of the site area. A1.4.3 Planting Areas are provided as a minimum of 3% of the site area.</p> <p>A1.4.4 Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b of the R Codes Volume 2 to achieve canopy coverage of 80% in the ground floor lot boundary setback.</p> <p>A1.4.5 Evergreen tree species where landscaping is used to reduce the impact of building bulk.</p> <p>A1.4.6 Deciduous tree species to the north and south of development to allow natural light penetration to the development and adjoining buildings.</p> <p>A1.4.7 Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided to a minimum depth and dimension of 1 metre</p> <p>1.7 Car and bicycle parking</p> <p>A1.7.1 Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays to achieve canopy coverage of 60% of the site.</p>
		Lighting		
		Signage		Yes – LPP SIGNS AND ADVERTISING
		Public Art		<p>Yes – LPP 7.5.13 PERCENT FOR PUBLIC ART</p> <p>1.1 Proposals for commercial and mixed residential/commercial developments over the Threshold Value are to set aside a minimum of one per cent (1%) of the Total Project Cost for the development of Public Art which reflects the place, locality or community.</p> <p>1.3 Following the approval of the development application and prior to the submission for a building permit the owner/applicant is required to complete a statutory declaration submitted to the City stipulating the choice of: Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant Or Option 2: Owner/Applicant chooses to pay cash-in-lieu. Owner/Applicants who choose Option 2 will receive a 15% discount on the Percent for Art contribution.</p>
		Fencing		
	Access	Provision		<p>LPP 7.7.1 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS</p> <p>Table 1: Non-Residential Parking Requirements</p> <p>Land uses are provided with minimum car parking requirements for the Mixed Use Built Form Area in this table.</p> <p>5. RECIPROCAL PARKING</p> <p>5.1. Reciprocal car parking, bicycle parking and use of end of trip facilities may be considered where it can be demonstrated that the subject application will have access to parking for separate day time/night time</p>

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				<p>or weekday/weekend uses and provide separate parking calculations, in accordance with Table 2 below. These separate car parking calculations should individually comply with the car parking requirements, however in the event of a shortfall, a cash-in-lieu payment may be required for the car parking calculation with the greatest shortfall.</p> <p>6. CASH-IN-LIEU OF CAR PARKING 6.1. The cash in lieu required to be paid by an applicant shall be calculated on the number of bays required, in accordance with this Policy, minus: 6.1.1. The number of parking bays provided on site; 6.1.2. The number of bays that cash in lieu has already been paid for; and/or 6.1.3. The number of bays that the City has waived through an approval for that development. 6.2. The payment of cash-in-lieu is not to be seen as an alternative to providing sufficient parking on site, but rather as a mechanism to enable otherwise desirable developments to proceed where it can be demonstrated that it is not possible to provide sufficient parking on site.</p>
		Location		
		Access		<p>LPP 7.1.1 Built Form</p> <p>1.6 Vehicle Access</p> <p>A1.6.1 Service areas and vehicular access shall be: (a) Taken from the rear laneway or secondary street in the first instances; or (b) Collocated where taken from the primary street to maximise the width of active frontages.</p> <p>A1.6.2 Access to on-site car parking spaces to be provided:</p> <ul style="list-style-type: none">• where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road;• from a secondary street where no right of way exists; or• from the primary street frontage where no secondary street or right-of way exists. <p>A1.6.3 Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.</p> <p>A1.6.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.</p> <p>A1.6.5 Roller shutters, doors and screens are to be visually permeable.</p> <p>A1.6.6 Onsite parking for a development shall be located beneath or at the rear of buildings.</p> <p>A1.6.7 In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.</p> <p>A1.6.8 Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.</p> <p>A1.6.9 Existing trees must not be removed to provide for vehicle access.</p> <p>A1.6.10 Each lot is to provide a maximum of one crossover.</p> <p>A1.6.11 The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.</p>
		Loading/Servicing		
		EOT		<p>LPP 7.7.1 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS</p> <p>3. END OF TRIP FACILITY REQUIREMENTS</p> <p>3.1. Where long term bicycle parking is required in accordance with Table 1 of this Policy, end of trip facilities must also be provided as follows:</p> <p>3.1.1. One end-of-trip facility where one to five long term bicycle parking bay(s) are required; and</p> <p>3.1.2. Where more than five long term bicycle parking bays are required, one end-of-trip facility for every five long term bicycle parking bays is required.</p> <p>3.2. End-of-trip facilities shall be located as close as practicable to the bicycle parking facilities.</p> <p>3.3. End-of-trip facilities may be shared between multiple private businesses where legal access arrangements are agreed between landowners and the arrangement forms part of a development application.</p>
		Pedestrian		<p>LPP 7.1.1 Built Form</p> <p>1.5 Pedestrian Access and Entries</p> <p>A1.5.1 Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.</p> <p>A1.5.2 Access for pedestrians which directly fronts the primary street.</p> <p>A1.5.3 Developments shall distinguish residential entries from retail and other commercial entries.</p> <p>A1.5.4 Internal ground floor level to be at grade.</p> <p>A1.5.5 Design of balustrades to be integrated into the design of the development.</p> <p>A1.5.6 Ramps are not to exceed 50% of the active frontage.</p>
		Bicycle		
	Other Matters	Construction		

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		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		LPP 7.1.1 Built Form 1.10 Energy Efficiency A1.10.1 Development shall incorporate: • Site planning principles that maximise solar passive design opportunities for both summer and winter; and • Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications. A1.10.2 Development achieves the environmental performance standards shown in the below table, or their equivalent*. LPP 7.5.10 - Sustainable Design 3.2 Energy Use: Buildings should be designed with the intention of maximising the use of renewable energy (for example, through the use of a photovoltaic system) and minimising the use of non-renewable energy (for example, through the use of energy-efficient appliances).
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF WANNEROO		Scheme Info / Provisions for Context	3.5 THE MIXED USE ZONE 3.5.2 The zoning will provide an intermediate stage between Residential and Commercial or Business Zone areas.		LPP 5.3 East Wanneroo 3.2 Local structure plans are to be prepared in accordance with the requirements of the EWDSP including but not limited to sections 2.2.8 and 5 of the EWDSP and clause 16 of the Deemed Provisions. A single local structure plan is to be prepared for each precinct where required. LPP 4.27 MIXED USE ZONES Development requirements: The non-residential use of land within the Mixed Use zone shall not cause undue conflict through the generation of traffic, demand for parking or the emission of noise, light, fumes, odours, dust, vibration, electrical interference, waste water or any other form of pollution or activity which may be undesirable or incompatible with residential uses. Buildings shall be of a high standard of architectural design and include additional building detail, articulation, colours and textures to enhance architectural quality. In the interests of contributing to a desirable amenity and street level activation, development in mixed use zones should be designed and laid out with non-residential uses at the ground floor where these are proposed.
	Site	Lot Size	PART IV - GENERAL DEVELOPMENT REQUIREMENTS 4.20 MINIMUM LOT DIMENSIONS Minimum lot sizes and frontages are not specifically set for the purposes of this Part. The extent of any development on any lot shall be dependent upon other development requirements. Notwithstanding the foregoing, the local government may establish policies outlining specific minimum lot dimensions for specific types of development where it considers that it is prudent to do so.		LPP 4.27 MIXED USE ZONES Minimum lot size To prevent land in Mixed Use zones from being subdivided into small lots to be used for Single House development only, which may preclude other uses in the future, the City requires a minimum lot size of 300m ² . In this regard the City will not support any applications for subdivision within Mixed Use zones where lots of less than 300m ² are proposed.
	Built Form	Setbacks	4.7 SETBACKS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT 4.7.1 Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non-residential buildings shall be set back as follows: (a) street boundary – 6 metres; (b) side and rear boundaries – Nil. Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres. 4.7.3 Where a non-residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than: (a) 3 metres for buildings of one storey; or (b) 6 metres for buildings of two or more storeys. 4.7.4 That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping. 4.7.5 That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for: (a) a means of access; (b) the loading and unloading of vehicles; (c) landscaping; (d) a trade display; (e) the daily parking of vehicles used by employees and customers of the development. No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes. 4.7.6 All buildings constructed on a lot adjoining a Right-of-Way shall be setback a minimum of 1.5 metres from the Right-of-Way, or in the case of a carport, garage or parking bay, such additional distance that local government may require to ensure adequate vehicular manoeuvring. 4.7.7 All development on land abutting a road which is proposed to be widened shall be setback from the street alignment of the road as if the road had been widened as proposed.		LPP 4.27 MIXED USE ZONES Buildings to be used for residential purposes only may have a nil setback from the primary street and an average setback not exceeding 3.0 metres LPP 5.2 Wanneroo Town Centre Building Placement a) All development must be built to the side boundaries of the lot in order to present a contiguous built frontage to the street. b) Commercial or mixed use development must achieve a nil street setback, except at building entrances or dedicated al-fresco dining areas; and c) Residential development must be setback a minimum of 2.0 metres and a maximum of 6.0m from the street boundary.
		Use of Setbacks			
		Height			
		Plot Ratio			
		Site Cover			LPP 4.27 MIXED USE ZONES Maximum floor areas Having regard to the objectives of the Mixed Use zone and to prevent any adverse impacts and ensure that they do not detract from the function of activity centres or interfere with the activity centres hierarchy that could lead to Mixed Use zones competing with Neighbourhood or other activity centres, a maximum floor area for non-residential uses is necessary. The maximum area of Shops, Offices, Pharmacies, Restaurants, Showrooms and Take-Away Food Outlets shall not exceed a net lettable area of 300m ² for each tenancy
		Materials			
		Building Design	4.8 BUILDING FACADES FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT 4.8.1 The façade or facades of all non rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish. AMD 17 GG 21/1/05; AMD 52 GG 16/6/06 4.8.2 The facade or facades of all non rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement. AMD 52 GG 16/6/0		LPP 4.27 MIXED USE ZONES Design Principles Buildings shall address the street by way of major openings and entries so as to provide a level of passive surveillance from inside the building to adjacent streets and the public realm. For non-residential uses, the use of blank walls shall be minimised and glazing to openings shall not be obscured with signage, translucent films, paint, fittings or furniture. Where blank walls cannot be avoided they should be designed in such a way that they contribute to a safe and attractive street environment by: • Minimising the length and height of blank walls; and

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			<p>4.19 SCREEN WALLS FOR NON RESIDENTIAL DEVELOPMENT ABUTTING RESIDENTIAL LOTS Where a non-residential development is proposed to be located on a lot having a common boundary with a lot that is zoned or developed for residential purposes, a screen wall at least 1.8 metres in height and to a standard specified by the local government shall be provided along the common boundary of the two lots to protect the residential amenity.</p>	<p>Articulating blank walls through the creative application of complementary materials, avoiding large continuous masses of the same finish and/or the provision of appropriately integrated structural features, lighting, street furniture, artworks and/or landscaping. Non-residential uses must achieve a nil setback to the primary street except at areas along the building frontage providing access and where variations improve the building articulation as determined by the City.</p> <p>Buildings to be used for residential purposes only may have a nil setback from the primary street and an average setback not exceeding 3.0 metres. Mixed use development should be designed with a degree of adaptability to allow for change of use and dwelling size over time to respond to changing needs. All buildings, which are in the first instance not proposed to be used for any non-residential purposes must have a designated room, to be provided at the front of the building abutting the primary street on the ground floor. This room shall include:</p> <ul style="list-style-type: none">• Direct access to the primary street and separate pedestrian access from the primary street to the balance of the building;• A minimum gross floor area of 12m² ;• An elevation facing the primary street, glazed to a minimum of 60% or 8m² (whichever is the lesser) with a visually permeable material; and• A minimum ceiling height of 3.2 metres. <p>An awning is to be provided along portions of the building with a nil setback to the street boundary, with a:</p> <ul style="list-style-type: none">• Minimum height of 3.0 metres above the footpath; and• Minimum depth of 2.5 metres or to the outer edge of a footpath, whichever is the lesser, as measured from the lot boundary. <p>LPP 5.2 Wanneroo Town Centre Built Form</p> <p>2.1 Buildings are of an appropriate scale and design to contribute to the built form of the Town Centre.</p> <p>a) Commercial or mixed use development must present a minimum two storey façade to the public street. b) Employ architectural features to create landmark buildings that emphasise corners and building entrances to increase legibility of the town centre.</p> <p>c) Utilise an architectural treatment that breaks down building mass to provide visual relief through building structure, cladding and glazing.</p> <p>d) Incorporate architectural features to add to the scale, height and presence of the development;</p> <p>e) Employ changes in material, height and elevation plane, and use features such as balconies to create visual interest.</p> <p>4. STREET INTERFACE</p> <p>a) All development must provide the primary building entrance from the street.</p> <p>b) Provide glazed areas along the building's street frontage to provide lines of sight into and from the building with no more than 40% solid walls</p> <p>c) Commercial or mixed use development must provide a weather protecting awning over the pedestrian footpath along the entire street frontage of the building. The minimum dimensions are:</p> <p><input type="checkbox"/> 2 metres in depth; and</p> <p><input type="checkbox"/> 3 metres in height above footpath.</p> <p>d) Private areas for the sole use of occupants and for the location of services, shall be clearly demarcated from the public domain, and preferably located at the rear of developments.</p>
		Site Layout		<p>LPP 3.8 Marmion Avenue Arterial Road Access</p> <p>4. Clearly defined cycle paths, at the widths specified below, are required for both sides of the following roads in the applicable area. Acceptable designs will include: <input type="checkbox"/> On-road cycle lanes and physically separated shared paths; or <input type="checkbox"/> Physically separated dedicated cycle paths and pedestrian paths. Table 1: Cycle Path Location and Minimum Widths Road Type On-road Cycle Lane Physically Separated Dedicated Cycle Path Physically Separated Dual Use Path Pedestrian Path Integrator Arterial (A) 2.5 m 2.0 m Integrator Arterial (B) 2.1 m 1.5 m and Neighbourhood Connector (A) 1.5 m 1.5 m 5. Ultimate target operating speed and minimum junction spacing are specified in Table 2 for Marmion Avenue and Integrator Arterial (A) and (B) roads, both; <input type="checkbox"/> Within Town Centre Zones; and <input type="checkbox"/> Roads outside of Town Centre Zones. Table 2: Ultimate Target Operating Speeds and Minimum Junction Spacing Roads within Town Centre Zones Affected Road Ultimate Target Operating Speed* Minimum Junction Spacing** Marmion Avenue 60 km/h Major: 350 m Minor: 165 m Other Integrator (A) Roads 60 km/h Spacing according to Table 5 of Liveable Integrator (B) Roads 60 km/h Neighbourhoods Roads outside of Town Centre Zones Affected Road Ultimate Target Operating Speed* Minimum Junction Spacing** Marmion Avenue 80 km/h Major: 1 km Minor: 500 m Other Integrator (A) Roads 70 km/h Spacing according to Table 5 of Liveable Integrator (B) Roads 60 km/h Neighbourhoods</p>
	Site Amenity	Landscaping		<p>LPP 5.2 Wanneroo Town Centre</p> <p>7. LANDSCAPING</p> <p>7.1 Landscaping is provided to enhance streetscapes, pedestrian environment and generally improve the visual amenities of the area.</p>

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					a) All development must provide landscaping treatments in car parking areas and access ways. b) Where development is setback from the street, landscaping must be provided within the front façade.
		Lighting			Yes – LPP 4.16 Provision of Public Art in Development Proposals (in development)
		Signage			Yes – LPP 4.6 Advertising Signs
		Public Art			
		Fencing			LPP 4.7 UNIFORM FENCING This Policy applies to all uniform fencing constructed within the City of Wanneroo. Uniform fencing is required to be provided by developers and landowners where land directly abuts the public domain – Schools, Public Open Space (POS), Drainage Reserves, Pedestrian Access Ways (PAWs), Railway Reservations, Regional Roads, any other Category of Road with a ‘Neighbourhood Connector A’ or higher road classification, or any other public place. 4. Complementary Landscaping 4.1. Where the WAPC has imposed the condition for uniform fencing and complementary landscaping on a subdivision approval, the City shall require the developer to submit a landscaping plan together with the uniform fencing plans. 4.2. The landscaping plan will include any details of any financial contribution to the City, or where a developer implements the landscape works, agrees to establish and maintain the landscaping works for a minimum period of 2-years.
	Access	Provision	4.14 4.14.1	CAR PARKING STANDARDS The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.	LPP 5.2 Wanneroo Town Centre 6. CAR PARKING 6.1 New development is provided with sufficient vehicle parking bays that do not detract from the streetscape or built form outcomes. a) Provide vehicle parking bays for nonresidential development at a rate of 1 bay/50m2 net floor area; b) Provide vehicle parking bays for residential development at a rate of 1 bay/unit; c) Vehicle parking is made available for general use and access into and through these areas is protected by an easement in gross. d) Provide on-street vehicle parking parallel to the public street where required. e) Locate on-site vehicle parking areas above, below or at the rear of buildings away from public view. f) Locate vehicle parking and servicing access from a Right of Way where available, or from a secondary street where there is no alternative access from a Right of Way. g) Provide crossovers from secondary streets and from a Right of Way.
			4.14.2	The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS 2890.1 or AS 2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.	
			4.15 4.15.1	CAR PARKING - CASH IN LIEU OR STAGING The local government may permit car parking to be provided in stages subject to the landowner setting aside an area of land sufficient to accommodate the total carparking requirement for the development and entering into a legal agreement to satisfactorily complete all the remaining parking when requested to do so by the local government. 4.15.2 Local government may accept a cash payment in lieu of the provision of any required parking area subject to being satisfied that there is adequate provision for car parking or a reasonable expectation that there will be adequate provision for public car parking in the proximity of the proposed development.	
			4.15.3	The cash payment shall be calculated having regard to the estimated cost of construction of the parking area or areas suitable for the proposed development and includes the value, as estimated by the local government, of that area of land which would have had to be provided to meet the car parking requirements specified by the Scheme. The cash payment may be discounted and may be payable in such manner as the local government shall from time to time determine. 4.15.4 Any cash payment received by the local government pursuant to this clause shall be paid into appropriate funds to be used to provide public car parks in the locality as deemed appropriate by local government.	
		Location			
Access		4.9	TRAFFIC ENTRANCES The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.		
		4.10 4.11	VISUAL TRUNCATIONS TO VEHICULAR ACCESSWAYS IN THE VICINITY OF STREETS OR RIGHTS-OF-WAY No building, wall, fence, landscaping or other development greater than 0.6 metres in height measured from the natural ground level at the boundary shall be constructed or maintained within the sight line area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersection of a vehicular access way and a street or right-of-way. PEDESTRIAN AND VEHICLE RECIPROCAL ACCESS REQUIREMENTS If the local government approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of local government.		
	Loading/Servicing	4.12	SERVICE AREAS AND ACCESS	LPP 5.2 Wanneroo Town Centre 4. Street Interface	

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			Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.	e) Locate servicing, plant and equipment out of sight from the public domain and other users of the street.
		EOT	4.16 BICYCLE PARKING AND END OF TRIP FACILITIES Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.	
		Pedestrian		LPP 5.2 Wanneroo Town Centre 5. CONNECTIVITY 5.1 Development contributes to the connectivity of the centre. All development must facilitate vehicular and pedestrian connections of: a) Rocca Way to Conlan Avenue; b) Rocca Way to Civic Drive; c) Yagan Place to Windan Way; and d) Servite Terrace to Wanneroo Road.
		Bicycle		
	Other Matters	Construction		LPP 4.4 URBAN WATER MANAGEMENT C1 Where an UWMP is required at the development approval stage, it shall be submitted and approved by the City prior to the development approval being given. The development approval will then include the following conditions: • "The approved Urban Water Management Plan shall be implemented by the landowner, including construction of the identified stormwater and groundwater management systems, to the satisfaction of the City of Wanneroo". C2 Where an UWMP is required as a condition of development approval, the development approval will then include the following conditions: • "An Urban Water Management Plan is to be prepared and approved prior to the commencement of ground disturbing activities to the satisfaction of the City of Wanneroo"; and • "The approved Urban Water Management Plan shall be implemented by the landowner, including construction of the identified stormwater and groundwater management systems, to the satisfaction of the City of Wanneroo". C3 The following conditions may be applied to development approvals to manage the impacts of sediment and erosion on drainage infrastructure: • "Stormwater runoff shall be appropriately managed onsite to deposition of sand onto existing road reserves or drainage systems"; • "A Construction Management Plan shall be implemented to the satisfaction of the City of Wanneroo" (Note: If a Construction Management Plan is required, it should be approved prior to development approval being issued); and/or • "The owner to ensure the land is managed / stabilised to minimise erodible conditions".
		Waste	4.13 STORAGE AND RUBBISH ACCUMULATION All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.	
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		LPP 4.29 RENEWABLE ENERGY SYSTEMS 1.2 Non Residential Zones: Solar: Rooftop mounted systems that are integrated with the design of the structure shall be exempt from the need to obtain development approval. Systems that form part of the façade or structure of buildings such as solar glass shall be exempt from the need to obtain development approval. Where a solar installation is ground mounted or forms part of another structure it shall not be located in the front setback area or forward of the building line. Wind: Development approval is required for all wind energy systems in non-residential zones and are to be considered against the standards in DPS2 for the relevant zone and the following points: <input type="checkbox"/> are not to be located in the front setback area of a lot where the appearance of the structures will impact negatively on the established street scape; <input type="checkbox"/> shall be setback from a boundary a distance equal to or greater than the total height of the system as measured from the natural ground level; <input type="checkbox"/> height on non residential lots will be determined with regard to the need for efficient operation of the system and the impact on adjoining properties and the established streetscape character. In addition to the requirements of DPS 2 and this Policy, wind energy systems shall be subject to the requirements of the Western

MIXED USE

				<p>Australian Planning Commission Position Statement: Renewable energy systems and any other applicable requirement. Wind energy systems shall be fitted with an automatic or manual braking system and an over-speed protection device to prevent noise impacts on adjoining properties during periods of high wind speeds. Wind energy systems shall be positioned so that the blades are a minimum height of 2.75 metres above ground level. Other:</p> <p>Other renewable energy systems (such as geothermal) that may be used to generate power to supply the needs of one or more dwellings on a site will be considered against the objectives of DPS2, and Clause 67 of the Deemed Provisions.</p>
		Buffers		
		Other		<p>LPP 4.4 URBAN WATER MANAGEMENT</p> <p>A1 Development that may trigger the requirement of an UWMP includes, but is not limited to the following:</p> <ul style="list-style-type: none">• Commercial developments;• Factory unit developments;• Grouped dwellings;• Lifestyle villages; and• Showrooms. <p>A2 Where an UWMP has not previously been prepared as part of a separate approval and a development is proposed that will significantly alter the natural hydrology and drainage of a site, a UWMP shall be prepared prior to development approval.</p> <p>A3 If a Construction Management Plan is required, it should be approved prior to development approval being issued.</p>

LOCAL CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF ARMADALE		3.2.5 Local Centre a) To provide for a limited range of shopping and community services to meet the day-to-day needs of individual neighbourhoods.	<ol style="list-style-type: none"> PART 4 — GENERAL DEVELOPMENT REQUIREMENTS PART 4C — STRATEGIC REGIONAL CENTRE, DISTRICT CENTRE, LOCAL CENTRE AND MIXED BUSINESS/RESIDENTIAL ZONE REQUIREMENTS AMENDED BY REDEVELOPMENT ACT 16/12/11 This Part includes the requirements for development in the Mixed Business/Residential, District Centre and Local Centre Zones, and should be read in conjunction with the general requirements of Part 4 and the requirements applicable within any relevant Special Control Areas under Part 5 as well as any other specific provisions applicable to individual sites. 4C This Part applies to the Mixed Business/Residential Zone, the District Centre Zone and the Local Centre Zone, unless expressly stated to the contrary in a clause of this Part. 	<p>Development Area 4 Armadale Road Local Centre/Medium Density Residential Development Area (as identified on Scheme Map), being the area bounded by Eighth Road, Armadale Road and the boundary of the lots fronting Girraween Street (as identified on Scheme Map).</p> <p>4.1 Comprehensive planning for the area shall be undertaken by preparation of a Structure Plan to guide subdivision and development.</p> <p>Development Area 28 Girraween Street Medium Density Residential/Local Centre Development Area (former West Armadale Shopping Centre), being the area bounded by Girraween Street, Balanda Place and adjoining Reserve for Parks and Recreation and Residential zone (as identified on Scheme Map).</p> <p>28.1 Comprehensive planning for the area shall be undertaken by preparation of a Structure Plan to guide subdivision and development.</p>
	Site	Lot Size		
	Built Form	Setbacks	<p>4C.1. SETBACKS</p> <p>4C.1.1 Buildings are to be setback from boundaries in general accordance with any adopted Centre Plan prepared in accordance with the requirements of the Commission's Metropolitan Centres Policy, and having regard to:</p> <ol style="list-style-type: none"> any adopted policy or Design Guidelines for the Centre or the type of development proposed; the setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone; the use or usability of the setback area, taking into consideration the nature of the adjoining street and the desirability or otherwise of direct vehicular access to that street, and from any adjoining property; the desirability of continuous building frontages where pedestrian access is to be provided adjacent to the frontage of the building or where such access and associated pedestrian shelter would be desirable to facilitate movement between adjoining sites; the space requirements for pedestrian access, and the need and/or desirability of segregating pedestrian access from vehicular access and parking areas; the desirability or otherwise of landscaping within the setback area in order to reduce any adverse visual impact associated with the proposed building façade and/or associated use of setback areas; and the safety and convenience of pedestrian and vehicular access to the site from the adjoining street and from adjacent sites. 4C1.2 Setback requirements applicable to development, are not necessarily to be interpreted as minimum setbacks, and where the local government considers it appropriate, it may impose maximum or minimum setbacks as it thinks fit, or it may prescribe a building setback line for any building or part of a building. 	
		Use of Setbacks		
		Height	<p>4C.2 BUILDING HEIGHT</p> <p>4C.2.1 The height of buildings are to be in general accordance with any adopted Centre Plan prepared in accordance with the requirements of the Metropolitan Centres Policy, and having regard to: AMD 10 GG 19/6/07</p> <ol style="list-style-type: none"> any adopted policy or Design Guidelines for the Centre or the type of development proposed; City of Armadale LPS 4 Page No 49 the height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular centre or precinct; in the case of a site which adjoins land in another zone, the height and setback requirements for that zone; the effect of shading associated with the proposed development and in particular whether there will be any significant overshadowing of existing or proposed pedestrian spaces; the need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities; the design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and the finished ground level proposed for the development site in relation to that of the adjoining sites. 	
		Plot Ratio	<p>4C.3 BUILDING BULK</p> <p>4C.3.1 Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio within the respective zones and precincts is to accord with the following standards:</p> <ol style="list-style-type: none"> Local Centre Zone: 1.0 	
		Site Cover		
		Materials		
		Building Design	4C.4 DESIGN AND PEDESTRIAN ACCESS	LPP3.14 Designing Out Crime

LOCAL CENTRE

			<div>4C.4.1</div> <div>The design and layout of buildings and the arrangement of spaces and activity areas, is to have regard to:<div>a)any policy or Design Guidelines adopted for the Centre or the type of development proposed;</div><div>b)the need for continuity of development along shopping streets so as to improve functional integration and maintain visual interest;</div><div>c)the need for safe and convenient pedestrian access and movement, including the need for pedestrian shelter;</div><div>d)the physical access needs of persons with disabilities, with reference to any relevant Australian Standards; and</div><div>e)the design and architectural character of adjacent development, and its relationship with the development proposed.</div></div>	<div>The City will require the submission of a CPTED Statement Checklist for development applications and in the following instances, the submission of a CPTED statement as part of the application:</div> <div><div><div></div><div>New commercial construction within areas zoned District Centre, Local Centre, Mixed Business/Residential, General Industry, Industrial Business and Strategic Regional Centre.</div></div></div> <div>4.1. Surveillance</div> <div>4.1.2 Small to Medium Scale<div><div>a)Locate uses that can provide natural surveillance wherever possible.</div><div>b)Where public buildings and park facilities are being located on large sites or reserves, they should be close enough to street to ensure surveillance, and building access points should face the street.</div><div>c)Avoid concave building footprints that create concealed areas away from public view by having adequate setbacks between buildings.</div><div>d)Ensure, where possible, clear sightlines with a direct line of sight, from all windows and entrances to public realm area from adjacent buildings.</div><div>e)Illuminate primary pedestrian routes and demonstrate effective lighting of communal areas. This provision shall be demonstrated by the submission of a lighting plan or alternatively, shall be a condition of approval.</div><div>f)Consider existing topography of site, by ensuring level changes do not obscure communal areas and level changes of greater than 1 metre will need to demonstrate how visibility to communal spaces is achieved.</div><div>g)Front boundary fencing should be visually permeable.</div></div></div>
		Site Layout		<div>LPP3.14 Designing Out Crime</div> <div>4.2. Access Control Considerations</div> <div>4.2.2 Small to Medium Scale<div><div>a)Fencing and gates, if proposed, are to be visually permeable.</div><div>b)Where level differences are proposed between buildings, the subject site and/or the public realm, consider utilising ramps and steps to create effective local access control.</div><div>c)Consider restricting access to internal areas by fences, gates, doors, bollards and vegetation.</div><div>d)Consider integrating security screens and bars as design elements at design phase rather than post development.</div><div>e)Consider the design of fences to reduce scalability.</div><div>f)Where proposed as part of an application, public spaces on private land should be designed to encourage pedestrian / passive use through the provisions of elements like lighting, seating, shade and all-weather protection. Placement of public art via PLN3.12 Percent for Public Art would be appropriate in these areas, where applicable.</div></div></div>
	Site Amenity	Landscaping	<div>4C.5 LANDSCAPING</div> <div>4C.5.1 Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards overall environmental performance of all development sites.</div> <div>4C.5.2 The area, distribution and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to:<div>a)the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening;</div><div>b)the design of building façades and their relationship to adjacent streets and other public spaces;</div><div>c)the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes;</div><div>d)the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities;</div><div>e)the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; and</div><div>f)the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site.</div></div> <div>4C.5.3 Where uncovered car parking areas are to be provided, landscape planting is to be provided and maintained so as to minimise the visual impact of the parking areas, and is to include:<div>a)a minimum 2 metre wide landscape strip between the parking area and the street boundary of the site; and</div><div>b)provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location of site.</div></div> <div>4C.5.4 Having regard to the amount and quality of landscaping to be provided in conjunction with any proposed development, the local government may impose a requirement for up to 5 per cent of the area of the development site to be allocated for landscaping.</div> <div>4C.5.5 The local government may permit a lesser area than 5 per cent of a site to be provided for landscaping where a cash-in-lieu contribution equivalent to the value of the land, by which the landscaped area is less than the full 5 per cent of the development site, is expended on the enhancement of landscaped areas adjacent to the site.</div> <div>4C.5.6 In the event of cash-in-lieu contributions being required by the local government as a condition of development approval, any contributions shall be placed in a trust account for expenditure on landscape works in the immediate vicinity of the site in relation to which the funds were required.</div>	

LOCAL CENTRE

		Lighting		
		Signage		Yes – LPP 4.2 Signage (advertisements)
		Public Art		Yes – LPP3.12 Percent for Public Art 2. APPLICATION OF POLICY 2.1 With the exclusion of single residential development and developments within the zones listed in Clause 2.2 below, all development applications with a development cost: a) between \$1 million and \$2 million are required to: i. make a monetary contribution to the City of Armadale Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost. b) \$2 million or more are required to either : i. make a monetary contribution to the City of Armadale Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost; or, ii. provide public art work to the value of one per cent (1%) of the total development cost and continuously maintain the public art work.
		Fencing		
	Access	Provision	4C.6 4C.6.1	CAR PARKING AND VEHICULAR ACCESS Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.
			4C.6 4C.6.1	CAR PARKING AND VEHICULAR ACCESS Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.
			4C.6.2	Where on-street car parking is specifically provided for immediately adjacent to the frontage of the development site, the local government may accept such facilities as part of the required car parking. On-street parking facilities are only to be credited towards required car parking where: a) use of such facilities to service the development site would not prejudice an adjacent development or adversely affect the safety or amenity of the locality; and b) any such on-street car parking will remain available to the general public during peak demand periods for the development site towards which the parking facilities have been credited.
			4C.6.3	Parking spaces and manoeuvring areas shall be designed in accordance with the specifications contained in Australian Standard AS 2890.1 Off-street parking, and paved, kerbed, drained and marked to the satisfaction of the local government.
			4C.7 4C.7.1	CASH-IN-LIEU OR LAND-IN-LIEU OF PARKING The local government may, if it is in conformity with an adopted public parking policy, accept or require a cash payment or transfer of land or both, in lieu of the provision of all or a proportion of required car parking spaces, but subject to the requirements of this Clause.
			4C.7.2	The local government may only require cash-in-lieu of parking where it is satisfied that the provision of parking on-site, and/or associated vehicular access, would be detrimental to the overall development and integrity of the centre of which the development site forms a part.
		Location	4C.8 4C.8.1	SHARED USE OF PARKING FACILITIES Parking facilities may be shared between two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements set out in this clause.
			4C.8.2	The local government may permit the parking spaces for a building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of parking spaces, provided that the peak hours of operation of the buildings or uses so sharing do not substantially overlap.
			4C.8.3	The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this subclause when, in the opinion of the local government, such arrangements are deemed necessary to assure the continued access to shared parking facilities.
		Access	4C.6.6	The location and design of vehicular access to any road is to be subject to the local government's approval in accordance with the provisions of the Scheme. In considering any proposal for new or modified vehicular access, the local government may, having regard to safety of pedestrian and vehicular traffic: a) determine the width of the crossover and/or vehicular accessway; b) refuse to permit more than one vehicular access to any lot; c) require separate entrances and exits, and the provision of appropriate signage indicating the direction of movement; d) require that entrances and exits be placed in positions nominated by the local government; or e) require an agreement to be entered into so as to provide for shared use of vehicular accessways in favour of users of adjacent properties.

LOCAL CENTRE

		Loading/Serviceing		
		EOT	PART 4 — GENERAL DEVELOPMENT REQUIREMENTS 4.1.1 BICYCLE FACILITIES Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, end of trip bicycle facilities are to be provided in accordance with the standards for respective uses detailed in Austroads Standard Guide to Traffic Engineering Practice Part 14 - Bicycles as set out in Schedule 7B.	
		Pedestrian		
		Bicycle		
	Other Matters	Construction	PART 4 — GENERAL DEVELOPMENT REQUIREMENTS 4.8 MANAGEMENT OF CONSTRUCTION SITES 4.8.1 In addition to any requirements which may be imposed as conditions of development, construction sites are to be managed so as to minimise soil erosion or the degradation of any water resource due to the action of wind or water and protect as far as practicable, the natural resource values of the site and of the adjacent area. Note: Where a construction site is, in the opinion of the local government, being managed in such a way as to cause undue erosion of soil or the pollution of any water resource, the local government may, in accordance with Section 218 of the Planning and Development Act 2005, require the owner to take steps to prevent any further erosion or pollution and remediate the site. Such action may include stabilisation of soil or re-instatement of vegetation cover and repair of any damage to the land or water resources.	
		Waste		
		Storage		
		Drainage	PART 4 — GENERAL DEVELOPMENT REQUIREMENTS 4.9 DRAINAGE AND WATER SENSITIVE DESIGN 4.9.1 Any development which increases the area of impermeable surfaces or which otherwise reduces stormwater recharge of groundwater systems, is to utilise best management practices so as to minimise as far as practicable: a) changes to both the rate and quantity of direct stormwater discharge from the site, and b) the export of water borne pollutants (including nutrients). 4.9.2 Drainage system design and management is to be undertaken in accordance with best management practices and in order to mitigate any degradation of land or water resources, and measures are to be put in place to prevent litter from entering drainage systems.	
		Effluent Disposal	PART 4 — GENERAL DEVELOPMENT REQUIREMENTS 4.10 EFFLUENT DISPOSAL 4.10.1 Where access to a reticulated sewerage system is not available, on-site effluent disposal facilities are to be provided to treat and dispose of any domestic effluent. 4.10.2 No effluent disposal facility (including any leach drain or soak well) is to be located: a) within 6m of any open drainage channel or subsoil drain; or b) within 30 metres of the outer edge of an intermittent water course; or c) within 50 metres of the outer edge of a permanent water course in the case of a nutrient removal system or within 100 metres for a conventional septic system; or d) within 50 metres of any protected wetland, or within such greater distance as may be required to achieve a minimum one metre vertical separation between the natural ground level at that distance and the natural ground level of the adjacent wetland vegetation; or e) within 50 metres of a bore or underground water source used for human consumption, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. 4.10.3 Nothing in this clause is to prevent the local government requiring additional setback requirements for effluent disposal facilities and/or requiring the installation of specific types of facilities (including those involving the removal of nutrients) where it considers such requirements appropriate or necessary for the protection of water resources or other environmental values.	
		ESD		PLN 2.10 Environmentally Sustainable Design Commercial zone means and includes the Regional Centre zone, the District Centre zone and the Local Centre zone; 5. VARYING DEVELOPMENT STANDARDS The City wishes to encourage the inclusion of elements 4.1 – 4.6 of this policy within development. In order to do that, it is willing to consider proposals to vary design standards where the applicant/owner has clearly demonstrated how these elements will be achieved in written form and on the plans accompanying the application, and doing so would: - Result in one or more of the encouraged ESD elements being included in the project; and - Still satisfy Part 4.5 of TPS No. 4 or the relevant Design Principle of the RCodes. Where a development standard of TPS No. 4 or the R-Codes is varied on the basis of specific elements being incorporated into the development and thereafter maintained, a condition of development approval may be applied to that effect.
		Buffers		
		Other		

LOCAL CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF CAMBRIDGE			Local Centre • Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas. • Provide for neighbourhood and local centres to focus on the main daily household shopping and community needs. • Encourage high quality, pedestrian-friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and	
	Site	Lot Size		
	Built Form	Setbacks		<p>LPP 3.1 Precinct P1 City Beach 2. LOCAL CENTRE ZONE (b) Setbacks: Buildings shall be set back from the street alignment such distance as is generally consistent with the building setback requirements on adjoining land.</p> <p>LPP 2.3 Precinct P3 Floreat (b) Street setback: Buildings shall have a nil street setback.</p> <p>LPP 2.4 Precinct P4 Wembley 2. LOCAL CENTRE ZONE (b) Setbacks: Buildings shall have nil street and side setbacks. Buildings shall face the street; blank walls are not acceptable.</p> <p>LPP 2.5.2 Medical Precinct + On Cambridge Street West, areas depicted within and around the Local Centre may have a nil setback, consistent with the street's context, history and growing development as a medical precinct. The creation of conventional shopfront or verandah character frontages is encouraged;</p>
		Use of Setbacks		<p>LPP 2.5.2 Medical Precinct BUILDING SEPARATION To ensure that buildings relate well to the street, neighbouring buildings and buildings within the site, careful consideration should also be given to the space between buildings to protect for privacy, sunlight, and views. The spaces between buildings provide opportunities for physical and visual connections, North South streets and laneways create a natural separation and break blocks for greater permeability along Cambridge Street.</p> <p>GUIDANCE + Where a continuous streetwall is desirable, separation between lots are not necessary up to level four. Continuous streetwalls are generally desirable within the local centre and along intensification corridors, except where special site or block conditions require breaks to access mid-block connections, courtyards, or other open spaces (Refer Street Address); + Mid-block connections should be provided on larger sites to create overall site permeability; + Above the streetwall, or podium, a setback of a minimum of 4m between lots is recommended to create a overall building separation of at least 8m.</p>
		Height		
		Plot Ratio		<p>LPP 3.1 Precinct P1 City Beach 2. LOCAL CENTRE ZONE 2.2. Development standards 1. Development shall be in accordance with the relevant local planning policies. 2. In addition, the following standards apply: (a) Plot ratio: Buildings shall have a maximum plot ratio of 0.5:1.</p> <p>LPP 2.3 Precinct P3 Floreat 2. In addition, the following standards apply: (a) Plot ratio: Buildings shall have a maximum plot ratio of 0.5:1.</p> <p>LPP 2.4 Precinct P4 Wembley 2. LOCAL CENTRE ZONE (a) Plot ratio: Buildings shall have a maximum plot ratio of 0.5:1 except those buildings located in Cambridge Street between Pangbourne and Simper Streets which shall have a maximum plot ratio of 1:1.</p>
		Site Cover		
		Materials		
		Building Design		<p>LPP 3.1 Precinct P1 City Beach 2. LOCAL CENTRE ZONE 2.1. Statement of intent</p>

LOCAL CENTRE

				<ul style="list-style-type: none">A range of low scale, low intensity uses serving the day to day needs of the neighbourhood will be permitted in these locations. Residential development may also be permitted.The centres are modern (contained) centres on large sites well set back from surrounding streets and should be maintained at a high standard reflecting the quality of the nearby residential areas. Any new development should be of a low scale, reflecting the original scale of retail development.Uses must be compatible with adjacent residential properties, and careful control will be exercised over the nature of any uses proposed and their design and layout to minimise any undue adverse impact.New buildings shall be provided with continuous weather protection for pedestrians. Additionally, adequate car parking must be provided to ensure that vehicles requiring parking to access local shopping facilities do not encroach into residential streets or onto adjacent major roads. Bicycle parking facilities and safety issues should also be taken into account in the design of parking areas. <p>(c) Verandahs/awnings: Buildings shall be provided with continuous and consistent verandahs/awnings to ensure adequate weather protection for pedestrians and enhance the streetscape</p> <p>LPP 2.3 Precinct P3 Floreat</p> <p>3. LOCAL CENTRE ZONE (BIRKDALE STREET SHOPS)</p> <p>3.1. Statement of intent</p> <ul style="list-style-type: none">The existing range of local shopping and community facilities will be consolidated within this area to serve the day to day needs of the local residents.Any new development should be of a height and scale similar to the majority of existing buildings and have no setback from the street. Continuous shopfronts and weather protection over the footpath for pedestrians should be provided.Careful control will be exercised over the nature of any buildings, in particular their design and site layout to ensure minimal impact on any adjacent residential development. Additionally, adequate car parking must be provided to ensure that vehicles do not encroach into residential streets. <p>(c) Verandahs/awnings: Buildings shall be provided, where practicable, with continuous and consistent verandahs/awnings over the footpath to ensure adequate weather protection for pedestrians and enhance the streetscape.</p> <p>LPP 2.4 Precinct P4 Wembley</p> <p>2. LOCAL CENTRE ZONE</p> <p>2.1. Statement of Intent Consistent with State Planning Policy 4.2, the Local Centre zone is intended to provide a local community focal point; provide for the day to day needs of local communities; and play an important role in providing walkable access to services and facilities for local communities. Development should be consistent with the objectives of the Local Centre zone set out in the Scheme and with the additional provisions relating to land use and development standards set out in this policy.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 3.16 Landscaping and Water Sensitive Urban Design</p> <ol style="list-style-type: none">Unless buildings are constructed up to the street alignment, all new commercial or industrial development is to be provided with a landscape strip adjacent to the road frontage of at least 1.0 metre in width, such area to be used for the planting of trees and shrubs to enhance the visual amenity of the building as viewed from the street.Where landscaping is incorporated in development, the landscaping shall be reticulated and should preferably include waterwise species.All open air car parking areas shall be landscaped by the planting of shade trees along car parking rows, with a minimum spacing of 10 metres unless otherwise approved by the Council where such spacing can be demonstrated to be impractical in the circumstances of the particular development.Unless it can be demonstrated to be impractical in the particular circumstances, all open air hard standing areas shall be drained into a landscape area so as to maximise stormwater recharge and minimise the export of water borne pollutants to the surface water system. Where there is inadequate recharge capacity for designated rates of runoff, drainage outlets and/or compensation areas should be provided to accommodate any overflow, but should not be such as to intercept normal runoff from low intensity storm events.In the case of all new commercial or industrial development, the application shall be accompanied by a landscape plan showing the areas proposed to be landscaped and the particular planting proposed.Where a landscape plan has been prepared and approved as part of a planning application, any subsequent development in accordance with the Council's approval shall be subject to implementation of the landscape plan, including the establishment of a suitable watering system and a program for ongoing maintenance.
		Lighting		
		Signage		Yes – LPP 3.15 Advertising Signs
		Public Art		<p>Yes – LPP 3.19 Percent for Public Art</p> <ol style="list-style-type: none">Amount of public art contribution1.1. The cost of any public art provided for under this policy shall be no less than one percent of the construction value of the development.

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				1.2. Notwithstanding Clause 1.1, a single development shall not be required to provide or contribute any more than \$500,000 in public art costs.
		Fencing		
	Access	Provision	<p>SCHEDULE E – ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS THAT APPLY TO LAND IN SCHEME AREA</p> <p>2. All land within Scheme area. Cash in lieu of Parking Bays</p> <p>(1) The Council may approve development, or a change of use, without the number of parking spaces required under this Scheme and in doing so the Council may accept cash in lieu of parking bays in accordance with rates specified from time to time under the Planning Policy relating to parking.</p> <p>(2) Payments made under sub-clause (1) shall be paid into a special fund for the creation, management of or improvement to public parking facilities. The Council may use the money from the special fund for any purpose connected with the creation, management of or improvement to public parking facilities, including but not limited to:</p> <p>(a) the land and construction costs of public parking stations provided by Council or within a joint venture; (b) the cost of creating additional parking bays within road reserves;</p> <p>(c) the capital costs of new local public transportation infrastructure, including cycling and pedestrian facilities, shuttle bus services or real-time transit information, that are situated upon land under the control of the local government;</p> <p>(d) parking information systems;</p> <p>(e) security lights;</p> <p>(f) improved pathways to access parking areas;</p> <p>(g) upgrading the design of on-street parking facilities;</p> <p>(h) maintaining any Council owned parking facility or related infrastructure; and</p> <p>(i) the reasonable costs to the Council of administering this provision including professional fees and borrowing costs.</p> <p>(3) Any parking bays provided as a result of cash-in-lieu contributions shall remain available to the public at large although the Council may charge a fee for the use of such parking to achieve the proper management of parking in the locality, the maintenance of public parking bays under its control and for the general improvement of parking and local public transport infrastructure.</p> <p>(4) Council may pre-fund the acquisition of land or the construction costs of public parking facilities and may use funds from the special parking cash in lieu fund to repay the costs of such pre-funding including interest on borrowings.</p> <p>(5) Council may require that a proportion or all of the parking bays required in any approval to commence development be provided as cash in lieu or may set a maximum proportion of parking bays for which applicants may provide cash in lieu.</p> <p>(6) Instead of accepting a cash in lieu payment under subclause (1), the Council may accept as a partial or full substitute the transfer in fee simple of a parcel of land to the equivalent value.</p> <p>(7) In the case of a land contribution pursuant to sub-clause (6) the land shall be transferred to the Council prior to the commencement of development, or the approval of a strata plan or survey strata plan for the property, whichever occurs first.</p>	<p>LPP 3.13 Parking</p> <p>1.4 In addition to the car parking requirements under Table 1: Parking ratios, parking spaces for motorcycles, scooters and gophers will be required as calculated based on 2% of the total number of car parking spaces required (as calculated before concessions are applied).</p> <p>1.6 Provision of spaces for persons with a disability in accordance with the Building Code of Australia and Australian Standard AS2890.6 - Off-street parking for people with disabilities (as amended) will also be required, where applicable. These are to be located in a position easily accessible to the main entry of a building and/or any lifts and ramp facilities.</p> <p>LPP 3.13 Parking</p> <p>2. Reductions to Parking Ratios</p> <p>2.1 The minimum number of parking bays required under Table 1 of this Policy may be reduced where the applicant can demonstrate a lessened parking demand based on one or more of the following criteria:</p> <ul style="list-style-type: none"> • Proximity to and suitability of public transport, in particular high-frequency routes. • Exceeding policy requirements for the provision of motorcycle, scooter, gopher, bicycle parking and/or facilities. • Proximity to and suitability of cycling network. • Location of the development within a walkable centre. • Location of the development within a traditional strip centre. • Marketing and travel behaviour change commitments. • Provision of desirable ground floor uses in mixed use developments 2.2 Applicants seeking reductions to parking ratios are required to submit; • a detailed written statement addressing one or more of the criteria outlined at provision 2.1, • a detailed written statement addressing each of the objectives of this Policy, and • a Parking Management Plan, detailing the strategies to be employed to manage parking demand and encourage alternative modes of transport for the Town's assessment. <p>LPP 3.13 Parking</p> <p>4. Cash-in-lieu of parking</p> <p>4.1 Cash-in-lieu of parking may be considered where developments have a shortfall of parking according to the requirements outlined in the above land use parking requirements table, where:</p> <p>a) the Town may consider it undesirable for efficiency, traffic operation, pedestrian amenity, traffic demand management, achievement of transport objectives or other reasons for the specified parking to be provided totally on-site, or</p> <p>b) the developer can show access to alternative options to accommodate the transport access requirements of those potential users of the development for whom on-site parking will not be provided, or</p> <p>c) there exists adequate provision for car parking in the proximity of the proposed development, or</p> <p>d) the development will contribute significantly to the streetscape and will encourage the upgrading of the locality, or</p> <p>e) the Town is satisfied that public transport facilities are available to satisfy the transport access demands of employees, residents and visitors to the development, or</p> <p>f) the physical constraints of the site (including geophysical constraints, small block size, etc.) make on-site provision impracticable, or</p> <p>g) it is impractical, because of the need to construct basement parking lower than two levels, owing to the significant cost associated with deep basement parking spaces.</p> <p>4.2 Cash in lieu for parking can be applied for a maximum of 25% of the parking bay requirement (calculated inclusive of any parking concessions as per Section 2 of this Policy included which may also apply). Note: To calculate the number of bays which cash-in-lieu is able to be paid, round the number of bays to the nearest whole number and in the case of .5 rounded up.</p> <p>4.3 All applications are to be signed by the owner of the premises and accompanied by a Parking Management plan.</p> <p>4.4 The cash in lieu payment will be calculated according to the following rates. These values will be indexed to CPI each year (Perth, year ending 31 March), to reflect the real value over time and will be updated on the Town's website and Schedule of Fees and Charges. \$32,676 per bay in the following areas:</p> <ul style="list-style-type: none"> • Medical Zone (Precinct); and • Floreat Forum. \$16,338 per bay in the following areas: • West Leederville Activity Centre; • Wembley Town Centre; and • All other commercial areas.
		Location		<p>LPP 3.13 Parking</p> <p>7. Design and Location of Parking</p> <p>7.1 Car parking - Amenity</p> <p>7.1.1 Car parking should generally be located at the rear of, or beneath, developments.</p> <p>7.1.2 In cases where car parks are approved and abut a street or public space, the Town may require screening of the car parking area.</p>

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				<p>7.1.3 Parking areas must be sealed and landscaped to a high standard, with all surface (open air) parking areas being landscaped with shade trees in accordance with Local Planning Policy 3.16: Landscaping and Water Sensitive Urban Design. Surface (open air) parking areas fronting a street should also be appropriately landscaped to maintain a high visual standard of development.</p> <p>7.1.4 Any lighting installed on the building, yard areas or car parking areas shall be located and designed in a manner that ensures:</p> <ul style="list-style-type: none"> a) all illumination is confined within the boundaries of the property; and b) there will not be any nuisance caused to an adjoining residents or the local area. <p>7.1.5 Large expanses of parking areas should be avoided. Parking areas should be divided into smaller groups of spaces, separated by landscaping or other development or activities, especially where parking areas are situated adjacent to the street.</p> <p>7.4 Car parking - Safety</p> <p>7.4.1 Pedestrian, cyclist and motorist safety should be a priority in the design and operation of parking facilities, by ensuring that:</p> <ul style="list-style-type: none"> a) pedestrian and cyclist pathways through a parking area are clearly defined, well lit and signposted, where required, with direct access to the street or facilities serviced; b) traffic access to, and circulation within parking areas, is separated, where practicable, from pedestrian and cyclist paths or pedestrian access points to or through a parking area; and c) driver sight lines are not obstructed by signs, fencing, landscaping or any other obstacle.
		Access		<p>7.5 Car parking - Access</p> <p>7.5.1 Vehicular access points to parking areas shall be located and designed so that:</p> <ul style="list-style-type: none"> a) the number of entry/exit point is minimised and where possible, parking areas and vehicular access points shall be linked; b) access is obtained away from major traffic streets where possible but not if this necessitates access from a residential street where undue disturbance to residential amenity would result. <p>7.3 Car parking - Traffic movement</p> <p>7.3.1 Traffic circulation and manoeuvring spaces within parking areas should be designed so that:</p> <ul style="list-style-type: none"> c) all vehicles can enter and exit the site in a forward direction unless the Town is satisfied that the nature of a development and its relationship to, or the nature of, adjoining streets makes it unnecessary to do so; d) vehicles are able to queue, if necessary, within the parking areas; and e) driver sight lines are not obstructed by signs, fencing or any other obstacle.
		Loading/Servicing		<p>LPP 3.10 Design of Non-residential Development</p> <p>4. The design and location of service entries and loading/unloading areas shall be an integral part of the overall design and development of a site, and should satisfy the following criteria:</p> <ul style="list-style-type: none"> (a) service entries and loading/unloading areas should not be located adjacent to any adjoining residential uses; (b) the placement of signs indicating the location of and access to service entries and loading/unloading facilities may be required, and are to be provided by the applicant; (c) in the case of comprehensive developments which incorporate more than one property, combined loading/unloading areas may be considered necessary by the Council; (d) the Council shall have regard to, and may apply conditions relating to, the location, size, accessibility, lighting and hours of operation of service entries and loading/unloading areas; and (e) on-site service entries and areas for the loading/unloading of vehicles carrying goods or commodities to or from premises shall be provided and maintained in accordance with the approved development for the site.
		EOT		<p>LPP 3.13 Parking</p> <p>3. End of Trip Facilities</p> <p>3.1 Where developments are required to provide long-stay bicycle parking as per Table 1 above, the provision of end of trip facilities is also required, in accordance with Table 2: End of trip facilities, unless otherwise stated within this Policy or approved by the Town.</p> <p>Note: To be of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear; well ventilated, secure and lockable; and located close to shower and change room facilities (where provided). A ratio of one locker to one bicycle space is to be provided. Note: Change room facilities must also be provided and may either be a combined shower and change cubicle or communal change room for each gender directly accessible from the showers.</p>
		Pedestrian		<p>LPP 2.3 Precinct P3 Floreat</p> <p>3. LOCAL CENTRE ZONE (BIRKDALE STREET SHOPS)</p> <ul style="list-style-type: none"> (d) Pedestrian access: Where Council considers necessary, pedestrian access for the public shall be provided from the street to car parking at the rear of 4 Local Planning Policy 2.3: Precinct P3: Floreat properties and this access shall be adequately illuminated, maintained and sign posted. <p>LPP 2.4 Precinct P4 Wembley</p> <p>2. LOCAL CENTRE ZONE</p> <ul style="list-style-type: none"> (c) Pedestrian amenity and public interface:

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				<p>i. Buildings are to provide continuous pedestrian weather protection over adjacent footpaths in the form of awnings / verandahs;</p> <p>ii. Ground floor level buildings frontages are to be designed to provide a high level of activity and interaction with the adjacent public realm; and</p> <p>iii. Vehicle entry points, crossovers and driveways are to be located and designed to respect and reinforce the primacy of the pedestrian environment.</p> <p>(d) Pedestrian access: Where Council considers it necessary, pedestrian access for the public shall be provided from the street to car parking at the rear of properties and this access shall be adequately sign posted. This may require variation to side setbacks.</p>
		Bicycle		<p>LPP 3.13 Parking</p> <p>7.6 Bicycle parking</p> <p>7.6.1 Short-stay bicycle parking devices should be located on-site in a convenient and secure position close to the entrance of the premises. Where the building is built up to the front boundary and there is no other suitable location, the Town may accept short-stay bicycle parking in the road reserve adjacent to the building, where there is sufficient room.</p> <p>7.6.2 Long-stay bicycle parking devices should be located on-site in a convenient and secure location for employees or students, positioned close to and directly visible from inside the place of employment or educational institution.</p> <p>7.6.3 Bicycle parking devices should be designed in accordance with Austroads Part 14 – Bicycles and meet the following criteria:</p> <ul style="list-style-type: none"> • enable wheels and frame to be locked to the device without damaging the bicycle; • be placed in public view; • be located outside pedestrian movement paths; • be easily accessible from the road; • be arranged so that parking and unparking manoeuvres will not damage adjacent bicycles; • be protected from manoeuvring motor vehicles and opening car doors; • be well lit by appropriate existing or new lighting (where applicable); • be protected from the weather; and • be designed to fit in harmony with the surrounding environment.
	Other Matters	Construction		
		Waste		<p>LPP 3.22 Waste Management</p> <p>1. Bin Access and Storage</p> <p>1.1. Building design shall include adequate space to:</p> <p>1.1.1. store the requisite number of bins as well as sufficient circulation space; and</p> <p>1.1.2. provide for collection that limits pedestrian and vehicle disruption.</p> <p>1.2. Bin storage areas shall be well-ventilated and adequately sized for the appropriate bin allocation.</p> <p>1.3. Design of bin storage areas shall allow all bins to be easily accessed and manoeuvred as required.</p> <p>1.4. Bin storage areas shall be located within the building so they are not visible from the public realm, or screened from public view with a quality material compatible with the building design.</p> <p>1.5. Where a mixed use development is proposed (residential and any other use), the residential waste and recycling storage areas and access to be self-contained and completely separate from waste and recycling storage areas for other uses</p> <p>1.6. Developments that include permanent residential dwellings shall include a dedicated area for the temporary storage of large bulky items awaiting disposal.</p>
		Storage		
		Drainage		
		Effluent Disposal	<p>SCHEDULE E – ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS THAT APPLY TO LAND IN SCHEME AREA</p> <p>1. All zoned land within Scheme area.</p> <p>Sewerage Connection</p> <p>(1) Notwithstanding any provision of this Scheme to the contrary, all residential developments are to be connected to a comprehensive sewerage system, if one is available.</p> <p>(2) Where no comprehensive sewerage system is available, the Council is not to grant planning approval for any residential development, other than the erection of a single house, unless:-</p> <p>(a) the Health Department of Western Australia recommends to the Council that the planning application complies with the requirements of the Government Sewerage Policy; or</p> <p>(b) immediately prior to the Gazettal date the land in respect of which the proposed development is to take place is used for the purposes of two or more dwellings</p>	
		ESD		
		Buffers		
		Other		<p>LPP 3.1 Precinct P1 City Beach</p> <p>2. LOCAL CENTRE ZONE</p> <p>(d) Residential density: Residential density shall comply with the Residential Design Codes site area requirements for R30.</p> <p>LPP 2.3 Precinct P3 Floreat</p>

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				<div><div>3.</div><div>LOCAL CENTRE ZONE (BIRKDALE STREET SHOPS)</div><div>(e) Residential density: Residential density shall comply with the Residential Design Codes site area requirements for R20.</div></div> <div><div>LPP 2.4 Precinct P4 Wembley</div><div>2.</div><div>LOCAL CENTRE ZONE</div><div>(e) Residential density:</div><div><div>i.</div><div>The Residential Design Codes development standards for R40 density shall apply for residential development that adjoins Cambridge Street.</div></div><div><div>ii.</div><div>The Residential Design Codes development standards for R20 density shall apply for residential development in circumstances other than (i) above.</div></div></div>
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF CANNING			Local Centre <ul style="list-style-type: none"> Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining areas. Provide for neighbourhood and local centres to focus on the main daily household shopping and community needs. Encourage high quality, pedestrian-friendly, street-orientated development. Provide a focus for medium density housing. Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community 	
	Site	Lot Size		
	Built Form	Setbacks	4.22.3 Setbacks <ul style="list-style-type: none"> a) Setbacks in the District and Local Centre zones shall meet the requirements set out in Table 9. b) The setback requirements in Table 9 may be reduced by the local government subject to the following provisions – <ul style="list-style-type: none"> (i) the reduced setback will not have any adverse impacts on the adjoining properties or the street appearance; (ii) the proposed development will constitute a general improvement to the appearance of the street; and (iii) the portion of the building encroaching into the setback forms an integral part of the development. <p> Primary Street – 12m Secondary Street – 3m Other – 0m </p>	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	4.22.5 Facades <ul style="list-style-type: none"> a) Each façade of a building shall be constructed of brick, stone, concrete or glass or a combination of those materials or similar materials as approved by the local government, and shall incorporate the following features – <ul style="list-style-type: none"> (i) varied heights, materials, colours or textures; or (ii) public artwork. b) Any artwork on walls subject to paragraph 4.22.5 a) is to meet the requirements of any local planning policy relating to public art. c) Facades facing regional or local reserves as detailed in Table 1 are to incorporate clear openings to a minimum of 50% of the façade. d) Panel filling of other materials to a design approved by the local government may be permitted on facades above a height of 2 metres from the ground level. 	
		Site Layout		
	Site Amenity	Landscaping	4.22.4 Landscaping <ul style="list-style-type: none"> a) Soft landscaping shall cover a minimum of 25% of any street setback area with a minimum width of 2 metres along any street boundary except where a crossover is present or required. b) Trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting. c) Landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, to the satisfaction of the local government. d) Landscaped areas shall be planted in accordance with an approved plan prior to the occupation of the site, or such other time as agreed by the local government. 	LPP .09 Tree Retention and Planting on Development Sites 7.3 Tree Planting on Development Sites <p>a) In respect to the planting of trees on development sites, all developments are to provide trees in accordance with Table 1 – Tree Provision Rates, through the retention of existing trees, or the planting of advanced trees. It is the City's practice that the number of trees required in Table 1 shall be rounded to the nearest whole number. This means that:</p> <ul style="list-style-type: none"> i. Where 0.49 or less is required, the number is to be rounded down (i.e. 2.01 to 2.49 trees = 2 trees); and ii. Where 0.5 or high is required the number is to be rounded up (i.e. 2.5 to 2.99 trees = 3 trees). <p>In addition, the following applies:</p> <ul style="list-style-type: none"> b) Tree planting is to be in accordance with an approved landscape plan, or where no landscape plan is required, in locations agreed to by the City and marked on the approved plans. c) Trees are to have been produced in accordance with AS 2303-2018 Tree Stock for Landscape Use and are to be free from significant structural flaws within the root system and/or canopy as verified by a suitably qualified and experienced arborist or horticulturalist. d) Where no Deep Soil Area is required, a minimum 1.5m x 1.5m clear surface area is required for each new tree. e) If the site falls within any ecological corridors identified through a Biodiversity Strategy, the tree species are to be selected in accordance with any applicable requirements within the ecological

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					<p>corridor. Where constraints exist, for example where siting of open car parking within an ecological corridor is inevitable wherein shade tree species are preferred, a variation from the species may be considered, provided that the overall ecological linkage within the corridor is not compromised.</p> <p>f) Driveway design is to maximise opportunities for tree retention and planting within the front setback area. The number and width of driveways is to be minimised and the use of previous material and ribbon driveways is encouraged.</p> <p>g) If the site is located within a designated bushfire prone area where fire assessment is required under State Planning Policy 3.7 – Planning in Bushfire Prone Areas, tree planting is to be in accordance with the approved BMP or BAL assessment, and any relevant provisions of the WAPC's Guidelines for Planning in Bushfire Prone Areas.</p>
		Lighting			
		Signage			Yes – LPP .07 Advertising Signs
		Public Art			<p>Yes – LPP .03 Developer Funded Public Art</p> <p>3 Where the Public Art Contribution Applies</p> <p>a) Each application for development approval involving multiple dwellings, mixed use or other non-residential developments (including alterations, additions or extensions to these developments) where the cost of development exceeds \$4 million is required to provide public art to the value of 1% of the cost of the development.</p> <p>b) Notwithstanding Clause 3 a) above, the maximum contribution shall not exceed \$250,000.</p>
		Fencing			
Access	Provision	4.10 CAR PARKING			
		<p>4.10.1 General Requirements</p> <p>a) All developments are to provide car parking at a rate in accordance with the requirements detailed in Table 4.</p> <p>b) Notwithstanding subclause 4.10.1 a) if a change of use application in the Centre zone results in a car parking requirement that is less than the number of parking spaces on the site, the excess car parking spaces may be retained for use on the site.</p> <p>c) The number of car parking spaces required in Table 4 shall be rounded to the nearest whole number.</p> <p>d) If the number of parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of car parking spaces.</p> <p>e) All car parking is to be provided on the same site as the development unless otherwise approved by the local government.</p> <p>f) Land set aside for car parking is to be used only for the parking of cars used by employees or visitors to the site, unless otherwise approved by the local government.</p>			<p>LPP .08 Cash in Lieu for Parking in the Centre Zone</p> <p>5 Calculation of the Value of a Cash-in-Lieu Parking Contribution</p> <p>a) The cash-in-lieu contribution is calculated by the cost of land plus the cost of construction multiplied by a Community Benefit Reduction Factor (0.5). Therefore, the cash-in-lieu contribution for 1 car parking space is: = (cost of land + construction cost) x 0.5</p> <p>b) The purpose of the reduction factor is to recognise the community benefits as in Clause 4 and also that:</p> <p>i. Full contribution fees would restrain developments to pay cash-in-lieu and developments would opt to provide all the required parking on-site.</p> <p>ii. If fees are too low, developments would provide no physical car parking spaces and opt to provide cash-in-lieu contribution for all the required parking which will never amount to a sufficient amount for the local government to provide alternative parking.</p> <p>5.1 Determining Cost of Land A desktop assessment by a registered valuer will be sought for land values on an annual basis or as required to provide a cost of land for a 30m2 car parking space in the Centre Zones.</p> <p>5.2 Determining Construction Cost</p> <p>a) The initial construction cost for a car parking bay in a 3-storey multi-deck car park was estimated at \$30,000 by Jacobs Engineering Group Inc. in the City Centre Parking Study, 2018.</p> <p>b) The Construction Costs shall be reviewed on an annual basis or as required by Development Engineering.</p>
		<p>4.10.2 Cash in Lieu</p> <p>a) In the event that a development does not provide the number of car parking spaces required in Table 4, the local government may consider cash in lieu for the car parking shortfall.</p> <p>b) The moneys received by the local government under the provisions of this subclause shall be paid into a trust fund and used for –</p> <p>(i) the acquisition and/or development of a public car park in the locality; or</p> <p>(ii) the construction of car parking bay embayments directly adjoining the site; or</p> <p>(iii) investment in infrastructure that will improve access to, or reduce demand for, car parking in the vicinity of the development.</p> <p>c) Prior to accepting cash in lieu of car parking, the local government shall prepare and adopt a policy that details how the costs will be calculated and how the moneys will be used.</p>			
		<p>4.10.1 Reciprocal Parking</p> <p>a) If there is a deficiency in the number of parking spaces provided to serve a building or land use, the local government may permit the sharing of parking spaces of an adjoining building or site subject to there being different peak hours of the land uses.</p> <p>b) The local government may require reciprocal access for any buildings or land uses subject to subclause 4.10.3 a), when in the opinion of the local government the reciprocal access will improve design or amenity. City of Canning Local Planning Scheme No. 42 20</p> <p>c) The applicant of any development subject to subclause 4.10.3 a) shall provide evidence –</p> <p>(i) that no substantial conflict will exist in the peak hours of operation of the buildings or land uses for which the reciprocal parking is proposed; and</p> <p>(ii) that the parking spaces credited from one building or land use to another is not in excess of that required by the first building or land use to operate at peak hours.</p> <p>d) The local government may require a legal agreement to be prepared by a solicitor detailing the relevant reciprocal parking arrangement and access. The terms within the legal agreement are to be to the satisfaction of the local government.</p> <p>e) Any costs associated with a legal agreement subject to subclause 4.10.3 d) are to be borne by the person seeking to take advantage of the reciprocal parking arrangement.</p>			
		4.13 PARKING AND ACCESS DESIGN REQUIREMENTS			

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			All car parking, bicycle parking, accessways and unloading and loading areas are to be designed in accordance with the relevant part of AS 2890		
		Location			
		Access			
		Loading/Servicing	4.11 4.11.1 4.11.2 4.11.3	SERVICE ACCESS Provision shall be made for service access for the purposes of loading and unloading to the rear or side of any non-residential development, where available. The local government may waive the requirements of subclause 4.11.1 where it can be demonstrated that the development will not require loading and unloading facilities. Any service access provided pursuant to subclause 4.11.1 is to comply with the following requirements – a) the access way and loading areas shall be designed to allow service vehicles to manoeuvre and return to street or right of way in forward gear; b) vehicles loading or unloading are to do so within the lot/s boundary and are not to do so from a public street or right of way; and c) access ways shall be designed to segregate service vehicles from parking areas and access ways provided for customer parking to the satisfaction of the local government.	
		EOT	4.12.2	End of Trip Facilities a) Provision shall be made for 1 male and 1 female shower (or 1 unisex) per 8 bicycle parking spaces or part thereof, excluding bicycle parking spaces required for visitors, up to a maximum of 6 male and 6 female showers (or 6 unisex). b) Lockers shall be provided and maintained for all developments at a rate of 1 locker per bicycle parking space required for employees. c) Where bicycle parking rates in Table 4 do not provide a split between employees and visitors, the bicycle parking rate shall be allocated to employees for the purposes of calculating the number of showers and lockers.	
		Pedestrian			
		Bicycle	4.12 4.12.1	BICYCLE PARKING AND END OF TRIP FACILITIES Bicycle Parking a) Bicycle parking shall be provided for all developments in accordance with the rates set out in Table 4. b) The number of bicycle parking spaces required in Table 4 shall be rounded up to the nearest whole number. c) Bicycle parking spaces required under the provisions of paragraph 4.12.1 a) shall be sheltered by a water impermeable roof structure. d) If the number of bicycle parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of bicycle parking spaces.	
	Other Matters	Construction			
		Waste			
		Storage			
		Drainage			
		Effluent Disposal			
		ESD			
		Buffers			
		Other			

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF CLAREMONT			<p>LOCAL CENTRE ZONE - OBJECTIVES:</p> <p>In considering an application for planning approval for development in the Local Centre Zone the Council, in addition to any other matter it is required or permitted to consider, shall have regard to the following objectives:</p> <p>(1) that the Zone is primarily to be used for local shopping and other uses of a local service nature;</p> <p>(2) the desirability of providing a wide variety of shops and other services of a local nature; (3) that the scale and operation of uses shall be compatible with residential uses in adjoining areas.</p> <p>(2) For the purposes of sub-clause (1) of this Clause, the Use Class which predominates in a particular Zone shall be deemed to be: (b) in the Local Centre Zone - Shop (Indeterminate);</p>	
	Site	Lot Size		
	Built Form	Setbacks	<p>in the Local Centre Zone - Shop (Small); Indeterminate has *</p> <p>(Shopping Policy area) Local Centre Zone AMD 93 GG 13/5/05</p> <p>Street Nil</p> <p>Side Nil</p> <p>Rear 7.5</p>	
		Use of Setbacks		
		Height	<p>40. HEIGHT OF BUILDINGS:</p> <p>(6) In the Local Centre Zone a building shall not exceed 6m in height</p>	
		Plot Ratio		
		Site Cover	<p>in the Local Centre Zone - Shop (Indeterminate);</p> <p>Table 2 – Development Table</p> <p>LANDSCAPED OPEN SPACE</p> <p>5% of site</p>	
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		Yes – LPP 202 Town Centre Zone Signage
		Public Art		
		Fencing		
	Access	Provision	<p>in the Local Centre Zone - Shop (Indeterminate);</p> <p>Table 2 – Development Table</p> <p>Car Parking Space Requirement</p> <p>One for each 16.67m² of gross leasable area.</p> <p>31. CAR PARKING SPACES:</p> <p>(1) Car parking spaces of the number required to be provided by the Scheme and any trees or vegetation required to be provided pursuant thereto shall be constructed and maintained in accordance with the provisions of this Clause.</p> <p>(2) Those car parking spaces and the access ways to those spaces shall not be of lesser dimensions than those specified under the relevant Australian Standards and shall be laid out together with required access aisles in accordance with those standards. AMD 123 GG 20/01/17</p> <p>(3) Those car parking spaces and access ways shall be constructed of hard standing, dust free surfaces graded and drained to specifications approved of by the Council.</p> <p>(4) Every car parking space provided pursuant to the Scheme (other than car parking spaces for a Single House or Attached House) shall be clearly identified by painted outline, kerbed divisions or other method approved by the Council.</p> <p>(5) Where the total number of car parking spaces in any row exceeds six (6), the Council may require that a suitable species of shade tree be planted at intervals of not more than 10m and may also be required to be planted in accordance with Clause 37A – Non-Residential Development abutting a Residential Zone. AMD 65 GG 19/8/05</p> <p>(6) The Council may require that a suitable species of and number of shade trees or other suitable vegetation be planted at the end of a row of car parking spaces or at the street alignment.</p>	

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			<p>(7) Where car parking spaces are located on land adjacent to the Residential Zone, the Council may require that those spaces shall be suitably screened from view from that Zone and planted in accordance with Clause 37A – Non-residential development abutting a Residential Zone.</p> <p>TABLE 4 - ADDITIONAL CAR PARKING CONCESSIONS</p> <p>5% The proposed development is located within Town Centre or Local Centre zone and provides a public benefit, compliments the character of the zone and does not adversely impact the amenity of the locality.</p>	
		Location	<p>33. CASH PAYMENT IN LIEU OF PROVIDING CAR PARKING SPACES:</p> <p>(1) Where car parking spaces are required to be provided pursuant to this Scheme, the Council may accept a cash payment in lieu of the provision of some or all of those car parking spaces, if:</p> <p>(a) the payment is not less than the amount the Council estimates to be the cost to the owner of providing and constructing those spaces calculated in accordance with the scheme inclusive of any amount the Council estimates to be the cost of providing land to accommodate those spaces within or adjacent to the Town Centre and Local Centre zones taking into consideration any Local Planning Policy which is adopted under the scheme and is applicable to public parking; AMD 100 GG 6/3/07; AMD 123 GG 20/01/17</p> <p>(b) payment is made prior to commencement of the development in respect of which those spaces are required to be provided or in accordance with the terms of an agreement made between the Council and the applicant for planning approval for that development.</p> <p>(2) The monies received by the Town under this clause shall be paid into a Parking Reserve Fund and shall only be used: AMD 123 GG 20/01/17</p> <p>(a) for the provision of public parking or facilities, infrastructure and services for cyclists, pedestrians and public transport users;</p> <p>(b) for reimbursing the Town for any expenses incurred for the purpose of this clause including any loan repayments.</p> <p>(3) If the Council has granted or waived a parking licence fee or granted a licence of car parking bays in a parking area or parking station under the control of the Council in respect of a development of land for any of the purposes referred to in Clause 31A(3), if during the term of the licence, or within three months after the termination of the licence by reason of the expiration of the term, or otherwise on the election of the licensee in accordance with the provisions of the lease or licence, the licensee may apply to the Council to reassess the parking requirements for the development in accordance with the provisions of this clause and the Council may do so as if the application for the development was then before the Council for determination. The waived licence fee or licence payment paid to Council for the licence of Council parking bays shall be taken into account as satisfying the final cash-in-lieu payment to Council for parking.</p>	
		Access	<p>39. ACCESS - DISABLED PERSONS:</p> <p>Where any part of a proposed building will be open to the public generally, provision shall be made for disabled persons to have access to that building in accordance with the relevant requirements of Australian Standard 1428-1977 relating to access to buildings.</p> <p>44. STIRLING HIGHWAY VEHICULAR ACCESS:</p> <p>Where land having a frontage to Stirling Highway has an alternative means of vehicular access to another street or road, a person shall not create and direct vehicular access to or from that land to Stirling Highway.</p>	
		Loading/Servicing		
		EOT		<p>LPP 127 Bicycle Parking and Facilities</p> <p>End of Trip Facilities</p> <p>The following facilities are encouraged to be provided for all developments that provide 10 or more bicycle parking spaces:</p> <ul style="list-style-type: none"> A minimum of one female and one male shower, located in separate changing rooms is encouraged. The changing rooms shall be secure facilities capable of being locked; Additional shower facilities are provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and Lockers are provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.
		Pedestrian		
		Bicycle		<p>All developments with 400m² or more GFA are encouraged to provide bicycle parking bays in accordance with the following ratios.</p> <p>Activity / Use Shop (Small & Intermediate)</p> <p>Number of Bike Parking Spaces for Employees 1 space per 400m² of GFA</p> <p>Number of Bike Parking Spaces for Customers / Visitors 1 space per 200m² of GFA</p>
	Other Matters	Construction		
		Waste		
		Storage		

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		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF COCKBURN			d) Local Centre Zone To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre.	
	Site	Lot Size		
	Built Form	Setbacks	4.9.1 Building Setback a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia. b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.	LPP 4.2 Cockburn Central North (Muriel Court) Structure Plan – Design Guidelines (10) Mixed Business & Local Centre Standards Minimum primary and secondary street setbacks – Nil Minimum side setbacks - Nil Minimum rear setback - Nil
		Use of Setbacks		
		Height		LPP 4.2 Cockburn Central North (Muriel Court) Structure Plan – Design Guidelines (10) Mixed Business & Local Centre Standards Building height (storeys) Minimum – Two Storeys Building height (Storeys) Maximum – Four Storeys Boundary wall height (storeys) - Two Storey
		Plot Ratio		LPP 4.2 Cockburn Central North (Muriel Court) Structure Plan – Design Guidelines (10) Mixed Business & Local Centre Standards As per R-Codes (R80) – Residential Component
		Site Cover		
		Materials		
		Building Design		
		Site Layout	4.9.4 Convenience and Functionality a) Every development shall be designed to ensure that it is convenient and functional for those who will use the development particularly in respect to - (i) the relationship of the development to the use and enjoyment of the adjoining lots; (ii) the convenient location of public and employee facilities provided on the lot; (iii) safety and amenity ; (iv) accessibility of driveways, footpaths, car parking bays, service bays and storage areas. b) A development which requires planning approval under the Scheme that complies with the development standards and requirements of the Scheme, but cannot demonstrate convenience and functionality will not be approved , unless the local government determines otherwise in any particular case.	
	Site Amenity	Landscaping	4.9.2 Landscaping a) A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area. b) Despite clause 4.9.2 a) the local government may reduce the minimum on-site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the Application for Planning Approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with clause 4.9.2 c) . c) Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.9.2 b) . d) The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres . e) There shall be not less than one (1) shade tree planted for every 50 square metres of the total landscaped area provided on the lot and within the street verge. f) There shall be not less than one (1) shade tree planted in the car parking area for every 10 car parking spaces provided on the lot. g) The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless the local government agrees otherwise in any special circumstance.	
		Lighting		
		Signage		Yes – LPP 3.7
		Public Art		Yes – LPP 5.13 (1) Requirements 1. All development proposals for commercial (excluding industrial uses), civic, institutional, educational projects or public works of a value greater than \$1 million (exclusive of GST) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks on the subject land which reflect the place, locality and/or community.

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	Access	Fencing		
		Provision	<p>4.9.5 Vehicle Parking a) A person shall not use land for a purpose specified in Table 3 and Table 4 unless car parking spaces, delivery bays and bicycle racks of the number specified in the Table are provided and maintained and are sealed, drained and marked to the local government's specifications.</p> <p>4.9.6 Cash Payment in Lieu of Providing Car Parking Spaces a) Except as provided in clause 4.9.5 the local government may agree with an applicant for approval to commence development to accept a cash payment in lieu of the provision of paved car parking spaces, subject to -</p> <p>4.9.7 Joint Use of Car Parking Facilities a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</p>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		<p>LPP 1.14 Waste Management A WMP is to be submitted and approved by the City for the following development proposals:</p> <p>3. Non-Residential Development (a) All types of new non-residential development where waste is generated, including commercial (office, showroom, warehouse), industrial (all types), retail (shops) and food and beverage type establishments (cafes, restaurants etc</p> <p>(4) General Bin Store and Waste Collection Requirements (applicable to all development):</p> <p>(b) Minimum driveway width for on-site collection shall be four (4) metres. On-site manoeuvring shall be provided to ensure waste vehicle ingress/egress in forward gear.</p> <p>(c) Where a turn-table is to be installed to facilitate forward ingress/egress, the turn-table shall have a minimum 20 tonne capacity.</p> <p>(d) Where approval is given for the collection of waste and recyclables from the road (at the pre-application stage, or via the development application process), consideration needs to be given to a 12.5m long truck where access and/or manoeuvrability are difficult or limited.</p> <p>(h) Internal bin stores shall be separately ventilated with a system complying with Australian Standard 1668 (AS1668). The ventilation outlet is not to be in the vicinity of windows or intake vents associated with other ventilation systems.</p>
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<p>4.9.3 Amenity</p> <p>a) Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences.</p> <p>b) Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.</p> <p>c) Buildings shall be located on the lot and provide landscaped areas which enhance the streetscape and add to the attractiveness of the locality of which they form part.</p> <p>d) Advertising signs shall be -</p> <p>(i) attached to the walls or facade of a building or structure so as not to protrude above the height of the wall to the building or the structure;</p> <p>(ii) limited to a common pylon sign or hoarding for developments comprising more than two units, strata titled units or businesses up to a maximum of six (6) advertisements to each sign where units, strata title units or businesses exceed 6 in number or the development comprises a service station as one component then a maximum of two pylon signs or hoardings are permitted for that site;</p> <p>(iii) erected on the property to which they relate;</p> <p>(iv) professionally designed and installed and not detract from the streetscape within which they are located.</p> <p>e) Each premises will clearly display their street number and where there is no street number allocated to the property, the lot number shall be displayed instead.</p>	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF COTTESLOE			4.2.5 The objectives of the Local Centre zone are to — a) provide the opportunity for small-scale shops, facilities and services for the community within the surrounding residential locality; b) encourage development which is compatible with the scale and amenity of the surrounding residential locality; c) ensure that adequate provision is made for access and parking facilities without causing undue amenity effects on the surrounding residential locality; d) allow for a mix of residential and non-residential uses provided the ground floor of existing buildings or proposed development is excluded from residential use; and e) give consideration to the maintenance and enhancement of important views to and from public places as a contributor to the character and amenity of the locality and the district overall.	
	Site	Lot Size		
	Built Form	Setbacks	Table 2 – Development Requirements LOCAL CENTRE - All development MINIMUM BOUNDARY SETBACKS Nil to street frontages for first storey of premises and as determined by the local government for all other setbacks at any level.	Town and Local Centre Design Guidelines 3 DESIGN GUIDELINES FOR THE ERIC STREET LOCAL CENTRE Street Setbacks: Nil. Setback to Laneway: Nil for non-residential development. As R-Codes for residential development. Setback from Northern Boundary: 4m for non-residential. As R-Codes for residential.
		Use of Setbacks		
		Height	Table 2 – Development Requirements LOCAL CENTRE - All development Maximum Height - 9 metres	Town and Local Centre Design Guidelines 3 DESIGN GUIDELINES FOR THE ERIC STREET LOCAL CENTRE Building Height: 9m maximum.
		Plot Ratio	Table 2 – Development Requirements LOCAL CENTRE - All development Maximum Plot Ratio - 0.5, or as determined by the local government up to 0.8, subject to appropriate upper floor setbacks, building design and landscaping.	Town and Local Centre Design Guidelines 3 DESIGN GUIDELINES FOR THE ERIC STREET LOCAL CENTRE Maximum Plot Ratio: 0.5:1, up to 0.8:1 subject to appropriate upper-floor setbacks (for residential development), building design and landscaping.
		Site Cover	Table 2 – Development Requirements LOCAL CENTRE - All development Maximum Site Cover - As determined by the local government.	Town and Local Centre Design Guidelines 3 DESIGN GUIDELINES FOR THE ERIC STREET LOCAL CENTRE Site Cover: 90% maximum
		Materials		Building Design and Materials: Compatibility with the materials and general form of contemporary residential development in the locality.
		Building Design	5.3.6 Mixed-use development Despite anything contained in the Residential Design Codes to the contrary, where development which involves both Residential Development and development other than Residential Development (“Non-Residential Development”) is proposed in b) the Town Centre or Local Centre zones, the applicable requirements shall be as specified for the Non-Residential Development in Table 2; or —	Building Design and Materials: Compatibility with the materials and general form of contemporary residential development in the locality.
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		

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		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	5.1.1 Local Centre zone – mixed-use development In the Local Centre zone, in the case of mixed-use non-residential and residential development, the following shall apply — (a) for the Eric Street local centre, the ground floor shall be used only for shops, services or, subject to approval by the local government, offices or other uses, and not for any residential use; and (b) for the Railway Street local centre (near Swanbourne Station), the ground floor shall exclude residential use.	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF FREMANTLE			<p>PART 3 - ZONES AND THE USE OF LAND</p> <p>d) Local centre zone: AMD 85 GG 12/11/2021</p> <p>Development within the local centre zone shall:</p> <p>i) provide for the daily and convenience retailing, shops, café, office, administration and residential uses (at upper levels or where proposed as part of a mixed use development) which serve the local community and are located within and compatible with residential areas, AMD 17 GG 3/3/09</p> <p>ii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and</p> <p>iii) conserve places of heritage significance the subject of or affected by the development.</p>	
	Site	Lot Size		
	Built Form	Setbacks		<p>LOCAL PLANNING POLICY 3.8 LOCAL PLANNING AREA 8 – O’CONNOR</p> <p>8.3.4 Building requirements</p> <p>Local Centre Minimum Front, Rear & Side Setbacks – Nil</p> <p>LOCAL PLANNING POLICY (3.17) HILTON LOCAL CENTRE (SOUTH STREET, HILTON)</p> <p>Building design must demonstrate satisfactory site planning, orientation and setbacks with specific attention to: - Public realm interface with adjoining streets to create interesting, activated and amenable environments; - The interface with Residential zoned properties to minimise adverse impacts on amenity; and - The existing topography of the land and opportunities to ‘step’ development down sloping sites.</p>
		Use of Setbacks		
		Height	<p>LPA 2 - Fremantle Local Centre Maximum External Wall Height 5.5m</p> <p>LPA 4 – Fremantle South Local Centre Maximum External Wall Height 7m</p> <p>LPA 6 – White Gum Valley Local Centre Maximum External Wall Height 5.5m</p> <p>LPA 7 – Hilton Local Centre Zone With an applicable maximum external wall height of 6m.</p> <p>LPA 9 – Samson Local Centre Maximum Wall Height – 6m</p> <p>4.8 VARIATIONS TO SITE AND DEVELOPMENT STANDARDS AND REQUIREMENTS</p> <p>4.8.1 Variation to height requirements</p> <p>4.8.1.2 Where there is a variation in ground level over a development footprint of greater than one metre, Council may increase the specific height requirements of Schedule 7 subject to –</p> <p>(a) No portion of external wall of the building exceeding the maximum external wall height requirement of Schedule 7 by greater than 0.5 metres, and</p> <p>(b) No portion of external wall of the building that exceeds the maximum external wall height requirement of Schedule 7 being situated on the higher side of the development footprint as measured from natural ground level.</p> <p>4.8.1.3 Excluding development within the Residential zone, Council may permit a minor projection above the highest part of a development, subject to the development satisfying both of the following criteria – AMD 49 GG 18/1/13</p> <p>(a) The minor projection being no more than 4 metres above the highest part of the main building structure; and</p> <p>(b) the cumulative area of the minor projection being no more than 10 per cent of the total roof area of the building. For the purpose of this clause, ‘minor projection’ will be interpreted as including plant and equipment such as air conditioning units, lift overrun rooms, flagpoles, aerials and decorative architectural features, but not rooms or other facilities intended for regular human use such as rooftop decks or swimming pools.</p>	<p>LOCAL PLANNING POLICY 3.8 LOCAL PLANNING AREA 8 – O’CONNOR</p> <p>8.2 STATEMENT OF OBJECTIVES</p> <p>4. To ensure the development of the South Street Local Centre as a vibrant community hub that serves the day-to-day needs of nearby residents.</p> <p>8.3.4 Building requirements</p> <p>Local Centre Maximum Wall Height - 5 m</p>
		Plot Ratio		LOCAL PLANNING POLICY 3.8 LOCAL

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				PLANNING AREA 8 – O’CONNOR 8.3.4 Building requirements Local Centre Plot Ratio – 0.5
		Site Cover		LOCAL PLANNING POLICY 3.8 LOCAL PLANNING AREA 8 – O’CONNOR 8.3.4 Building requirements Local Centre Site Coverage - 50%
		Materials		
		Building Design	4.2 4.2.5 RESIDENTIAL DESIGN CODES Notwithstanding the requirements of clause 4.2.3 residential density in the Local Centre, Neighbourhood Centre and Mixed-Use zones may be increased up to R60, where residential development is part of a mixed use development, where, in the opinion of Council the proposal is not detrimental to the amenity of the area.	LOCAL PLANNING POLICY (3.17) HILTON LOCAL CENTRE (SOUTH STREET, HILTON) Building design must demonstrate satisfactory site planning, orientation and setbacks with specific attention to: - Public realm interface with adjoining streets to create interesting, activated and amenable environments; - The interface with Residential zoned properties to minimise adverse impacts on amenity; and - The existing topography of the land and opportunities to ‘step’ development down sloping sites. Building design must ensure retail areas facilitate the creation of street level activity and vitality of South Street and Carrington Street. Developments must achieve a high quality public realm streetscape that is complimentary to the wider neighbourhood. New development designs should contribute to a comfortable pedestrian environments.
		Site Layout		
	Site Amenity	Landscaping		LPP 2.10 LANDSCAPING OF DEVELOPMENT AND EXISTING VEGETATION ON DEVELOPMENT SITES 2.2 In cases where landscaping is required, but the detail of that landscaping is not required to be submitted as part of a planning application, the following condition shall be placed on the approval; "Areas shown on the approved plan as landscaping shall be landscaped to a minimum of 80% coverage of the designated landscaping area at the canopy height using any combination of the following: - Landscaped areas are to be fully reticulated or native water wise plants are to be used - Trees of suitable species for urban locations - Hedged shrubs not taller than 2 metres at maturity - Lawn/ground cover/grasses - Exposed ground treated with organic or inorganic mulch - Landscaping is to be no higher than 0.75 metres within 1.5 metres of vehicular access points where a driveway meets the verge/public street LOCAL PLANNING POLICY 3.8 LOCAL PLANNING AREA 8 – O’CONNOR 8.3.3: Landscaping A minimum on site provision of 5% of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area. The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas not less than 4.0 square metres. There shall be not be less than one (1) shade tree planted for every 50 square metres of the total landscaped area provided on the lot and within the street verge. There shall be not less than one (1) shade tree planted in the car parking area for every 4 car parking spaces provided on the lot. The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve.
		Lighting		
		Signage		Yes – LPP 2.14 Advertisement Policy
		Public Art		Yes – LPP 2.19 CONTRIBUTIONS FOR PUBLIC ART AND/OR HERITAGE WORKS POLICY 1. This policy applies to all development on land as depicted in Appendix 1 - Contribution Areas with the exception of: (e) Any other type of development with an estimated total cost of less than \$1,000,000 2. Development on land as specified in clause 1 is required to contribute a monetary amount equal in value to one per cent of the estimated total development cost, as indicated on the Form of Application for Planning Approval, for the development of public art works and/or heritage works to enhance the public realm.
		Fencing		
	Access	Provision	4.7 4.7.1 VEHICLE PARKING - ALL USE CLASSES a) Subject to clause 4.7.2, a person shall not use land for a purpose specified in Table 2 unless car parking spaces, delivery bays and bicycle racks of the number specified in Table 2 are provided and sealed, drained and marked to the Council's specifications prior to occupancy of development or commencement of a use and maintained to the satisfaction of Council thereafter.	

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			<div>4.7.4Cash Payment In lieu of Providing Car Parking Spaces The Council may require a cash payment in lieu of the provision of paved car parking spaces, subject to: a) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme including variations thereto.</div> <div>4.7.5Joint Use of Car Parking Facilities a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</div> <div>4.7.3Relaxation of Parking Requirements 4.7.3.1Council may: (a) Subject to the requirements of Schedule 7, waive or reduce the standard parking requirement specified in Table 2 subject to the applicant satisfactorily justifying a reduction due to one or more of the following: (i) the availability of car parking in the locality including street parking, (ii) the availability of public transport in the locality, (iii) any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces, (iv) any car parking deficiency or surplus associated with the existing use of the land, (v) legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory, AMD 35 GG 05/04/11 (vi) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement, (vii) the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation, (viii) any other relevant considerations. Note: *In some sub areas identified in Schedule 7 reduction of parking bays is not permitted. The requirements of Schedule 7 prevail over this clause.</div> <div>4.7.3.2Excluding development within the Residential zone, Council may waive car parking requirements for residential development under clause 4.7.3 in cases where the development is expressly designed and marketed as a zero-parking development that incorporates such elements as the following – AMD 49 GG 18/1/13 (a) provision of parking site for bicycles / scooters; (b) operation of a formal shared vehicle ownership scheme amongst the residents. In any cases where such development is granted development approval the Council may require, as a condition of development approval, provision to be made to include notification on the property title(s) that owners</div>	
	Location	<div>4.7.4Cash Payment In lieu of Providing Car Parking Spaces The Council may require a cash payment in lieu of the provision of paved car parking spaces, subject to:</div> <div>4.7.5Joint Use of Car Parking Facilities a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfas</div>		
	Access	<div>4.7.6Design and Layout of Parking Areas Council shall have regard to all of the following in the location, design and construction of parking areas and associated access areas: a) layout and access lanes consistent with the Australian Standard for parking facilities & off-street car parking, b) the protection and enhancement of the streetscape including street trees, c) the provision of landscaping for screening and shade, d) the design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters, e) the provision for pedestrian movement within and around the parking area, f) the measures proposed to enhance the security of people using the parking area, g) the provision of parking facilities for cyclists and the disabled, h) end of trip facilities for cyclists, and i) the ease and safety with which vehicles gain access to the site and circulate within the parking area. AMD 54 GG 22/05/15 Note: Reference to Australian standard in Scheme re layout and design</div>		
	Loading/Serviceing			
	EOT	<div>4.15END OF TRIP FACILITIES 4.15.1 Any new commercial use class development shall include shower and change facilities for employees in accordance with the following Table 3 - Shower facilities. TABLE 3 - SHOWER FACILITES AMD 55 GG 1/8/14 No. of bicycle racks required Up to the first 10 bicycle racks required - One male and one female shower (or 2 unisex) required for every 10* Class 1 or 2 bicycle racks required</div>		

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			<p>Bicycle racks required in excess of the first 10 Bicycle racks required - One male and one female shower (or 2 unisex) required for every 20** Class 1 or 2 bicycle racks required.</p> <p>4.15.2 For every class 1 or 2 bicycle racks required in Table 2 one locker shall be provided within the development in a location that is easily accessible to the shower facilities required under clause 4.15.1, where required. AMD 55 GG 1/8/14</p>	
		Pedestrian		
		Bicycle	<p>4.7 VEHICLE PARKING - ALL USE CLASSES</p> <p>d) Bicycle parking facilities are to be provided in accordance with the following standards: AMD 55 GG 1/8/14</p> <ul style="list-style-type: none"> Class 1 - High security level - Fully enclosed individual locker; Class 2 - Medium security level - Lockable compound fitted with Class 3 facilities with communal access using duplicate keys; Class 3 - Low security level - Rails or racks to which both the bicycle frame and wheels can be locked. <p>For more information refer to 'Austroads Cycling Aspect to Austroads Guides'. Note requirement for sealing and draining of bays prior to occupancy.</p>	
	Other Matters	Construction		<p>LPP 1.10 Construction Sites</p> <p>General requirements for construction sites</p> <p>3.0 Parking bays for construction related activities</p> <p>3.1 The City will allocate all parking bays within the limits of the street frontage of the site, for the term of construction for construction related activities including deliveries and storage of materials, skip bins, site offices and contractor parking.</p> <p>3.2 Where there are no parking bays adjacent to a site, an application may be made to the City to use a part of the road or a loading zone for construction related activities.</p> <p>3.3 The perimeter of the allocated area is to be fenced to height of minimum 1.8m with visually permeable fencing (e.g. temporary fencing) which should not encroach more than 500mm onto a footpath and in any case a minimum effective footpath width of 1.2m is to be maintained.</p> <p>3.4 The fencing must not impede pedestrian/traffic sightlines and must be illuminated so as to be clearly visible from the hours between sunset and sunrise.</p> <p>3.5 Parking bay hire fees will apply at commercial rates in accordance with the City's Fees and Charges Schedule in fee paying locations.</p> <p>3.6 No storage of materials or equipment is permitted outside of the allocated area.</p> <p>3.7 Use of the area must not impede the movement of pedestrians or road users.</p> <p>6.0 Security fencing around construction sites</p> <p>6.1 All construction sites are required to be secured and fenced to a height of 2.1m - 2.4m. In some instances, the City may require a solid barrier such as a hoarding around a construction site in the interests of preserving the amenity of the surrounding area.</p> <p>6.2 A fence or hoarding must not encroach more than 500mm onto the road reserve.</p> <p>6.3 A fence or hoarding must not obstruct pedestrian and motorist sightlines and must be clearly visible during the hours between sunset and sunrise.</p> <p>6.4 All fencing and hoardings are to be maintained to a high standard at all times.</p> <p>8.0 Access to site by construction vehicles</p> <p>8.1 All vehicle crossings to a construction site are required to be separated from any infrastructure within the road reserve by</p> <ul style="list-style-type: none"> (a) a minimum of 2.0 metres in the case of street trees; (b) a minimum of 1.2 metres (in the case of bus shelters, traffic management devices, parking embayments or street furniture), and (c) a minimum of 1.0 metre in the case of power poles, road name and directional signs. <p>Environmental Management</p> <p>11.0 Noise - Construction Work and Deliveries</p> <p>11.1 Construction work is limited to the following hours:</p> <ul style="list-style-type: none"> - Monday to Saturday: 7:00am – 7:00pm; - Sundays and Public Holidays: no work permitted. <p>11.2 Deliveries to the site shall occur without disruption to the surrounding locality. Any deliveries to the site outside of these hours shall comply with the neighbourhood noise limits imposed by the Environmental Protection (Noise) Regulations 1997.</p> <p>11.3 The City cannot permit construction work outside of permitted hours unless an application is made in writing to the CEO in accordance with the Environmental Protection (Noise) Regulations 1997. Construction work outside of permitted hours shall not unreasonably impact upon the surrounding locality.</p>
		Waste		<p>LPP 2.24 Waste Management Plans for New Development</p> <p>Generally a bin store should have the minimum facilities set out in the City of Fremantle Environmental health (Health Local Laws 1997).</p> <p>Premises consisting of more than 3 dwellings and commercial, industrial or food premises should provide a suitable storage enclosure which is:</p>

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				<ul style="list-style-type: none">• Capable of being kept thoroughly clean and disinfected.• Of sufficient size to accommodate all receptacles used on the premises.• Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness.• Provided with walls not less than 1.8m in height and having an easy accessway not less than 1.1m in width and fitted with a self-closing gate.• Smooth and impervious floor not less than 75mm thick and evenly graded to an approved liquid refuse disposal system.• Easily accessible to allow the removal of the receptacles.• Provided with a ramp into the enclosure of no steeper than 1:8 unless otherwise approved.• Provided with a tap connected to an adequate supply of water.
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>LPP 2.13 Sustainable Buildings Design Requirements</p> <p>APPLICATION This policy applies to all development requiring planning approval under the planning scheme except:</p> <p>c) Any development with a Gross Lettable Area (GLA) of less than 1000 m² GLA;</p> <p>g) Development subject to planning scheme, policy or structure plan provisions which specify a specific or higher sustainability standard. (NOTE: This includes Knutsford Street East Structure Plan, LPP 3.1.5. LPP 3.1.5)</p> <p>1. All development subject to this policy shall be designed and constructed in such a manner so as to demonstrate:</p> <p>a) A rating not less than 4 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool, or its equivalent demonstrated through a report provided by a suitability qualified professional*. * This may include a One Planet Living Action Plan that is certified by Bioregional Australia or a One Planet Living Integrator.</p>
		Buffers		
		Other		

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF GOSNELLS			Local Centre Zone To provide for predominantly convenience retailing and community facilities which serve the local community, and provides a high level of accessibility for local residents.	
	Site	Lot Size		
	Built Form	Setbacks	TABLE NO. 2A: COMMERCIAL ZONES SETBACK AND LANDSCAPING REQUIREMENTS Local Centre FRONT - Subject to design requirements of the Council REAR/SIDE - Subject to design requirements of the Council OTHER REQUIREMENTS 1. Where the site adjoins land zoned Residential, the side and rear setbacks shall accord with those applicable to the Residential land.	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	4.8.2 Façades Unless otherwise determined by the Council, any building shall comply with the following requirements: a) each façade of the building shall be constructed of masonry, concrete or glass or a combination of one or more of those materials or similar materials as approved by the Council; and b) where the bottom 2 metres is masonry, Council may approve the use of metal, timber or other panelling above the masonry base. Where a mixed residential/commercial or residential development is proposed in a commercial zoned area the following provisions shall apply:	<p>LPP 5.10 MADDINGTON AND GOSNELSS ACTIVITY CENTRES</p> <p>Commercial and Mixed Use development</p> <p>3.1.6 Commercial and mixed use development must:</p> <p>a) Achieve a nil primary street setback to ground floor frontages and include minor variation for the purpose of providing architectural relief to the façade.</p> <p>b) Provide visually permeable glazing for at least 70% of the area of the building's ground floor façade.</p> <p>c) Facilitate a minimum 3.6 metre high building cavity for ground floor units.</p>

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			<p>a) Where an application for planning approval proposes residential development in a commercial zoned area, Council shall have regard to:</p> <p>(i) The character of the area and the need to protect commercial uses from undue influences or restrictions resulting from residential occupation;</p> <p>(ii) The suitability of the area for residential development with reference to the level of amenity and/or conflict between residential and commercial uses, acknowledging that residential uses in a commercial zone should expect a different level of amenity to that available in a residential area; and</p> <p>(iii) The provisions of the R-Codes at the R80 density code and the objectives of the Scheme.</p> <p>b) Where an application for planning approval proposes residential uses to be developed in conjunction with commercial uses, Council will require:</p> <p>(i) Readily identifiable addresses and entry points for the residential uses, provided separately from the other uses on the site.</p> <p>(ii) All necessary rubbish bin areas, letterboxes, drying areas and similar facilities and services to be clearly separated between the residential and commercial uses.</p> <p>(iii) An appropriate level of amenity and security for all uses, with development being designed to avoid problems such as overlooking, overshadowing and disturbances from the commercial component of the development.</p> <p>(iv) Favourable solar orientation for the residential component.</p> <p>(v) Car parking for the residential component is to be provided as required under the R-Codes. Car parking for the commercial component is to be provided in accordance with Table 3A – Parking Standards of the Town Planning Scheme. Generally car parking for residential uses are to be separated from commercial uses.</p> <p>(vi) In general, open space shall be provided for residential uses as required under the provisions of the R-Codes at the R80 density code. For the purposes of calculating the amount of required open space for single houses and grouped dwellings, the ‘site’ area shall be that portion of the land set aside for residential purposes.</p>	d) Provide an awning over the footpath for the entire street frontage. Awnings must meet the following standards: i. Minimum 3 metres headroom above footpath. ii. Minimum 2.5 metres width, subject to clearances from roadways and other utilities. iii. Where possible be continuous with adjoining awnings. iv. Incorporate lighting for pedestrians in the awning structure or building facade
		Site Layout		
	Site Amenity	Landscaping	<p>TABLE NO. 2A: COMMERCIAL ZONES SETBACK AND LANDSCAPING REQUIREMENTS</p> <p>Minimum Landscaping</p> <p>1. Canopy shade trees at the rate of 1 tree for every 4 open air parking bays.</p> <p>2. Screen landscaping as required by Council.</p> <p>3. Paving and garden areas as required by Council.</p> <p>4. Where practicable and environmentally acceptable, landscaped areas are to be designed to accommodate the recharge of stormwater run-off from all paved areas.</p>	
		Lighting		
		Signage		Yes – LPP 4.9
		Public Art		<p>Yes – LPP 4.11</p> <p>To establish a requirement for the provision of public art by developers, in cases where the value of proposed development exceeds two million dollars.</p> <p>4.1.1 Applications for Development Approval that provide for the construction of dwellings, commercial or mixed use development (or alterations or extensions to these developments), where the estimated cost of the development exceed \$2 million, are to make a contribution to public art to the value of 1% of the estimated cost of the development, but not exceeding \$250,000.</p>
		Fencing	<p>4.8.3 Commercial Development Adjoining Residential Zones</p> <p>On any land which is zoned for Commercial purposes and which adjoins land zoned for residential purposes, the commercial development shall be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Council.</p>	
	Access	Provision	<p>4.13 VEHICLE PARKING AND ACCESS</p> <p>4.13.1 Car Parking Requirements</p> <p>Unless otherwise provided by the Scheme, all non-residential development (other than a Residential Building) is required to provide concrete or bitumen sealed, kerbed, marked and drained onsite car parking in accordance with the requirements in Table No's. 3A and 3B. All residential development is to comply with the car parking requirements of the R-Codes. AMD 129 GG 1/11/13</p> <p>Where a development is not specified in Table No. 3A the Council shall determine car parking requirements having regard to the nature of development, the number of vehicles likely to be attracted to the development and the maintenance of desirable safety, convenience and amenity standards.</p>	<p>LPP 5.10 Maddington and Gosnells Activity Centres</p> <p>Car parking</p> <p>3.1.8 Car parking location, access and provision shall accord with the following:</p> <p>a) Provide parking areas to the rear of the building.</p> <p>b) Integrate at-grade parking with communal areas, incorporating landscaping and paving detail.</p> <p>c) A limit of one crossover per property at a maximum width of 6m, where a second storey or architectural feature provides a contiguous facade above the access way.</p> <p>d) Co-location of cross overs between adjoining properties to maximise on-street parking, considering overall parking capability and streetscape amenity.</p> <p>e) Non-residential development to provide car parking in accordance with Clauses 3.2.4 and 3.3.2.</p> <p>f) Residential development to provide not less than one bay per dwelling and visitor bays in accordance with the Residential Design Codes.</p> <p>g) Where the provision of the required number of parking bays includes new on-street parking, i. A cash contribution is to be provided by the developer, as determined by the City. ii. Such bays are to be located in the portion of road reserve directly fronting the development site, unless otherwise approved by the City.</p>
			<p>4.13.2 Cash-in-Lieu of Car Parking</p> <p>As an alternative to clause 4.13.1, and subject to Council approval, a cash-in-lieu payment, to the equivalent cost of providing the required car parking plus the value of the area of land which would have been occupied by the spaces, may be paid to the Council. This payment is to be paid into a fund set aside</p>	

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			<p>by Council for the purposes of proving public car parking areas, in the locality of the land the subject of the development proposal. Where the amount of cash-in-lieu payable cannot be agreed it shall be determined by arbitration in accordance with the Commercial Arbitration Act 1985 or some other method agreed upon by Council and the developer.</p> <p>TABLE NO. 3B: PARKING DESIGN REQUIREMENTS Unless otherwise approved by Council, parking design shall be based on a standard bay width of 2.5 metres</p> <p>1. Bays situated adjacent to walls or other obstructions which affect door opening, shall be increased in width by 0.3m on the side of the obstruction.</p> <p>2. The length of parallel parking bays may be reduced to 5.4m for end bays where free access is available.</p> <p>3. For blind aisles, an aisle extension of 2m shall be provided to facilitate access.</p> <p>4.13.6 Disabled Car Parking Bays Council shall ensure the provision and location of car parking bays designed to accommodate people with disabilities, and vehicles designed for use by disabled persons, as required by the Building Code of Australia and relevant Australian Standards.</p>	3.3.2 Commercial and non-residential development to provide not less than 1 bay/100m2 of Gross Leasable Area (GLA). Development in precincts identified in Appendix 2 Gosnells Activity Centre Local Planning Policy Area shall provide the following parking provision rates: a) Main Street Precinct - 1 bay/200m2 of Gross Leasable Area (GLA). b) Shopping Centre Precinct – 1 bay/50m2 of Gross Leasable Area (GLA).
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian	<p>TABLE NO. 2A: COMMERCIAL ZONES SETBACK AND LANDSCAPING REQUIREMENTS OTHER REQUIREMENTS</p> <p>2. Safe and convenient pedestrian access shall be provided for adjacent to any public entrances to buildings and from customer parking areas.</p>	
	Other Matters	Bicycle	<p>4.13.8 Alternative Vehicle Parking Council may require developments to include parking and access arrangements for:</p> <p>a) bicycles; b) motor cycles; c) gophers.</p> <p>Council shall have regard to the nature of the proposed use, and its likely generation of such traffic, in determining the requirement for alternative vehicle parking.</p>	
		Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal	<p>4.3.5 Development in Unsewered Areas Where connection to a comprehensive reticulated sewerage system is not available, no development with on-site effluent disposal in excess of that of a single house or single residential equivalent, shall be approved unless the proposed development is in accordance with the provisions of the Government Sewerage Policy.</p>	
		ESD		
		Buffers		
		Other		

	KEY ELEMENTS	SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MANDURAH		<p>Local Centre</p> <ul style="list-style-type: none">• Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas.• Provide for neighbourhood focus on the main daily household shopping and community needs.• Encourage high quality, pedestrian- friendly, street-orientated development.• Provide a focus for medium density housing.• Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.	

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	Site	Lot Size		
	Built Form	Setbacks	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>2. Local Centre Zone, Neighbourhood Centre Zone Within the Local Centre and Neighbourhood Centre zones, the following shall apply:</p> <p>a) Minimum setbacks:</p> <p>(i) Setbacks shall be established through a Local Development Plan or in the absence of an approved Local Development Plan as determined by the local government, generally based on 'main-street' design principles where appropriate for the context of the site and the location, ensuring that building entries, car parking locations and landscaping can be accommodated.</p> <p>(ii) Where a site adjoins residential development the setback requirements shall be in accordance with the R-code of the adjoining site.</p>	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone Notwithstanding the requirements relating to development that are set out in a Precinct Structure Plan, Local Development Plans or Local Planning Policies the following provisions shall be provided for development where the R-Codes do not apply in all Centre zones and the Service Commercial Zone:</p> <ul style="list-style-type: none"> - Buildings shall be required to front the primary street and shall be of high quality. - Elevations are to include articulation a through variety of materials, height, setbacks and awnings covering pedestrian walkways around the building. - Walls with no articulation and no variety of materials will not be accepted. - Wherever possible buildings are to address all public spaces, through the provision of windows and control of signage on windows to provide for surveillance and security. - The blanking out of windows with signage is not acceptable. - A variety of paving is to be provided adjacent to the building and within the car parking area to demarcate pedestrian crossings and driveway access, ensuring that the extent of bitumen is reduced. 	
		Site Layout	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>2. Local Centre Zone, Neighbourhood Centre Zone</p> <p>b) Open space: A minimum of 10 percent of the site shall be set aside for open space and landscaping, excluding car parking and manoeuvring areas;</p>	
	Site Amenity	Landscaping	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping.</p>	
		Lighting		
		Signage	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone The extent and amount of signage shall be controlled and minimised and shall have regard to the following:</p> <p>(i) An area on the building's facade shall be designed to incorporate the appropriate signage for individual tenancies, in a manner that does not detract from the building's design;</p> <p>(ii) The painting of the building in a tenant's corporate colours is considered a form of signage and should not detract from the building's design; and,</p> <p>(iii) Use of pylon and free-standing signs is to be restricted and kept to a minimum having reference to the applicable Precinct Structure Plan, Local Development Plan or Local Planning Policy.</p>	Yes LPP No. 2 - Signage
		Public Art		
		Fencing		
	Access	Provision	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p>	

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			<div>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone</div> <div>- Car parking areas are to be designed to wrap around the site and/or buildings, to form internal access ways. Car parking areas are to be articulated using high quality landscaping, tree plantings, variety of pavements, pedestrian refuge islands and access ways.</div> <div>Schedule 2</div> <div>Parking Requirements</div> <div>Local Centre (residential uses) - As per R-Codes plus 1 bay for Home Business;</div> <div>Local Centre (commercial uses) - 4.5 parking bays per 100m2 of net lettable floor area</div> <div>Local Centre (retail uses) - 4.5 parking bays per 100m2 of net lettable floor area</div> <div>Local Centre (tourism uses) - 1 per unit</div> <div>Local Centre (dining & entertainment) - 1 parking bay per 4 patrons</div> <div>Local Centre (child care premises) 1 per staff member plus 4</div> <div>Local Centre (Consulting Rooms & Medical Centre) - 5 per practitioner</div> <div>Local Centre (liquor store small) - 3 parking bays per 100m2 of net lettable floor area</div> <div>Local Centre (office) 1 per 50m2</div> <div>Local Centre (residential aged care) - 1 bay per 4 beds, plus 1 bay per staff member present, or otherwise determined by the local government following the submission of a traffic management report.</div> <div>Local Centre (place of worship) 1 per 4 patrons</div>	
		Location		
		Access	<div>Schedule 1 Additional Requirements That apply to Land in Scheme Area</div> <div>General Requirements</div> <div>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone</div> <div>- The layout and location of access ways, parking, loading bays and service areas are to be designed to permit vehicles to enter streets in a forward gear.</div> <div>- Service and loading areas are to be screened from street view and residential land uses.</div>	
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MELVILLE				
	Site	Lot Size		
	Built Form	Setbacks	<p>32. Additional site and development requirements</p> <p>2. Centre Zone – C4 (Neighbourhood and Local Centres)</p> <p>(1) Setbacks</p> <p>a) Where there is an approved Local Development Plan for the site, in accordance with that plan.</p> <p>b) In the absence of an approved Local Development Plan, front setbacks are to be as determined by local government, generally based on 'main-street' design principles where appropriate.</p> <p>c) Other boundary setbacks may be reduced to nil, subject to any requirements for access provided that where the boundary adjoins, land in a Residential or Mixed Use zone, the setback is to accord with the standards applicable to such adjacent land under the relevant R-Coding.</p> <p>Note: The preparation and approval of the local development plan, and any variations from the local development plan to be in accordance with processes and procedures outlined in Part 6 of Schedule 2 - Deemed provisions for local planning schemes</p>	
		Use of Setbacks		
		Height	<p>32. Additional site and development requirements</p> <p>2. Centre Zone – C4 (Neighbourhood and Local Centres)</p> <p>(2) Building height</p> <p>a) Building height standards for the respective Neighbourhood and Local Centres are as follows:</p> <p>R30 – R50 11.0 m to eaves 12.0 m External Wall (Concealed Roof) 13.5 m maximum</p> <p>R60 and above 15.0 m to eaves 16.0 m External Wall (Concealed Roof) 17.5m maximum</p> <p>b) provided that, where the site adjoins or is immediately adjacent to land in the Residential zone, building height is to be limited as necessary so as to comply with overshadowing limits applicable to such adjacent land under the relevant R-Coding.</p> <p>Note: Variations from the building height standard may be approved in accordance with clause (34).</p>	
		Plot Ratio	<p>(3) Building bulk</p> <p>a) Total plot ratio standard is 1.0.</p> <p>Note: The achievable maximum plot ratio floorspace will depend on the type and mix of uses, the form of building and the resultant requirement and design of car parking. With a mix of shops, offices and other uses, based on shared use of car parking, it should be possible to develop up to the maximum plot ratio. However, with shops alone, the achievable plot ratio may be limited.</p>	
		Site Cover		
		Materials		
		Building Design		
		Site Layout	<p>(4) Open space</p> <p>a) Minimum of 10 per cent of the development site.</p> <p>Note: Variations from the open space standard may be approved in accordance with clause (34), and may be reduced where it can be demonstrated that the planting of open space extends the effectiveness of such areas, e.g. shade tree planting in car parking and service areas. Refer to Local Planning Policy.</p>	
	Site Amenity	Landscaping	<p>(5) Landscaping</p> <p>Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.</p> <p>Note: The landscaping plan may form part of the Local Development Plan or may be separate from that plan, but in either case is subject to approval by the local government.</p>	
		Lighting		

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		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF MUNDARING			<p>4.2.6 Local Centre</p> <p>(a) To provide for a range of retail, commercial and community uses to meet the immediate needs of individual neighbourhoods and townsites.</p> <p>(b) To provide for appropriate uses catering to tourism activity.</p> <p>(c) To ensure a high quality of urban design and development, in keeping with the existing character of each local centre.</p> <p>(d) To provide a safe, convenient and accessible environment in local centres for pedestrians and cyclists.</p>	
	Site	Lot Size		
	Built Form	Setbacks	<p>5.7.15 Land abutting Great Eastern Highway</p> <p>Notwithstanding other provisions in the Scheme relating to development setbacks, the minimum setback for all buildings to Great Eastern Highway shall be:</p> <p>(a) 15 m; or</p> <p>(b) as otherwise specified in this scheme, whichever is the greater. However, within the Town Centre and Local Centre zones, the Shire may vary the requirements of this provision, having regard to clauses 5.12.2 and 5.13.3.</p> <p>5.13.3 Setbacks, plot ratio and site coverage</p> <p>5.13.3.1 Development setbacks, site coverage and plot ratio for any particular site shall be as specified in an adopted Precinct Plan.</p> <p>5.13.3.2 Where development setbacks, site coverage and plot ratio for a particular site are not specified in an adopted Precinct Plan, or where there is no adopted Precinct Plan over a particular site, the following requirements shall apply:</p> <p>(a) minimum development setbacks are as follows:</p> <p>Front: 6 m</p> <p>Secondary street: 3 m</p> <p>Side: Nil (except where abutting land with a different zoning, in which case 3 m)</p> <p>Rear: Nil (except where abutting land with a different zoning, in which case 3 m)</p>	
		Use of Setbacks	<p>5.13.4 Use of setback areas from streets</p> <p>The building setback area from any street alignment shall only be used for one or more of the following:</p> <p>(a) vehicular and pedestrian access;</p> <p>(b) car parking for employees, customers or visitors;</p> <p>(c) landscaping; and</p> <p>(d) advertising signage approved by the Shire or exempted from requiring approval of the Shire by this Scheme or the Shire's Signs Local Law.</p> <p>The building setback area shall not be used for repair or dismantling of vehicles, nor for storage purposes.</p>	
		Height	<p>5.7.16 Building height</p> <p>The maximum height of any building within the Scheme area shall be 10 m, unless otherwise specified in the Scheme, an adopted Structure Plan or adopted Precinct Plan.</p>	
		Plot Ratio	<p>5.13.3 Setbacks, plot ratio and site coverage</p> <p>5.13.3.1 Development setbacks, site coverage and plot ratio for any particular site shall be as specified in an adopted Precinct Plan.</p> <p>5.13.3.2 Where development setbacks, site coverage and plot ratio for a particular site are not specified in an adopted Precinct Plan, or where there is no adopted Precinct Plan over a particular site, the following requirements shall apply:</p> <p>(c) maximum plot ratio shall not exceed 0.6.</p>	
		Site Cover	<p>5.13.3 Setbacks, plot ratio and site coverage</p> <p>5.13.3.1 Development setbacks, site coverage and plot ratio for any particular site shall be as specified in an adopted Precinct Plan.</p> <p>5.13.3.2 Where development setbacks, site coverage and plot ratio for a particular site are not specified in an adopted Precinct Plan, or where there is no adopted Precinct Plan over a particular site, the following requirements shall apply:</p> <p>(b) maximum site coverage shall not exceed 50%</p>	
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		

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		Public Art		
		Fencing		
	Access	Provision	TABLE 2 - CAR PARKING REQUIREMENTS FOR VARIOUS USES Shop - 1 space per 15 m2 GLA in the Local Centre zone.	
		Location		
		Access	5.7.20.10 A vehicle parking area shall comply with the following design requirements: (a) safe, adequate access shall be provided to each parking space, while maintaining safe and convenient pedestrian access; (b) where practicable, pedestrian and vehicular entrances and exits shall be separated; (c) provision shall be made for vehicles to enter and leave the site from/to a public road in forward gear, with vehicular entrances and exits located so as to avoid or minimise traffic hazards; (d) each parking space shall be clearly delineated by line marking, kerbed divisions or other materials or methods approved by the Shire; (e) parking spaces and access ways shall be constructed of hard stand material, sealed, graded and drained to the requirements of the Shire;	
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	5.13.6 Outbuildings (a) the total area of all outbuildings on the lot shall not exceed 70 m2 or 10% of the area of the lot, whichever is the lesser; (b) the maximum wall height shall be 3.5 metres and the maximum roof height shall be 4.5 metres; (c) the minimum setbacks to side, rear and secondary street boundaries for outbuildings shall be as follows: Secondary street: 2 metres Side: 1 metre Rear: 1 metre; (d) outbuildings shall be located entirely behind the rear of the dwelling on the lot unless constructed in the same materials as and having colours matching those of the dwelling; and (e) the external surface of outbuildings, other than roof cladding, shall not include metallic silver, except where the total area of all outbuildings on the lot does not exceed 20 m2.	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	5.7.1 Precinct Plans 5.7.1.1 The Shire may prepare a Precinct Plan for all or a portion of the Town Centre zone or any Local Centre zone, and may include in such Precinct Plan other surrounding land, in order to designate planning precincts and establish specific planning and design controls within those precincts. Precinct Plans may provide detailed guidance on land use and development, subdivision, urban design and streetscapes. 5.13 Development requirements for the Local Centre zone The following development requirements shall apply to development, use and subdivision of land within the Local Centre zone. 5.13.1 Subdivision 5.13.1.1 Subdivision shall be supported only if it is in accordance with a Precinct Plan, adopted pursuant to clause 5.7.1.2 or clause 5.7.1.3. 5.13.1.2 Where there is no adopted Precinct Plan for a site within a Local Centre Zone or where such Precinct Plan does not specify preferred or minimum lot sizes for a site, an application for subdivision shall only be supported if the proposed subdivision: (a) would create lot sizes that are sufficient to accommodate existing, proposed or anticipated land use and development, with such land use and development able to comply with all relevant requirements of this Scheme; and (b) is consistent with all relevant policies and strategies in the State Planning Framework. 5.13.2 Retail floor space	

LOCAL CENTRE

			<div>5.13.2.1</div> <div>Until such time as a subsequent Local Commercial Strategy is adopted by the Shire and endorsed by the Commission:</div> <div><div>(a)</div><div>the maximum total retail floorspace for shops in any Local Centre zone shall be in accordance with the Shire of Mundaring Local Commercial Strategy (December 1992);</div></div> <div><div>(b)</div><div>no additional retail floorspace shall be approved in any Local Centre zone unless the Shire is of the opinion that such additional floorspace will meet the existing needs of the locality serviced by that Local Centre zone without leading to any reduction of service available to that locality or any other locality; and</div></div> <div><div>(c)</div><div>in order to assess any proposal under (b) above, the Shire may require the proponent to provide an economic impact statement assessing local need for retail floorspace and likely impacts on existing retail provision within that Local Centre zone, and within the Town Centre zone and any other Local Centre zones which may be affected by the proposal.</div></div>	
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LOCAL CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF NEDLANDS			<p>Local Centre</p> <ul style="list-style-type: none"> To provide a range of small-scale retail and service uses for the immediate neighbourhood, that are easily accessible but which do not adversely impact on the amenity of adjoining residential areas. To focus on the main daily household shopping and community needs. To encourage high quality, pedestrian friendly, street-orientated development. To ensure non-residential uses are located at street level and are compatible with adjoining residential uses. 	
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	<p>Table 6 - Additional requirements that apply to land in Scheme area</p> <p>32.4 Mixed Use, Local Centre and Neighbourhood Centre zones</p> <p>(1) On land zoned Local Centre and Neighbourhood Centre, residential uses are not permitted on the ground floor facing a primary and/or secondary street, except where the use faces a right-of-way or laneway.</p> <p>(2) Residential uses are not permitted on the ground floor facing primary or secondary streets, except where the use faces a right-of-way or laneway in the Mixed Use zone, or where identified in an approved local planning policy.</p> <p>(3) Buildings are to have active frontages to the primary and/or secondary street, except where a use faces a right-of-way or laneway.</p> <p>(4) Minimum tenancy depth facing a street is 10m.</p> <p>(5) In relation to developments that are not subject to the R-Codes, where development standards are not specified in an approved structure plan, local development plan, local planning policy and/or activity centre plan, the development standards are subject to the applicable R-Code.</p>	
		Site Layout		
	Site Amenity	Landscaping		<p>LPP – Landscaping Plans</p> <p>4.0 Landscaping Design Criteria</p> <p>4.1 Non-Residential Development In accordance with clause 5.4.2 of the City's Town Planning Scheme No. 2: (a) the portion of the lot between the street boundary and the setback line; and (b) the portion of the lot between any adjoining residential lot and the setback line from the respective lot boundary/ shall be designed and developed to the satisfaction of the City as landscaping or natural planting, but the City may approve the paving and draining of portion of the area of the lot between the street boundary and the setback line in order to provide vehicular access. The following criteria will apply when preparing the landscaping plan:</p> <p>a) At least 50% of street setback area(s) using soft landscaping treatments, unless otherwise approved by the City.</p> <p>b) One shade tree being provided for every 4 continuous open car parking bays.</p> <p>c) In cases where car parking bays are not located within the street setback area, at least one tree for every 10m across a lot's street frontage is to be provided, unless otherwise approved by the City.</p> <p>d) Plants being setback an adequate distance from driveways, crossovers, footpaths and truncations so as not to obstruct driver and/or pedestrian sightlines when they reach full maturity.</p> <p>e) The retention of mature trees where practicable, unless otherwise approved by the City. If sufficient justification for removal of significant trees, the City will expect equivalent trees to be planted elsewhere on the site.</p> <p>e) The avoidance of landscaping which will fully obstruct surveillance from the property to the street, and vice versa.</p> <p>f) Landscape design which will not provide concealment or entrapment areas.</p> <p>g) The use of a variety of landscaping to create interesting built environments.</p>
		Lighting		
		Signage		Yes – LPP Signs
		Public Art		No policy in place
		Fencing		
	Access	Provision	Table 6 - Additional requirements that apply to land in Scheme area	

LOCAL CENTRE

			<p>32.1 All zoned land Car parking requirements and cash-in-lieu payments.</p> <p>(1) Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government.</p> <p>(2) The requirement to provide on-site car parking spaces is subject to:</p> <p>(a) the local government agreeing to or requiring a cash-in-lieu payment pursuant to sub-clause 3;</p> <p>(b) the local government accepting a shared car parking arrangement pursuant to clause 32.2; and</p> <p>(c) any requirement to provide car parking spaces in a structure plan, local development plan or activity centre plan which applies to the development, in which case the requirement in the structure plan, local development plan or activity centre plan prevails to the extent of any inconsistency.</p> <p>(3) An application for development approval for a non-residential development may, if the local government agrees or requires, make a cash payment to the local government in-lieu of providing all or any of the car parking spaces required for the development for which approval has been sought.</p>	
			<p>32.2 All zoned land Shared car parking</p> <p>(1) Where an application for development approval is made for a non-residential use which does not provide the required number of on-site car parking spaces, the local government may permit part or all of the shortfall to be provided through an agreement to share car parking space(s) on an adjacent site (Shared Site).</p> <p>(2) When considering whether to permit a proposal for shared car parking, the local government must:</p> <p>(a) be satisfied that the hours of peak operation of the proposed development and those of the Shared Site do not substantially overlap;</p> <p>(b) be satisfied that adequate car parking will be available at all times for both the development site and the Shared Site;</p> <p>(c) be satisfied that the relationship between the development site and the Shared Site is such that the shared car parking space(s) is likely to be used by people visiting the development site; and</p> <p>(d) have regard to other relevant considerations in any applicable local planning policy.</p>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		<p>LPP – Waste Management</p> <p>Waste Management Plans</p> <p>4.1.1 A Waste Management Plan shall be submitted as part of the following categories of Development Application:</p> <p>(b) Mixed Use Developments (i) All mixed-use developments</p> <p>6.0 INTERNAL SERVICE COLLECTION</p> <p>Internal service collection performed only by rear loader waste truck with the ability to service 240L, 360L, 660L and 1100L bins only. Internal service collections should be provided for 5 or more multiple and grouped dwellings, all mixed-use developments, all commercial developments and any other proposals where there is insufficient lot, road or verge frontage for collection or vehicle access as determined by the City. Transfer of bins within the bin location and to the waste presentation point should only be undertaken by the City's waste contractor.</p> <p>9.2 Developments with shared bins must include an easily accessible communal bin storage area within the development. In the case of mixed-use developments separate residential and commercial bin storage areas are required.</p>
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		

LOCAL CENTRE

		Other		
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LOCAL CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF STIRLING			<p>4.2.7 Local Centre Zone</p> <p>a) To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood.</p> <p>b) To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement.</p> <p>c) To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.</p>	<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>This Policy is intended to promote high quality built form and attractive streetscapes for non-residential and mixed use developments within the City's Activity Centres and other commercial sites. It also supplements the requirements of State Planning Policy 7.3 Residential Design Codes for residential components of mixed use development.</p> <p>3. Applications Subject of this Policy</p> <p>Applicable Zones</p> <p>This Policy applies to all non-residential, mixed use and residential multiple dwelling development in the following Zones:</p> <p>Business District Centre Hotel Local Centre Neighbourhood Centre Service Station</p> <div> <ul style="list-style-type: none"> This Policy does not apply to developments within the Local Centre Zone which increase the non-residential floor area of a site by less than 50%. These developments will be assessed against the objectives of the Local Centre Zone. This will allow development within Local Centre Zones to retain the existing characteristics of a Centre (such as building setbacks). Where the development is within an existing local centre and impacts only a portion of the buildings in that local centre (i.e. 50% or less), the new development will be expected to fit in with the existing local context (particularly with regard to street setback and parking locations) and will be assessed against the objectives of the Local Centre Zone. </div>
	Site	Lot Size		
	Built Form	Setbacks		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>Street Setbacks:</p> <p>Buildings shall have a Nil setback to primary and secondary streets.</p> <p>Where adjoining sites are zoned Residential or abut a residential landuse, buildings street setback shall be stepped back when appropriate from the:</p> <p>Side Boundary, the distance of the street setback,</p> <p>as per the street setback requirements of that adjoining residential development (refer Figure 1 below).</p> <p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7.1.5. Setbacks</p> <p>7.1.5.1. All buildings are to be setback from the ROW:</p> <p>7.1.5.1.1 A minimum of 2.0m at ground floor level;</p> <p>7.1.5.1.2 A minimum of 3.0m at upper storey level;</p> <p>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;</p> <p>LPP TUART HILL LOCAL CENTRE</p> <p>Provisions • Street Setbacks - Buildings shall be set back in accordance with Figure 2 – Local Development Plan; and - An additional setback of up to 3.0 metres to Wanneroo Road may be approved where necessary to provide a forecourt, building articulation, alfresco dining. • Side and Rear Setbacks - Buildings shall be set back in accordance with Figure 2 - Local Development Plan; and - Minimum side setback is nil for the ground and first floor for non-residential buildings.</p>

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		Use of Setbacks		<p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7.1.6 Landscaping</p> <p>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.</p> <p>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.</p> <p>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.</p>
		Height		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>Building Heights</p> <p>The maximum building height for all development is 3 storeys.</p> <p>Where adjoining sites are zoned Residential, floors above 2 storeys shall be setback 6.0m from the common lot boundary, except where the adjoining residential building is 3 storeys or higher.</p> <p>The maximum building height may be varied through the adoption of a Local Development Plan prepared for a Centre. The Local Development Plan must meet the Design Principles, Objectives and design intent of this Policy. A Local Development Plan may be prepared for a portion of a Centre, at the discretion of the local government.</p> <p><i>Building heights in Local Planning Policy 2.6 are applicable only to the Residential Zone.</i></p> <p>LPP TUART HILL LOCAL CENTRE</p> <p>Built Form & Design Heights Objective To ensure that building height and scale is appropriate to its site and context.</p> <p>Provision • The maximum height for all buildings fronting Wanneroo Road shall be six (6) storeys; and • The maximum height of residential development fronting Frape Avenue shall be Two (2) storeys.</p>
		Plot Ratio		
		Site Cover		<p>LPP TUART HILL LOCAL CENTRE</p> <p>Communal Open Space Objective To ensure adequate Communal open space is provided for residents of dwellings within the Centre and ensuring green space is provided while limiting the bulk of buildings. Provision • The minimum communal open space for residential development is 10% of site area.</p>
		Materials		
		Building Design		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p><i>Requirements</i></p> <p>Glazing limited to a maximum of 75% of the surface area per storey of all façades of a building;</p> <p>The facade above ground floor level for all buildings provide at least four of the following:</p> <ul style="list-style-type: none"> openings; balconies; awnings over windows; different colours and textures; and indentations, extrusions and wall/floor articulations to break the building into individual elements; and <p>Air conditioning units, ducts and other services be screened from view from abutting sites and not located on the building façade facing the street.</p> <p>4.2 STREETSCAPE RELATIONSHIP</p> <p>Ground Floor Frontage and Street Parapets</p>

LOCAL CENTRE

				<p>The ground floor building facade shall:</p> <ul style="list-style-type: none">- be at least 50% clear glazed of the surface area of that storey;- provides a mixture/combination of openable and fixed windows and doors;- provides active and passive surveillance;- not include roller shutter screens unless they are a minimum 75% visually permeable;- not contain signage which covers more than 20% of area of individual windows; and- in the case of nil setbacks to the street, have a minimum window sill height of 0.5m above finished ground floor level. <p>protrude a minimum of 2.0m from the building; be provided over all footpaths that abut a building, including footpaths to the rear; be provided above all entrances and exits of a building; be of solid construction using materials that are opaque and non-reflective (eg. no glass); and match the height of existing adjacent awnings.</p> <p>Local Development Plans - TUART HILL LOCAL CENTRE</p> <div><p>DESIGN GUIDELINES</p><p><u>Summary Table</u></p><table><tr><th rowspan="2"></th><th rowspan="2">Maximum Plot Ratio</th><th rowspan="2">Minimum Open Space (% of site)</th><th rowspan="2">Minimum primary street boundary setback (m)</th><th rowspan="2">Secondary street setback (m)</th><th colspan="4">Maximum height</th><th colspan="2">Maximum height of walls built up to boundary (m)</th></tr><tr><th>Storeys</th><th>Top of external wall (m)</th><th>Top of external wall (concealed roof) (m)</th><th>Top of pitched roof (m)</th><th>Maximum height (m)</th><th>Average</th></tr><tr><td>Wanneroo Road Frontage</td><td>N/A</td><td>N/A</td><td>Nil</td><td>Nil</td><td>6</td><td>27</td><td>28</td><td>30</td><td>14</td><td>12</td></tr><tr><td>Frape Ave Frontage</td><td>N/A</td><td>N/A</td><td>3m</td><td>3m</td><td>2</td><td>12</td><td>13</td><td>15</td><td>7</td><td>6</td></tr></table></div> <p>Facades Objective To ensure that building facades are architecturally interesting. Provision • Minimum 80% glazing on any ground floor façade. Glazing percentages apply from between 0.5m and 2.1m above the adjacent footpath/pavement level; and • The first floor and subsequent floors above 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.</p> <p>Balconies Objective To ensure that the bulk of buildings is reduced. Provision • Balcony balustrades shall be 75% visually permeable</p>		Maximum Plot Ratio	Minimum Open Space (% of site)	Minimum primary street boundary setback (m)	Secondary street setback (m)	Maximum height				Maximum height of walls built up to boundary (m)		Storeys	Top of external wall (m)	Top of external wall (concealed roof) (m)	Top of pitched roof (m)	Maximum height (m)	Average	Wanneroo Road Frontage	N/A	N/A	Nil	Nil	6	27	28	30	14	12	Frape Ave Frontage	N/A	N/A	3m	3m	2	12	13	15	7	6
		Maximum Plot Ratio	Minimum Open Space (% of site)	Minimum primary street boundary setback (m)						Secondary street setback (m)	Maximum height				Maximum height of walls built up to boundary (m)																												
					Storeys	Top of external wall (m)	Top of external wall (concealed roof) (m)	Top of pitched roof (m)	Maximum height (m)		Average																																
Wanneroo Road Frontage	N/A	N/A	Nil	Nil	6	27	28	30	14	12																																	
Frape Ave Frontage	N/A	N/A	3m	3m	2	12	13	15	7	6																																	
	Site Layout																																										
Site Amenity	Landscaping	<p>5.13.3 Development</p> <p>a) The retention of significant trees may be imposed as a condition of development approval.</p> <p>b) Where the Council approves development on a site which, at the time does not contain a significant tree or involves the removal of a significant tree from the site, 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 at a maximum ratio of one advanced tree for every 500m² (or part thereof) of the site’s area. Where this 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 Council may vary the maximum ratio specified above having due regard to the maximum ratio of that Local Planning Policy, Structure Plan or Local Development Plan.</p>	<p>LPP 6.6 LANDSCAPING</p> <p>Development Provisions</p> <p>The following provisions are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes.</p> <p>Landscaping Areas The following requirements are applicable to all applications subject of this policy: • All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and • The inclusion of verge areas (abutting the site) in the overall landscaping design is required. Plant Numbers & Types All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.</p> <p>Reticulation and Mulching All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum depth of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds. Parking Areas A minimum of 1 tree per 4 bays for residential development and 1 tree per 6 bays for non-residetial development (Minimum 45 litre container</p>																																								

				<p>for exotics and 11 litre container for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.</p> <p>LPP 6.11 TREES AND DEVELOPMENT</p> <p>5.0 Development Provisions</p> <p>5.1 Trees on Development Sites The following provisions apply to all development and are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes (for Apartments).</p> <p>d) Where the Council approves development on a site with a condition of development approval requiring the retention of a significant tree or the planting of an advanced tree, the following minimum soil space (at ground level free of intrusions) is required around each tree:</p> <ul style="list-style-type: none">In the case of Multiple Dwellings: in accordance with Design Element 3.3 Table 3.3b of the Residential Design Codes – Volume 2; orFor all other development: 9m2 .						
	Lighting			<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>4.4 Safety and Public Spaces</p> <p>Design and Lighting</p> <p>Lighting be provided:</p> <p>under awnings;</p> <p>in parking areas;</p> <p>in service areas;</p> <p>over footpaths;</p> <p>over entry points; and</p> <p>to illuminate elements of buildings and landscaping features.</p> <p>Local Development Plans - TUART HILL LOCAL CENTRE</p> <p>Lighting, Safety & Security Lighting</p> <p>Objective To ensure that developments support proper and attractive illumination of public and private spaces for security and safety. Provision • 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.</p>						
	Signage	SCHEDULE 8 – ADVERTISING SIGNS [CL 5.7.2]		<p>Yes – LPP 6.1 Advertising Signs</p>						
	Public Art			<p>Yes – LPP 6.12 Public Art on Private Land</p> <div><p>Public Artworks Requirement</p><ul style="list-style-type: none">Developments with a cost of development of \$2 million or less are not required to provide public art.Developments with a cost of development above \$2 million are required to provide contributions as per the table below:<table><tr><th>Construction Cost</th><th>Required Contribution</th></tr><tr><td>Between \$2 million and \$50 million</td><td>Minimum 1% contribution either provided as public art or cash-in-lieu contribution.</td></tr><tr><td>Over \$50 million</td><td>\$500,000 plus 0.5% for every construction cost dollar over \$50 million, either provided as public art or cash-in-lieu contribution.</td></tr></table></div>	Construction Cost	Required Contribution	Between \$2 million and \$50 million	Minimum 1% contribution either provided as public art or cash-in-lieu contribution.	Over \$50 million	\$500,000 plus 0.5% for every construction cost dollar over \$50 million, either provided as public art or cash-in-lieu contribution.
	Construction Cost	Required Contribution								
Between \$2 million and \$50 million	Minimum 1% contribution either provided as public art or cash-in-lieu contribution.									
Over \$50 million	\$500,000 plus 0.5% for every construction cost dollar over \$50 million, either provided as public art or cash-in-lieu contribution.									
Fencing			<p>Local Development Plans - TUART HILL LOCAL CENTRE</p> <p>Fencing & Gates Objective To provide an open, accessible and attractive urban environment. Provision • Fencing between the building and the street boundary shall not be permitted for nonresidential buildings. • Fencing may be permitted for alfresco areas where buildings are set back from the street boundary and the fence is permeable with a maximum height of 1.2 metres; • 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; • No barbed wire or electric fencing shall be permitted; and • Fencing on Frape Avenue is to be in accordance with the R-Codes.</p>							
Access	Provision		<p>LPP 6.7 PARKING & ACCESS</p> <p>5. Parking Ratios</p> <p>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</p>							

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				<p>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.</p> <p>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. Policy Manual – Section 6 – Parking & Access 6.7 - 8 City of Stirling Local Planning Scheme No. 3 Policy Manual</p> <p>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. 10% Reduction if The proposed development is within a District Centre, Regional Centre, Mixed Use, Mixed Business or Business Zone.</p> <p>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</p> <p>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.</p> <p>Local Development Plans - TUART HILL LOCAL CENTRE Parking Parking Rates Objective To facilitate the development of adequate parking facilities that does not have a detrimental impact on character and amenity of the centre and encourages alternate forms of transport. Provision All parking is to be in accordance with the following rates: • Shop (1,000m2 or greater in area): 5.0 bays/100m2 of Net Leasable Area • Other Non-Residential Uses: 3.0 bays/100m2 of Net Leasable Area • Residential – in accordance with Residential Design Codes of Western Australia. The reduction in parking allowed under in Local Planning Scheme No.3, Local Planning Policy 6.7 Parking and Access, shall not apply to the area subject to the Tuart Hill Local Centre Local Development Plan.</p>
		Location	<p>5.8 Cash-in-lieu of Car Parking</p> <p>5.8.1 Subject to the remaining provisions of this clause 5.8, an applicant for planning approval for a non-residential development or use may, if Council agrees, make a cash payment to the Council in lieu of providing all or any of the number of car parking spaces required under a Local Planning Policy for the development or use for which planning approval has been sought by the applicant.</p> <p>5.8.2 Before Council agrees to accept a cash-in-lieu payment under clause 5.8.1, it must have: a) a reasonable expectation that a cash payment can be applied to provide additional transport infrastructure in the vicinity of the development site.</p> <p>5.8.3 The amount of the cash-in-lieu payment shall be the cost estimated by Council to provide and construct the number of car parking spaces comprising the difference between the number of car parking spaces required under the Local Planning Policy (as may be varied by Council under clause 5.5.1) and the number of car parking spaces to be provided on the development site. The estimated cost of providing the car parking spaces may include: a) the cost of land on which the car parking spaces are to be constructed, to be estimated by a licensed valuer appointed by the Council;</p> <p>5.9 Reciprocal Car Parking</p> <p>5.9.1 Subject to the remaining provisions of this clause 5.9, where an application for planning approval is made for a non-residential development or use which does not provide the number of car parking spaces required by the Local Planning Policy, Council may permit the car parking spaces for that development or use to be provided jointly with one or more other developments or uses whether or not those other developments or uses have the number of car parking spaces required by the Local Planning Policy.</p> <p>5.9.2 In considering an application under clause 5.9.1, Council shall be satisfied: a) that the peak hours of operation of the developments or uses which are the subject of the application and the developments or uses with which it is proposed to jointly provide car parking spaces are different and do not substantially overlap; b) that the number of car parking spaces to be provided by the development or use which is not the subject of the application does not exceed the number of car parking spaces reasonably anticipated to be in excess of the requirement of that development or use during its off-peak hours of operation; and c) any other matters which, in the circumstances of a proposed development or use, are considered relevant by Council.</p> <p>5.9.3 Council may require, and the applicant shall provide, information concerning the matters referred to in clause 5.9.2.</p>	<p>LPP 6.7 PARKING & ACCESS</p> <p>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:</p> <p>8.1. Non-Residential Parking Layout and Design</p> <p>a) Parking areas shall be sealed, drained and marked to the satisfaction of the City and maintained thereafter;</p> <p>b) Parking areas shall be designed so as to enable all vehicles to return to the street in forward gear;</p> <p>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;</p> <p>d) Universal Access parking bays are required to be provided in accordance with Australian Standard AS 2890.6 (as amended);</p> <p>e) Entry and exit points and vehicle circulation patterns are to be clearly indicated;</p> <p>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.</p> <p>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</p> <p>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.</p> <p>Local Development Plans - TUART HILL LOCAL CENTRE 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. Provision • Parking areas shall not be visible from the street and located behind the building line as identified in Figure 3; 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</p>

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			5.9.4 Where Council exercises its discretion under clause 5.9.1, it may require the owner of the land to which the application relates and the owner of the land which is not the subject of the application and which is to provide car parking spaces and any other person specified by the City, to enter into a legal agreement, to which the City may also be a party, which provides for the provision and use of car parking spaces.	
		Access		LPP 6.7 PARKING & ACCESS 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.
		Loading/Serviceing		
		EOT		LPP 6.2 Bicycle Parking End of Journey Facilities End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The following facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces: <input type="checkbox"/> There shall be a minimum of one female and one male shower, located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked); <input type="checkbox"/> Additional shower facilities shall be provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and <input type="checkbox"/> A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.
		Pedestrian		Local Development Plans - TUART HILL LOCAL CENTRE Weather Protection Objective To support a comfortable external environment for pedestrians. Provision • 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; • 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); and • Awnings shall be parallel to the footpath
		Bicycle		LPP 6.2 Bicycle Parking Development Provisions Bicycle Parking Ratios All developments with 400m ² or more of gross floor area shall be provided bicycle parking bays in accordance with the following ratios. To be provided in accordance with use table in LPP.
	Other Matters	Construction		
		Waste		LPP 6.3 Bin Storage Areas Non Residential Zones - Bin storage areas in non-residential zones shall have the following minimum sizes: - Size 10m ² *; 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.

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				<p>Design of Bin Storage Area</p> <ul style="list-style-type: none">• 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. <p>Bulk Bin Sizes</p> <ul style="list-style-type: none">• 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. *
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>LPP 6.10 RENEWABLE ENERGY SYSTEMS</p> <p>Acceptable Development Provisions</p> <p>Renewable Energy Systems which comply with the following Acceptable Provisions are deemed to comply. Wind Energy Systems All Wind Energy Systems should comply with the following general and amenity provisions in addition to the development standards specified in Table 1:</p> <p>Height, diameter, noise and setback provisions are contained within Table 1 of this LPP 6.10.</p>
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SUBIACO			<p>Local Centre</p> <p>(a) To promote a local scale and convenient mix of local amenities to meet the daily needs of the local residential community.</p> <p>(b) To establish a sustainable community hub with an activated and vibrant public realm and a mix of land use functions that support and complement the surrounding residential areas.</p> <p>(c) To encourage high quality, pedestrian-friendly, street-orientated development that is compatible with surrounding uses.</p> <p>(d) To encourage buildings of high quality design that respond to their local context and are appropriately scaled within a local node serving.</p> <p>(e) To manage the impact of vehicle access, parking and movement on the public realm.</p> <p>(f) To encourage mixed use development of a scale appropriate to a local node.</p> <p>(g) To maintain and improve the urban tree canopy across the City.</p>	
	Site	Lot Size	<p>Table 5 – Additional requirements that apply to land in Scheme area</p> <p>Lots zoned Local Centre R100 with frontage to Railway Road between Lawler Street and Redfern Street;</p> <p>2. Except where vehicle access is available to a street other than Railway Road, comprehensive development shall not be permitted except where the frontage of the development site is not less than 20m.</p>	
	Built Form	Setbacks	<p>Table 10: General site and development requirements in the Local Centre Zone</p> <p>Building setbacks The minimum setback of buildings to boundaries shall be as per the below table: Building setback element</p> <p>Street - (primary or secondary) Minimum setback Nil for the first three storeys, 2.0 metres.</p> <p>Rear - Minimum setback: The second floor and above shall be set back at least 6.0m</p> <p>If to a right of way the rear setback shall be sufficient to provide a total vehicle manoeuvring depth of 6.0m.</p> <p>4.4 Nicholson Road Local Centre</p> <p>Setbacks - Development shall be set back not less than 6m from the southern lot boundary.</p>	
		Use of Setbacks		
		Height	<p>Table 10: General site and development requirements in the Local Centre Zone</p> <p>Building height The maximum height of buildings shall not exceed four (4) storeys.</p> <p>4.3 Cardigan Terrace Local Centre</p> <p>Building Height Development shall not exceed a maximum building height of three (3) storeys.</p> <p>4.4 Nicholson Road Local Centre</p> <p>Building Height - Development shall not exceed a maximum building height of three (3) storeys.</p>	
		Plot Ratio	<p>Table 10: General site and development requirements in the Local Centre Zone</p> <p>The maximum plot ratio of buildings shall be 2.0.</p>	
		Site Cover		
		Materials		
		Building Design		<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Table 1: Development Principles and Development Requirements</p> <p>Design & Articulation</p> <p>Differentiated design for the ground and upper floor(s)</p> <p>DR 2.4 The ground floor is to have a minimum ceiling height of 4 metres to provide for functional ground floor active uses (refer Table 1, DP 1 and DR 1.1, 1.2 and 1.3 above) and greater flexibility for adaptive reuse.</p> <p>DR 2.5 A minimum of 60% of the ground floor façade surface area facing the street is to comprise glazing/openings. This requirement applies to all street frontages.</p> <p>DR 2.6 Reflective or heavily tinted glazing at ground floor level is not supported; windows at ground level are to be visually permeable.</p> <p>DR 2.7 Ground floor commercial tenancies that have direct street frontages are to have entries onto that frontage and be outward facing to facilitate street activation.</p> <p>DR 2.8 The façade is to be articulated above ground level through the inclusion of balconies, recessed outdoor living areas, and/or other architectural features.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Amenity</p>

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				Landscaping and deep soil areas Landscaping shall be provided in accordance with Table 1b.
		Lighting		
		Signage		Yes – LPP 8.2 Advertisements (Signs)
		Public Art		Yes – LPP 8.3 Percent for Public Art and Public Realm 1% when dev cost estimated over \$2M
		Fencing		
	Access	Provision	Part 4 - General development requirements 26. Modification of R-Codes (3) In relation to multiple dwellings within areas coded R40 or greater, within mixed use developments and/or within activity centres; acceptable outcome A3.9.2 in element 3.9 Car and bicycle parking in Part 3 Siting the development of the R Codes is amended to read as follows: (a) Parking is provided for cars and motorcycles in accordance with the parking ratio table below: Table 5 – Additional Requirements that apply to land in Scheme area (1) Schedule 5 sets out the requirements for vehicle and bicycle parking for non-residential development, and the non-residential component of mixed-use developments for all zones.	
		Location		LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE Location and design of car parking DR 5.16 Car parking areas shall be obscured from view from the primary and secondary streets and shall not be located within the street setback area. The development is to be designed to screen any car parking from view from the primary street, for example, by way of sleeved car parking. Where appropriate, innovative articulated screening and landscaping may be incorporated into the design. DR 5.17 Access to non-residential car parking spaces shall be legible and accessible at all times of operation. Notes: 1. Car and bicycle parking shall be provided in accordance with the requirements of the Scheme. 2. Bicycle parking facilities shall be provided in accordance with Local Planning Policy 5.2 – Bicycle Parking Facilities.
		Access	Table 5 – Additional requirements that apply to land in Scheme area Right of way widening Where development is proposed adjacent to a right of way that is less than 6m in width, the Local Government may require as a condition of development approval, up to 3m of land to be ceded to the crown free of cost for the purpose of widening the right-of-way to 6m. 4.5 Railway Road Local Centre Site access - Except where vehicle access is available to a road other than Railway Road, comprehensive redevelopment shall not be permitted except where the frontage of the development site is not less than 20m.	LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE Amenity Development Requirement Vehicle access DR 5.12 For sites that adjoin a district distributor road reserve, vehicle access shall be provided in accordance with the Scheme. For all other sites vehicle access shall be provided: a) From a rear ROW where one is available; b) From a secondary street where no ROW exists; or c) From the primary street where no secondary street or ROW exists. DR 5.13 In addition to consideration of DR 5.13, vehicle access shall be determined in consultation with the City, with regard to the scale of development proposed and the site context, including considerations such as anticipated traffic generation and surrounding land uses. DR 5.14 The number of vehicle access points shall be minimised, and shall be integrated into the design of the development so as to not present as a dominant element when viewed from the primary and/or secondary streets. DR 5.15 The design of vehicle access point(s) shall be to the satisfaction of the City and in accordance with the applicable Australian Standards.
		Loading/Servicing		LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE Amenity Development Requirement Loading and unloading areas DR 5.18 Facilities are to be provided for the loading and unloading of service and delivery vehicles as determined on a case by case basis by the City, depending on the scale and nature of the development. DR 5.19 Where loading and unloading areas are required under DR 5.21, their design and location shall: a) Minimise any impact on the amenity of residential uses on or adjoining the site;

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				<p>b) The location shall be adequately integrated into the design of the building or otherwise screened from view from the street, public places and residential uses; and</p> <p>c) Loading and unloading areas shall be separate from commercial entrances and pedestrian areas.</p> <p>Services and external fixtures</p> <p>DR 5.20 All air conditioners, plant equipment, lift overruns, antennae, bin storage and other similar service facilities are to be screened from view from the street, any areas of public open space or public realm, and neighbouring properties, or otherwise located so as to not be visually obtrusive as viewed from those areas.</p> <p>DR 5.21 Lift over-runs, rooftop plants and servicing should not extend more than 3.5 metres above the top of a building and be set back so they are not significantly visible from the public realm and/or integrated into the design of the building.</p> <p>DR 5.22 The design of bin storage for development shall be in accordance with the City's Health Local Laws and the City's Multi Dwelling Developments and Commercial Waste Guidelines.</p>
		EOT		<p>LPP 5.2 Bicycle Parking Facilities</p> <p>Schedule 5 sets out the number and type of bicycle parking facilities to be provided for employees and visitors for different land use classes. This policy supplements the existing scheme requirements by:</p> <ol style="list-style-type: none"> 1. Requiring showers and lockers to be provided as part of end of trip facilities for long term bicycle parking; 2. Providing design and location criteria for short term and long term bicycle parking facilities; and 3. Providing assessment criteria where a proposal may involve a shortfall in the provision of end of trip facilities. <p>3.0 End of Trip Facilities – Long Term Bicycle Parking Facilities Where long term bicycle parking facilities are required in accordance with Schedule 5 of the Scheme, end of trip facilities must also be provided as detailed in Table 1.</p>
		Pedestrian		<p>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</p> <p>Pedestrian friendly design - Pedestrian access and building entrances</p> <p>DR 4.1 Legible pedestrian access via footpaths is to be provided from parking areas to building entrances and between the street and rear parking areas (where required).</p> <p>DR 4.2 New development is to encourage pedestrian safety and accessibility, including consideration of the following matters:</p> <ol style="list-style-type: none"> a) The design of exterior spaces, including car parks, is to minimise pedestrian and vehicle conflict; b) Building entrances are to be clearly defined and visible from car parking areas, the street and public realm; c) Building entrances shall be accessible directly from the street, car park and key pedestrian routes as applicable; d) Separate entrances shall be provided for residential and non-residential components of a mixed use development; and e) Pedestrian entrances are to be provided with weather protection. <p>Awnings</p> <p>DR 4.3 Where a building directly abuts a footpath that is outside the boundaries of the site, continuous awnings for weather protection are to be provided along the length of the building.</p> <p>DR 4.4 Awnings are to be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover.</p> <p>DR 4.5 The minimum clearance distance from the footpath level to the underside of an awning is 2.4 metres.</p> <p>DR 4.6 Awnings shall be cantilevered and are not to include any supporting structures such as posts, pillars or the like, unless otherwise required to achieve a positive heritage outcome for a heritage-protected place.</p> <p>DR 4.7 Awnings shall be designed to protect existing street trees.</p>
		Bicycle		<p>LPP 5.2 Bicycle Parking Facilities</p> <p>5.0 Design and location of long term bicycle parking facilities</p> <p>Long term bicycle parking facilities are to be provided in accrodance with Schedule 5 of the Scheme, and shall:</p> <ol style="list-style-type: none"> (a) Be designed in accordance with the relevant Australian Standard. (b) Be directly accessible from the ground floor level and shall not require access via steps. Where these facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate safe, easy and legible access for those facilities. (c) Be located as close as practicable to main entrance points to the building and shall be weather protected. (d) Be located in an area that allows informal surveillance of the facility to occur where possible. (e) Be located in a convenient and secure position that minimises bicycle/pedestrian and vehicle conflict. (f) Be located to avoid steep ramps, speed humps, drainage grates or other hazards. (g) Not interfere with access to doorways, loading areas, service/plant rooms, emergency access or bin storage areas.

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				<div><div>(h) Provide bicycle signage that directs cyclists to the location of bicycle facilities and has dimensions in accordance with the relevant Australian Standard.</div><div>(i) For an application for development approval that does not involve a change of use, the development shall incorporate charging facilities for electric bikes and scooters.</div></div>
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<div>LPP 2.2 NON-RESIDENTIAL DEVELOPMENT ON LAND ZONED CENTRE, LOCAL CENTRE, AND MIXED USE</div> <div>Sustainability</div> <div>Development Requirement</div> <div>DR 3.1 The development is to incorporate passive solar design, maximisation of northerly orientation for operational rooms, and achieve shading from summer sun.</div> <div>DR 3.2 The development shall include reasonable sustainability measures such as:<div><div>a) Energy efficiency measures, for example, a photovoltaic array and electric vehicle charging facilities;</div><div>b) Water efficiency measures such as reduction of potable water use through water management and conservation means such as waste water recycling and/or rainwater harvesting;</div><div>c) Sustainable use of materials, such as use of recycled materials in the construction of the development; or d) Other appropriate sustainability measure determined by the City.</div></div></div>
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF VICTORIA PARK			There are three Precinct Plans with Local Centre Zones: P7 – Lathlain Precinct P8 – Carlisle Precinct P12 – East Victoria Park Precinct	Lathlain Precinct Plan LOCAL CENTRE ZONE The existing range of local shopping facilities is to be consolidated at the various locations throughout the precinct to serve the day-to-day needs of the local residents. Carlisle Precinct Plan LOCAL CENTRE ZONE The existing range of local shopping and service facilities serving the day-to-day needs of local residents is to be consolidated. East Victoria Park Precinct Plan Erwell Street and Berwick Street Shops These centres offering services for the day to day needs of the local polulation can be further consolidated. Uses such as local shops, consulting rooms, child care facilities and restaurants are appropriate in these areas.
	Site	Lot Size		
	Built Form	Setbacks		Lathlain Precinct Plan Building shall have a nil set back to the street, and nil side set backs, except where a pedestrian accessway to the rear of the site is to be provided. Carlisle Precinct Plan Buildings shall be constructed with no set back from the street and be provided with continuous shop fronts and weather protection over the footpath. Set Backs: Buildings shall have a nil set back to the street. Where applicable, development shall have regard for the planning policy relating to non-residential development adjacent to residential land. East Victoria Park Precinct Plan Buildings shall have nil front and side set backs, except where a pedestrian or vehicular accessway is to be provided to the rear of the site.
		Use of Setbacks		
		Height		
		Plot Ratio		Lathlain Precinct Plan Plot Ratio: Buildings shall have a maximum plot ratio of 0.5. Carlisle Precinct Plan Plot Ratio: Buildings shall have a maximum plot ratio of 0.5 East Victoria Park Precinct Plan Plot Ratio: Buildings shall have a maximum plot ratio of 0.5
		Site Cover		
		Materials		
		Building Design		Lathlain Precinct Plan Buildings shall generally be constructed to the street and be provided with continuous shop fronts and weather protection over the footpath.
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		Yes – LPP 38 Signs
		Public Art		
		Fencing		

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	Access	Provision		<p>Lathlain Precinct Plan Additionally, adequate car parking is to be available on-site to ensure that non-residential parking does not encroach into residential areas. Council may, however, waive onsite parking requirements where uses are to serve the local population, and are unlikely to require prolonged stopovers by customers. New parking areas and</p> <p>Carlisle Precinct Plan Additionally, adequate car parking is to be available to ensure local centre parking does not encroach into residential streets, although on-site parking requirements may be waived by the Council where the uses are to serve the local population, and are unlikely to require prolonged stopovers by customers.</p> <p>East Victoria Park Precinct Plan Additionally, adequate parking is to be available to ensure that retail traffic does not encroach into the residential areas, although on-site parking requirements may be waived by the Council where the uses are to serve the local population, and are unlikely to require prolonged stopovers by customers.</p> <p>LPP 23 Parking 6. POLICY 6.1 Provision of Parking for Non-Residential Uses a) Parking bays shall be provided at the rate specified in the following table for non-residential developments, unless otherwise approved by the Council. b) Note: Parking requirements shall be calculated by rounding to the nearest whole number. c) Where the number of bays proposed for a non-residential or residential development is less than the number required, the Council may approve the development, if it can be demonstrated that nearby off-street parking facilities are available to cater for the parking requirements, or a portion of the parking requirement of the use proposed, and that, if necessary, satisfactory agreements have been made to enable those facilities to be used for that purpose. (d) Where tandem car parking is proposed for a non-residential use, only one of the two tandem car bays shall be calculated as part of the approved car parking requirement for the development.</p>
		Location		<p>LPP 23 Parking 6.8 Cash-in-Lieu of Parking a) Cash-in-lieu of parking shall be considered where developments have a shortfall of parking according to the requirements outlined in the above land use parking requirement table. The Council may accept money for this shortfall to provide bays in a nearby existing or proposed public parking facility. This Policy provision should not be seen to be replacing the developer's responsibility to provide on-site parking. The provision of an adequate supply of parking is the intent of this provision and as such the following matters apply: i. cash-in-lieu contributions shall only be permitted in localities where the Council is proposing to provide a public car park in the near future or where a public car park already exists; ii. cash-in-lieu contributions may comprise all or part of the on-site parking requirement for a development;</p>
		Access	5. Provision for widening of under-width rights-of-way (a) Unless specified to a greater width in an adopted Policy, Design Guidelines or other Council strategy, the Town shall seek the widening and upgrade of the Town's existing rights-of-way to an ultimate width of 6.0 metres;	
		Loading/Servicing		
		EOT		
		Pedestrian		<p>LOCAL PLANNING POLICY 10 PEDESTRIAN WALKWAYS a) The minimum width of arcades and pedestrian walkways shall be determined by the Council on the basis of their location and status and whether or not they contain shops or other activities likely to attract pedestrians. b) The minimum width for arcades and pedestrian walkways shall be as follows: - Arcades with shops on both sides 4.0m - Arcades with shops on one side 3.5m - Pedestrian access, no shops 3.0m - Arcades with bifurcation (two sections) 3.5m</p> <p>Lathlain Precinct Plan Pedestrian Amenity – Buildings shall be provided with awnings / verandahs over the footpath.</p> <p>Carlisle Precinct Plan Pedestrian Amenity: Buildings shall be provided with awnings or verandahs over the footpath. Where practicable this shelter should be continuous and consistent with adjoining sites.</p>
		Bicycle		

LOCAL CENTRE

	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

LOCAL CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF VINCENT			Local Centre <ul style="list-style-type: none"> To provide services for the immediate neighbourhoods which do not expand into or adversely impact on adjoining residential areas. To encourage high quality, pedestrian-friendly, street-orientated development. 	2.3 The R-AC3 provisions of the R Codes Volume 2 shall apply to all multiple dwelling and mixed use applications for development approval on sites zoned Regional Centre, District Centre, Local Centre and Commercial.
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		Yes – LPP SIGNS AND ADVERTISING
		Public Art		Yes – LPP 7.5.13 PERCENT FOR PUBLIC ART 1.1 Proposals for commercial and mixed residential/commercial developments over the Threshold Value are to set aside a minimum of one per cent (1%) of the Total Project Cost for the development of Public Art which reflects the place, locality or community. 1.3 Following the approval of the development application and prior to the submission for a building permit the owner/applicant is required to complete a statutory declaration submitted to the City stipulating the choice of: Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant Or Option 2: Owner/Applicant chooses to pay cash-in-lieu. Owner/Applicants who choose Option 2 will receive a 15% discount on the Percent for Art contribution.
		Fencing		
	Access	Provision		LPP 7.7.1 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS Table 1: Non-Residential Parking Requirements Land uses are provided with minimum car parking requirements for the Mixed Use Built Form Area in this table. 5. RECIPROCAL PARKING 5.1. Reciprocal car parking, bicycle parking and use of end of trip facilities may be considered where it can be demonstrated that the subject application will have access to parking for separate day time/night time or weekday/weekend uses and provide separate parking calculations, in accordance with Table 2 below. These separate car parking calculations should individually comply with the car parking requirements, however in the event of a shortfall, a cash-in-lieu payment may be required for the car parking calculation with the greatest shortfall. 6. CASH-IN-LIEU OF CAR PARKING 6.1. The cash in lieu required to be paid by an applicant shall be calculated on the number of bays required, in accordance with this Policy, minus: 6.1.1. The number of parking bays provided on site; 6.1.2. The number of bays that cash in lieu has already been paid for; and/or 6.1.3. The number of bays that the City has waived through an approval for that development. 6.2. The payment of cash-in-lieu is not to be seen as an alternative to providing sufficient parking on site, but rather as a mechanism to enable otherwise desirable developments to proceed where it can be demonstrated that it is not possible to provide sufficient parking on site.
			Location	
			Access	
			Loading/Servicing	
		EOT		LPP 7.7.1 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS 3. END OF TRIP FACILITY REQUIREMENTS 3.1. Where long term bicycle parking is required in accordance with Table 1 of this Policy, end of trip facilities must also be provided as follows:

LOCAL CENTRE

				3.1.1. One end-of-trip facility where one to five long term bicycle parking bay(s) are required; and 3.1.2. Where more than five long term bicycle parking bays are required, one end-of-trip facility for every five long term bicycle parking bays is required. 3.2. End-of-trip facilities shall be located as close as practicable to the bicycle parking facilities. 3.3. End-of-trip facilities may be shared between multiple private businesses where legal access arrangements are agreed between landowners and the arrangement forms part of a development application.
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		LPP 7.5.10 - Sustainable Design 3.2 Energy Use: Buildings should be designed with the intention of maximising the use of renewable energy (for example, through the use of a photovoltaic system) and minimising the use of non-renewable energy (for example, through the use of energy-efficient appliances).
		Buffers		
		Other		

NEIGHBOURHOOD CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF FREMANTLE			<p>1.6 THE AIMS OF THE SCHEME 1.6.1 The aims of the Scheme are to:</p> <p>h) develop diverse and attractive neighbourhood centres that provide a community focus for neighbourhood areas, AMD 85 GG 12/11/2021</p> <p>PART 3 - ZONES AND THE USE OF LAND</p> <p>3.2 OBJECTIVES OF THE ZONES 3.2.1 The objectives of the zones are:</p> <p>c) Neighbourhood centre zone AMD 85 GG 12/11/2021</p> <p>Development within the neighbourhood centre zone shall:</p> <p>(i) provide for weekly and convenience retailing including small-scale shops, showrooms, cafes, restaurants, consulting rooms, entertainment, residential (at upper levels), recreation, open spaces, local offices, cottage industry, health, welfare and community facilities which serve the local community, consistent with the local – serving role of the centre,</p> <p>(ii) encourage the provision of suitable and accessible services to residents of the locality,</p> <p>(iii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties, and Note objective (iii) derived from Part 4.1, A 5.4 of Fremantle Planning Strategy.</p> <p>(iv) conserve places of heritage significance the subject of or affected by the development.</p>	
	Site	Lot Size		
	Built Form	Setbacks	<p>Local Planning Area 5 – Beaconsfield (Sub Area 5.3.1) & Local Planning Area 6 – White Gum Valley (Sub Area 6.3.1)</p> <p>f) The minimum street setback shall be 10 metres at the lot boundary to South Street, and the maximum street setback shall be 12 metres at the lot boundary to South Street, unless Main Roads has no objection to a reduced street setback.</p>	
		Use of Setbacks		
		Height	<p>Local Planning Area 3 – North Fremantle Neighbourhood Centre Zone – Maximum Wall Height = 7.5m</p> <p>Local Planning Area 4 – Fremantle South Neighbourhood Centre Zone – Maximum Wall Height = 7m</p> <p>Local Planning Area 5 – Beaconsfield Neighbourhood Centre Zone – Maximum External Wall Height 5.5m (except within Sub Area 5.3.1)</p> <p>Local Planning Area 6 – White Gum Valley Neighbourhood Centre Zone – Maximum External Wall Height 5.5m (except within Sub Area 6.3.1) Local Planning Area 6 – White Gum Valley (Sub Area 6.3.1)</p> <p>c) A minimum building height of 7 metres, including a building façade on the South Street frontage which incorporates windows and doors at the ground floor and windows to the first-floor level to create interest and a sense of activity within the building, applies.</p> <p>Local Planning Area 7 – Hilton Neighbourhood Centre Zone – Maximum External Wall Height 5.5m (except within Sub Area 7.3.1) Local Planning Area 7 – Hilton (Sub Area 7.3.1) In this sub area, a minimum building height of 7 metres applies where new non-residential development is proposed.</p> <p>Local Planning Area 7 – O'Connor Neighbourhood Centre Zone – Maximum Wall Height 11m</p> <p>4.8 VARIATIONS TO SITE AND DEVELOPMENT STANDARDS AND REQUIREMENTS</p> <p>4.8.1 Variation to height requirements</p> <p>4.8.1.2 Where there is a variation in ground level over a development footprint of greater than one metre, Council may increase the specific height requirements of Schedule 7 subject to –</p> <p>(a) No portion of external wall of the building exceeding the maximum external wall height requirement of Schedule 7 by greater than 0.5 metres, and</p> <p>(b) No portion of external wall of the building that exceeds the maximum external wall height requirement of Schedule 7 being situated on the higher side of the development footprint as measured from natural ground level.</p> <p>4.8.1.3 Excluding development within the Residential zone, Council may permit a minor projection above the highest part of a development, subject to the development satisfying both of the following criteria – AMD 49 GG 18/1/13</p> <p>(a) The minor projection being no more than 4 metres above the highest part of the main building structure; and</p>	

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			(b) the cumulative area of the minor projection being no more than 10 per cent of the total roof area of the building. For the purpose of this clause, 'minor projection' will be interpreted as including plant and equipment such as air conditioning units, lift overrun rooms, flagpoles, aerials and decorative architectural features, but not rooms or other facilities intended for regular human use such as rooftop decks or swimming pools.	
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	<p>Local Planning Area 5 – Beaconsfield (Sub Area 5.3.1) & Local Planning Area 6 – White Gum Valley (Sub Area 6.3.1)</p> <p>e) In the part of all new development with frontage to South Street the ground floor level must be no greater than 600mm above the level of the adjacent footpath, and the first-floor level must be at least 4 metres above the level of the footpath adjacent to the site.</p> <p>g) To prevent excessive breaks in building frontages to South Street, the maximum aggregate width of spaces between or to the side of the building(s) on the lot at ground floor level on the frontage to South Street is no more than 6 metres.</p> <p>h) Where buildings are assessed under Volume 1 of the R-Codes open space can be reduced to 30% where development respects existing or preferred neighbourhood character.</p> <p>Local Planning Area 7 – Hilton (Sub Area 7.3.1)</p> <p>c) In this sub area, all new non-residential buildings in Area 1 shall incorporate an activated street frontage to the primary street which incorporates windows and doors at the ground floor and windows to the first-floor level.</p>	
		Site Layout		
	Site Amenity	Landscaping	<p>Local Planning Area 5 – Beaconsfield (Sub Area 5.3.1) & Local Planning Area 6 – White Gum Valley (Sub Area 6.3.1)</p> <p>i) At least 10% of the site area to be landscaped with plantings and permeable surfaces.</p>	<p>LPP 2.10 LANDSCAPING OF DEVELOPMENT AND EXISTING VEGETATION ON DEVELOPMENT SITES</p> <p>2.2 In cases where landscaping is required, but the detail of that landscaping is not required to be submitted as part of a planning application, the following condition shall be placed on the approval; "Areas shown on the approved plan as landscaping shall be landscaped to a minimum of 80% coverage of the designated landscaping area at the canopy height using any combination of the following:</p> <ul style="list-style-type: none">- Landscaped areas are to be fully reticulated or native water wise plants are to be used- Trees of suitable species for urban locations- Hedged shrubs not taller than 2 metres at maturity- Lawn/ground cover/grasses- Exposed ground treated with organic or inorganic mulch- Landscaping is to be no higher than 0.75 metres within 1.5 metres of vehicular access points where a driveway meets the verge/public street
		Lighting		
		Signage		Yes – LPP 2.14 Advertisement Policy
		Public Art		<p>Yes – LPP 2.19 CONTRIBUTIONS FOR PUBLIC ART AND/OR HERITAGE WORKS</p> <p>POLICY 1. This policy applies to all development on land as depicted in Appendix 1 - Contribution Areas with the exception of:</p> <p>(e) Any other type of development with an estimated total cost of less than \$1,000,000</p> <p>2. Development on land as specified in clause 1 is required to contribute a monetary amount equal in value to one per cent of the estimated total development cost, as indicated on the Form of Application for Planning Approval, for the development of public art works and/or heritage works to enhance the public realm.</p>
		Fencing		
	Access	Provision	<p>4.7 VEHICLE PARKING - ALL USE CLASSES</p> <p>4.7.1</p> <p>a) Subject to clause 4.7.2, a person shall not use land for a purpose specified in Table 2 unless car parking spaces, delivery bays and bicycle racks of the number specified in Table 2 are provided and sealed, drained and marked to the Council's specifications prior</p>	

			<p>to occupancy of development or commencement of a use and maintained to the satisfaction of Council thereafter.</p> <p>4.7.4 Cash Payment In lieu of Providing Car Parking Spaces The Council may require a cash payment in lieu of the provision of paved car parking spaces, subject to:</p> <p>a) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme including variations thereto.</p> <p>4.7.5 Joint Use of Car Parking Facilities</p> <p>a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</p> <p>4.7.3 Relaxation of Parking Requirements 4.7.3.1 Council may:</p> <p>(a) Subject to the requirements of Schedule 7, waive or reduce the standard parking requirement specified in Table 2 subject to the applicant satisfactorily justifying a reduction due to one or more of the following:</p> <p>(i) the availability of car parking in the locality including street parking,</p> <p>(ii) the availability of public transport in the locality,</p> <p>(iii) any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces,</p> <p>(iv) any car parking deficiency or surplus associated with the existing use of the land,</p> <p>(v) legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory, AMD 35 GG 05/04/11</p> <p>(vi) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement,</p> <p>(vii) the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation,</p> <p>(viii) any other relevant considerations.</p> <p>Note: *In some sub areas identified in Schedule 7 reduction of parking bays is not permitted. The requirements of Schedule 7 prevail over this clause.</p> <p>4.7.3.2 Excluding development within the Residential zone, Council may waive car parking requirements for residential development under clause 4.7.3 in cases where the development is expressly designed and marketed as a zero-parking development that incorporates such elements as the following – AMD 49 GG 18/1/13</p> <p>(a) provision of parking site for bicycles / scooters;</p> <p>(b) operation of a formal shared vehicle ownership scheme amongst the residents. In any cases where such development is granted development approval the Council may require, as a condition of development approval, provision to be made to include notification on the property title(s) that owners</p>	
		Location	<p>4.7.4 Cash Payment In lieu of Providing Car Parking Spaces The Council may require a cash payment in lieu of the provision of paved car parking spaces, subject to:</p> <p>4.7.5 Joint Use of Car Parking Facilities a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisf</p>	
		Access	<p>Local Planning Area 5 – Beaconsfield (Sub Area 5.3.1) & Local Planning Area 6 – White Gum Valley (Sub Area 6.3.1)</p> <p>Vehicle access</p> <p>b) Vehicle access to development sites with frontage to South Street and an alternative public road shall only have vehicle access via the alternative public road. Vehicle access shall be designed to encourage coordination of access to adjoining properties.</p> <p>c) Vehicle parking shall only be provided at the rear of buildings and / or below ground level.</p> <p>d) For new development with frontage to South St, a Traffic Impact Assessment is to be undertaken by a suitably qualified traffic engineer and shall be submitted in support of application for planning approval.</p> <p>4.7.6 Design and Layout of Parking Areas Council shall have regard to all of the following in the location, design and construction of parking areas and associated access areas:</p> <p>a) layout and access lanes consistent with the Australian Standard for parking facilities & off-street car parking,</p>	

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			<p>b) the protection and enhancement of the streetscape including street trees,</p> <p>c) the provision of landscaping for screening and shade,</p> <p>d) the design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters,</p> <p>e) the provision for pedestrian movement within and around the parking area,</p> <p>f) the measures proposed to enhance the security of people using the parking area,</p> <p>g) the provision of parking facilities for cyclists and the disabled,</p> <p>h) end of trip facilities for cyclists, and</p> <p>i) the ease and safety with which vehicles gain access to the site and circulate within the parking area. AMD 54 GG 22/05/15 Note: Reference to Australian standard in Scheme re layout and design</p>	
		Loading/Serviceing		
		EOT	<p>4.15 END OF TRIP FACILITIES</p> <p>4.15.1 Any new commercial use class development shall include shower and change facilities for employees in accordance with the following Table 3 - Shower facilities.</p> <p>TABLE 3 - SHOWER FACILITES</p> <p>AMD 55 GG 1/8/14</p> <p>No. of bicycle racks required</p> <p>Up to the first 10 bicycle racks required - One male and one female shower (or 2 unisex) required for every 10* Class 1 or 2 bicycle racks required</p> <p>Bicycle racks required in excess of the first 10 Bicycle racks required - One male and one female shower (or 2 unisex) required for every 20** Class 1 or 2 bicycle racks required.</p> <p>4.15.2 For every class 1 or 2 bicycle racks required in Table 2 one locker shall be provided within the development in a location that is easily accessible to the shower facilities required under clause 4.15.1, where required. AMD 55 GG 1/8/14</p>	
		Pedestrian		
		Bicycle	<p>4.7 VEHICLE PARKING - ALL USE CLASSES</p> <p>d) Bicycle parking facilities are to be provided in accordance with the following standards:</p> <p>AMD 55 GG 1/8/14</p> <ul style="list-style-type: none">Class 1 - High security level - Fully enclosed individual locker;Class 2 - Medium security level - Lockable compound fitted with Class 3 facilities with communal access using duplicate keys;Class 3 - Low security level - Rails or racks to which both the bicycle frame and wheels can be locked. <p>For more information refer to 'Austroads Cycling Aspect to Austroads Guides'.</p> <p>Note requirement for sealing and draining of bays prior to occupancy.</p>	
	Other Matters	Construction		<p>LPP 1.10 Construction Sites</p> <p>General requirements for construction sites</p> <p>3.0 Parking bays for construction related activities</p> <p>3.1 The City will allocate all parking bays within the limits of the street frontage of the site, for the term of construction for construction related activities including deliveries and storage of materials, skip bins, site offices and contractor parking.</p> <p>3.2 Where there are no parking bays adjacent to a site, an application may be made to the City to use a part of the road or a loading zone for construction related activities.</p> <p>3.3 The perimeter of the allocated area is to be fenced to height of minimum 1.8m with visually permeable fencing (e.g. temporary fencing) which should not encroach more than 500mm onto a footpath and in any case a minimum effective footpath width of 1.2m is to be maintained.</p> <p>3.4 The fencing must not impede pedestrian/traffic sightlines and must be illuminated so as to be clearly visible from the hours between sunset and sunrise.</p>

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				<div>3.5 Parking bay hire fees will apply at commercial rates in accordance with the City's Fees and Charges Schedule in fee paying locations.</div> <div>3.6 No storage of materials or equipment is permitted outside of the allocated area.</div> <div>3.7 Use of the area must not impede the movement of pedestrians or road users.</div> <div>6.0 Security fencing around construction sites</div> <div>6.1 All construction sites are required to be secured and fenced to a height of 2.1m - 2.4m. In some instances, the City may require a solid barrier such as a hoarding around a construction site in the interests of preserving the amenity of the surrounding area.</div> <div>6.2 A fence or hoarding must not encroach more than 500mm onto the road reserve.</div> <div>6.3 A fence or hoarding must not obstruct pedestrian and motorist sightlines and must be clearly visible during the hours between sunset and sunrise.</div> <div>6.4 All fencing and hoardings are to be maintained to a high standard at all times.</div> <div>8.0 Access to site by construction vehicles</div> <div>8.1 All vehicle crossings to a construction site are required to be separated from any infrastructure within the road reserve by</div> <div>(a) a minimum of 2.0 metres in the case of street trees;</div> <div>(b) a minimum of 1.2 metres (in the case of bus shelters, traffic management devices, parking embayments or street furniture), and</div> <div>(c) a minimum of 1.0 metre in the case of power poles, road name and directional signs.</div> <div>Environmental Management</div> <div>11.0 Noise - Construction Work and Deliveries</div> <div>11.1 Construction work is limited to the following hours:</div> <div>□ Monday to Saturday: 7:00am – 7:00pm;</div> <div>□ Sundays and Public Holidays: no work permitted.</div> <div>11.2 Deliveries to the site shall occur without disruption to the surrounding locality. Any deliveries to the site outside of these hours shall comply with the neighbourhood noise limits imposed by the Environmental Protection (Noise) Regulations 1997.</div> <div>11.3 The City cannot permit construction work outside of permitted hours unless an application is made in writing to the CEO in accordance with the Environmental Protection (Noise) Regulations 1997. Construction work outside of permitted hours shall not unreasonably impact upon the surrounding locality.</div>
		Waste		<div>LPP 2.24 Waste Management Plans for New Development</div> <div>Generally a bin store should have the minimum facilities set out in the City of Fremantle Environmental health (Health Local Laws 1997).</div> <div>Premises consisting of more than 3 dwellings and commercial, industrial or food premises should provide a suitable storage enclosure which is:</div> <div><ul style="list-style-type: none">• Capable of being kept thoroughly clean and disinfected.• Of sufficient size to accommodate all receptacles used on the premises.• Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness.• Provided with walls not less than 1.8m in height and having an easy accessway not less than 1.1m in width and fitted with a self-closing gate.• Smooth and impervious floor not less than 75mm thick and evenly graded to an approved liquid refuse disposal system.• Easily accessible to allow the removal of the receptacles.• Provided with a ramp into the enclosure of no steeper than 1:8 unless otherwise approved.• Provided with a tap connected to an adequate supply of water.</div>
		Storage		
		Drainage		

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		Effluent Disposal		
		ESD		<p>LPP 2.13 Sustainable Buildings Design Requirements</p> <p>APPLICATION This policy applies to all development requiring planning approval under the planning scheme except:</p> <p>c) Any development with a Gross Lettable Area (GLA) of less than 1000 m² GLA;</p> <p>g) Development subject to planning scheme, policy or structure plan provisions which specify a specific or higher sustainability standard. (NOTE: This includes Knutsford Street East Structure Plan, LPP 3.1.5. LPP 3.1.5)</p> <p>1. All development subject to this policy shall be designed and constructed in such a manner so as to demonstrate:</p> <p>a) A rating not less than 4 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool, or its equivalent demonstrated through a report provided by a suitability qualified professional*. * This may include a One Planet Living Action Plan that is certified by Bioregional Australia or a One Planet Living Integrator.</p>
		Buffers		
		Other	<p>4.2 RESIDENTIAL DESIGN CODES</p> <p>4.2.5 Notwithstanding the requirements of clause 4.2.3 residential density in the Local Centre, Neighbourhood Centre and Mixed-Use zones may be increased up to R60, where residential development is part of a mixed use development, where, in the opinion of Council the proposal is not detrimental to the amenity of the area</p> <p>4.4 RESIDENTIAL DEVELOPMENT</p> <p>4.4.2 Residential Development in Zones Other than the Residential Zone Where residential development is proposed in non-residential zones, except as provided for in the Scheme the development shall conform with the R-Codes including variations allowed for in the Codes and the general development requirements as outlined in Schedule 7 for that particular zone and any variation thereto.</p> <p>4.5 MIXED USE DEVELOPMENT</p> <p>4.5.1 Where mixed use development is proposed, the provisions of Volumes 1 and 2 of the R-Codes will apply. AMD 27 GG 28/5/10; AMD 54 GG 22/05/15; AMD 79 GG 08/01/2021</p> <p>4.6 COMMERCIAL AND INDUSTRIAL DEVELOPMENT</p> <p>4.6.1 Building Requirements</p> <p>All development shall comply with the building requirements as outlined in schedule 7 (local planning areas).</p> <p>5.6 O'CONNOR INDUSTRIAL INTERFACE AREA 5.6.1</p> <p>Purpose</p> <p>c) To ensure the development of the South Street Neighbourhood Centre as a vibrant community hub that serves the day-to-day needs of nearby residents. AMD 85 GG 12/11/2021</p>	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MANDURAH			<p>3.1 Zones</p> <p>Table 2 Zone Objectives</p> <p>Objectives Neighbourhood Centre</p> <ul style="list-style-type: none">• Provide services for a number of neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas.• Provide for neighbourhood focus on the main daily and weekly household shopping and community needs.• Encourage high quality, pedestrian- friendly, street-orientated development.• Provide a focus for medium density housing.• Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community	
	Site	Lot Size		
	Built Form	Setbacks	<p>Schedules to the Scheme</p> <p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>2. Local Centre Zone, Neighbourhood Centre Zone</p> <p>Within the Local Centre and Neighbourhood Centre zones, the following shall apply:</p> <p>a) Minimum setbacks:</p> <p>(i) Setbacks shall be established through a Local Development Plan or in the absence of an approved Local Development Plan as determined by the local government, generally based on ‘main-street’ design principles where appropriate for the context of the site and the location, ensuring that building entries, car parking locations and landscaping can be accommodated.</p> <p>(ii) Where a site adjoins residential development the setback requirements shall be in accordance with the R-code of the adjoining site.</p>	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>2. Local Centre Zone, Neighbourhood Centre Zone</p> <p>b) Open space:</p> <p>A minimum of 10 percent of the site shall be set aside for open space and landscaping, excluding car parking and manoeuvring areas;</p>	
	Site Amenity	Landscaping	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping.</p>	
		Lighting		
		Signage	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone The extent and amount of signage shall be controlled and minimised and shall have regard to the following:</p> <p>(i) An area on the building’s facade shall be designed to incorporate the appropriate signage for individual tenancies, in a manner that does not detract from the building’s design;</p> <p>(ii) The painting of the building in a tenant’s corporate colours is considered a form of signage and should not detract from the building’s design; and,</p>	Yes LPP No. 2 - Signage

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			(iii) Use of pylon and free-standing signs is to be restricted and kept to a minimum having reference to the applicable Precinct Structure Plan, Local Development Plan or Local Planning Policy.	
		Public Art		
		Fencing		
	Access	Provision	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone</p> <ul style="list-style-type: none">- Car parking areas are to be designed to wrap around the site and/or buildings, to form internal access ways. Car parking areas are to be articulated using high quality landscaping, tree plantings, variety of pavements, pedestrian refuge islands and access ways. <p>Schedule 2</p> <p>Parking Requirements</p> <p>Neighbourhood Centre (residential uses) - As per R-Codes plus 1 bay for Home Business;</p> <p>Neighbourhood Centre (commercial uses) - 4.5 parking bays per 100m2 of net lettable floor area</p> <p>Neighbourhood Centre (retail uses) - 4.5 parking bays per 100m2 of net lettable floor area</p> <p>Neighbourhood Centre (tourism uses) - 1 per unit</p> <p>Neighbourhood Centre (dining & entertainment) - 1 parking bay per 4 patrons</p> <p>Neighbourhood Centre (child care premises) 1 per staff member plus 4</p> <p>Neighbourhood Centre (Consulting Rooms & Medical Centre) - 5 per practitioner</p> <p>Neighbourhood Centre (liquor store small) - 3 parking bays per 100m2 of net lettable floor area</p> <p>Neighbourhood Centre (office) 1 per 50m2</p> <p>Neighbourhood Centre (residential aged care) - 1 bay per 4 beds, plus 1 bay per staff member present, or otherwise determined by the local government following the submission of a traffic management report.</p> <p>Neighbourhood Centre (place of worship) 1 per 4 patrons</p> <p>Neighbourhood Centre (Service Station) 3 parking bays per 100m2 of net lettable floor area</p> <p>Neighbourhood Centre (Veterinary Centre) 3 parking bays per 100m2 of net lettable floor area</p>	
		Location		
		Access	<p>Schedule 1 Additional Requirements That apply to Land in Scheme Area</p> <p>General Requirements</p> <p>2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone</p> <ul style="list-style-type: none">- The layout and location of access ways, parking, loading bays and service areas are to be designed to permit vehicles to enter streets in a forward gear.- Service and loading areas are to be screened from street view and residential land uses.	
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MELVILLE				
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

NEIGHBOURHOOD CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF NEDLANDS			Part 3 - Zones and Use of Land Table 2 - Zone objectives <ul style="list-style-type: none">To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas.To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities.To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links.	
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	Table 6 - Additional requirements that apply to land in Scheme area 32.4 Mixed Use, Local Centre and Neighbourhood Centre zones <ul style="list-style-type: none">(1) On land zoned Local Centre and Neighbourhood Centre, residential uses are not permitted on the ground floor facing a primary and/or secondary street, except where the use faces a right-of-way or laneway.(2) Residential uses are not permitted on the ground floor facing primary or secondary streets, except where the use faces a right-of-way or laneway in the Mixed Use zone, or where identified in an approved local planning policy.(3) Buildings are to have active frontages to the primary and/or secondary street, except where a use faces a right-of-way or laneway.(4) Minimum tenancy depth facing a street is 10m.(5) In relation to developments that are not subject to the R-Codes, where development standards are not specified in an approved structure plan, local development plan, local planning policy and/or activity centre plan, the development standards are subject to the applicable R-Code.	
		Site Layout		
	Site Amenity	Landscaping		LPP – Landscaping Plans 4.0 Landscaping Design Criteria 4.1 Non-Residential Development In accordance with clause 5.4.2 of the City’s Town Planning Scheme No. 2: <ul style="list-style-type: none">(a) the portion of the lot between the street boundary and the setback line; and(b) the portion of the lot between any adjoining residential lot and the setback line from the respective lot boundary/ shall be designed and developed to the satisfaction of the City as landscaping or natural planting, but the City may approve the paving and draining of portion of the area of the lot between the street boundary and the setback line in order to provide vehicular access. The following criteria will apply when preparing the landscaping plan:<ul style="list-style-type: none">a) At least 50% of street setback area(s) using soft landscaping treatments, unless otherwise approved by the City.b) One shade tree being provided for every 4 continuous open car parking bays.c) In cases where car parking bays are not located within the street setback area, at least one tree for every 10m across a lot’s street frontage is to be provided, unless otherwise approved by the City.d) Plants being setback an adequate distance from driveways, crossovers, footpaths and truncations so as not to obstruct driver and/or pedestrian sightlines when they reach full maturity.

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				<div>e) The retention of mature trees where practicable, unless otherwise approved by the City. If sufficient justification for removal of significant trees, the City will expect equivalent trees to be planted elsewhere on the site.</div> <div>e) The avoidance of landscaping which will fully obstruct surveillance from the property to the street, and vice versa.</div> <div>f) Landscape design which will not provide concealment or entrapment areas.</div> <div>g) The use of a variety of landscaping to create interesting built environments.</div>
		Lighting		
		Signage		Yes – LPP Signs
		Public Art		No policy in place
		Fencing		
	Access	Provision	<div>Table 6 - Additional requirements that apply to land in Scheme area</div> <div>32.1 All zoned land</div> <div>Car parking requirements and cash-in-lieu payments.</div> <div>(1) Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government.</div> <div>(2) The requirement to provide on-site car parking spaces is subject to:</div> <div>(a) the local government agreeing to or requiring a cash-in-lieu payment pursuant to sub-clause 3;</div> <div>(b) the local government accepting a shared car parking arrangement pursuant to clause 32.2; and</div> <div>(c) any requirement to provide car parking spaces in a structure plan, local development plan or activity centre plan which applies to the development, in which case the requirement in the structure plan, local development plan or activity centre plan prevails to the extent of any inconsistency.</div> <div>(3) An application for development approval for a non-residential development may, if the local government agrees or requires, make a cash payment to the local government in-lieu of providing all or any of the car parking spaces required for the development for which approval has been sought.</div> <div>32.2 All zoned land</div> <div>Shared car parking</div> <div>(1) Where an application for development approval is made for a non-residential use which does not provide the required number of on-site car parking spaces, the local government may permit part or all of the shortfall to be provided through an agreement to share car parking space(s) on an adjacent site (Shared Site).</div> <div>(2) When considering whether to permit a proposal for shared car parking, the local government must:</div> <div>(a) be satisfied that the hours of peak operation of the proposed development and those of the Shared Site do not substantially overlap;</div> <div>(b) be satisfied that adequate car parking will be available at all times for both the development site and the Shared Site;</div> <div>(c) be satisfied that the relationship between the development site and the Shared Site is such that the shared car parking space(s) is likely to be used by people visiting the development site; and</div> <div>(d) have regard to other relevant considerations in any applicable local planning policy.</div>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		

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		Bicycle		
	Other Matters	Construction		
		Waste		LPP – Waste Management Waste Management Plans 4.1.1 A Waste Management Plan shall be submitted as part of the following categories of Development Application: (b) Mixed Use Developments (i) All mixed-use developments 6.0 INTERNAL SERVICE COLLECTION Internal service collection performed only by rear loader waste truck with the ability to service 240L, 360L, 660L and 1100L bins only. Internal service collections should be provided for 5 or more multiple and grouped dwellings, all mixed-use developments, all commercial developments and any other proposals where there is insufficient lot, road or verge frontage for collection or vehicle access as determined by the City. Transfer of bins within the bin location and to the waste presentation point should only be undertaken by the City’s waste contractor. 9.2 Developments with shared bins must include an easily accessible communal bin storage area within the development. In the case of mixed-use developments separate residential and commercial bin storage areas are required.
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

NEIGHBOURHOOD CENTRE

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION																		
SHIRE OF SERPENTINE JARRADALE			5.21 NEIGHBOURHOOD CENTRE AMD 171 GG 3/9/13 5.21.1 The purpose and intent of the Neighbourhood Centre zone is to provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services for the surrounding neighbourhood. Typical land uses will include smaller format supermarkets, personal services, convenience shops, local professional services and medium density housing. 5.21.2 Unless otherwise approved by the Shire, an approved detailed area plan will be required to guide the subdivision and development of land zoned Neighbourhood Centre, prior to the Shire providing support for a subdivision application or approving development.	LPP 25 – Serpentine Jarrahdale Activity Centres Neighbourhood centres – are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing. There are also many smaller local centres such as delicatessens and convenience stores that provide for the day-to-day needs of local communities. Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities.																		
	Site	Lot Size	Table 3 – Site Requirements Used As Example (Shop Use) Minimum Effective Frontage - 10m																			
	Built Form	Setbacks	Table 3 – Site Requirements Used As Example (Shop Use) Minimum Front – 9m Minimum Side - * For masonry parapet wall - nil; for metal or timber framed construction - 2.1 metres or the height of the wall whichever is the greater. In any case rear access for servicing shall be provided. Minimum Rear - 6m																			
		Use of Setbacks	7.11 USE OF SET BACKS The setback areas shall only be used for one or more of the following: (a) a means of access; (b) landscaping; (c) firebreaks; (d) trade display provided no more than ten percent of the area is used, and the display is not located within three metres of the street: (e) the loading and unloading of goods; and (f) the parking of vehicles for staff, clients or customers of the development.																			
		Height																				
		Plot Ratio	Table 3 – Site Requirements Used As Example (Shop Use) Maximum Plot Ratio 0.5:1																			
		Site Cover	Table 3 – Site Requirements Used As Example (Shop Use) Maximum Site Coverage 0.5																			
		Materials																				
		Building Design		LPP 25 – Serpentine Jarrahdale Activity Centres 1.4 District level and neighbourhood centre development in the Shire of Serpentine Jarrahdale will achieve the following Employment and Activity Centre Objectives as outlined in SPP 4.2 (Activity Centres for Perth and Peel): <table><tr><td>Activity Centre</td><td>1. Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.</td></tr><tr><td>Hierarchy</td><td>2. Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure.</td></tr><tr><td>Activity</td><td>3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market.</td></tr><tr><td>Movement</td><td>4. Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets.</td></tr><tr><td>Urban Form</td><td>5. Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities.</td></tr><tr><td>Out of Centre</td><td>6. Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport.</td></tr><tr><td>Development</td><td>7. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.</td></tr><tr><td></td><td>8. Plan activity centre development around a legible street network and quality public spaces.</td></tr><tr><td></td><td>9. Concentrate activities, particularly those that generate high numbers of trips, within activity centres.</td></tr></table>	Activity Centre	1. Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.	Hierarchy	2. Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure.	Activity	3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market.	Movement	4. Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets.	Urban Form	5. Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities.	Out of Centre	6. Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport.	Development	7. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.		8. Plan activity centre development around a legible street network and quality public spaces.		9. Concentrate activities, particularly those that generate high numbers of trips, within activity centres.
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Site Layout		LPP 36 The Glades Village Centre Design Guidelines 8.7 MIXED USE MEAD STREET EAST (SITE G) The preferred land use for this precinct is 'Shop' and 'Office' on the ground floor to be located along Mead Street, with residential uses to upper level(s). In addition, residential development on the ground floor with the capacity to accommodate future commercial uses as demand develops is acceptable. All other uses are to be considered in accordance with the land use requirements and permissibility of the Neighbourhood Centre zone, as identified within the Shire of Serpentine-Jarrahdale Local Planning Policy No.19.																				

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				<p>The relevant site planning considerations specific to the Mead Street East Mixed Use Precinct are as follows:</p> <ul style="list-style-type: none">- A nil minimum side setback to the extent of Mead Street/Clough Link corner is permitted for both residential and commercial development to facilitate an appropriate built form outcome.- The built fabric of structures located on the Mead Street corners must address both street frontages.- Parking is to be located at the rear of development and is to generally not be visible from Mead Street.- Vehicular access is permitted from the laneway and from side streets only where it can be demonstrated to be beneficial to the design and to not impact on street parking embayments.- The visual impact of parking areas on side streets is to be moderated with the use of low fencing and/or buffer hedging to provide a discrete vehicle screen whilst facilitating visibility and cross-surveillance.- Service and loading areas are to be located to the rear of development and screened from public areas by buildings or screen walls to moderate negative effects on visual amenity. Access is to be provided via the laneway and service areas should be gated and well-lit for after-hours security.
Site Amenity	Landscaping	<p>Table 3 – Site Requirements Used As Example (Shop Use) 10% of site</p> <p>7.10 LANDSCAPING</p> <p>7.10.1 Unless otherwise approved by the Council landscaping shall be provided for all developments and shall be:</p> <p>a) in accordance with the Site Requirements Table where appropriate;</p> <p>b) in accordance with a landscape plan approved by the Council; and</p> <p>c) completed within thirty days of the occupation and use of the site.</p> <p>7.10.2 Landscaping in car parking areas shall comply with the following requirements:</p> <p>a) planting shall be selected and maintained so as to minimise foliage between 0.5 metres and 1.5 metres above ground level;</p> <p>b) the minimum width of landscaped areas shall be 1.5 metres and 2.0 metres when the landscaped area adjoins a street boundary;</p> <p>c) all landscaping strips shall provide at least one pedestrian crossing point for every continuous ten metres of length.</p>	<p>LPP 23 – Development Standards for Development Applications</p> <p>All zones</p> <p>1. Revegetation is required to replace mature native vegetation that is proposed to be lost as a result of any development / planning application throughout the Shire.</p> <p>6. To allow establishment of landscaping around existing trees and tree trunks adequate space depended upon the species should be maintained and kept clear of all impervious materials. Where a tree is positioned within 3m of less from a hardscape area, root control barriers should be installed.</p> <p>8. Landscaping treatments should aim to minimise water use through soil improvement and mulching to retain moisture, use of indigenous, native landscaping; installation of smart irrigation systems including monitors, controllers and subsurface irrigation.</p> <p>LPP 4.16 Landscape and Vegetation Policy</p> <p>The consideration of landscape and vegetation by the planning system is supported in the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, which contains a general objective (e) to create a ... landscape environment which complements the wide range of activities carried on and proposed to be carried in the District. Further guidance is provided in the scheme, including Clause 5.18.2.4 which requires structure plans to contain information on landform, topography, hydrology, landscape, vegetation, soils, conservation and heritage values... and Clause 7.10.1 which requires landscaping to be provided for all developments in accordance with the Site Requirements Table and/or a landscape plan approved by the Council; and completed within thirty days of the occupation and use of the site. Landscaping requirements for car parks are outlined in clause 7.7 and Clause 7.13 outlines the requirements for tree preservation and planting.</p>	
		Lighting		
		Signage		Yes LPP 4.11 Advertising
		Public Art		<p>LPP 1.6 Public Art</p> <p>TABLE 1: Public Art Contribution Matrix Construction Cost Contribution Required</p> <p>Less than \$1,000,000 Nil required.</p> <p>\$1,000,000 to \$50,000,000 Public art with a minimum cost of 1% of construction cost; or 1% of construction cost contributed to the public art fund.</p> <p>Greater than \$50,000,000 Public art cost of \$500,000.</p>
	Fencing			
Access	Provision	<p>TABLE V PARKING REQUIREMENTS – Shop Use has 1 space per 15 square metres GLA</p> <p>7.8 JOINT USE OF PARKING FACILITIES In the case of land uses operating at different times the Council may permit land uses to share parking facilities provided:</p> <p>(a) the Council is satisfied that no conflict will occur in the operation of land uses for which the joint use of parking facilities is proposed; and</p> <p>(b) land owners requesting sharing of parking facilities enter into a legal agreement with each other land owner for reciprocal rights to parking facilities.</p> <p>7.9 CASH PAYMENT IN LIEU OF PROVIDING A PARKING AREA</p> <p>The Council may accept a cash payment in lieu of the provision of a parking area provided: (a) the cash payment is not less than the estimated cost to the owner of providing and constructing the parking area required by the Scheme plus the value, as estimated by the Council, of that area of his land which would have been occupied by the parking area; (b) before the Council agrees to accept a cash payment, the Council must either have already provided a public car park nearby, or must have firm proposals for providing a public car park nearby within a period of not more than eighteen months from the time of agreeing to accept the cash payment; and, (c) any such payment shall be paid into a</p>	<p>LPP 1.8 Cash-in-lieu for Parking</p> <p>1. Cash-in-Lieu Parking Provision</p> <p>a) The Shire may require cash-in-lieu car parking for non-residential development where there is a shortfall in the car parking requirement or where it is satisfied that the provision of parking onsite, and/or associated vehicle access would be detrimental to the overall development and integrity of the area;</p> <p>b) The Shire may accept or require a cash payment or transfer of land or both, in lieu of the provision of all or a portion of required car parking space;</p> <p>c) The cash-in-lieu payment shall not be less than the land value and construction cost as defined;</p> <p>d) All costs incurred in obtaining the valuation;</p> <p>e) Construction costs shall be borne by the applicant proposing the cash-in-lieu contributions; and</p> <p>f) The Council may enter into an agreement to allow the payment of all or part of the amount of cash-in-lieu by quarterly instalments over a period not exceeding five (5) years. The cost of establishing the agreement shall be borne by the applicant.</p> <p>LPP 25 – Serpentine Jarrahdale Activity Centres</p> <p>4.16 Parking should be provided two bays per 100m² for showrooms and offices and 4-5 bays per 100m² for shops unless otherwise agreed to by Council.</p>	

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		special fund to be used to provide public car parks and the Council may use this fund to provide public car parks anywhere in its district.	5.7 Include 'sleeving' of large-scale retail and car parks, more externally-oriented or 'active' building frontages and fewer blank walls.											
	Location													
	Access	7.5 VEHICULAR ACCESS WAYS 7.5.1 In the interest of vehicular safety the Council may refuse to permit more than the one vehicular entrance or exit from any lot or may require separate entrances and exits. 7.5.2 All access ways, other than in the Residential Zone shall be constructed so that all vehicles are able to enter and leave a lot in forward gear. 7.5.3 Access ways shall be constructed and paved to the satisfaction of Council.												
	Loading/Servicing													
	EOT		LPP 4.15 Bicycle Facilities Policy 10. Shower and change room facilities shall consist of: 10.1 A combined shower and change cubicle for unisex use; or 10.2 A change room for each gender, directly accessible from the showers. 11. Shower and change room facilities shall be provided in accordance with the following: 11.1 One locker to be provided for each Class 1 or Class 2 bike parking bay. 11.2 Location for towel drying facilities in a well ventilated area preferably with direct sunlight. 11.3 Provide hot and cold water plumbing. 11.4 Include non-slip surfaces, hooks and/or benches for belongings. 11.5 Regularly cleaned and maintained in accordance with a regular cleaning regime. 12. The number of shower facilities to be provided in accordance with Schedule 3 – Showering Facilities Provision. 13. Shower and change room facilities and to be provided as close as practical to long term bicycle parking facilities for all new developments. <div>SCHEDULE 3 – Showering Facilities Provision<table><tr><th>Bicycle Parking Spaces</th><th>Showers</th></tr><tr><td>0-5</td><td>One Shower Cubicle which may be co-located within a universal access toilet facility</td></tr><tr><td>6-10</td><td>Two Showers Cubicle</td></tr><tr><td>11-20</td><td>Three Showers Cubicles; OR Two male showers and two female showers with individual change room facilities</td></tr><tr><td>>20</td><td>Additional showers to be provided at a rate of one shower cubicle for every ten bicycle parking spaces required; OR To be provided at a rate of two showers (one male, one female) for every ten bicycle parking spaces required. Note: Bicycle parking spaces are to be round up to the next highest threshold for calculation of shower provision i.e. If 24 bays are provided, showers are to be provided at an equivalent of 30 bays.</td></tr></table></div>	Bicycle Parking Spaces	Showers	0-5	One Shower Cubicle which may be co-located within a universal access toilet facility	6-10	Two Showers Cubicle	11-20	Three Showers Cubicles; OR Two male showers and two female showers with individual change room facilities	>20	Additional showers to be provided at a rate of one shower cubicle for every ten bicycle parking spaces required; OR To be provided at a rate of two showers (one male, one female) for every ten bicycle parking spaces required. Note: Bicycle parking spaces are to be round up to the next highest threshold for calculation of shower provision i.e. If 24 bays are provided, showers are to be provided at an equivalent of 30 bays.	
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	Pedestrian													
	Bicycle		LPP 4.15 Bicycle Facilities Policy Requires a Commercial Use: Convenience/Corner Store to provide 1 space per 25m2 NLA (Class 3) for Short Term Parking (visitor/shopper) 1 space per 75m2 NLA is preferred for Long Term Parking (Class 1) for Employee/Resident spaces. <div>SCHEDULE 2 – Types of Bicycle Parking Facilities<table><tr><th>Security Class</th><th>Example of Type of Facility</th><th>When it is Required</th></tr><tr><td>Security Class 3 (low)</td><td>Bicycle racks or rails, may or may not be housed under an open shelter.</td><td>Effective and low cost way of providing short to medium term parking. Can be used for longer-term parking if surveillance is provided.</td></tr><tr><td>Security Class 2 (medium)</td><td>Enclosure, shelter or compound</td><td>Lockable structure where users have a key and are responsible for locking their bicycle within the enclosure.</td></tr><tr><td>Security Class 1 (high)</td><td>Individual bicycle locker, or secure compound</td><td>Long term parking. Maximum security – best for workplaces.</td></tr></table><p>(Adapted from: Cycling Aspects of Austroads Guidelines, Austroads, 2011).</p></div>	Security Class	Example of Type of Facility	When it is Required	Security Class 3 (low)	Bicycle racks or rails, may or may not be housed under an open shelter.	Effective and low cost way of providing short to medium term parking. Can be used for longer-term parking if surveillance is provided.	Security Class 2 (medium)	Enclosure, shelter or compound	Lockable structure where users have a key and are responsible for locking their bicycle within the enclosure.	Security Class 1 (high)	Individual bicycle locker, or secure compound
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Other Matters	Construction													
	Waste													
	Storage													
	Drainage		LPP 23 – Development Standards for Development Applications All Zones - Drainage All sites shall comply with the basic requirement that any post-development discharges from the property should be equal to or less than the pre-development site for a design storm event, unless comprehensive hydrological catchment modelling at the developer's cost by a suitably qualified engineer proves otherwise. 10. Where development has been proposed in an area where the lots grade to the road and the downstream system is designed with adequate capacity the following must be achieved: a) Flow across paved areas to road/drain or legal point of discharge;											

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				<p>b) All plans submitted for approval to show existing and proposed levels, and flow paths.</p> <p>c) Contain the first 15mm at source for retention or detention and slow release to downstream environment, based on soil conditions</p> <p>11. In areas where lots are not adequately graded to the legal point of discharge or the discharge system has limited capacity the following must be met:</p> <p>a) The stormwater drainage system must be designed by a suitably qualified engineer and must demonstrate that there will be no impact to upstream or downstream properties within the catchment.</p> <p>b) All post development flows for a 1:100 year event must be compensated on site with only pre-development flows allowed to flow to the street/discharge point. Both pre and post development flow rates shall be calculated using methods as detailed in AR8R 2016.</p> <p>c) Provision shall be made for all storms up to a 1:100 event to overflow the storage system and flow directly to the street drainage with floor levels of all buildings designed to prevent any flooding or I.P.D.</p> <p>d) Contain the first 15mm at source for retention or detention and slow release to downstream environment, based on soil conditions.</p> <p>12. During construction, measures should be implemented to ensure no discharge of dust or sediment from the site.</p>
		Effluent Disposal		
		ESD		
		Buffers		<p>LPP2.4: Water Sensitive Urban Design</p> <p>1.9 Stormwater management system design shall incorporate natural (ecological) features of watercourses and wetlands and restore or construct them where appropriate. Buffers widths shall be based on the purpose(s) of the buffer, using the best advice. Buffers to wetlands, watercourses and water sensitive design features Buffers to wetlands, watercourses and water sensitive features are required to protect the ‘water based ecosystem from adjacent land uses, and vice-versa. In considering the width of buffers Council shall give consideration to the purpose(s) of the buffer and the characteristics of the adjacent land use(s). Council should seek advice from the appropriate State Government agencies when making decisions which affect buffer widths or effectiveness. Buffers shall be revegetated with native vegetation to reflect original vegetation community types. Non-native vegetation shall be removed and replaced with native vegetation, except where the non-native vegetation has identified landscape or heritage value. Buffer zones for significant watercourses, protected wetlands and Multiple Use Corridors shall become reserves vested in Council.</p>
		Other		<p>LPP 24: Designing Out Crime</p> <p>7.3 The Shire will use this policy as one of the many tools that guides the preparation and assessment of planning proposals. For example, a proponent that prepares a Local Structure Plan will be guided by the macro principles within the policy concerning land uses, local movement networks, and location of public open space. Plans and all other planning instruments will be prepared and appraised in the context of its implications to subsequent phases of design and its impact.</p> <p>9.0 Implementation</p> <p>9.1 When a planning or development application is made to the Shire, the proposal shall take into consideration the five principles of crime prevention through environmental design. 9.2 When the Shire deems that a planning proposal has the potential to affect the surrounding community’s safety or perception of safety, the Shire will require an applicant to provide a statement stating how the development responds to the five CPTED principles. The statement provided to the Shire must be prepared by a suitably qualified consultant.</p> <p>LPP2.4: Water Sensitive Urban Design</p> <p>1.4 Best Water Sensitive Design management practices</p> <p>Stormwater management systems shall be based on best Water Sensitive Design management practices appropriate to the catchment and natural environment characteristics, type of development, proposed land use and the impact of the proposed drainage approach.</p> <p>Wherever possible use should be made of stormwater run-off, especially from hard paved areas. Components of stormwater management should be located so they follow natural contours.</p> <p>1.5 Measures shall be considered to avoid pollution in the first instance Proposals shall consider how pollution (including nutrients) will be limited from entering the stormwater management system. These are referred to as source control and include such examples as community awareness programs to reduce input of fertilisers and litter traps.</p> <p>1.6 The stormwater management system adopts a treatment train approach A treatment train approach is where best WSD management practices are applied in sequence to maximise water quality improvement and achieve other objectives of water sensitive design at the appropriate scale of development.</p> <p>1.7 Property is protected from flooding or damage by surface water aroundwater</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SOUTH PERTH			d) Neighbourhood Centre Commercial;	
	Site	Lot Size		
	Built Form	Setbacks	PART V - DEVELOPMENT REQUIREMENTS FOR NONRESIDENTIAL USES 5.1 DEVELOPMENT REQUIREMENTS FOR NON-RESIDENTIAL ZONES (4) Notwithstanding the minimum setbacks prescribed in Table 3: c) in the Neighbourhood Centre Commercial zone, the prescribed street setback may be reduced to nil where, in the opinion of the local government, this would achieve the objectives of the relevant Precinct Plan. TABLE 3 - DEVELOPMENT REQUIREMENTS FOR NON-RESIDENTIAL USES IN NONRESIDENTIAL ZONES Street (4) - 1.5m average Other - Nil	
		Use of Setbacks		
		Height		
		Plot Ratio	TABLE 3 - DEVELOPMENT REQUIREMENTS FOR NON-RESIDENTIAL USES IN NONRESIDENTIAL ZONES Mixed Development or other Non-Residential: 0.75	
		Site Cover		
		Materials		
		Building Design	6.9 MINIMUM GROUND AND FLOOR LEVELS (1) Subject to sub-clause (3), a lot shall not be developed unless the ground level is, or is raised to, a level of at least 1.7 metres above Australian Height Datum. (2) Subject to sub-clause (3), the following minimum levels for floors in buildings or additions to buildings erected in the Scheme area are prescribed: a) the floors of habitable rooms shall be not less than 2.3 metres above Australian Height Datum; b) the floors of non-habitable rooms shall be not less than 1.75 metres above Australian Height Datum; c) the floors of any part of a building used for car parking shall be not less than 1.75 metres above Australian Height Datum. 6.10 MAXIMUM GROUND AND FLOOR LEVELS (1) The floor level of a building other than a parking structure shall be calculated to generally achieve equal cutting below and filling above the ground level at the perimeter of the building, subject to the following: a) Such level may be raised by up to 100 millimetres; b) The local government may permit or require the floor level to be varied to the extent necessary to comply with the following: (i) In no case shall the floor level be lower than required by clause 6.9. (ii) The floor shall not be at a level which, in the local government's opinion, would cause the building to unreasonably adversely affect the amenity of neighbouring properties in relation to visual impact and overshadowing. (iii) The local government may require the floor level to be varied where necessary in the local government's opinion to achieve a visually balanced streetscape, having regard to the floor levels of buildings on adjoining lots. (2) The floor level of any parking structure and the pavement level of any unroofed parking bay shall be calculated to achieve a driveway gradient generally not exceeding 1:12 within 3.6 metres of the street alignment and 1:8 for the remainder of the driveway.	Policy P351.12 9 Bradshaw & 8 Conochie Design Guidelines 7. Awnings or Canopies 7.1 Cantilevered awnings or canopies are to be provided to Bradshaw Crescent, Conochie Crescent and the pedestrian street to provide weather protection to the footpath and shopfronts. 7.2 Awnings or canopies may extend beyond the three dimensional building envelopes, for a distance of up to 2.0 metres.
		Site Layout		
	Site Amenity	Landscaping	Minimum Landscaped Area (% of site) 15% 6.3 CAR PARKING (12) In the case of non-residential Uses, any continuous line of unroofed car parking bays shall be provided with reticulated planting areas, including shade trees approved by the local government, at the rate of 1 tree per 8 car parking bays. Where the number of car parking bays is not an exact multiple of 8 bays, the required number of trees is the number for the nearest lower multiple of 8 bays.	LPP350.05 Trees on Development Sites and Street Verges 7. Trees on development sites (a) Existing trees to be retained wherever possible Unless the applicant satisfies the City under clause 7(c) that certain trees should be removed, all existing trees 3.0 metres or more in height are to be retained, provided that the trees are situated at least 3.0 metres from a side or rear boundary of a survey strata lot or a 'green title' lot. In the case of trees situated less than 3.0 metres from such a boundary, the applicant has the option as to whether to retain or remove those trees. Retention of trees situated less than 3.0 metres from such a boundary is not mandatory having regard to the potential safety hazard for a neighbour's property, or structural damage to the tree where roots and branches protruding beyond the lot boundary are pruned by the neighbour. (b) Development design is to accommodate existing trees (i) Distance between buildings and existing trees within communal open space Acceptable Development clause 6.4.5 A5(vi) of the R-Codes requires any existing tree 3.0 metres or more in height to be retained if it is situated within communal open space for Grouped or Multiple Dwellings. Having regard to this requirement, any proposed building is to be situated not less than 3.0 metres from a tree being retained within a communal open space.

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				(e) Planting of trees on development site (i) In the case of a development site: (A) not containing any trees at the time of submission of the development application or where no existing trees are to be retained; and (B) having a frontage of at least 10.0 metres onto a public street; at least one tree is to be planted within the street setback area or elsewhere on the site. (ii) Local species trees with broad canopies providing maximum shade and bird habitat are encouraged. Palms are not suitable for new planting on development sites.																												
		Lighting																														
		Signage		LPP308 Signs																												
		Public Art		LPP316 Developer Contribution for Public Art & Public Art Spaces Developers of projects with a value of \$4 million or greater are to contribute at least 1% of the construction value towards public art. Construction value means the estimated cost of the equipment, financing, services and utilities that are required to carry out a development but does not include the cost of land acquisition. The City will generally accept this to be the same as the estimated cost of development stated by the applicant on the building permit application.																												
		Fencing																														
Access	Provision	(v) Carparking Minimum car parking shall be varied from the provisions of Table 6 of the Scheme as follows: (A) Car parking for uses in the Neighbourhood Centre Commercial zone may be provided on land zoned Residential where located on the same Certificate of Title. (B) Minimum car parking and bicycle parking shall be varied from the provisions of Table 6 of the Scheme, as below: (i) Shop – 4 car bays per 100m2 net lettable area; (ii) Liquor store (small) – 4 car bays per 100m2 net lettable area; (iii) Cinema/theatre – 1 car bay per 5 seats; and (iv) Restaurant, Tavern and Small Bar – 1 car bay per 20m2 of net lettable area. (C) Notwithstanding Table 6 and Clause (v)(B) above, the local government may approve a lesser number of car, motorcycle/scooter or bicycle parking bays where a Parking Needs Assessment prepared by a qualified traffic engineer demonstrates that the proposed number of bays is sufficient, having regard to: (i) Different periods of peak demand; (ii) The surrounding highly walkable environment; (iii) The availability of public transport, bicycle parking and end of trip facilities; and, (iv) Reciprocity of parking. TABLE 6 - CAR AND BICYCLE PARKING Neighbourhood Commercial Centre * Industry - Service, Office, Shop Minimum Required Parking Bays Cars - 1 per 20m² gross floor area Bicycles - 1 per 200m² gross floor area for staff and / or visitors 6.3 CAR PARKING (8) The design and dimensions of car parking bays and associated accessways shall be as prescribed in Australian Standard AS2890.1 (as amended). AMD 48 GG 04/12/15 (9) Where car parking bays are situated under cover and the local government is of the opinion that any column or pier may reduce the manoeuvrability of vehicles using the bays, the local government may require the width of any accessway to be increased by up to 0.6 metres.	LPP315 Car Parking Reductions for Non-Residential Development Policy Statement The car parking requirement in Table 6 of TPS6 may be reduced by the City of South Perth through the application of adjustment factors (outlined in Table 1 below), reflecting particular site and design factors. Such factors are to be justified by the Applicant. The number of car parking spaces within an existing public car parking place within 400 metres of the proposed development should also be confirmed on site. Table 1: Permitted Car Parking Reduction Percentage Reduction <table><tr><th></th><th>Percentage Reduction</th><th>Adjustment Factor</th><th>Factors to be successfully justified by the applicant to the City of South Perth</th></tr><tr><td>1a or 1b</td><td>20 per cent 15 per cent</td><td>0.80 0.85</td><td>The proposed development is within 400 metres** of a rail station; or The proposed development is within 800 metres** of a rail station.</td></tr><tr><td>2</td><td>15 per cent</td><td>0.85</td><td>The proposed development is within 400 metres** of a bus stop/station.</td></tr><tr><td>3</td><td>10 per cent</td><td>0.90</td><td>The proposed development is within 400 metres** of a ferry terminal.</td></tr><tr><td>4</td><td>20 per cent</td><td>0.80</td><td>The proposed development contains a mix of uses, where at least 45 percent of the gross floor area is residential, provided that the required provision of visitor bay's for each use are made available to visitors at all times.</td></tr><tr><td>5a or 5b or 5c or 5d</td><td>20 per cent 15 per cent 10 per cent 5 per cent</td><td>0.80 0.85 0.90 0.95</td><td>The proposed development is within 50 metres** of one or more existing public car parking place(s) with more than 50 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 75 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 50 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 25 car parking spaces.</td></tr><tr><td>6 or 6a</td><td>10 per cent 5 per cent</td><td>0.90 0.95</td><td>The proposed development provides 'end-of-trip' facilities* for bicycle users, in addition to any facilities required under Clause 6.4(5); or Secure on-site and/or adjacent street bicycle parking (facilities within public view to which at least five bicycle frames and wheels can be locked)***.</td></tr></table>		Percentage Reduction	Adjustment Factor	Factors to be successfully justified by the applicant to the City of South Perth	1a or 1b	20 per cent 15 per cent	0.80 0.85	The proposed development is within 400 metres** of a rail station; or The proposed development is within 800 metres** of a rail station.	2	15 per cent	0.85	The proposed development is within 400 metres** of a bus stop/station.	3	10 per cent	0.90	The proposed development is within 400 metres** of a ferry terminal.	4	20 per cent	0.80	The proposed development contains a mix of uses, where at least 45 percent of the gross floor area is residential, provided that the required provision of visitor bay's for each use are made available to visitors at all times.	5a or 5b or 5c or 5d	20 per cent 15 per cent 10 per cent 5 per cent	0.80 0.85 0.90 0.95	The proposed development is within 50 metres** of one or more existing public car parking place(s) with more than 50 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 75 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 50 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 25 car parking spaces.	6 or 6a	10 per cent 5 per cent	0.90 0.95	The proposed development provides 'end-of-trip' facilities* for bicycle users, in addition to any facilities required under Clause 6.4(5); or Secure on-site and/or adjacent street bicycle parking (facilities within public view to which at least five bicycle frames and wheels can be locked)***.	LPP317 Licensed Premises
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				<p>4.0 Car and bicycle parking requirements Car and bicycle parking for Liquor Store - 'Large', Liquor Store - 'Small' and Small Bar shall be provided as per the Table 2. Uses Minimum Required Parking Bays Cars Bicycles Liquor Store - 'Large' 1 per 20m2 gross floor area. 1 per 200m2 gross floor area for staff and / or visitors. Liquor Store - 'Small' 1 per 20m2 gross floor area. 1 per 200m2 gross floor area for staff and / or visitors. Small Bar 1 per 3m2 of public floor space used as bars, lounges, dining and function areas, beer gardens, and areas used predominantly for games. 1 per 25m2 of bar floor area. 1 per 100m² of lounges, dining and function areas, beer gardens, and areas used predominantly for games.</p> <p>Policy P351.12 9 Bradshaw & 8 Conochie Design Guidelines</p> <p>9. Parking</p> <p>9.1 All buildings must feature an undercroft car park, connected to the existing undercroft car park owned by the City of South Perth. 9.2 Shared access arrangements are to be developed to maintain access through the City-owned car park.</p>
		Location	<p>6.3 CAR PARKING</p> <p>(10) Car parking bays and accessways shall be:</p> <p>a) constructed of hard-standing, dust-free surfaces;</p> <p>b) graded and drained in such a way as to prevent water flowing onto adjoining land, or into garages or carports on the site, or onto any street, except in the latter instance, to the extent approved by the local government;</p> <p>c) clearly marked on site in accordance with an approved plan; and</p> <p>d) maintained in good condition at all times.</p> <p>NOTE: Refer also to clause 6.10 (2) for driveway gradient requirements.</p> <p>(11) Where visitor car bays are required to be provided for non-residential Uses, such bays shall be provided, marked and permanently retained for the exclusive use of visitors to the site.</p> <p>6.3A CASH IN LIEU OF CAR PARKING BAYS</p> <p>(1) For the purposes of this clause, the term 'deficit bays' means the difference between:</p> <p>a) the total number of car parking bays required to be provided on the development site pursuant to clauses 6.3 (1), 6.3 (2) and 6.3 (3) or such lesser number of bays as the local government may require having regard to clauses 6.3 (4) or 6.3 (5) or a local planning policy; and</p> <p>b) the number of bays which an applicant proposes to provide on the development site with respect to a particular Use.</p> <p>(2) An applicant for development approval for a non-residential development may, if local government agrees, make a cash payment to the local government in lieu of providing one or more of the deficit bays.</p> <p>(3) Before the local government agrees to accept a cash payment in lieu of any deficit bays, it must have a reasonable expectation that the payment can be spent by the local government:</p> <p>a) to provide additional transport infrastructure in the vicinity of the development site; or</p> <p>b) to acquire land for the provision of additional transport infrastructure.</p>	
		Access		
		Loading/Servicing		
		EOT	<p>6.4 BICYCLE PARKING</p> <p>(5) Where bicycle parking bays are required to be provided for the use of staff, end-of-trip facilities shall be provided, the design and location of such facilities being to the satisfaction of the local government, and the number of such facilities being at the following ratios:</p> <p>a) number of secure clothes lockers: 1 per bay; and</p> <p>c) number of showers: 1 male and 1 female shower in separate change-rooms per 10 bays.</p>	
		Pedestrian		<p>Policy P351.12 9 Bradshaw & 8 Conochie Design Guidelines</p> <p>10. Pedestrian Access</p> <p>10.1 All buildings must incorporate direct internal access to the undercroft car park. 10.2 The main pedestrian access to buildings and tenancies should be provided from the pedestrian street. Pedestrian entrances to buildings should be clearly legible in terms of their function. 10.3 Secondary access points to buildings may be provided from Bradshaw Crescent and Conochie Crescent.</p>
		Bicycle	<p>TABLE 6 - CAR AND BICYCLE PARKING</p> <p>Neighbourhood Commercial Centre * Industry - Service, Office, Shop</p> <p>Minimum Required Parking Bays</p> <p>Cars - 1 per 20m² gross floor area</p> <p>Bicycles - 1 per 200m² gross floor area for staff and / or visitors</p>	
	Other Matters	Construction		
		Waste		

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		Storage		
		Drainage	<p>6.8 SEWERAGE AND DRAINAGE</p> <p>(2) A building shall not be erected in any zone unless adequate provision is made for the disposal of all storm water for the building and its site into soak wells or sumps located on the site or, by agreement with the local government, into the street drainage system.</p>	<p>LPP354 Stormwater Drainage Requirements for Proposed Buildings</p> <p><input type="checkbox"/> Mixed Residential / Commercial Buildings: Buildings that have both commercial and residential usage</p> <p><input type="checkbox"/> Commercial Buildings: Buildings that have only a commercial usage</p> <p>All stormwater drainage for new buildings requiring calculations to be submitted shall be designed in accordance with the current industry standards: The overall design should ensure that overflows from the drainage system resulting from storms in excess of the design storm are not directed towards the road reserve any adjacent buildings or properties but retained on site in secure approved areas. The ability to store run-off from the design storm on site for re-use is encouraged as the preferred method of stormwater disposal in all drainage precincts. Detention and re-use may also be integrated into other disposal systems.</p>
		Effluent Disposal		
		ESD		<p>LPP350.01 Environmentally Sustainable Building Design</p> <p>1. All development to which this policy applies is to achieve and provide certification of at least a four star rating under the relevant Green Star rating tool, or equivalent.</p> <p>Prior to the issue of a building permit, the owner is to submit to the Council a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star rating of at least 4 Stars.</p> <p>Policy P351.12 9 Bradshaw & 8 Conochie Design Guidelines</p> <p>11. Sustainability</p> <p>11.1 All development shall exhibit an environmentally sustainable design approach to construction and ongoing operation. This should include (but not be limited to):</p> <p>Use of recycled materials;</p> <p><input type="checkbox"/> Selection of sustainable materials;</p> <p><input type="checkbox"/> Adaptability and reuse of buildings in the future;</p> <p><input type="checkbox"/> Passive solar design principles;</p> <p><input type="checkbox"/> Efficient appliances, fittings and mechanical services;</p> <p><input type="checkbox"/> Soil zones for vegetation; and</p> <p><input type="checkbox"/> Reuse of water. The environmentally sustainable design approach is to be presented to the City in conjunction with the development application for all development on 9 Bradshaw and 8 Conochie Crescents.</p> <p>11.2 The inclusion of vegetated green walls and roofs in development is encouraged. Vegetated green walls and roofs, which are available for access by building occupiers, will be counted towards landscaping requirements.</p> <p>11.3 Balustrades, handrails and planter boxes as part of unroofed vegetated green roof terraces and gardens may protrude up to 1.0 metre above the three dimensional building envelopes, provided they are available for unrestricted access by the public.</p>
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF STIRLING			<p>4.2.16 Neighbourhood Centre Zone AMD 109 GG 31/08/2021</p> <p>a) To provide for a range of shopping, commercial and community facilities to meet the weekly and daily needs of the neighbourhood and contribute towards the employment needs of the local workforce.</p> <p>b) To contain a small supermarket to provide for a mix of small retail and commercial land uses, in addition to entertainment, professional offices, business services.</p> <p>c) To ensure that residential apartment development is an integral component of all neighbourhood centres, including within mixed use buildings.</p> <p>d) To generally be between 1500m² and 6000m² in size and have a population catchment between 2,000 and 15,000 persons and a 1km radius.</p> <p>e) To be located on public transport routes and on a district distributor road.</p> <p>f) To provide for each centre to have a two-sided shopping street.</p> <p>g) To provide for public plazas for dining and meeting points for the local community.</p> <p>h) Building scale to be low rise where residential properties abut and mid-rise towards the centre of larger lots.</p>	<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>This Policy is intended to promote high quality built form and attractive streetscapes for non-residential and mixed use developments within the City’s Activity Centres and other commercial sites. It also supplements the requirements of State Planning Policy 7.3 Residential Design Codes for residential components of mixed use development.</p> <p>3. Applications Subject of this Policy</p> <p>Applicable Zones</p> <p>This Policy applies to all non-residential, mixed use and residential multiple dwelling development in the following Zones:</p> <p>Business</p> <p>District Centre</p> <p>Hotel</p> <p>Local Centre</p> <p>Neighbourhood Centre</p> <p>Service Station</p>
	Site	Lot Size		
	Built Form	Setbacks		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>Street Setbacks:</p> <p>Buildings shall have a Nil setback to primary and secondary streets.</p> <p>Where adjoining sites are zoned Residential or abut a residential landuse, buildings street setback shall be stepped back when appropriate from the:</p> <p>Side Boundary, the distance of the street setback,</p> <p>as per the street setback requirements of that adjoining residential development (refer Figure 1 below).</p> <p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7.1.5. Setbacks</p> <p>7.1.5.1. All buildings are to be setback from the ROW:</p> <p>7.1.5.1.1 A minimum of 2.0m at ground floor level;</p> <p>7.1.5.1.2 A minimum of 3.0m at upper storey level;</p> <p>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;</p>
		Use of Setbacks		<p>LPP 6.5 DEVELOPMENTS AND SUBDIVISIONS ABUTTING RIGHTS OF WAY</p> <p>7.1.6 Landscaping</p> <p>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.</p> <p>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.</p> <p>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.</p>
		Height		<p>NEIGHBOURHOOD CENTRES LOCAL DEVELOPMENT PLAN</p> <p>3.7 Building Height</p> <p>a. Non-residential building height is measured in storeys, with the maximum height being 4.5 metres for the ground storey and 3.5 metres for all upper storeys.</p>

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				<p>b. Residential building height for multiple dwellings is measured in storeys and is calculated in accordance with LPP2.6 Residential Building Height.</p> <p>c. Residential building height for single houses and grouped dwellings is measured in storeys and is calculated in accordance with LPP2.6 Residential Building Height, where 2 storeys equals Category B and 3 storeys equals Category C. Single and grouped dwellings shall not exceed 3 storeys.</p> <p>LPP 4.2 Mixed Use Design Guidelines</p> <p>Building Heights</p> <p>The maximum building height for all development is 3 storeys.</p> <p>Where adjoining sites are zoned Residential, floors above 2 storeys shall be setback 6.0m from the common lot boundary, except where the adjoining residential building is 3 storeys or higher.</p> <p>The maximum building height may be varied through the adoption of a Local Development Plan prepared for a Centre. The Local Development Plan must meet the Design Principles, Objectives and design intent of this Policy. A Local Development Plan may be prepared for a portion of a Centre, at the discretion of the local government.</p> <p><i>Building heights in Local Planning Policy 2.6 are applicable only to the Residential Zone.</i></p> <p>Local Development Plans - WALTER ROAD WEST NEIGHBOURHOOD CENTRE</p> <p>d) Building Height is measured in storeys, with the maximum height being 4.5 metres for the ground storey and 3.5 metres for all upper storeys.</p> <p>Building Height & Plot Ratio The following are permitted for HN 24 Harold Street and HN 25 Cleveland Street only on the southern side of the new vehicle access way:</p> <ul style="list-style-type: none">• 3 storeys max height; and• Max plot ratio of 1.5.
		Plot Ratio		<p>Local Development Plans - WALTER ROAD WEST NEIGHBOURHOOD CENTRE</p> <p>Building Height & Plot Ratio The following are permitted for HN 24 Harold Street and HN 25 Cleveland Street only on the southern side of the new vehicle access way:</p> <ul style="list-style-type: none">• 3 storeys max height; and• Max plot ratio of 1.5.
		Site Cover	<p>SCHEDULE 10 – DEVELOPMENT (STRUCTURE PLAN) AREAS [CL 6A]</p> <p>East Roselea, Balcatta</p> <p>c. The Neighbourhood Centre must not exceed a maximum retail gross floor area of 5,000m2 which may include a supermarket up to a maximum gross leasable area of 4,000m2. Notwithstanding this, an increase to a maximum retail gross floor area of 6,000m2 may be permitted subject to the submission of a Retail Sustainability Assessment report as part of a structure plan, which demonstrates to the satisfaction of the Council that the likely impact on other centres is acceptable and the urban design provides for a mixture of tenancy sizes that support the development of a centre developed along traditional centre design principles.</p> <p>d. Notwithstanding the above, variations to the provisions of sub-clauses 2b. i, ii, iii and iv, may be considered where development, in the opinion of Council: -</p> <ul style="list-style-type: none">i. Creates a vibrant and active neighbourhood centre.ii. Creates development with main street frontages.iii. Provides a high level of pedestrian amenity through the provision of interactive frontages and weather protection; andiv. Promotes a high quality built form which enables safety and security through passive surveillance.	
		Materials		
		Building Design	<p>SCHEDULE 10 – DEVELOPMENT (STRUCTURE PLAN) AREAS [CL 6A]</p> <p>East Roselea, Balcatta</p> <p>2. Development of the Neighbourhood Centre must comply with the following requirements: -</p> <ul style="list-style-type: none">a. A minimum of 50% of the Karrinyup Road frontage of Lot 150, House Number 732, shall contain buildings with active frontages.b. Development fronting Grindleford Drive and new road frontages must promote pedestrian activation and good places and spaces by: -i. Sleeving of any larger scale retail (supermarket) use with smaller retail or commercial tenancies, dwellings, or any other permitted uses that incorporate active facades to adjacent streets.ii. Buildings which address streets provide weather protection to adjacent pedestrian footpaths through the provision of awnings to ground floor commercial uses and avoid blank walls facing the street in order to promote activity and encourage passive surveillance.	<p>LPP 4.2 Mixed Use Design Guidelines</p> <p><i>Requirements</i></p> <p>Glazing limited to a maximum of 75% of the surface area per storey of all façades of a building;</p> <p>The facade above ground floor level for all buildings provide at least four of the following:</p> <ul style="list-style-type: none">openings;balconies;awnings over windows;different colours and textures; andindentations, extrusions and wall/floor articulations to break the building into individual elements; and <p>Air conditioning units, ducts and other services be screened from view from abutting sites and not located on the building façade facing the street.</p>

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				<p>4.2 STREETSCAPE RELATIONSHIP</p> <p>Ground Floor Frontage and Street Parapets</p> <p>The ground floor building facade shall:</p> <ul style="list-style-type: none">- be at least 50% clear glazed of the surface area of that storey;- provides a mixture/combination of openable and fixed windows and doors;- provides active and passive surveillance;- not include roller shutter screens unless they are a minimum 75% visually permeable;- not contain signage which covers more than 20% of area of individual windows; and- in the case of nil setbacks to the street, have a minimum window sill height of 0.5m above finished ground floor level. <p>protrude a minimum of 2.0m from the building;</p> <p>be provided over all footpaths that abut a building, including footpaths to the rear;</p> <p>be provided above all entrances and exits of a building;</p> <p>be of solid construction using materials that are opaque and non-reflective (eg. no glass); and</p> <p>match the height of existing adjacent awnings.</p> <p>Local Development Plans - WALTER ROAD WEST NEIGHBOURHOOD CENTRE</p> <p>3.10 Non-Residential and Mixed-Use Development Non - Residential and Mixed-Use development shall be designed in accordance with Local Planning Policy 4.2: Mixed Use and Commercial Centre Design Guidelines. The provisions of this LDP shall prevail where inconsistent with this Policy.</p> <p>In accordance with the Schedule 2 of the City's Local Planning Scheme No. 3, the following non - residential uses may be considered on those lots zoned R-AC0 within the LDP area:</p> <ul style="list-style-type: none">• Consulting Rooms• Industry- Light• Industry – Service• Office• Personal Care Services• Personal Services• Recreation – Private <p>These additional non-residential uses are only permitted on the ground floor fronting a road reserve and shall be limited to a maximum plot ratio area of 250 m² per tenancy</p> <p>NEIGHBOURHOOD CENTRES LOCAL DEVELOPMENT PLAN</p> <p>3.2 Public Domain Interface With regard to multiple dwellings, this clause replaces Acceptable Outcomes A3.6.2 of the R-Codes Volume 2 at Element 3.6. With regard to single houses and grouped dwellings, this clause replaces Deemed-to-Comply provisions C1.1-C1.2 and C1.4-C1.5 of the R-Codes Volume 1 at Element 5.2.1.</p> <p>a. All development shall have either residential or non-residential uses on the ground floor fronting a street. Car parking is to be sleeved behind this line, or located underground. (Figures 1-5).</p> <p>b. A minimum of 8.0m deep continuous active frontage is required fronting all streets on the ground floor (except where vehicle access is permitted), measured from the building line (Figures 1-5).</p> <p>c. At grade car parking is not permitted to front a street at the ground level unless permitted in the Specific Development Provisions (Section 6.0). Parking areas shall be located having regard to Figures 1-5.</p>
		Site Layout		
	Site Amenity	Landscaping	<p>5.13.3 Development</p> <p>a) The retention of significant trees may be imposed as a condition of development approval.</p> <p>b) Where the Council approves development on a site which, at the time does not contain a significant tree or involves the removal of a significant tree from the site, 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 at a maximum ratio of one advanced tree for every 500m² (or part thereof) of the site's area. Where this 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 Council may vary the maximum ratio specified above having due regard to the maximum ratio of that Local Planning Policy, Structure Plan or Local Development Plan.</p>	<p>NEIGHBOURHOOD CENTRES LOCAL DEVELOPMENT PLAN</p> <p>3.4 Tree Canopy and Deep Soil Areas This clause provides development standards for all non-residential development and additional 'deemed-to-comply' provisions to Design Element 5.3.2 Landscaping of the R-Codes Volume</p> <p>1. a. A minimum 25% tree canopy coverage shall be achieved, at maturity, for all single dwelling or grouped dwelling development and all non-residential development.</p> <p>b. For non-residential development deep soil areas shall be provided with trees planted at a maximum lineal spacing of 5-7 metres.</p> <p>c. For residential development deep soil areas within side setback areas shall be provided with 'small trees' planted to a maximum lineal spacing of 6-8 metres and deep soil areas within front and rear setback areas shall be provided with medium or large trees (as defined in Table 3.3b of the R Codes Volume 2), planted to a maximum lineal spacing of trees between 9-11 metres.</p> <p>d. Trees within the front setback area are to be located to avoid conflict with existing or planned street trees.</p> <p>e. A diversity of tree species shall be provided on each lot.</p> <p>f. No structures shall be built in deep soil areas.</p> <p>g. Underground parking is not permitted beneath deep soil areas.</p> <p>h. Existing trees shall be kept where possible.</p>

				<p>LPP 6.6 LANDSCAPING</p> <p>Development Provisions</p> <p>The following provisions are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes.</p> <p>Landscaping Areas The following requirements are applicable to all applications subject of this policy:</p> <ul style="list-style-type: none">• All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and• The inclusion of verge areas (abutting the site) in the overall landscaping design is required. Plant Numbers & Types All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use. <p>Reticulation and Mulching All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum depth of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds. Parking Areas A minimum of 1 tree per 4 bays for residential development and 1 tree per 6 bays for non-residetial development (Minimum 45 litre container for exotics and 11 litre container for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.</p> <p>LPP 6.11 TREES AND DEVELOPMENT</p> <p>5.0 Development Provisions</p> <p>5.1 Trees on Development Sites The following provisions apply to all development and are in addition (supplementary) to the requirements specified under State Planning Policy 7.3 Residential Design Codes (for Apartments).</p> <p>d) Where the Council approves development on a site with a condition of development approval requiring the retention of a significant tree or the planting of an advanced tree, the following minimum soil space (at ground level free of intrusions) is required around each tree:</p> <ul style="list-style-type: none">• In the case of Multiple Dwellings: in accordance with Design Element 3.3 Table 3.3b of the Residential Design Codes – Volume 2; or• For all other development: 9m2 .
		Lighting		<p>LPP 4.2 Mixed Use Design Guidelines</p> <p>4.4 Safety and Public Spaces</p> <p>Design and Lighting</p> <p>Lighting be provided:</p> <p>under awnings;</p> <p>in parking areas;</p> <p>in service areas;</p> <p>over footpaths;</p> <p>over entry points; and</p> <p>to illuminate elements of buildings and landscaping features.</p>
		Signage	SCHEDULE 8 – ADVERTISING SIGNS [CL 5.7.2]	Yes – LPP 6.1 Advertising Signs
		Public Art		Yes – LPP 6.12 Public Art on Private Land

			<div>Public Artworks Requirement<ul style="list-style-type: none">Developments with a cost of development of \$2 million or less are not required to provide public art.Developments with a cost of development above \$2 million are required to provide contributions as per the table below:<table><tr><th>Construction Cost</th><th>Required Contribution</th></tr><tr><td>Between \$2 million and \$50 million</td><td>Minimum 1% contribution either provided as public art or cash-in-lieu contribution.</td></tr><tr><td>Over \$50 million</td><td>\$500,000 plus 0.5% for every construction cost dollar over \$50 million, either provided as public art or cash-in-lieu contribution.</td></tr></table></div>	Construction Cost	Required Contribution	Between \$2 million and \$50 million	Minimum 1% contribution either provided as public art or cash-in-lieu contribution.	Over \$50 million	\$500,000 plus 0.5% for every construction cost dollar over \$50 million, either provided as public art or cash-in-lieu contribution.																		
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	Fencing																										
Access	Provision	<div><div>6.8.14 Parking for New Development AMD 85 GG 12/06/18 a) Parking for Non-Residential Development Car parking bay ratios for non-residential development in the Mirrabooka Town Centre Special Control Area shall be provided in accordance with Table 6.8.14 a) and Figure 6.8.14. Table 6.8.14 a) - Parking for Non-Residential Development</div><table><tr><th>Size of Development</th><th>Max. Car Parking per Net Site Hectare / GFA</th><th>Min. Public Parking per Net Hectare / GFA</th><th>Min. Short Stay Parking</th></tr><tr><td colspan="4">Car Parking in Core Area</td></tr><tr><td>Applies to all Development</td><td>200 bays / net site ha</td><td>100 bays / net site ha</td><td>60% of public parking</td></tr><tr><td colspan="4">Car Parking in Non-Core Area</td></tr><tr><td>Development with plot ratio greater than 1.0 (non-residential floorspace)</td><td>400 bays / net site ha</td><td>200 bays / net site ha</td><td>60% public parking</td></tr><tr><td>Development with plot ratio of 1.0 or less (non-residential floorspace)</td><td>4.0 bays / 100m² GFA non-residential floorspace</td><td>2.0 bays / 100m² GFA non-residential floorspace</td><td>60% public parking</td></tr></table><div>SCHEDULE 10 – DEVELOPMENT (STRUCTURE PLAN) AREAS [CL 6A] East Roselea, Balcatta iv. On-site car parking must be sleeved with buildings, or located above, below or within buildings, so as to not be visible from any adjacent street. On street car parking must be provided, by the applicant to the satisfaction of the City, within the road reserve of any street abutting the Neighbourhood Centre site, with the exception of Karrinyup Road. 5.8 Cash-in-lieu of Car Parking 5.8.1 Subject to the remaining provisions of this clause 5.8, an applicant for planning approval for a non-residential development or use may, if Council agrees, make a cash payment to the Council in lieu of providing all or any of the number of car parking spaces required under a Local Planning Policy for the development or use for which planning approval has been sought by the applicant. 5.8.2 Before Council agrees to accept a cash-in-lieu payment under clause 5.8.1, it must have: a) a reasonable expectation that a cash payment can be applied to provide additional transport infrastructure in the vicinity of the development site. 5.8.3 The amount of the cash-in-lieu payment shall be the cost estimated by Council to provide and construct the number of car parking spaces comprising the difference between the number of car parking spaces required under the Local Planning Policy (as may be varied by Council under clause 5.5.1) and the number of car parking spaces to be provided on the development site. The estimated cost of providing the car parking spaces may include: a) the cost of land on which the car parking spaces are to be constructed, to be estimated by a licensed valuer appointed by the Council;</div></div>	Size of Development	Max. Car Parking per Net Site Hectare / GFA	Min. Public Parking per Net Hectare / GFA	Min. Short Stay Parking	Car Parking in Core Area				Applies to all Development	200 bays / net site ha	100 bays / net site ha	60% of public parking	Car Parking in Non-Core Area				Development with plot ratio greater than 1.0 (non-residential floorspace)	400 bays / net site ha	200 bays / net site ha	60% public parking	Development with plot ratio of 1.0 or less (non-residential floorspace)	4.0 bays / 100m ² GFA non-residential floorspace	2.0 bays / 100m ² GFA non-residential floorspace	60% public parking	<div>NEIGHBOURHOOD CENTRES LOCAL DEVELOPMENT PLAN 3. General Development Provisions 3.1 Parking a. Residential car parking shall be provided on site in accordance with the relevant parking provision contained within the R-Codes Volumes 1 and 2. Bicycle parking shall be provided at a rate of 1 bay per dwelling. b. Non-residential car parking shall be provided on site in accordance with the City's Parking and Access Policy. Where the Specific Development Provisions in Section 6 provide a parking ratio, Tables 1, 2 and 3 of that policy do not apply. On-site parking bays may be reduced where the equivalent number of bays can be provided on street. Bicycle parking shall be provided at a rate of 1 bay per 200m2 of gross floor area and end of trip facilities shall be provided in accordance with the City's Bicycle Parking policy. LPP 6.7 PARKING & ACCESS 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 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. Policy Manual – Section 6 – Parking & Access 6.7 - 8 City of Stirling Local Planning Scheme No. 3 Policy Manual 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. 10% Reduction if The proposed development is within a District Centre, Regional Centre, Mixed Use, Mixed Business or Business Zone. 5.6.3. Reciprocal Parking Arrangements Between Land Uses Reciprocal parking arrangements can be considered within mixed use development sites and/or between different development sites 5.7. Cash-in-Lieu Cash-in-lieu of parking shall be considered where non-residential developments are unable to meet the Local Planning Policy and/or Scheme parking requirements (i.e. they have a shortfall of parking). This provision is not replacing the developer's responsibility to provide sufficient</div>
Size of Development	Max. Car Parking per Net Site Hectare / GFA	Min. Public Parking per Net Hectare / GFA	Min. Short Stay Parking																								
Car Parking in Core Area																											
Applies to all Development	200 bays / net site ha	100 bays / net site ha	60% of public parking																								
Car Parking in Non-Core Area																											
Development with plot ratio greater than 1.0 (non-residential floorspace)	400 bays / net site ha	200 bays / net site ha	60% public parking																								
Development with plot ratio of 1.0 or less (non-residential floorspace)	4.0 bays / 100m ² GFA non-residential floorspace	2.0 bays / 100m ² GFA non-residential floorspace	60% public parking																								

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				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.
		Location	<p>5.9 Reciprocal Car Parking</p> <p>5.9.1 Subject to the remaining provisions of this clause 5.9, where an application for planning approval is made for a non-residential development or use which does not provide the number of car parking spaces required by the Local Planning Policy, Council may permit the car parking spaces for that development or use to be provided jointly with one or more other developments or uses whether or not those other developments or uses have the number of car parking spaces required by the Local Planning Policy.</p> <p>5.9.2 In considering an application under clause 5.9.1, Council shall be satisfied:</p> <p>a) that the peak hours of operation of the developments or uses which are the subject of the application and the developments or uses with which it is proposed to jointly provide car parking spaces are different and do not substantially overlap;</p> <p>b) that the number of car parking spaces to be provided by the development or use which is not the subject of the application does not exceed the number of car parking spaces reasonably anticipated to be in excess of the requirement of that development or use during its off-peak hours of operation; and c) any other matters which, in the circumstances of a proposed development or use, are considered relevant by Council.</p>	
		Access		<p>NEIGHBOURHOOD CENTRES LOCAL DEVELOPMENT PLAN</p> <p>3.5 Vehicle Access With regard to multiple dwellings, this clause provides additional Acceptable Outcomes of the R-Codes Volume 2 at Element 3.8. With regard to single houses and grouped dwellings, this clause replaces Deemed-to-Comply provisions C5.1-C5.7 of the R-Codes Volume 1 at Element 5.3.5 Vehicular Access.</p> <p>a. No vehicle access shall be permitted from any street where a site has alternative access via a Right of Way.</p> <p>b. Where no Right of Way exists, vehicle access shall be provided from a secondary street.</p> <p>c. Where no Right of Way, or secondary street exists vehicle access shall be from the primary street.</p> <p>d. No more than one vehicle access point for any one site shall be permitted for from a street other than a Right of Way.</p> <p>e. Maximum crossover widths shall be:</p> <p>i) 3.0 metres where serving up to 15 dwellings; or,</p> <p>ii) 6.0 metres where serving 15 dwellings or more.</p> <p>f. 6 metre two-way driveways / crossovers are permitted where shared access between adjoining lots is provided.</p> <p>g. The amalgamation of lots is encouraged in order to gain vehicle access from streets other than Class 1, 2 or 3 corridors. Suitable access easements may also be used in lieu of amalgamation.</p> <p>LPP 6.7 PARKING & ACCESS</p> <p>8.2. Non-Residential Access Access to non-residential parking areas shall be provided in accordance with the provisions set out hereunder:</p> <p>8.2.1. Access Ways & Cross Overs Access ways and crossovers (where applicable) shall;</p> <p>a) Be provided at a rate of no greater than one per street frontage;</p> <p>b) Be no less than 6.0m in width and no greater then 10m in width;</p> <p>c) Be no closer than 0.5m to a side boundary and street poles;</p> <p>d) Be setback a minimum distance from street trees in accordance with the City’s Street and Reserve Trees Policy;</p> <p>e) Be aligned at right angles to the street and parallel in width;</p> <p>f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;</p> <p>g) Be designed in accordance with Australian Standard AS 1742 and AS 2890.1;</p> <p>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;</p> <p>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</p> <p>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.</p> <p>Local Development Plans - WALTER ROAD WEST NEIGHBOURHOOD CENTRE</p>

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				<p>3.2 Vehicle Access These provisions replace Clause 5.3.5 – Vehicular Access of the R - Codes (Volume 1) and Clause 3.8 – Vehicle Access of the R - Codes (Volume 2).</p> <p>a) No vehicle access shall be permitted from any street where a site has alternative access via a Right of Way or Vehicle Access Way.</p> <p>b) Where a site has no alternative access via a Right of Way or Vehicle Access Way, the vehicle access shall be located as indicated in the Specific Development Provisions.</p> <p>c) No more than one vehicle access point for any one site shall be permitted from a street other than a Right of Way or Vehicle Access Way.</p> <p>d) Maximum crossover widths shall be: i) 3.0 metres where serving up to 15 dwellings; or ii) 6 metres where serving 15 dwellings or more.</p>
		Loading/Servicing	<p>SCHEDULE 10 – DEVELOPMENT (STRUCTURE PLAN) AREAS [CL 6A]</p> <p>East Roselea, Balcatta</p> <p>iii. Loading docks, service yards, storage areas and services for the buildings not being visible from any street other than accessways.</p>	
		EOT		<p>LPP 6.2 Bicycle Parking</p> <p>End of Journey Facilities</p> <p>End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The following facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces:</p> <ul style="list-style-type: none">There shall be a minimum of one female and one male shower, located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked);Additional shower facilities shall be provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; andA locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.
		Pedestrian		<p>LPP WALTER ROAD WEST NEIGHBOURHOOD CENTRE</p> <p>New Pedestrian Accessway Provision of mandatory new 4m wide PAW on HN 24 Harold Street and HN 25 Cleveland Street. PAW to link Cleveland Street and Harold Street. (Street Type 5) Additional 4m wide PAW required from HN 19 Cleveland St to create an 8m wide PAW. PAW shall be privately owned and can be part of common property</p>
		Bicycle		<p>LPP 6.2 Bicycle Parking</p> <p>Development Provisions Bicycle Parking Ratios All developments with 400m² or more of gross floor area shall be provided bicycle parking bays in accordance with the following ratios.</p> <p>To be provided in accordance with use table in LPP.</p> <p>NEIGHBOURHOOD CENTRES LOCAL DEVELOPMENT PLAN</p> <p>Bicycle parking shall be provided at a rate of 1 bay per dwelling. b. Non-residential car parking shall be provided on site in accordance with the City’s Parking and Access Policy.</p>
	Other Matters	Construction		
		Waste		<p>LPP 6.3 Bin Storage Areas</p> <p>Non Residential Zones</p> <ul style="list-style-type: none">Bin storage areas in non-residential zones shall have the following minimum sizes:Size 10m²*; andWidth 3.5m. <p>Note: *A larger area may be required for the turning of a refuse tuck.</p> <p>Location of Bin Storage Area</p> <ul style="list-style-type: none">shall be located behind the building setback line; andshall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre. <p>Design of Bin Storage Area</p>

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				<ul style="list-style-type: none">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; andstormwater and effluent drainage facilities shall be contained within this area. <p>Bulk Bin Sizes</p> <ul style="list-style-type: none">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. *
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>LPP 6.10 RENEWABLE ENERGY SYSTEMS</p> <p>Acceptable Development Provisions</p> <p>Renewable Energy Systems which comply with the following Acceptable Provisions are deemed to comply.</p> <p>Wind Energy Systems All Wind Energy Systems should comply with the following general and amenity provisions in addition to the development standards specified in Table 1:</p> <p>Height, diameter, noise and setback provisions are contained within Table 1 of this LPP 6.10.</p>
		Buffers		
		Other		

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION		POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION	
CITY OF ARMADALE						
	Site	Lot Size				
	Built Form	Setbacks	4C.1. 4C.1.1	SETBACKS Buildings are to be setback from boundaries in general accordance with any adopted Centre Plan prepared in accordance with the requirements of the Commission's <i>Metropolitan Centres Policy</i> , and having regard to: a) any adopted policy or Design Guidelines for the Centre or the type of development proposed; b) the setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone; c) the use or usability of the setback area, taking into consideration the nature of the adjoining street and the desirability or otherwise of direct vehicular access to that street, and from any adjoining property; d) the desirability of continuous building frontages where pedestrian access is to be provided adjacent to the frontage of the building or where such access and associated pedestrian shelter would be desirable to facilitate movement between adjoining sites; e) the space requirements for pedestrian access, and the need and/or desirability of segregating pedestrian access from vehicular access and parking areas; f) the desirability or otherwise of landscaping within the setback area in order to reduce any adverse visual impact associated with the proposed building façade and/or associated use of setback areas; and g) the safety and convenience of pedestrian and vehicular access to the site from the adjoining street and from adjacent sites. 4C1.2 Setback requirements applicable to development, are not necessarily to be interpreted as minimum setbacks, and where the local government considers it appropriate, it may impose maximum or minimum setbacks as it thinks fit, or it may prescribe a building setback line for any building or part of a building.	2.4.1.3 Building Setbacks – Podium Level a) The minimum primary street and secondary streetsetbacks for all podium level buildings are specified in Plan 4. b) The primary and secondary street setbacks specified on Plan 3 replace the generic street setbacks specified under State Planning Policy 7.3 – Residential Design Codes (Volume 1 and Volume 2) (as amended) for their applicable density codes. c) Street setbacks are permitted to be averaged, up to a maximum of 50% of the setback distance, where it is demonstrated to the City's satisfaction that this results in a benefit to the streetscape amenity and/or broader community as a component of the proposed development. d) The primary and secondary street setbacks shall be read in conjunction with the Building Height Plan 3 which specifies maximum podium building height locations. e) Except for the provision of vehicle access, pedestrian access and building articulation, buildings are encouraged to be developed from side boundary to side boundary to provide continuity of facades to the street and for buildings to address the adjacent public realm environment. 2.4.1.4 Building Setbacks – Above Podium a) The minimum primary street and secondary street setbacks for all buildings above podium level are outlined in Plan 5. These setbacks shall be measured from the podium building edge. b) The primary and secondary street setbacks specified on Plan 4 replace the generic street setbacks specified under State Planning Policy 7.3 – Residential Design Codes for their applicable density codes. c) For development above the podium level, the building footprint element is restricted to a maximum 50% of the total site area. d) Where the proposed development incorporates more than one tower, building separation shall accord with State Planning Policy 7.3 - Residential Design Codes (Volume 2) (as amended).	
		Use of Setbacks				
		Height	4C.2 4C.2.1	BUILDING HEIGHT The height of buildings are to be in general accordance with any adopted Centre Plan prepared in accordance with the requirements of the <i>Metropolitan Centres Policy</i> , and having regard to: <i>AMD 10 GG 19/6/07</i> a) any adopted policy or Design Guidelines for the Centre or the type of development proposed; b) the height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular centre or precinct; c) in the case of a site which adjoins land in another zone, the height and setback requirements for that zone; d) the effect of shading associated with the proposed development and in particular whether there will be any significant overshadowing of existing or proposed pedestrian spaces; e) the need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities; f) the design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and g) the finished ground level proposed for the development site in relation to that of the adjoining sites.	2.4.1 2.4.1.1 Building Envelope Building Height a) The maximum building height requirement is outlined spatially on Plan 3. b) The minimum height for single-storey buildings is 4.0m to the bottom of the eaves, or 5.0m to the top of a front parapet wall except for land in the eastern Gilwell Avenue Sub-Precinct. c) The building height specified on Plan 3 is in replacement of generic building height maximums specified under State Planning Policy 7.3 – Residential Design Codes (Volume 1 and Volume 2) (as amended) for the applicable density codes. d) Building height is to be measured in accordance with the provisions of State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) and is not to exceed the maximum building height specified on Plan 3.	
		Plot Ratio	4C.3 4C.3.1	BUILDING BULK Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio within the respective zones and precincts is to accord with the following standards: a) Mixed Business/Residential: 1.5 b) District Centre Zone: 1.0 c) Local Centre Zone: 1.0 d) Strategic Regional Centre – To be determined by an adopted structure plan.	2.4.1.2 Plot Ratio a) Residential and mixed-use development within the subject land shall comply with the maximum plot ratio requirements as per State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended). b) For land within the Mixed Use and Commercial land use zones, the requirement for a minimum non residential land use plot ratio of 0.5 applies.	
		Site Cover				
		Materials				
		Building Design			2.4.2 Streetscape Interface Street interface categories that apply to new ground floor development are identified in Plan 6, and the following provisions apply. a) Non-residential land uses shall be provided on the ground floor to activate the street frontage and facilitate employment opportunities. b) Tenancies with dual frontages to the public realm and an internal mall shall be designed with doors and windows to both frontages. c) Floor to floor heights on the ground floor retail and commercial tenancies of multi-storey buildings shall be a minimum of 3.5m. d) Retail tenancies abutting a street or public space shall typically be in the 6.0m - 10.0m wide range for the majority, and are not to exceed these widths	

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				<p>except if they are suitably articulated and have window displays that allow visual transparency to the tenancy beyond.</p> <p>e) Dedicated entries to commercial, residential and other non-retail uses at upper floors are to be incorporated into the design of the ground floor.</p> <p>f) In order to provide direct access to ground floor active use premises, finished floor levels are to correspond to the adjacent footpath.</p> <p>g) Residential ground floors shall not be more than 0.9m above natural ground level at any point.</p> <p>2.4.3 Facades</p> <p>a) Building facades shall utilise an architectural treatment that breaks down building mass to provide visual relief through building structure, cladding and glazing.</p> <p>b) A minimum 50% glazing shall be achieved at ground level on any fa.ade to the street front.</p> <p>c) The design of buildings taller than three storeys is to provide differentiation between the base, middle and top parts of the building.</p> <p>d) On the second storey and subsequent storeys above, building facades shall be articulated to break-up straight plain facades using a combination of the following:</p> <ul style="list-style-type: none"> • Openings; • Protruding or indented balconies; • Awnings or sun shading devices over all windows; • Use of different colours and textures; • Indentations and extrusions with details to break the building into individual elements. <p>e) Blank walls shall not be visible from the public realm, unless abutting a side boundary where it is anticipated that another building will eventually be constructed to screen the wall. Any blank walls (including temporary), architectural treatments shall be installed on the portions of the wall visible from the public domain.</p> <p>f) Long street facades shall contain building breaks at a maximum of every 40 metres.</p> <p>g) Parking on upper levels shall either be sleeved behind habitable development or presented with openings and/or facade treatments commensurate with the design intent of openings on other levels.</p> <p>h) Provision of high quality signage that maintains the character of the street, protects heritage buildings, and prevents the proliferation of signage in accordance with PLN 4.2 Advertisements (Signage).</p> <p>2.4.4 Diversity and Ground Floor Adaptability</p> <p>a) All development located with an R-AC coding shall achieve a minimum ground floor to first floor ceiling height of 3.5m.</p> <p>b) In considering whether a building is capable of adaptive re-use, the City will have regard to the:</p> <ul style="list-style-type: none"> • Use of load bearing columns and walls; • Location of service cores and stairs; and • The number of openings to the primary street. <p>2.4.6 Landmark Sites</p> <p>Landmark site locations have been identified on Plan 1. These sites have been located at the termination of key view lines and based on their strategic location within the Precinct SP area (i.e. 'core' of the centre, proximity to station/plaza). These sites will also act as key nodes located along important pedestrian movement connections and will assist in linking these sites with the public realm, particularly at the northern gateway and to bookend development at key intersections. These sites are generally expected to be of a greater building quality and height (2 and 4 storey minimums) than surrounding development.</p> <p>a) Sites for landmark buildings have been identified on Plan 1. These sites have been identified in response to priority view lines, reinforce the public realm and/or arrangement of built form to define surrounding spaces.</p> <p>b) A Local Development Plan may be prepared and approved by the City prior to a development application being considered for any site identified as an opportunity site for a Landmark Building. Design excellence is required in terms of quality, articulation of the facade, proportion, scale and massing, material selection and detailing</p> <p>c) Design excellence is required in terms of quality, articulation of the fa.ade, proportion, scale and massing, material selection and detailing.</p> <p>d) Landmark buildings shall employ architectural design to create landmark buildings that emphasise key view-line locations, corners and building entrances to increase legibility of the town centre via:</p> <ul style="list-style-type: none"> • Architectural roof features that protrude above the normal roof line; and/or • Increased parapet heights with additional detail, colour and textures. <p>e) The provision of a mature tree at landmark and corner locations shall be contemplated by the City, which could include the recessing of the building to <i>provide room for the tree</i>.</p> <p>2.4.8 Weather Protection</p> <p>a) A weather protecting awning shall be provided along the edge of any part of a building that abuts a pedestrian footpath and/or public space. The minimum dimensions are:</p>
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					<ul style="list-style-type: none">• 2.5 metres in depth; and• 3.0 to 3.6 metres in height above footpath. <p>Note: Awning structures encroaching into road reserve or public realm shall require approval from the Department of Planning, Lands and Heritage prior to Building Permit.</p>		
		Site Layout					
Site Amenity	Landscaping	4C.5	LANDSCAPING	2.4.10	Landscaping		
		4C.5.1	Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards overall environmental performance of all development sites.			a) Landscaping for developments is to be provided in accordance with the City's TPS 4, Local Planning Policies and applicable guidelines. Landscaping shall also achieve the objectives and provisions of State Planning Policy 7.3 - Residential Design Codes (Volume 2) (as amended) where applicable to residential and mixed use developments.	
		4C.5.2	The area, distribution and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to: <ul style="list-style-type: none">a) the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening;b) the design of building façades and their relationship to adjacent streets and other public spaces;c) the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes;d) the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities;e) the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; andf) the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site.			b) As detailed in Section 4.0, applications for development approval shall be accompanied by a landscape plan addressing the requirements of the Precinct Structure Plan, the City's TPS 4, Local Planning Policies and applicable guidelines.	
		4C.5.3	Where uncovered car parking areas are to be provided, landscape planting is to be provided and maintained so as to minimise the visual impact of the parking areas, and is to include: <ul style="list-style-type: none">a) a minimum 2 metre wide landscape strip between the parking area and the street boundary of the site; andb) provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location of site. AMD 109 GG 26/11/2021			c) In addition to the requirements of SPP 7.3 and/or the City's relevant Scheme provisions, local planning policies and guidelines, applications for subdivision or development approval shall demonstrate the preservation of trees in private lots, road reserves and recreation reserves. Evidence of proposed tree retention is to be provided regardless of the number of lots proposed under a subdivision or the extent of development proposed. Information required by the City for assessment is to be in accordance with the requirements of the City's local planning policies.	
		4C.5.4	Having regard to the amount and quality of landscaping to be provided in conjunction with any proposed development, the local government may impose a requirement for up to 5 per cent of the area of the development site to be allocated for landscaping.			d) The locations of landscaping areas and tree planting are to be consistent with the locations shown on Plan 6 Street Interface Type Plan, for lots where Plan 6 identifies that buildings are to be setback to enable tree planting and/or where landscaped parking is to be provided in the front setback.	
		4C.5.5	The local government may permit a lesser area than 5 per cent of a site to be provided for landscaping where a cash-in-lieu contribution equivalent to the value of the land, by which the landscaped area is less than the full 5 per cent of the development site, is expended on the enhancement of landscaped areas adjacent to the site. AMD 10 GG 19/6/07			e) Where a proposed development includes portions of a car parking area abutting a street, an area no less than 2.0m wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping.	
	Lighting						
	Signage						
	Public Art			1% - In excess of \$1 million			
	Fencing						
Access	Provision	4C.6	CAR PARKING AND VEHICULAR ACCESS	2.4.5	Vehicle Parking		
		4C.6.1	Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.			2.4.5.1	Car Parking Requirements
		4C.7.3	Except as otherwise provided, a cash-in-lieu payment shall be: <ul style="list-style-type: none">a) the estimated cost to the local government of providing and constructing the parking spaces required by the Scheme, plusb) the value, as estimated by a licensed valuer appointed by the local government, of that area of the development site which would have been occupied by the required parking spaces and associated manoeuvring areas.			a) Car parking should be provided in accordance with TPS 4 and SPP 7.3 (Vol. 2).	
		4C.7.4	Where in the opinion of the local government it is likely there will be a sharing of public parking facilities by uses with significantly different peak demand times, the cash-in-lieu contribution in respect of requisite number of parking spaces may be reduced by up to 50 per cent.			b) The City may consider alternative approaches to car parking provision, such as reciprocity and making bays available for general use of either residential or non-residential uses as unallocated communal parking bays on satisfactory justification of suitably qualified traffic/transport specialist.	
		4C.7.5	Payments made under this Clause shall be paid into a trust fund to be used to provide public parking in the locality of the development sites in relation to which the cash-in-lieu contributions have been received.			c) Mixed use development is required, as part of lodgement of any application for development approval, to prepare a Car Parking Strategy that addresses the management of parking, including: <ul style="list-style-type: none">• Total parking mix proposed in comparison to current requirements.• Current on-street parking supply and use within 200m of front door of development.• Implications for trip generation and impact of development site.• Retention of visitor bays.• Provision or enhancement of End of Trip (EOT) and bicycle parking facilities.	
		4C.7.6	In the case of the local government accepting a transfer of land, it shall only accept such land free of cost, in fee simple and in a location satisfactory to the local government. The area of land concerned shall not be less than the area, which would have had to be provided by the developer for car parking purposes.			d) Parking should generally be located to the rear of developments, out of view of surrounding streets and sleeved by development. Some at-grade landscaped parking directly adjoining shops and businesses on Albany Highway is acceptable where indicated in the Precinct SP (Plan 1).	
		4C.7.7	In the case of the local government accepting a transfer of land, unless the land area transferred exceeds the area to be provided by the developer for parking purposes by a sufficient margin to reflect the cost of constructing the parking, the local government shall require payment in cash of the cost of constructing the parking in addition to the transfer of land.				

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			4C.7.8	In the interest of accommodating growth and a flexible approach to expanding business, nothing in the Scheme shall prevent the local government from seeking rezoning classification and sale of the lands referred to, provided that the originally required car parking provision is relocated elsewhere.	
		Location	4C.8 4C.8.1 4C.8.2 4C.8.3 4C.8.4 4C.8.5 4C.8.6	<p>SHARED USE OF PARKING FACILITIES</p> <p>Parking facilities may be shared between two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements set out in this clause.</p> <p>The local government may permit the parking spaces for a building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of parking spaces, provided that the peak hours of operation of the buildings or uses so sharing do not substantially overlap.</p> <p>The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this subclause when, in the opinion of the local government, such arrangements are deemed necessary to assure the continued access to shared parking facilities.</p> <p>The following requirements shall be complied with where off-site or shared parking is proposed:</p> <ul style="list-style-type: none"> a) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours or operation of the buildings or uses for which the joint use of parking spaces or the reciprocal access and circulation arrangements is proposed; b) the number of parking spaces to be provided on the land which is not the subject of the application, is sufficient to meet the shortfall in parking in respect of the development subject of the application; and c) shared use of the parking facilities on the land which is not the subject of the application, will not result in any deficiency in parking for that site. <p>The local government may require an agreement to be prepared by a solicitor at the expense of the applicant, detailing the relevant arrangements for off-site or shared parking, and executed by all parties concerned.</p> <p>Note: Any such agreement shall be designed to ensure that access to, and use of shared parking facilities will continue for the duration of the development for which the parking is provided, and that the arrangements for shared use of facilities are not altered without the consent of the local government.</p> <p>Where the local government agrees to a reduction in the number of on-site car parking spaces provided, based on shared use of parking facilities, the provisions of sub-clause 4C.7.4 relating to reduction in the cash-in-lieu contributions are not to apply.</p>	
		Access			
		Loading/Servicing			
		EOT			
		Pedestrian	4C.4 4C.4.1	<p>DESIGN AND PEDESTRIAN ACCESS</p> <p>The design and layout of buildings and the arrangement of spaces and activity areas, is to have regard to:</p> <ul style="list-style-type: none"> a) any policy or Design Guidelines adopted for the Centre or the type of development proposed; b) the need for continuity of development along shopping streets so as to improve functional integration and maintain visual interest; c) the need for safe and convenient pedestrian access and movement, including the need for pedestrian shelter; d) the physical access needs of persons with disabilities, with reference to any relevant Australian Standards; and e) the design and architectural character of adjacent development, and its relationship with the development proposed. 	
		Bicycle	4.1.1	<p>BICYCLE FACILITIES</p> <p>Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, end of trip bicycle facilities are to be provided in accordance with the standards for respective uses detailed in Austroads Standard Guide to Traffic Engineering Practice Part 14 - Bicycles as set out in Schedule 7B.</p>	
	Other Matters	Construction			
		Waste			
		Storage			
		Drainage	4.9 4.9.1 4.9.2	<p>DRAINAGE AND WATER SENSITIVE DESIGN</p> <p>Any development which increases the area of impermeable surfaces or which otherwise reduces stormwater recharge of groundwater systems, is to utilise best management practices so as to minimise as far as practicable:</p> <ul style="list-style-type: none"> a) changes to both the rate and quantity of direct stormwater discharge from the site, and b) the export of water borne pollutants (including nutrients). <p>Drainage system design and management is to be undertaken in accordance with best management practices and in order to mitigate any degradation of land or water resources, and measures are to be put in place to prevent litter from entering drainage systems.</p>	
		Effluent Disposal			

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		ESD		
		Buffers		
	Other	<div>4C.9 TREE PROTECTION</div> <div>4C.9.1 Subject to clause 4C.9.2, a person shall not without the prior written approval of the local government remove, lop, top, chop, ringbark or otherwise trim or destroy a tree within any of the Commercial zones.</div> <div>4C.9.2 Clause 4C.9.1 does not apply to, or prevent the removal of:<div>a) a fruit tree;</div><div>b) a tree which the local government certifies in writing is likely to create a hazard;</div><div>c) a tree which it is necessary to remove for the purpose of constructing or erecting a building, fence or accessway in respect of which a building licence has been issued by the local government;</div><div>d) a tree which the local government or a public authority considers it necessary to remove or lop in order to be able to provide a public utility or service; or</div><div>e) a tree having a trunk of a circumference less than 0.6m at a height of 1m from the natural level of the ground.</div></div> <div>2.4.7 Tree Retention</div> <div>Remaining mature trees scattered across the Precinct SP area offer significant amenity and value to the community and streetscape and should be retained and respected, where possible.</div> <div>Plan 1 identifies trees considered to be worthy of retention where located within a public reserve managed by an external agency and subject to future redevelopment. In the assessment of subdivision applications, the City will recommend to the WAPC that the location of significant trees be shown on subdivision plans as 'to be retained' to ensure protection where possible. Where development is proposed in areas with existing mature trees, proponents should undertake a Significant Tree Survey and the results should be used to inform the subdivision design process and prioritise significant tree retention. The 'significance' of trees should consider qualities such as age and condition, height, spread, girth, species, historical association, habitat value and landscape amenity value.</div> <div>PLN 2.4 Landscape Feature and Tree Preservation includes a number of mechanisms that protect or that can be used to achieve preservation of trees or groups of trees or landscaping features. The requirements outlined in PLN 2.4 shall apply in addition to the requirements of the Precinct SP.</div> <div>2.4.9 Amenity</div> <div><div>a) Loading docks and service areas within development sites shall be screened visually and acoustically from residential units.</div><div>b) Odour producing servicing elements (for example, waste compactus and storage) shall be suitably located or designed and treated in a manner that does not impose unacceptably on residential amenity in a mixed-use building.</div><div>c) Waste storage facilities shall be designed to allow collection of waste from within the site or a strategy for transfer of waste is to be developed within the waste management strategy.</div><div>d) Waste collection / bin storage areas shall be located behind the primary building line and screened from the public realm by incorporation into the building with a quality material, compatible with the building design.</div><div>e) TV antennae, satellite dishes and radio masts shall be located discretely and setback from the building edge to reduce visibility from ground level or screened.</div><div>f) Roof and wall mounted air conditioning units are not permitted unless fully concealed from view. Where air conditioning units are located within balconies, they shall be screened from view in a manner that has regard for the overall design of the building. Noise impact to adjacent dwellings shall also be considered and managed.</div><div>g) An integrated Waste Management Strategy shall be submitted at the development application stage</div><div>h) Developments are to incorporate design principles of CPTED in accordance with PLN 3.14 Designing out crime.</div><div>i) Developments should be designed to engage with and activate the public realm, particularly at ground level.</div><div>j) Proposed pedestrian access ways shall provide adequate lighting and natural surveillance to meet the CPTED guidelines for safety in accordance with PLN 3.14 Designing out crime.</div><div>k) Private areas for the sole use of occupants shall be clearly demarcated from the public domain.</div></div> <div>2.5.1 Interim Land Uses</div> <div><div>a) For the purposes of this Precinct SP, an 'interim land use' is defined as:<div>'A land use that is permissible within the prescribed zone, but because of its nature, scale, form or intensity, is not an appropriate long-term use of the land within the Precinct SP area.'</div>Council may determine to approve an 'interim land use' and associated development within the Precinct SP area, subject to the following:</div><div>a) The applicant shall demonstrate that any building or structure associated with the interim use:<div><div>i. contributes to the public realm;</div><div>ii. incorporates built form structurally capable of vertical intensification over time; and</div><div>iii. forms part of a large staged built form strategy; or</div><div>iv. the internal floor space and tenancy configuration is adaptable and capable of accommodating active ground floor uses or more employment generating land uses over time; or</div><div>v. be easily removed from the site and the site appropriately remediated to the City's satisfaction; or</div><div>vi. be appropriately adapted to suit a permanent use that is to the satisfaction of the City; and</div></div></div><div>b) The City may impose a condition stating that the approval period for interim development is to be a maximum of 10 years, which may be renewed or extended by a five years where deemed appropriate by the City.</div></div> <div>2.5.2 Aboriginal Heritage Places</div> <div>Should the aboriginal heritage sites identified as meeting the requirements of section 5 of the Aboriginal Heritage Act 1972 (AHA) be proposed to be disturbed in any way, an application must first be made and consent granted under section 18 of the AHA.</div>		

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				<div>2.5.3</div> <div>Furthermore, where applicable, an Aboriginal Heritage Management Plan shall be prepared and implemented prior to subdivision of any land affecting the identified site.</div> <div>European Heritage Places</div> <div>The heritage value of the local heritage sites identified within the City's Local Heritage Survey as identified on Plan 1 are to be protected. If the heritage value of a local heritage site is proposed to be altered, impacted or affected in any way, a development application, accompanied by a heritage assessment prepared by a suitably qualified heritage advisor, is required.</div> <div>In addition, such proposals would also require planning approval (for heritage considerations), in addition to referral to the Heritage Council of WA (DPLH) and public consultation.</div> <div>2.5.4</div> <div>Bushfire Management</div> <div>This Precinct SP is supported by a Bushfire Management Plan (BMP), which is contained at Appendix D.</div> <div>Where appropriate, development and subdivision will have regard to the Bushfire Attack Level (BAL) Assessment contained in this Report and be determined in accordance with State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7). Applications for Subdivision Approval and Development Approval may be required to be accompanied by an updated Bushfire Management Plan in accordance with the provisions of SPP 3.7.</div> <div>Where a subdivision application includes land with a BAL of 12.5 or greater, the Local Government shall recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate of Title.</div> <div>2.5.5</div> <div>Noise and Vibration</div> <div>For subdivision and development of noise sensitive uses located within the Noise and Vibration Assessment trigger distance for Albany Highway and the railway line, a further noise and vibration assessment shall be undertaken and included as part of any application to demonstrate that the proposed design will meet the noise level requirements of under State Planning Policy 5.4 State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (as amended) (SPP 5.4).</div> <div>In accordance with SPP 5.4 a notification on title shall be required for lots where noise sensitive uses are exposed to noise and vibration levels that exceeds the required target as defined in SPP 5.4.</div> <div>In addition, notifications on title may be considered for sites anticipated to be developed for noise sensitive uses which are in proximity to approved land uses which have the potential to produce noise as a result of outdoor dining, outdoor entertainment or similar uses.</div>
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF BASSENDEAN				Bassendean Town Centre Area Strategy and Design Guidelines
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks	<p>Local Shopping Zone 4.11.3 Use of Setback Areas The land between the street alignment and the building setback shall not be used for any purpose except one or more of the following:</p> <ul style="list-style-type: none"> a) a means of access and egress; b) the parking of vehicles used by customers and employees; c) the loading and unloading of vehicles; d) open air display of goods, provided such area does not cover more than 20% of the setback area, is not within 3 metres of the street alignment and does not reduce the area set aside for landscaping; e) landscaping; and f) the display and sale of motor vehicles where the local government's approval has been granted. 	
		Height		
		Plot Ratio		
		Site Cover		
		Materials		<p>8.8 Materials and colour Guidelines</p> <ul style="list-style-type: none"> Respond to neighbouring buildings with complimentary colours and materials. A limited palette of external colours and building materials should be used to ensure building harmony. Generally, use neutral, subtle colours for long lasting surface finishes and use bright colours only as accent and for surfaces that will be repainted or finished regularly. High quality durable materials that have acceptable levels of weathering and wear are preferred to materials that require constant maintenance.. Use of tilt- up concrete is discouraged unless carefully detailed, finished and given relief in the wall plane. Use of highly reflective glazing is not permitted. Samples of reflective/ tinted coatings shall accompany any development application and will be to satisfaction of the Town of Bassendean. Strong and bright colours may be approved subject to durability, where council considers that proposed use of colour will contribute to the character of the town centre in a positive way.
		Building Design		<p>7.2 Landmark buildings in Bassendean Guidelines</p> <ul style="list-style-type: none"> New buildings on the south side of Old Perth Road in the west end should not extend above the parapet height of the Padbury buildings at the street front. Buildings on the north side of Old Perth Road should not extend above the existing parapet (Refer Building Envelope) New buildings fronting the central area of Old Perth Road should consider views to the church and proposed civic buildings. <p>7.5 Building envelope Guidelines</p> <ul style="list-style-type: none"> An agreed envelope of footprint and height will define new development on each lot. There is no plot ratio limit in the town centre. A minimum height of 3 storeys or 10 metres is set for buildings generally in the town centre. A maximum height of 5 storeys is set for buildings generally on lots fronting Old Perth Road subject to streetscape, shadowing and overlooking issues. Buildings on the north boundary of Old Perth Road (west end) shall not be higher than the existing parapet at street front. Buildings on the south boundary of Old Perth Road (west end) shall not be higher than the existing Padbury building parapet at street front. Development should generally have nil set back to front and side boundaries. Residential development at ground level can be setback 2.0 to 4.0 metres to provide a transition between public and private space. Residential entry foyers at ground level can have a nil setback. Rear setbacks should be provided suitable to accommodate parking and avoid overshadowing of neighbouring buildings. Rear setbacks from residential adjoining should provide for privacy and comply with R code requirements. Entrances can be set back up to 4.0metres to create a sense of address; these setbacks should be co-ordinated with neighbouring buildings and detailed as small urban public spaces. <p>7.6 Building orientation and address Guidelines</p>

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				<ul style="list-style-type: none"> Buildings should have the long axis east- west (or within 15 degrees of east- west) to maximise northern solar access. Buildings should have the primary entrance, address and frontage on or clearly identifiable from the primary street. Courtyards can be used to provide solar access in deeper buildings <p>7.7 Topography and floor levels Guidelines</p> <ul style="list-style-type: none"> Facades should be stepped to express change of level across the building frontage. and should relate well to neighbouring facades. All floor levels should be expressed in the façade design through awning or balcony elements or the design of windows within a façade. Care should be taken to resolve the detail relationship between adjoining building with different floor and awning levels. Ground floor to floor height shall be a minimum of 4.0 metres to provide a consistency with the historic buildings in the town and flexibility of use. Upper floor to floor heights should allow for future change of use. <p>8.1 Adaptable buildings Guidelines</p> <p>Buildings designed for adaptive re-use should include:</p> <ul style="list-style-type: none"> Load bearing columns/walls in regular grid allowing addition or removal of dividing walls to reconfigure internal space. Lightweight façade systems that can be updated in future. Service cores and stairs at sides or rear of buildings and generous vertical circulation space for people and piping. Maximum number of openings in primary street facade to allow for additional entrances and/or different uses within building in future. Maximum natural light by limiting building depth to 20- 25m, use of light wells or internal courtyards. Limited internal fit-out and refit wastage Generous ground floor to floor heights to match existing or a minimum of 4.0metres Upper floor to floor heights of 3.5metres to 4.0metres <p>8.3 Facades Guidelines</p> <ul style="list-style-type: none"> Refer to Streetscape policies on non residential property facades and security grilles and to 8.5 :Old Perth Road frontage Building facades should respond to neighbouring facades through use of consistent horizontal lines, good proportion and other design aspects. A consistent, well detailed design approach to all facades of a building is expected. Care should be taken in design of all facades that can be viewed from anywhere in the public realm, this includes window placement, proportion and relief in the wall plane. No façade shall appear as a “back “and blank walls should be avoided. Exposed plumbing or other services are not acceptable on any facades. Ground floor façades should be distinctive from upper levels, changes in wall plane, texture, material and colour can be used. Circulation spaces such as stairs and foyers should be positioned and glazed to add activity that is visible from the street. Glazing of facades is encouraged to provide visibility between inside and outside the building. Windows at ground level on active frontages shall be minimum 2.4m high. External sun shading is encouraged appropriate to orientation. The top of buildings should finish with a roof or expressed detail. <p>8.4 Roofs Guidelines</p> <ul style="list-style-type: none"> Simple roof forms complementing the linearity of buildings are desirable. Verge and eaves overhangs sufficient to create strong shadow lines are encouraged on expressed roofs. Low pitch roofs (<10 degrees) should be concealed by parapet walls. Pitched roofs should respect and be consistent in pitch with roofs in close proximity. <p>8.5 Old Perth Road frontage Guidelines</p> <ul style="list-style-type: none"> Active frontage can include small landscaped spaces that are publicly accessible and contribute to the streetscape and building address Non- residential and mixed-use buildings shall have nil setbacks to Old Perth Road frontage. Mixed-use buildings should have predominantly non-residential ground floor frontages to Old Perth Road, with the exception of common foyers or home based studios/ offices. Residential active frontages should offer a transition such as a terrace or veranda between the public and private space where the resident can spend time and express identity through landscape and detail. Verandas or terraces can be raised above adjacent footpath level to a maximum of 1.2 metres. Glazed shopfronts are required in retail and commercial buildings. Old Perth Road facades should have a minimum of 80% clear glazed area at ground level. Solid frontage is accepted below 0.8 metres above footpath level to allow raised display windows and outside tables up against shopfronts.
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				<ul style="list-style-type: none"> Blank walls longer than 2.0 metres at street level are not permitted. Upper levels of buildings fronting Old Perth Road should include functional size balconies. Where cafes, restaurants and coffee shops front Old Perth Road the provision of an outdoor eating area is encouraged. All frontages on Old Perth Road should be well illuminated. <p>8.6 Building entry Guidelines</p> <ul style="list-style-type: none"> The primary building entrance should be clearly identifiable and visible from the primary street. Other entrances should be scaled and designed according to their function and frequency of use. Entrances can be set back from the street with external treatments being consistent with the adjacent streetscape. <p>8.7 Awnings, canopies & balconies Guidelines</p> <ul style="list-style-type: none"> All active commercial and retail frontages in the west and east ends along Old Perth Road should have continuous pedestrian shelter over the footpath. Residential and mixed use buildings shall have pedestrian shelter such as awnings or canopies over entrances. Balconies and terraces are encouraged on street facades in residential and mixed use buildings. Balconies should have predominantly open balustrades, while considering the need for screening of washing and air conditioner units and solar screens. Awnings, canopies and balconies should: <ul style="list-style-type: none"> Have minimum clearance to footpath of 2.7 metres Have minimum extension out from building of 2.5 metres Relate in height/ design to adjoining canopies/ awnings Consider signage locations and dimensions Provision and maintenance of canopies and awnings over the footpath is the responsibility of the building owner.
		Site Layout		<p>7.3 View corridors and vistas Guidelines</p> <ul style="list-style-type: none"> View corridors and vistas identified in the town centre strategy should not be obstructed. Buildings and landscape should be positioned to enhance vistas and view corridors.
	Site Amenity	Landscaping	<p>4.7.2.6 Landscaping Construction and Maintenance</p> <p>The owner and occupier of premises on which car parking spaces are provided shall ensure that:</p> <ul style="list-style-type: none"> (i) the car parking area is landscaped with shade trees, laid out, constructed, drained and maintained in accordance with the approved plan; (ii) the car parking spaces are sealed and clearly marked out at all times to the satisfaction of the local government; and (iii) all trafficable areas to be sealed to the satisfaction of the local government. <p>4.7.2.7 Landscaping for Off-Street Parking</p> <p>Boundary landscaping shall be provided for parking areas with more than 5 parking spaces and interior landscaping shall be provided for open parking areas with 21 or more parking spaces. Landscaping shall comply with the following requirements:</p> <ul style="list-style-type: none"> (i) all areas between parking areas and adjoining streets shall have a minimum of 2.0 metres wide permanent landscape area, except in the instance of corner lots, where minimum width of 1.0 m shall apply. In addition, the local government may also require permanent landscaping between the parking area and all other side and rear property lines; and (ii) for open parking areas, with 21 or more parking spaces, there shall be provided a minimum of 1 square metre of permanent landscaping for every 10 Square metres of parking bay area. Such landscaping shall not be in addition to any other landscaping required by this Scheme. 	<p>7.10 Landscape and hardscape Guidelines</p> <ul style="list-style-type: none"> Refer to Bassendean Streetscape Policies A town centre public realm contribution of 2% of development cost will be payable to Council as a condition of development approval. This contribution will be used to enhance the public realm in the vicinity of the development site and will include public art, street furniture, planting, paving and amenities such as bicycle racks, bins, shade structures, signage. Etc. Timing of these enhancements will be agreed between Council and the developer to be completed shortly after construction and to suit council works programmes. Landscape provision will be assessed on quality rather than quantity. No specific percentage provision is required in the town centre but all outdoor areas are expected to be landscaped and maintained to a high quality appropriate to an urban setting. Existing healthy, mature trees of appropriate species should be retained and incorporated into new development. Where trees are removed they shall be indicated as removed on plans and their removal justified Generally use water- wise and indigenous plant species Improve microclimate of courtyards and other urban spaces with use of some deciduous shade trees and water elements. The use of deciduous trees will be limited to courtyards and other urban spaces where seasonal climate response is considered important. Paving materials and details shall match proposed public realm finishes or be of a quality associated with high traffic town centre and civic precincts and approved by council. Seating, lighting and other street furniture should match that proposed in public areas or be of high quality design durable materials and approved by Council. Trees planted in car parks shall be planted as mature specimens no less than 3.0 m high and protected with tree grates and bollards. Tree canopies shall be managed to allow clear visibility to building facades and signage. All private and public open spaces should be designed and maintained to minimise fertilising, excess watering and nutrient runoff.
		Lighting	<p>4.7.9 Floodlighting</p> <p>No person shall erect, install or maintain any floodlighting, spotlight or other forms of lighting for any purpose, unless the emission of light from such devices is oriented or controlled so as not to interfere with the amenity of any adjacent residential zone nor cause traffic hazard in the nearby street system.</p>	<p>9.6 External lighting Guidelines</p> <ul style="list-style-type: none"> Appropriate lighting for pedestrian safety shall be provided to all pedestrian paths and parking areas. Building entrances should be lit for safety and identity. All external lighting shall be robust, vandal resistant and themed to complement development character. Display lighting to commercial and retail premises along Old Perth Road shall be time-switched to remain on every evening until at least 15 minutes after the last train has left Bassendean Station. Consideration should be given to pedestrians, cyclists and drivers with regard to glare from lighting sources.

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		Signage		8.9	<p>Signage and public art Guidelines</p> <ul style="list-style-type: none"> Refer to Public Art Policy and Master Plan and Commercial Advertising Signage Policy A Public Realm contribution of 2% of building construction cost will be required for development in Bassendean Town Centre. This includes provision for public art. All building signage will be of a high standard and generally not exceed 5% of the building wall area to which it is fixed. Pylon signs will not generally be permitted. Signage designed as part of the building and themed to complement development is encouraged and if a building has numerous tenants, consolidated signage is preferred. Signage suspended below awnings, canopies or balconies or cantilevered will have a minimum clearance above footpath level of 2.7m. Illuminated signage (not pulsating or flashing) is preferred to externally lit signs. Signs should be lit at night. Signage erected above rooflines will not be permitted. Signage shall not obscure display windows by more than 5% area. Refer to 7.10 Landscape and hardscape. Permanent external art work should be durable and complement the themes established in the town. Public art should be appropriate for urban public space and should not compromise public safety. Opportunities for public art include: murals, tiles, mosaics or bas-relief to walkways and walls; unique, artistically devised elements which also have a functional role eg. bollards, gates, light poles, bench seating, drinking fountains.
		Public Art			
		Fencing			
	Access	Provision	<p>4.7.2 Carparking AMD 10 GG 23/02/18</p> <p>4.7.2.1 General</p> <p>A person shall not develop or use land or erect, use or adapt any building for use for the purpose indicated in Table 1 of the Scheme, unless car parking spaces of the numbers specified in Table 2 are provided and such spaces are constructed, marked and maintained in accordance with the provisions of the Scheme.</p> <p>Where an application is made for development approval and the purpose for which the land or building is to be used is not specified in Table 2, the local government shall determine the number of car parking spaces to be provided on the land having regard to the nature of the proposed development, the number of employees likely to be on the site, the prevention of the obstruction of roads and streets, and the orderly and proper development of the locality and the preservation of its amenities.</p> <p>4.7.2.2 Consideration of Applications Requiring Off Street Parking</p> <p>When considering any application for development approval, the local government shall have regard to and may impose conditions on the required car parking spaces. In particular, the local government shall take into account and may impose conditions concerning:</p> <ul style="list-style-type: none"> (i) the proportion of car parking spaces to be roofed and covered; (ii) the proportion of car parking spaces to be below natural ground level; (iii) the means of access to each parking space and the adequacy of any vehicular manoeuvring area; (iv) the location of the car parking spaces on the site and their effect on the amenity of adjoining development, including the potential effect if those spaces should later be roofed, covered or enclosed. (v) the extent to which car parking spaces are located within the required building setback areas; (vi) the location of proposed public footpaths, vehicular crossings, private footpaths within the lot, and the effect on both pedestrian and vehicular traffic movement and safety; (vii) the suitability and adequacy of proposed screening or natural planting; and (viii) the design and layout of other types of parking facilities such as bicycle parking facilities. <p>4.7.2.3 General Requirements for Off-street Parking</p> <p>The following general requirements apply when off street parking is required:</p> <ul style="list-style-type: none"> (i) classification certificates for any buildings or structures requiring such certificates shall be issued only after all parking and loading facilities have been completed in accordance with the Scheme; (ii) when the use of any building is changed to a use requiring greater parking facilities, additional parking shall be provided to meet the new requirements. When the use of any premises is enlarged or expanded, additional parking to meet the requirements of this section shall be provided for the enlarged and expanded portion only; (iii) any off street parking or loading facility which is permitted but not required by the Scheme, shall comply with the standards herein governing the location, design, improvement and operation of such facilities; (iv) all permitted or required parking and loading facilities shall be provided on the same lot as the building or use served, except in cases where the local government considers off-site location to be appropriate due to varying physical and economic conditions; (v) use of car parking spaces for the storage of merchandise, vehicles for sale, recreational vehicles, trucks, wrecked or abandoned vehicles or the repair of vehicles is prohibited; 	7.9	<p>Vehicle movement and parking Guidelines</p> <ul style="list-style-type: none"> Car parking is to be provided consistent with LPS 10. Parking should be located to rear of or below buildings. Cars and parking areas should not visually dominate development. Where car parking requirements limit optimum site development council may consider cash- in-lieu payment. Parking for motor cycles and scooters should be provided to encourage use. At- grade parking areas including the Bassendean Village car park should be well landscaped with shade trees (1 for every 4 car bays) and have clearly defined, direct and well lit pedestrian links. For residential dwellings of 1 to 2 bedrooms the parking ratio shall be reduced to 1 bay per dwelling. Shared surfaces are encouraged using trafficable unit paving and materials consistent with neighbouring developments and public areas. Parking should be accessed from secondary streets and not from Old Perth Road. Crossovers should be limited to one crossover (3 – 6m wide) per development site. Crossovers should match footpath colour. Service and delivery should be provided discretely and in minimal space. Consideration should be given to location, access to and storage of recycling and other rubbish bins including communal bin facilities. Emergency vehicle access, particularly for fire fighting vehicles, must be provided to satisfaction of Council and FESA.

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			<p>(vi) the dimensions of car parking spaces, parking angle, driveway widths and landscaping detail in the relevant local government's policy shall be used by the local government in determining the layout of car parking areas; and</p> <p>(vii) the local government may vary the dimensions specified by up to 10 percent where obstructions, site dimensions or topography result in the loss of a car parking space in any run of car parking spaces. This provision shall be used in order to obtain one additional space in a run of spaces and shall not be used to modify landscaping, shade tree or driveway access requirements.</p> <p>4.7.2.5 Cash in Lieu of Parking In the Town Centre and Commercial Zones where a developer satisfies the local government that the minimum car parking requirements cannot be provided on the site, the local government may accept a cash payment in lieu of the provision of car parking spaces, but subject to the following requirements:</p> <p>(i) a cash-in-lieu payment shall be not less than the estimated cost to the owner Of providing and constructing the parking spaces required by the Scheme, plus the value, as estimated by the Valuer-General of that area of this land which would have been occupied by the parking spaces;</p> <p>(ii) before the local government agrees to accept a cash payment in lieu of the provisions of parking spaces, the local government must either have already provided a public car park nearby, or must have firm proposals for providing a public car park area nearby within a period of not more than eighteen months from the time of agreeing to accept the cash payment; and</p> <p>(iii) payments made under this clause shall be paid into a special fund to be used to provide public car parks and the local government may use that fund to provide public car parks in the immediate vicinity.</p>	
		Location	<p>4.7.2.4 Joint Use of Parking Facilities Parking facilities may be provided jointly subject to the satisfaction of the requirements contained hereunder. When there is an overall deficiency in the number of spaces provided, parking facilities for an adjoining use, where peak hours of operation are substantially different, may be provided jointly. Such joint usage shall be subject to the satisfaction of the following conditions:</p> <p>(i) the submission of sufficient evidence to demonstrate that no substantial conflict will exist in the principal hours or peak demand of the buildings or uses for which the joint use is proposed;</p> <p>(ii) the number of parking spaces which may be credited against the requirements of each building or use involved shall not exceed the number of spaces reasonably anticipated to be available during the hours of operation;</p> <p>(iii) parking spaces designated for joint use shall be easily accessible and no further than 200 metres in distance from an appropriate entrance of the building which the spaces are proposed to serve; and</p> <p>(iv) the local government may require an agreement to be entered into between the owners and occupiers of the adjoining properties as to the terms and conditions of the joint use of the parking facilities and providing for the creation of easements or other rights in order to ensure the continued availability of a specified number of parking spaces for the use of each of those properties.</p> <p>Where the owner demonstrates to the satisfaction of the local government that there is not the demand for the number of parking spaces specified in Table 2, the local government may permit the owner to provide landscaping in lieu of parking spaces not constructed and the landscaping shall be included in calculations as car parking but not as landscaping, but the local government may from time-to-time require that additional parking spaces be provided.</p> <p>4.7.2.8 Short-Term Parking Bays In addition to the car parking requirements specified in Table 2, the local government may require the provision of additional car parking bays for short term parking for the purpose of dropping-off persons attending/visiting a property.</p>	
		Access		
		Loading/Servicing		<p>9.3 Servicing and maintenance Guidelines</p> <ul style="list-style-type: none"> Service yards must not be located along active frontages and shall be designed as integral parts of the building. All waste storage and delivered goods should be contained within buildings. Rubbish storage and collection facilities shall comply with the current general requirements of the Town of Bassendean and will be efficient, convenient and allow for collection of recyclable material. Doors providing access to internal waste/storage or loading dock areas should be the minimum width and height possible to serve the required loading/unloading function and be constructed of aesthetically pleasing materials.
		EOT		
		Pedestrian		<p>7.8 Pedestrian and cycle amenity Guidelines</p> <ul style="list-style-type: none"> Provide clear, well designed paths around buildings leading to entrances that link into the public footpath network. Provide pedestrian shelter at entrances and along active street frontages. Provide good end of trip facilities, including lockers and showers for walkers and cyclists in workplaces in the town centre. Provide bicycle racks outside all commercial, retail and civic buildings.

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		Bicycle	4.7.6 Bicycle Facilities The local government may require the provision of facilities that provide for and encourage cycling as part of any private development. Such facilities shall provide for storage and parking of bicycles and change rooms/showers for cyclists.	
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		9.2 Services and infrastructure Guidelines <ul style="list-style-type: none"> The Town of Bassendean requires infrastructure contributions to be made based on the value of development. All stormwater shall be contained on site or connected to drainage points where supplied.
		Effluent Disposal		
		ESD		9.1 Climate and energy response Guidelines <ul style="list-style-type: none"> A solar access and shadow analysis is required as part of the DA. Buildings should be designed to minimise energy consumed for heating, cooling and artificial light including: <ul style="list-style-type: none"> Window design for good thermal and daylight performance Building materials and insulation to contribute to comfortable thermal conditions Air movement within buildings to provide comfortable thermal conditions and appropriate air quality Building materials, appliances and fuel sources selected to minimise energy requirements and greenhouse gas emissions Building services should be designed and maintained to minimise energy and resource use including: <ul style="list-style-type: none"> Optimum natural light Optimum natural ventilation Energy efficient motors and equipment ,lighting control systems, fittings and appliances Energy efficient air conditioning and mechanical ventilation systems and controls Minimum water use and waste Energy efficient hot water systems Water efficient taps and fittings Minimal energy use over the whole life of the building Maximum use of renewable energy and use of fuels with low greenhouse gas emissions Current '5 star' requirements of the green star rating system can be used to demonstrate a response to this commitment. A report accompanying the DA should describe the climate response and energy requirements of the building.
		Buffers		
		Other	4.7.1 Unkempt Land To preserve the Local Amenity: a) for any land within the Town, where in the opinion of the Council any undergrowth, refuse, rubbish or disused material is likely to adversely affect the amenity of the area or the health, comfort or convenience of the inhabitants thereof, the Council may cause a notice to be served on the owner or occupier of such land requiring, within a specified time, removal from the land of such undergrowth, refuse, rubbish or disused material; b) every owner or occupier of land to whom a notice is served shall comply with it within the time period therein specified; and c) any person who fails to comply with any notice served commits an offence and is liable to action under section 218 of the Planning and Development Act. 4.7.7 Tree Preservation 4.7.7.1 Interpretation In this section, unless the context otherwise requires: (i) "cut" includes prune, lop, damage, injure or interfere with; and (ii) "tree" includes a group of trees or other vegetation. 4.7.7.2 Tree Preservation Order (i) The local government may order the preservation and maintenance of a tree, having regard to a tree's: i. aesthetic quality; ii. historical association; iii. rarity; or iv. other characteristics, which in the opinion of the local government, makes the tree worthy of preservation. (ii) The local government may, from time-to-time, amend or repeal an order made under sub-clause 1. 4.7.7.3 Notice of a Tree Preservation Order	7.4 Development type and intensity in Bassendean Guidelines <ul style="list-style-type: none"> Preferred uses in the town centre include: <ul style="list-style-type: none"> Residential such as townhouses, apartments, mews, row housing, maisonettes as well as opportunities for home office and short stay Retail focussed on west and east ends of Old Perth Road Civic and community Commercial including small-scale office space Higher intensity and mixed uses that contribute to vitality of town centre are encouraged while low intensity uses are discouraged. Provision of affordable single or 2 bed apartments is encouraged. Short-stay serviced apartments shall conform to R-IC provisions of the Residential Planning Codes. Affordable housing is encouraged in the town centre: <ul style="list-style-type: none"> 15% of dwellings in any development should be affordable. Smaller dwellings with, 1 bed/1 bath or 2 bed/2 bath, flexible living space and limited internal fit out and finishes are encouraged to provide affordable housing for younger and older people. Dwellings should not be reliant on air conditioning and should be provided with cross ventilation and solar control for passive climate control. All dwellings should be suitable for disabled occupants and visitors. Public transport use is encouraged in the town centre and therefore parking provision should be limited to the LPS 10 requirements. Common parking areas below ground are encouraged. Large garaged frontages are discouraged. 8.10 Plant and equipment Guidelines

			<p>(i) Subject to sub-clause 4.7.7.2 above, where the local government proposes to order, or to amend or repeal an order, that a tree is to be preserved, the local government is to:</p> <p>i. give notice of the proposed order, or the proposed amendment or repeal of the order, to the owner and occupier of the land on which the tree is located; and</p> <p>ii. invite the owner and occupier of that land to make written submissions to the local government about the proposed order, or the proposed amendment or repeal of the order, within 14 days or such further period as the local government may determine.</p> <p>(ii) Where, in the opinion of the local government, there is a risk of imminent damage to a tree requiring an order to be made or amended as a matter of urgency, it may make or amend the order without notice to the owner or occupier of the land on which the tree is located.</p> <p>(iii) Where the local government makes or amends an order under sub-clause 4.7.7.2 of this sub-clause, the local government, as soon as practicable, is to:</p> <p>i. give notice of the order or amended order to the owner and occupier of the land on which the tree is located; and</p> <p>ii. invite the owner and occupier to make written submissions to the local government about whether the order or amended order should be retained, amended or repealed.</p> <p>4.7.7.4 Destruction, etc, of Trees Except with the prior written consent of the local government, given under Sub-clause 4.7.7.5 below, a person shall not:</p> <p>(i) cut, remove or otherwise destroy; or</p> <p>(ii) cause or permit to be cut, removed or otherwise destroyed a tree which is the subject of an order, or an amended order, or where the owner has been given notice of a proposed order, under this section.</p> <p>4.7.7.5 Local Government's Consent</p> <p>(i) An application for the local government's consent for the purposes of sub-clause 4.7.4 above, is:</p> <p>i. to be in writing;</p> <p>ii. to be signed by the owner or occupier of the land upon which the tree is situated;</p> <p>iii. where the local government considers it necessary and so requires, be accompanied by a report of a tree surgeon or expert holding qualifications or having experience acceptable to the local government as to the condition of the tree; and</p> <p>iv. to specify the work proposed to be done to the tree.</p> <p>(ii) The local government may refuse to consider an application which does not comply with sub-clause 1 above.</p> <p>(iii) In respect of an application under sub-clause 1, the local government, subject to sub-clause 4, may refuse to grant or may grant, with or without any conditions it considers to be appropriate, its consent.</p> <p>(iv) The local government is not to grant its consent to work which, if carried out, might result in the destruction of or permanent harm to, a tree which is the subject of an order, or amended order, under this Section unless:</p> <p>i. the local government certifies in writing that the tree is dangerous;</p> <p>ii. it is necessary to remove the tree for the purpose of constructing or erecting a building, structure, fence or access way in respect of which Planning Consent or a building licence has been issued by the local government; or</p> <p>iii. the local government or a public authority considers that it is necessary to cut, remove or destroy the tree to provide a public utility or service.</p> <p>(v) A consent given by the local government under this Section is:</p> <p>i. to be in writing;</p> <p>ii. to specify the tree to which the consent relates;</p> <p>iii. to specify the work authorised by the consent; and</p> <p>iv. to specify the conditions, if any, to which the consent is subject.</p> <p>4.7.7.6 Registry of Tree Preservation Orders</p> <p>(i) The local government is to record, in a Registry of Tree Preservation Orders, a list of the trees subject to orders under this Section.</p> <p>(ii) A copy of the Registry is to be:</p> <p>i. kept at the offices of the local government; and</p> <p>ii. made available for public inspection during the office hours.</p> <p>4.7.8 Restricted Premises</p> <p>4.7.8.1 In considering an application to establish Restricted Premises on land in a Commercial or Town Centre Zone, the local government shall have regard to the following matters:</p> <p>(i) The proximity of the site to schools, or other similar uses which may not be consistent with the proposed use;</p> <p>(ii) The other types of retail use already in operation in the locality, particularly those which attract children or family groups; and</p> <p>(iii) The need to avoid a concentration of restricted premises in a particular area.</p> <p>4.10 GENERAL DEVELOPMENT REQUIREMENTS - TOWN CENTRE ZONE</p> <p>4.10.2 General In considering applications for development approval within the Town Centre Zone, the local government shall have regard to the Objective for the Zone and all development shall have regard to the following Policy Statements:</p> <p>a) Town Centre Design Guidelines; and</p> <p>b) any other relevant Policy Statement prepared by the local government.</p> <p>4.10.3 Residential Development</p>	<ul style="list-style-type: none"> All plant and equipment must be concealed from public view using screening or other means that is an integral part of the building design. Surface mounted services piping and conduits will not be permitted. Roof mounted equipment, aerials, antennas, masts etc must be screened from all views including from above where applicable. Detail of screening shall be included in DA plans, elevations and 3D images Ground level or balcony mounted equipment/air conditioning plant must be well screened using materials to suit the building. All plant and equipment must have noise attenuation to council satisfaction. Telecommunications dishes are not permitted on roofs. Lift over runs shall be contained within the roof space or appropriately designed as an element of the building active frontages. <p>9.4 Noise attenuation Guidelines</p> <ul style="list-style-type: none"> Incorporate suitable noise attenuation measures in buildings affected by train or traffic noise in windows, ceilings and insulation airport noise controls. All accommodation buildings are to be detailed and/or designed so that internal noise levels in bedroom areas will be in the range of 30 to 35dB. All plant and equipment is to have noise attenuation. <p>9.5 Safety and security Guidelines</p> <ul style="list-style-type: none"> A diverse and complementary mix of uses will encourage public presence and activity at different times of the day and night. Buildings should overlook public spaces and building entries should be clearly visible from public spaces. Buildings should not have recesses or other unsecured areas not in full public view. Solid fencing/screening above 0.8m high is discouraged on street frontages. A clear view from 0.8m- 2.0m above ground should be maintained in landscape, walling and screening unless screening is fully secure. Landscaping, walls and fencing shall be designed to maintain clear visibility to and from doors, windows, and pedestrian paths. Appropriate lighting shall be provided for safety and security (Refer 12.6) Robust materials which are aesthetically pleasing should be used in public places. Materials vulnerable to graffiti and vandalism shall be avoided. Use of security film to windows and anti graffiti treatment to other surfaces accessible at ground level is encouraged.
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CENTRE (large)

			<p>The local government may, at its discretion, permit residential development within the Town Centre Zone to a maximum density of R-AC3. Residential development shall only be permitted where the local government is satisfied that this development is complementary to the scale and character of buildings within the Town Centre Zone.</p>	
			<p>4.11 GENERAL DEVELOPMENT REQUIREMENTS - LOCAL SHOPPING ZONE</p> <p>4.11.1 Preliminary This clause applies to all development within the Local Shopping Zone as depicted on the Scheme map.</p> <p>4.11.2 General In considering applications for development approval within the Local Shopping Zone, the local government shall have regard to the objective for the Zone and all development shall have regard to the following Policy Statements:</p> <p>a) Local Shopping Zone Design Guidelines; and b) any other relevant Policy Statement prepared by the local government.</p> <p>4.11.4 Residential Development The local government may, at its discretion, permit residential development within the Local Shopping Zone to a maximum density of R60. Residential development shall only be permitted where the local government is satisfied that this development is complementary to the scale and character of buildings within the Local Shopping Zone.</p>	

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BAYSWATER				Morley Activity Centre Plan
	Site	Lot Size		
	Built Form	Setbacks	<p>Use Dependent – Table 2</p> <p>8.3.3 Setbacks to Primary Regional Roads & Other Regional Roads Where a lot has a frontage to a road reserved under the Metropolitan Region Scheme as amended, the Council may allow all or part of any existing or proposed widening of that road reservation to be included within the prescribed setback area if:</p> <ul style="list-style-type: none"> a) The portion of the lot required for the widening of the road reservation is transferred to the Crown free of all costs; b) The portion of the lot within the prescribed setback area is only used for the purposes of pedestrian access, landscaping and as a means of access to the lot; and c) Only the landscaped area of the prescribed setback area between the building and the new street alignment is included as landscape provision. <p>8.3.4 Corner Lot Setbacks The prescribed front setback on a lot at the corner of two or more streets shall be to the more important road and the prescribed side setback to the less important road unless otherwise determined by Council. Consideration shall be given to the type of development proposed, the extent of traffic movement generated, the importance of the abutting roads, the shape of the lot and other related considerations in determining the more important road.</p> <p>Morley – Table 6</p>	
		Use of Setbacks		
		Height	Use Dependent – Table 2 Morley – Table 6	
		Plot Ratio	Use Dependent – Table 2	
		Site Cover	Use Dependent – Table 2	
		Materials	Morley – Table 6 – visual permeability	
		Building Design	<p>8.3.7 General Appearance of Buildings and Preservation of Amenity The Council may refuse to approve the commencement or carrying out of any development involving any building or other work if, in its opinion, the proposed building or other work would have an adverse affect on the amenity of the locality. In exercising its discretion under this clause, the Council shall apply the provisions of sub-clause 3.6.1 in so far as they are applicable, and in addition shall have regard to:</p> <ul style="list-style-type: none"> a) the external appearance of the building and any associated structures and landscaping; b) the dimensions and proportions of the building or structure; c) the materials used in the construction of the building taking into consideration texture, scale, shape and colour; d) the effect of the building or works on nearby properties, and on the occupants of those buildings; e) the effect of the building on existing and future services and community facilities. In particular, drainage, sewerage, water reticulation and existing or proposed community facilities such as schools, parks, civic buildings, malls and pedestrian links; f) the effect on the landscape and environment generally; and g) any other matter which in the opinion of the Council is relevant to the amenity of the locality. <p>8.0 PRIVATE SPACE</p> <p>8.1 A terrace, balcony or courtyard is to be provided for each multiple dwelling and shall:</p> <ul style="list-style-type: none"> a) be an area equal to 20% of the plot ratio area of that dwelling, or 10m², whichever is greater; b) have a minimum dimension (width and length) of 2.5 metres and shall be directly accessible from a habitable room; and c) be orientated to receive northern sunlight, wherever possible. 	<p>8.1 Central Core Precinct</p> <p>8.1.1 Commercial Development</p> <ul style="list-style-type: none"> a) Floor to floor height at the ground floor shall be a minimum of 4 metres. b) The sill level of any ground floor window facing the street shall not be higher than 500mm above the ground level. c) Awnings are to be provided over pedestrian walkways on all properties abutting Progress Street and Bishop Street and along key pedestrian pathways. Awnings shall: <ul style="list-style-type: none"> i. Be designed at a pedestrian scale with preferably light framing with a maximum fascia height of 300mm; ii. Be generally continuous and provide an acceptable degree of shade and shelter; iii. Have a minimum clearance of 2.75 metres above footpath level and a maximum clearance of 4.5 metres; and iv. Have a minimum depth of 2.5 metres. d) To maximise retail diversity and streetscape appeal along Progress Street, tenancy frontages directly abutting this 'main street' shall not exceed 20 metres in width, unless varied through an approved local development plan. e) The ground floor level of any building fronting a primary or secondary street shall be no higher than 500mm above pedestrian level, and not below pedestrian level. f) Internalised shopping malls shall provide strong pedestrian connections at primary access points to external pathways and links to the greater pedestrian network. <p>8.2 Outer Core Precinct</p> <p>8.2.2 Commercial Development</p> <ul style="list-style-type: none"> a) The window sill level of any ground floor window facing the street shall not be higher than 500mm above the ground level. b) Pedestrian shelter shall be provided at the primary pedestrian entrance of all commercial buildings. <p>8.3 Mixed Business District</p> <p>8.3.2 Commercial Development</p> <ul style="list-style-type: none"> a) Pedestrian shelter shall be provided at the primary pedestrian entrance of all commercial buildings. <p>8.4 Civic and Education Precinct</p> <p>8.4.1 Building Design</p> <ul style="list-style-type: none"> a) Blank walls are to be avoided in favour of buildings that address the public realm and enable exchange to occur between the interior and exterior of the buildings through the use of windows, doors, terraces, colonnades or verandahs.

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				b) Buildings are required to be situated to provide a visual and physical connection with open space elements. c) Public art shall be provided in locations that interact with the public domain.
		Site Layout		
Site Amenity	Landscaping	<p>8.3.9 Trees on Private Land and Street Verges</p> <p>8.3.9.1 Scope</p> <p>(i) The provisions in clauses 8.3.9.2, 8.3.9.3 and 8.3.9.4 apply to all developments.</p> <p>(ii) Notwithstanding sub-clause (i), clauses 8.3.9.2, 8.3.9.3 and 8.3.9.4 do not apply to development on land subject of assessment under State Planning Policy 7.3 - Residential Design Codes Volume 2 Apartments.</p> <p>8.3.9.2 Trees on Private Property</p> <p>(i) A minimum of one 'standard tree' is to be provided per site for every 350m2 of site area (rounded to the nearest whole number). At least one 'standard tree' is to be provided on each site.</p> <p>(ii) The total number of trees required in (i) may be reduced by one, for each 'tree worthy of retention' that is retained or relocated elsewhere on the site or 'large tree' that is provided. Where a 'tree worthy of retention' is retained or relocated elsewhere on the site and it is a 'large tree', the total number of trees required in (i) may be reduced by two.</p> <p>(iii) In relation to open air car parking areas in non-residential developments, 'standard trees' that provide shade cover are to be provided at a minimum rate of 1 tree per 4 bays'.</p> <p>8.3.9.3 Alternative Design Solution</p> <p>An alternative design solution that varies any of the requirements contained in Clause 8.3.9.2 will only be considered in exceptional circumstances and where the alternative is consistent with the objectives of City of Bayswater policy and is satisfactorily justified in a report prepared by a landscape architect, arborist or equivalent.</p> <p>8.3.9.4 Replacement of Street Verge Tree</p> <p>Where development necessitates the removal of an existing street tree or street trees, Council may impose a condition of development approval requiring one new standard tree to be provided for each existing street tree removed, adjacent to the site, by the landowner/developer, where space is available.</p>	<p>8.1 Central Core Precinct</p> <p>8.1.3 Landscaping</p> <p>a) Where development is not required to have a nil setback to the street, a 2 metre wide landscaping strip (hard and/or natural) shall be provided.</p> <p>b) Shade trees in uncovered parking areas shall be provided at a rate of 1 tree for every 6 bays.</p> <p>c) Rooftop gardens and green walls with natural landscaping are strongly encouraged.</p> <p>8.2 Outer Core Precinct</p> <p>8.2.4 Landscaping</p> <p>a) Where development is not required to have a nil setback to the street, a 2 metre wide landscaping strip (hard and/or natural) shall be provided.</p> <p>b) Shade trees in uncovered parking areas shall be provided at a rate of 1 tree for every 6 bays.</p> <p>c) Rooftop gardens and green walls with natural landscaping are strongly encouraged.</p> <p>8.3 Mixed Business District</p> <p>8.3.4 Landscaping</p> <p>a) A minimum of 10% of the area of a development site shall be designed, developed and maintained as natural landscaping.</p> <p>b) Shade trees in uncovered parking areas shall be provided at a rate of 1 tree for every 6 bays.</p> <p>c) A 2 metre wide natural landscaping strip shall be provided along all street boundaries, except where the building is situated within this area.</p> <p>d) Rooftop gardens and green walls with natural landscaping are strongly encouraged.</p> <p>8.4 Civic and Education Precinct</p> <p>8.4.2 Landscaping</p> <p>a) A variety of landscape treatments shall be provided to provide a balance of passive and active open space uses.</p> <p>b) Tree and plant species shall complement the existing flora within the precinct.</p> <p>c) Trees shall be provided to offer a canopy over car parks.</p>	
	Lighting			
	Signage			
	Public Art			
	Fencing			
Access	Provision	<p>8.4.1 General Off Street Parking Requirements</p> <p>The following general requirements shall apply when off street parking is required.</p> <p>a) No building or land the subject of the application for approval to commence development shall be occupied until all required parking and loading facilities have been provided to the satisfaction of Council.</p> <p>b) Any off-street parking or loading facility which is permitted but not required by this Scheme, shall comply with the standards herein governing the location, design, improvement and operation of such facilities.</p> <p>c) When the use of any land or building is changed to a use which under the Scheme requires a greater number of parking spaces, additional parking spaces shall, unless otherwise approved by the Council, be provided to meet the new requirements.</p> <p>d) When a development on any land is enlarged, additional parking spaces to meet the requirements shall be provided in respect of the enlarged portion only.</p> <p>e) All permitted or required parking and loading facilities shall be provided on the same site as the building or use served, except where Council considers off-site location to be appropriate due to varying physical and economic conditions.</p> <p>f) Parking facilities shall not be used for the storage of:</p> <p>(i) vehicles for sale;</p> <p>(ii) recreational vehicles;</p> <p>(iii) commercial vehicles, trucks or trailers (unless the parking facilities used to store such commercial vehicles are specifically depicted on the approved plan), nor shall parking facilities be used for the repair of vehicles.</p> <p>g) If the Scheme does not specify the number of parking spaces required in respect of any particular use, then the number of parking spaces to be provided shall be determined by the Council.</p> <p>h) Special spaces may be provided for small cars only. These spaces shall have the dimensions as described in this Scheme. However, no credit shall be granted for small spaces towards the satisfaction of numerical parking requirements. Small spaces may be provided in excess of the minimum requirement for the use in question.</p> <p>Morley – TABLE 5</p> <p>6.2 Where the discretion of the local government is required in Table No. 5, the local government shall determine the parking rate having due regard to the following:</p> <p>a) the provision of parking for similar land uses in the Morley Activity Centre;</p> <p>b) the availability of public parking in the vicinity of the subject site; and</p> <p>c) the objectives of the Morley Activity Centre Zone.</p>		

			<p>6.3 To establish parking rates for a use which is not listed in Table No. 4, the local government may:</p> <p>a) determine that the use falls within one of the categories listed in Table No. 4 and apply those parking rates accordingly; or</p> <p>b) determine parking rates at its discretion having due regard to the factors listed in Clause 6.2.</p>	
	Location	<p>8.4.2 Joint Use of Parking Facilities</p> <p>Parking facilities may be provided jointly subject to the satisfaction of the requirements contained hereunder. When there is an overall deficiency in the number of spaces provided, parking facilities for an adjoining use, where peak hours of operation are substantially different, may be provided jointly. Such joint usage shall be subject to the satisfaction of the following conditions:</p> <p>a) the submission of sufficient evidence to demonstrate that no substantial conflict will exist in the principal hours or peak demand of the buildings or uses for which the joint use is proposed;</p> <p>b) the number of parking spaces which may be credited against the requirements of each building or use involved shall not exceed the number of spaces reasonably anticipated to be available during the hours of operation;</p> <p>c) parking spaces designated for joint use shall be easily accessible and no further than 200 metres in distance from an appropriate entrance of the building which the spaces are proposed to serve; and</p> <p>d) the Council may require an agreement to be entered into between the owners and occupiers of the adjoining properties as to the terms and conditions of the joint use of the parking facilities and providing for the creation of easements or other rights in order to ensure the continued availability of a specified number of parking spaces for the use of each of those properties.</p> <p>8.4.3 General Design Requirements for Off-Street Parking</p> <p>The general design requirements for off-street parking facilities are as follows:</p> <p>a) all parking spaces shall have adequate access by means of manoeuvring lanes with spaces designed so that it is not necessary to back directly into a public street to enter or leave a parking area;</p> <p>b) adequate entry and exits to and from the parking area by means of clearly defined drives shall be provided for all vehicles. Circulation within a parking facility shall be such that:</p> <p>(i) a vehicle using the parking area need not enter the same street to reach another aisle within the same facility;</p> <p>(ii) all parking spaces, garages and carports shall be accessible and useable for the full number of parking spaces required whenever the building or use which they serve is in operation;</p> <p>(iii) continuous kerbs and/or headers shall be used instead of individual 'Wheel Stops'; and</p> <p>(iv) the entire parking area, including parking spaces and manoeuvring lanes required under the Scheme shall be paved with either asphaltic, concrete or brick paved surfacing in accordance with specifications approved by the Council. In situations considered appropriate by Council, this provision may be varied.</p> <p>8.4.4 Specific Design Requirements for Off-Street Parking</p> <p>Plans for the layout and making of off-street parking facilities shall be in accordance with Appendices 5 and 6 to the Scheme. The following provisions also apply:</p> <p>a) in all parking areas containing 21 or more spaces, the aisles, approach lanes, and manoeuvring areas shall be clearly marked with directional arrows and lines to expedite traffic movements. Once a parking area has been marked in accordance with the approved site plan, the marking shall be permanently maintained;</p> <p>b) spaces designated for small cars shall be provided only for parking angles greater than 30 degrees. Such small car spaces shall be a minimum of 2.4 metres in width;</p> <p>c) for parking angles greater than 59 degrees, up to 0.6 metres of the space depth may be provided in overhang beyond the front kerb; and</p> <p>d) where car parking stalls are covered or adjoin a solid wall or other obstacle, the minimum width of the car spaces shall be increased to 3 metres.</p> <p>8.4.5 Landscaping for Off-Street Parking</p> <p>Boundary landscaping shall be provided for parking facilities visible from any public street and interior landscaping shall be provided for open parking facilities with 21 or more parking spaces. Landscaping shall comply with the following requirements:</p> <p>a) all areas between parking facilities and adjoining streets shall have a minimum of 2m wide permanent landscape area. In addition, the Council may also require permanent landscaping between the parking facilities and all other side and rear property lines; and b) for open parking areas, with 21 or more parking spaces, there shall be provided a minimum of 1 square metre of permanent landscaping for every 10 square metres of parking bay area. Such landscaping shall be in addition to any other landscaping required by this Scheme.</p> <p>8.4.6 Cash Payment In lieu of Providing Parking Spaces</p> <p>In accordance with subclause 8.1, the Council may agree with an applicant for an approval to commence development to accept a cash payment in lieu of the provision of paved car parking spaces, but subject to the requirements of this subclause:</p> <p>a) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the parking spaces required by this Scheme, plus the value, as estimated by a licensed valuer, of that area of this land which would have been occupied by the parking spaces and manoeuvring area;</p>	<p>8.1 Central Core Precinct</p> <p>8.1.2 Car Parking and Access</p> <p>a) Multi-storey car parks shall be sleeved by appropriate land uses/ development at street level and aesthetically screened for levels above, such that the car parking area is not directly visible from the street or other public spaces. Screening and/or architectural features at street level may be deemed acceptable where sleeved development is proven to be inappropriate.</p> <p>b) Car parking areas shall be accessed from a laneway or secondary street where available.</p> <p>c) Large areas of car parking shall be located behind buildings and provided with safe and clearly sign-marked pedestrian routes to the building entrances.</p> <p>8.2 Outer Core Precinct</p> <p>8.2.3 Car Parking and Access</p> <p>a) Multi-storey car parks shall be sleeved by appropriate land uses/development at street level and aesthetically screened for levels above, such that the car parking area is not directly visible from the street or other public spaces.</p> <p>b) Car parking areas shall be accessed from a laneway or secondary street where available.</p> <p>c) Large areas of car parking shall be located behind buildings and provided with safe and clearly sign-marked pedestrian routes to the building entrances.</p> <p>8.3 Mixed Business District</p> <p>8.3.3 Car Parking and Access</p> <p>a) A maximum of 1 row of at-grade parking, and associated drive aisle, is permitted in the front setback area. All other areas of car parking shall be located behind the front building line.</p> <p>b) Vehicle access shall be limited to 1 crossover per lot.</p> <p>8.5 Inner City Residential Precinct</p> <p>8.5.2 Car Parking and Access</p> <p>a) Car parking areas, except for visitor bays, shall be sleeved behind buildings or aesthetically screened such that the car parking area is not directly visible from the street or other public spaces.</p> <p>b) Any development on a site abutting a major road shall:</p> <p>i. make provision for forward gear access for all vehicles entering and exiting the property;</p> <p>ii. limit access to 1 crossover per lot; and</p> <p>iii. where available, obtain access from a secondary street or right of way.</p>	

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			<p>b) before the Council agrees to accept a cash payment in lieu of the provision of parking spaces, the Council must either have provided a public parking station nearby, or must have firm proposals for providing a public station within the District;</p> <p>c) payments under this clause shall be paid into a special fund to be used to provide public parking stations anywhere in the District; and</p> <p>d) all costs incurred in obtaining the valuation shall be borne by the applicant.</p> <p>6.4 Multi-storey car parks shall incorporate screening devices and/or architectural features where directly fronting a street or public space.</p> <p>6.5 At-grade parking areas shall include a minimum 2 metre wide natural landscaping strip along all street boundaries.</p> <p>6.6 Large areas of car parking shall be located behind buildings and provided with safe and clearly sign-marked pedestrian routes to the building entrances.</p> <p>6.7 Where the minimum car parking requirements specified in Table No. 5 are not met, the applicant/owner shall pay the local government cash in lieu of the required car parking, in accordance with the relevant scheme and/or local planning policies, unless otherwise approved by the local government.</p>	
		Access	<p>8.3.2 Traffic Entrances</p> <p>8.3.2.1 The Council may -</p> <p>(i) refuse to permit more than one vehicular entrance or exit to or from any lot;</p> <p>(ii) require separate entrances and exits; or</p> <p>(iii) require that entrances and exits be placed in positions nominated by it so as to avoid or to reduce traffic hazards.</p> <p>8.3.2.2 Primary Regional Roads, Other Regional Roads and other Major Roads</p> <p>Access for vehicles shall not be permitted directly to or from Primary Regional Roads or Other Regional Roads nor other major roads determined by the Council, where access is available from side or rear streets or from rear rights-of-way. An unpaved right-of-way shall be paved and drained at the cost of the developer to the extent considered necessary by the Council. Council will determine the location of access and egress points in order to preclude or reduce traffic hazards. Where, by virtue of the configuration or disposition of the lesser road, or where the applicant proves that the insistence of such a condition will cause undue hardship, the Council may recommend to the Western Australian Planning Commission that access and egress to and from a Primary Regional Road or Other Regional Road, in the particular situation, should be permitted.</p>	
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle	<p>Morley – TABLE 5</p> <p>7.0 BICYCLE PARKING</p> <p>7.1 Employee/long term bicycle parking shall include a lockable, sheltered enclosure where the cyclist is able to store a bicycle throughout the day.</p> <p>7.2 Visitor/short term bicycle parking shall include bicycle rails or racks to which bicycles frames or wheels can be locked.</p> <p>7.3 End of trip facilities for pedestrians and cyclists shall be provided for any office development exceeding 250m² GFA.</p> <p>7.4 End of trip facilities for pedestrians and cyclists shall be provided for any development exceeding 500m² GFA involving a use or combination of uses which are categorised under Table No. 5 as retail, entertainment, dining, recreation or health.</p>	
	Other Matters	Construction		
		Waste	<p>8.3.8 Disposal of Wastes</p> <p>A person shall not without the approval of Council use any privately owned land for any of the following purposes:</p> <p>a) the disposal of factory wastes;</p> <p>b) the disposal or dumping of rubbish;</p> <p>c) the disposal or dumping of building materials or materials from demolished or partly demolished buildings; and</p> <p>d) the disposal or dumping of organic waste matter.</p>	
		Storage		<p>8.4 Civic and Education Precinct</p> <p>8.4.3 Servicing</p> <p>a) Servicing and loading docks shall be located to minimise visual impacts upon busy pedestrian networks and the public realm.</p>
		Drainage		
		Effluent Disposal	<p>8.3.6 Sewerage Connection</p> <p>Notwithstanding anything elsewhere appearing in the Scheme, all residential development shall be connected to a comprehensive sewerage system. However, where no such connection is available, no residential development other than the erection of a single house shall be approved unless:</p> <p>a) the Public Health Department recommends to the Council that there are exceptional circumstances to warrant a variation from the requirement to connect to a sewer; or</p>	

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			b) the lot the subject of the application has been approved for development for residential purposes in excess of a single house under the provisions of a City of Bayswater Planning Scheme previously published, and redevelopment is only being carried out to an equivalent or lesser extent as previously approved under that Scheme.	
		ESD		
		Buffers		
		Other	<p>8.3.5 Visual Truncation of Corner Lots and Vehicular Access ways Notwithstanding any policy adopted by the Commission dealing with the ceding of site truncations from corner lots, Council may, having due regard to amenity, safety or any other matter relevant to orderly and proper planning determine that: A visual truncation shall be provided on a corner lot in accordance with the diagram as depicted in Appendix 4 where either road verge width is less than 5m or the roads intersect other than at right angles. No building, wall or landscaping greater than 0.75 metres in height, measured from the natural ground level at the boundary, shall be constructed or planted on a corner lot within the visual truncation as depicted in Appendix 4.</p> <p>9.0 APPROVAL NOTWITHSTANDING NON-COMPLIANCE Except for development for which the Residential Design Codes apply within the 'Inner City Residential' precinct, if a development application does not comply with the development criteria prescribed in the Morley Activity Centre Zone, the Council if it is satisfied that: (a) such a variation will not prejudice the achievement of the objectives of the Morley Activity Centre Zone, and (b) the orderly and proper planning and amenity of the precinct are maintained, may vary any development criteria and approve the application unconditionally or subject to such conditions as it deems fit.</p> <p>10.0 MAJOR DEVELOPMENT</p> <p>10.1 Where an application is made for a major development, in addition to the relevant requirements, the following elements shall be provided: a) road and intersection upgrades which are required as a result of the proposed development; and b) precinct specific major development requirements.</p> <p>10.2 Where an application is made for a major development to be constructed on Lot 213, No. 4 Collier Road, Morley, in addition to the relevant requirements, the following elements are to be provided: a) a town square/piazza at the terminus of Progress Street and Bishop Street, of sufficient size to support the function of a town square, and comprised both of hard and natural landscaping and quality materials; b) buildings surrounding and fronting onto the town square/ piazza on the Galleria Shopping Centre side of Bishop Street which accommodate land uses that encourage activity outside of normal business hours; and c) improved integration between the Morley Bus Station and surrounding land uses including building interfaces and a significantly visually appealing, integrated and covered pedestrian connection between the bus station and Galleria Shopping Centre.</p> <p>10.3 Where the requirements of Clause 10.1 are unable to be provided prior to first occupation of the shop/retail floor space, the applicant/owner may enter into a legal agreement with the local government to defer these works to a reasonable time period as determined by the local government.</p> <p>10.4 If 2 or more development applications are received for the same site(s) within a period of 2 years, which collectively constitute a major development, then the requirements of Clause 10.1 shall apply in full to the latter application.</p> <p>11.0 LOCAL DEVELOPMENT PLAN</p> <p>11.1 A local development plan shall be provided where required under the provisions of the Morley Activity Centre Structure Plan, and shall be prepared in accordance with Part 6 — Local development plans of Schedule 2 — Deemed provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p>11.2 A local development plan shall be provided for development on the following Landmark Development sites: a) Lot 1, No. 243-253 Walter Road West, Morley. b) Lot 213, No. 4 Collier Road, Morley. c) Lot 1105, No. 70-84 Collier Road, Morley. d) Lot 303, No. 65-79 Russell Street, Morley. e) Lot 28, No. 129 Russell Street, Morley. f) Reserve 38328, No. 61 Broun Avenue, Morley. g) Lot 2, No. 2 Progress Street, Morley.</p>	<p>8.2 Outer Core Precinct</p> <p>8.2.1 Land Use a) Any residential or mixed use development shall be designed in a manner which limits its potential to be unduly affected by noise or emissions from existing industrial uses. The local government may consider variations to the Activity Centre Plan requirements where necessary to provide a buffer or otherwise ameliorate such impacts.</p> <p>8.3 Mixed Business District</p> <p>8.3.1 Land Use a) Residential or mixed use development shall be designed in a manner which limits its potential to be unduly affected by noise or emissions from existing industrial uses. The local government may consider variations to the Activity Centre Plan requirements where necessary to provide a buffer or otherwise ameliorate such impacts. b) When considering discretionary industrial uses, the local government shall have due regard to the impact on the streetscape. Where possible, industrial uses should be sleeved by commercial uses with an active frontage.</p> <p>8.5 Inner City Residential Precinct</p> <p>8.5.1 Land Use a) The floor space for retail or dining uses shall not exceed 100m. NLA.</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF BELMONT			Town Centre	LPP 1 – Performance Criteria – Town Centre Density Bonus Requirements (applies to applications for higher density development in excess of R50, up to R160) LPP 11 – Public Art Contribution LPP 12 – Advertisement Signs
	Site	Lot Size	-	-
	Built Form	Setbacks	-	-
		Use of Setbacks	-	-
		Height	-	-
		Plot Ratio	-	-
		Site Cover	-	-
		Materials	-	-
		Building Design	4.10 Town Centre and Commercial Zone 4.10.1 Proposals for land use and development are to demonstrate good urban design by: a) the presentation of buildings and facades that are attractive and inviting, and which harmoniously relate with each other, and have regard to climate; and b) the creation of spaces which encourage pedestrian movement and provide places for pedestrians to congregate. 4.10.2 Site and Development Requirements b) The local government, may as a condition(s) of Development Approval, require amongst other things the integration of building layout and design with adjoining development and determine car parking layout, vehicular access and pedestrian circulation.	
		Site Layout	4.10 Town Centre and Commercial Zone 4.10.2 Site and Development Requirements a) The extent of development shall be governed by the local government's requirements for car parking and landscaping determined in the light of the circumstances of any particular application. b) The local government, may as a condition(s) of Development Approval, require amongst other things the integration of building layout and design with adjoining development and determine car parking layout, vehicular access and pedestrian circulation. c) No part of any building shall be built upon that area of land between the street alignment and the building setback line drawn parallel thereto a distance of two metres within the site.	
	Site Amenity	Landscaping	-	-
		Lighting	-	-
		Signage	4.21 Prohibited Signage Within the district the following signs and advertising are prohibited and shall not be approved by the local government: a) roof signs; or b) any sign, hoarding or advertising device whatsoever which does not comply with any other local law of the local government.	Local Planning Policy No. 12 – Advertisement Signs 6.1 General Requirements 6.1.1 Advertisement signs shall only advertise services and products available on the premises to which it relates. Third party advertising is not permitted. 6.1.2 Advertisement signs must be contained wholly within the property boundaries of a lot and shall not overhang or encroach into any reserve (including road reserve). 6.1.3 Advertisement signs that will or are likely to, cause interference with or be hazardous to vehicular traffic and pedestrians, are prohibited. 6.1.4 Street numbering is to be incorporated into advertisement signage, which is clearly visible from the street. 6.1.5 Except where required by Clause 2.5 of this Policy, development approval is not required in the event that the content of an approved advertisement sign is proposed to be changed, subject to the dimensions, location and structure remaining unchanged. 6.1.6 Development within the Mixed Business Zone (Belmont Business Park) is encouraged to incorporate the 'Belmont Business Park' branding. 6.1.7 Advertisement signs shall not be located in a manner that unreasonably obstructs view of existing public artwork or murals. 6.2 Illuminated and Electronic Display Screen/Panel Signs 6.2.1 All Electronic Display Screen/Panel signs shall: (a) be restricted to static images that are: (i) externally illuminated during hours of darkness; or (ii) displayed electronically, i.e. in a digital format. (b) have a minimum dwell time duration of 10 seconds; (c) not contain a transition time from one display to another that exceeds 0.1 seconds; and (d) No display transitional effects such as fly-in, fade-out and scrolling. 6.2.2 Illuminated advertising signs, including electronic display screens/panels, abutting any road must:

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				<p>(a) use a low level of illumination, not exceeding 300cd/m2, not flash, pulsate, or chase, and not cause a nuisance, by way of light spillage, to light received to the abutting sites to a maximum of 50 lux;</p> <p>(b) not contain fluorescent, reflective or retro reflective colours or materials;</p> <p>(c) not interfere with or be likely to be confused with traffic control signals;</p> <p>(d) screen any electrical cables from the public realm and be maintained in a tidy manner; and</p> <p>(e) not be located in Residential areas.</p> <p>6.3 Signage Strategy</p> <p>6.3.1 A Signage Strategy outlining the type, size, and location of all existing and proposed advertisement signs will be required for developments with multiple tenancies on a site.</p> <p>6.3.2 A Signage Strategy (example illustrated in Appendix 1) required by Clause 6.3.1 of this Policy shall include the following information:</p> <p>(a) a scaled site plan, illustrating the location of any existing and proposed signage;</p> <p>(b) elevation details illustrating the location and dimensions of any existing and proposed/future signage;</p> <p>(c) details of any illumination if signage is proposed to be illuminated;</p> <p>(d) evidence that all tenancies have equitable access to signage locations and (e) other plans and information that the City may reasonably require to enable the signage strategy to be assessed and determined.2=</p> <p>6.3.3 All advertisement signs shall comply with the approved Signage Strategy, unless otherwise approved by the City under a separate development approval.</p> <p>6.3.4 Further development approval is not required where an advertisement sign complies with an approved signage strategy.</p>
		Public Art	-	<p>LPP 11 – Public Art Contributions</p> <p>1. Public Art to be Required The City of Belmont requires all development proposals within the Policy Area of a value greater than \$4.5 million (four and a half million dollars) to provide public art in accordance with the described method for determining Public Art contributions. This Policy shall apply to all proponents, with the exception of those exempt from obtaining Local Authority planning approval under other legislation. Those proponents/projects so exempted should utilise this Policy and the Public Art Masterplan as a guide for the implementation of their respective Percent for Art Policy obligations where applicable.</p> <p>2. Method of determining Public Art Contribution The cost of any Public Art provided under this Policy shall be no less than one percent of the value of the eligible proposal.</p> <p>3. Form of Public Art Contribution Public Art required pursuant to this Policy shall be provided in kind. Where requested by the proponent, the Council may alternatively accept a cash-in-lieu payment in accordance with the procedures detailed in the City of Belmont Public Art Masterplan.</p> <p>4. Location of Public Art Contribution Public Art provided in-kind pursuant to this Policy shall be provided on site, or on crown land immediately adjacent to the site.</p> <p>5. Separate Approval Generally Not Required for Public Art Public Art, where provided on a development site in fulfilment of a condition of development approval, shall not require a further development approval.</p>
		Fencing	-	-
	Access	Provision	<p>4.16.5 Cash In Lieu of Car Parking</p> <p>(1) An applicant for development approval may, if the local government so agrees, make a shortfall cash payment to the local government in lieu of the provision of all or any of the number of car parking spaces required by the Scheme.</p> <p>(2) In this clause: “Bay Size” means the area of land, in square metres, which in the opinion of the local government is required for the provision of a standard car parking space; “Construction Cost” means the estimated cost of constructing and developing a car parking space of the Bay Size including the manoeuvring area and associated services as determined by an engineer or architect appointed by the local government. The construction cost shall include the aisle and reversing space and servicing of the car parking facility; “Land Value per m2” means the estimated value per square metre of land in the locality as determined by a licensed valuer appointed by the local government; “Shortfall” means the difference between the number of the car parking spaces required by the Scheme and the number of car parking spaces to be provided by the applicant.</p> <p>(3) In this clause: “Shortfall Cash Payment” means (a) the amount fixed as such in a planning policy made by the local government; or (b) where the local government has not made such a planning policy within the period of 12 months preceding the grant of the development approval, means an amount calculated according to the following formula: Shortfall x [(Bay Size x Land Value per m2) + Construction Cost]</p> <p>(4) In deciding to fix the Shortfall Cash Payment the local government is to have regard to: (a) the amount calculated in accordance with the formula set out in subclause (3); and</p>	-

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			<p>(b) any factors which the local government considers justify varying that amount including, without limitation, the existence of any specified area rate or service charge imposed by the local government to secure increased public parking areas.</p> <p>(5) The local government may make a planning policy specifying the areas within which it may require or accept payment of a Shortfall Cash Payment.</p> <p>(6) The monies received by the local government under this clause shall be paid into a reserve fund and shall only be used:</p> <p>(a) for the provision of public parking;</p> <p>(b) for reimbursing the local government for any expenses incurred for the purpose of paragraph (a) including loan repayments.</p> <p>(7) An applicant may, prior to the commencement of the development which is the subject of the development approval, refer any dispute concerning the Construction Cost or the Land Value per m2 for determination by a single arbitrator agreed by the parties, or failing agreement, nominated by the Minister at the request of either the applicant or the local government, to be determined in accordance with the Commercial Arbitration Act 1985.</p>	
		Location	-	-
		Access	-	-
		Loading/Servicing	<p>4.16 Vehicle Parking and Loading</p> <p>4.16.1 Any person who constructs or substantially reconstructs, alters or adds to a building or changes the use of any land or building shall make provision in accordance with the requirements of subclause 4.16.3 for vehicles used in conjunction with the site (whether by the occupiers, their employees or invitees or other persons) to stand on or, in the opinion of the local government, sufficiently close to the site but not on a street, while being loaded or unloaded or awaiting use.</p> <p>4.16.2 In circumstances where alterations and/or extensions to an existing development give rise to the need for temporary car parking on land not associated with the alterations and or extensions, the local government may approve the establishment of temporary parking subject to such conditions and time limits as it deems appropriate.</p> <p>4.16.3 Size and Location of Car Spaces and Loading Facilities: When considering any Development Application, the local government must have regard to and impose conditions to the location and design of the car parking spaces and loading facilities. In particular, the local government must take into account, and may impose conditions concerning:</p> <p>a) the proportion of spaces to be roofed or covered;</p> <p>b) the proportion of spaces to be below natural ground level;</p> <p>c) the means of access to each space and the adequacy of any manoeuvring area;</p> <p>d) the location of the spaces on the site and their effect if spaces should later be roofed or covered;</p> <p>e) the adequacy of proposed screening or planting;</p> <p>f) the extent to which spaces are located within required setback areas;</p> <p>g) the incorporation of Crime Prevention through Environmental Design principles;</p> <p>h) the location of proposed footpaths and the effect on traffic movement and safety; and</p> <p>i) the location of proposed accessways on and off public roads and the effect on traffic movement and safety.</p> <p>4.16.4 Number and Layout of Parking and Loading Spaces to be Provided</p> <p>(1) The number of spaces to be provided in respect of any particular site shall be determined by the local government, having regard to the nature of the use and the known or likely volume of goods, material or people moving to and from the site. Subject to any provision of the Scheme to the contrary the number of car parking spaces shall be in accordance with the requirements of Table 2.</p> <p>(2) Layout of parking spaces shall be in accordance with Schedule No. 7 or, at the discretion of local Government, the relevant Australian Standard.</p> <p>(3) When making decisions relative to parking provision, the local government shall at all times have regard to any existing or proposed public parking facilities nearby.</p>	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	<p>4.17 Bicycle Parking</p> <p>4.17.1 In the case of Uses listed in Table 3, having regard to the likely demand, the local government may require bicycle parking bays to be provided at the ratio specified in that table in addition to the number of car parking bays to be provided.</p> <p>4.17.2 When considering an application for Development Approval for development in respect of which bicycle parking bays are required to be provided under the Scheme, the local government shall have regard to, and may impose conditions as to the design and location of such bays.</p> <p>4.17.3 Where bicycle parking spaces are required to be provided for the use of staff, shower and changing facilities shall be provided, the design and location of such facilities being to the satisfaction of the local government, and the number of such facilities being at the following ratios:</p> <p>a) number of secure well ventilated equipment lockers 1 per cycle parking space;</p> <p>b) number of showers: 1 male and 1 female shower in separate change rooms per 10 cycle parking spaces, 2 male and 2 female showers in separate change rooms 10-30 cycle parking spaces, 3 male and 3 female showers in separate change room 30+ cycle parking spaces.</p>	
	Other Matters	Construction	-	-

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		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	-	<p>LPP 1</p> <p>Higher density developments within the Policy Area in excess of R50 and up to a maximum of R100 may be considered where the development incorporates all the features in points 1 through 7 following:</p> <ol style="list-style-type: none"> 1. Aged/Dependent Person's or Single Bedroom Dwellings in one of the following ratios: <ol style="list-style-type: none"> 1 a) A minimum of two dwellings being either Aged/Dependent Person's dwelling or Single Bedroom dwelling (i.e. a minimum of two dwellings of this form of housing, for example - one Aged Person's dwelling and one Single Bedroom dwelling, or two Aged Person's Dwellings, or two Single Bedroom dwellings) in a development where the total number of units proposed is a maximum of 10 dwellings. Or 1 b) A minimum of four dwellings being either Aged/Dependent Person's dwelling or Single Bedroom dwelling (i.e. a minimum of four dwellings of this form of housing, for example - two Aged Person's dwelling and two Single Bedroom dwelling, or four Aged Person's Dwellings, or four Single Bedroom dwellings) in a development where the total number of units proposed is 11 to a maximum of 20 dwellings. Or 1 c) A minimum of six dwellings being either Aged/Dependent Person's dwelling or Single Bedroom dwelling (i.e. a minimum of six dwellings of this form of housing, for example - three Aged Person's dwelling and three Single Bedroom dwelling, or six Aged Person's Dwellings, or six Single Bedroom dwellings) in a development where the total number of units proposed is 21 to a maximum of 30 dwellings. 2. The higher standard and quality of development as applied under the Scheme for densities above R20 shall apply to the development. 3. The development does not overshadow adjacent properties by more than 50% as at midday 21 June. 4. The development is oriented to provide maximum direct winter sunlight and ventilation to the development, whilst maintaining privacy in accordance with the R Codes. 5. The development provides exceptional urban design standards and built form that will enhance the desired streetscape. The design will incorporate high quality building materials, architectural detailing and complementary colour schemes. Other amenity features should include pedestrian paths, lighting within communal driveways and common areas, provision of resident facilities within communal open space (eg, BBQ, gazebo, seating, pool etc). 6. The provision of other features within the development, that provide a direct benefit to the residents, streetscape and/or wider community and may include features such as – rooftop gardens, public or street art, public seating and courtyards or other features to be considered at the discretion of Council. 7. The development provides a demonstrable commitment to a high standard of energy efficient and sustainable design and in this regard should address such features as passive design, energy consumption, water usage, passive heating/cooling, use of materials within the development and other features that contribute to sustainable housing design and construction.

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF CAMBRIDGE			District Centre	Wembley Activity Centre Plan LPP 2.3 – Precinct R3 (Floreat) LPP 3.10 – Design of Non-residential development LPP 3.13 – Parking LPP 3.15 – Advertising Signage
	Site	Lot Size	-	-
	Built Form	Setbacks	-	Anchor Site 1 – Wembley Hotel and Forum <u>Cambridge Street</u> To be addressed through LDP <u>Other Streets</u> Simper Street – Nil Alexander Street – 2m <u>Min side setback</u> To be addressed through LDP <u>Rear setback</u> 6m Anchor Site 2 and 3 <u>Cambridge Street</u> 2m <u>Other Streets</u> Nil <u>Min side setback</u> Nil <u>Rear setback</u> 7m LPP 23 (District Centre Zone – Floreat Forum) <u>Street Setback</u> Buildings shall be set back from the street such distance as is determined by the Council, having regard to existing development on the site and the impact on adjacent residential development.
		Use of Setbacks	-	-
		Height	-	Anchor Site 1 – Wembley Hotel and Forum Max Height Limit Lot 78 – 5 storeys (18m) Remainder of Anchor Site – 7 storeys (25m) Max St front height Cambridge St and Simper Street – 3 storeys (11m) Alexander Street – 2 storeys (7.5m) additional; height to be setback Max rear height limit 2 storeys (7.5m) Max boundary wall height To be addressed through LDP Adaptable ground floor minimum height 3.7m Anchor Site 2 and 3 Max Height Limit 6 storeys (21.5m) Max St front height 3 storeys (11m) Max rear height limit 2 storeys (7.5m) Max boundary wall height 6 storeys (21.5m) Adaptable ground floor minimum height 3.7m
		Plot Ratio	-	Wembley Activity Centre Plan Plot Ratio - N/A

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				LPP 23 (District Centre Zone – Floreat Forum) Max Plot Ratio –1.1
		Site Cover	-	-
		Materials	-	-
		Building Design	-	Anchor Site 1 – Wembley Hotel and Forum Each 20m of building frontage to the street to be recognisable as its own architectural form Buildings are to be street-orientated and built to street setback line (2m)
		Site Layout	-	-
	Site Amenity	Landscaping	-	Anchor Site 1 – Wembley Hotel and Forum Landscaping – A publically accessible plaza and square or urban garden to be provided Anchor Site 2 and 3 Each anchor site to provide a publically accessible open space of 750sqm
		Lighting	-	-
		Signage	-	-
		Public Art	-	-
		Fencing	-	-
	Access	Provision	Cash in lieu of Parking Bays (1) The Council may approve development, or a change of use, without the number of parking spaces required under this Scheme and in doing so the Council may accept cash in lieu of parking bays in accordance with rates specified from time to time under the Planning Policy relating to parking. (2) Payments made under sub-clause (1) shall be paid into a special fund for the creation, management of or improvement to public parking facilities. The Council may use the money from the special fund for any purpose connected with the creation, management of or improvement to public parking facilities, including but not limited to: (a) the land and construction costs of public parking stations provided by Council or within a joint venture; (b) the cost of creating additional parking bays within road reserves; (c) the capital costs of new local public transportation infrastructure, including cycling and pedestrian facilities, shuttle bus services or real-time transit information, that are situated upon land under the control of the local government; (d) parking information systems; (e) security lights; (f) improved pathways to access parking areas; (g) upgrading the design of on-street parking facilities; (h) maintaining any Council owned parking facility or related infrastructure; and (i) the reasonable costs to the Council of administering this provision including professional fees and borrowing costs. (3) Any parking bays provided as a result of cash-in-lieu contributions shall remain available to the public at large although the Council may charge a fee for the use of such parking to achieve the proper management of parking in the locality, the maintenance of public parking bays under its control and for the general improvement of parking and local public transport infrastructure. (4) Council may pre-fund the acquisition of land or the construction costs of public parking facilities and may use funds from the special parking cash in lieu fund to repay the costs of such pre-funding including interest on borrowings. (5) Council may require that a proportion or all of the parking bays required in any approval to commence development be provided as cash in lieu or may set a maximum proportion of parking bays for which applicants may provide cash in lieu. (6) Instead of accepting a cash in lieu payment under sub-clause (1), the Council may accept as a partial or full substitute the transfer in fee simple of a parcel of land to the equivalent value. (7) In the case of a land contribution pursuant to sub-clause (6) the land shall be transferred to the Council prior to the commencement of development, or the approval of a strata plan or survey strata plan for the property, whichever occurs first.	Anchor Site 1 – Wembley Hotel and Forum Public car parking – a public parking station to be provided in addition to standard car parking requirements for development
		Location	-	Anchor Site 1 – Wembley Hotel and Forum, and Sites 2 and 3 Parking will be required to be out of view of surrounding streets and basement parking is encouraged
		Access	-	Anchor Site 1 – Wembley Hotel and Forum A reservation for a continuous laneway is integrated into the building envelope. Anchor Site 2 and 3 Provision of a 7m wide laneway reservation along the rear of the lots to be ceded as a ROW
		Loading/Serviceing	-	-

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		EOT	-	-
		Pedestrian	-	Anchor Site 1 – Wembley Hotel and Forum, and Sites 2 and 3 Publically accessible pedestrian passageways with a minimum width of 4m are to connect the plaza with the square or urban garden and with Alexander Street and Simper Street and the public and private parking areas.
		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	-	Anchor Site 1 – Wembley Hotel and Forum Density – R-AC0 Retention of Wembley Hotel Anchor Site 2 and 3 Density – R-AC0 LPP 23 (District Centre Zone – Floreat Forum) <u>Residential density</u> Residential density shall comply with the Residential Design Codes site area requirements for R40

KEY ELEMENTS			SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION												
CITY OF CANNING			Centre Zone District Centre Zone	LP.03 - Developer Funded Public Art LP.07 – Advertising Signs LP.08 – Cash-in-Lieu for Parking in the Centre Zone Westfield Carousel LDP												
	Site	Lot Size	-	-												
	Built Form	Setbacks	<div>4.22 DISTRICT CENTRE AND LOCAL CENTRE ZONES</div> <div>4.22.3 Setbacks</div> <div>a) Setbacks in the District and Local Centre zones shall meet the requirements set out in Table 9.</div> <div>Table 9 – District and Local Centre Zones Setback Requirements</div> <table><tr><th>Zone</th><th>Primary Street Setback (minimum)</th><th>Secondary Street Setback (minimum)</th><th>Rear & Side Setback (minimum)</th></tr><tr><td>District Centre</td><td>12m</td><td>3m</td><td>0m</td></tr><tr><td>Local Centre</td><td>12m</td><td>3m</td><td>0m</td></tr></table> <div>Note: Rear and side setbacks may be subject to requirements under the Building Code of Australia.</div> <div>b) The setback requirements in Table 9 may be reduced by the local government subject to the following provisions –</div> <div>(i) the reduced setback will not have any adverse impacts on the adjoining properties the street appearance;</div> <div>(ii) the proposed development will constitute a general improvement to the appearance of the street; and</div> <div>(iii) the portion of the building encroaching into the setback forms an integral part of the development.</div>	Zone	Primary Street Setback (minimum)	Secondary Street Setback (minimum)	Rear & Side Setback (minimum)	District Centre	12m	3m	0m	Local Centre	12m	3m	0m	<div>2.3.1 ACTIVE FRONTAGE A (STREET)</div> <div>Ground Floor Standards</div> <div>At-Grade Entry – Yes</div> <div>Min Floor to Floor Height – 4m</div> <div>Activation (% glazing) – target 70%</div> <div>Setback</div> <div>Up to 12m – nil</div> <div>Over 12m – min 3m</div> <div>Building height at street – 6m min, 12m max</div> <div>2.3.2 ACTIVE FRONTAGE B (SETBACK)</div> <div>Ground Floor Standards</div> <div>At-Grade Entry – Yes</div> <div>Min Floor to Floor Height – 4m</div> <div>Activation (% glazing) – target 60%</div> <div>Setback</div> <div>Up to 12m – nil</div> <div>Over 12m – min 3m</div> <div>Building height at street – 6m min, 12m max</div> <div>2.3.3 SEMI - ACTIVE FRONTAGE</div> <div>Ground Floor Standards</div> <div>At-Grade Entry – Yes</div> <div>Min Floor to Floor Height – 4m</div> <div>Activation (% glazing) – target 60%</div> <div>Setback</div> <div>Up to 12m – min nil/max 4m</div> <div>Over 12m – min 3m</div> <div>Building height at street – 6m min, 12m max</div> <div>Add 2.3.4 Attractive Frontages</div> <div>Add 2.3.5 Service Frontages</div>
	Zone	Primary Street Setback (minimum)	Secondary Street Setback (minimum)	Rear & Side Setback (minimum)												
District Centre	12m	3m	0m													
Local Centre	12m	3m	0m													
	Use of Setbacks	-	-													
	Height	-	<div>2.3.1 ACTIVE FRONTAGE A (STREET)</div> <div>Awnings</div> <div>Min height – 3.6m</div> <div>Max height – 6m</div> <div>% provided – 100%</div> <div>Min Depth – 3m</div> <div>2.3.2 ACTIVE FRONTAGE B (SETBACK)</div> <div>Awnings</div> <div>Min height – 3.6m</div> <div>Max height – 6m</div> <div>% provided – 75%</div> <div>Min Depth – 2m</div> <div>2.3.3 SEMI - ACTIVE FRONTAGE</div> <div>Awnings</div> <div>Min height – 3.6m</div> <div>Max height – 6m</div> <div>% provided – 75%</div> <div>Min Depth – 2m</div>													

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				Add 2.3.4 Attractive Frontages Add 2.3.5 Service Frontages
		Plot Ratio	-	-
		Site Cover	-	-
		Materials	-	-
		Building Design	4.22 4.22.5 DISTRICT CENTRE AND LOCAL CENTRE ZONES Facades a) Each façade of a building shall be constructed of brick, stone, concrete or glass or a combination of those materials or similar materials as approved by the local government, and shall incorporate the following features – (i) varied heights, materials, colours or textures; or (ii) public artwork. b) Any artwork on walls subject to paragraph 4.22.5 a) is to meet the requirements of any local planning policy relating to public art. c) Facades facing regional or local reserves as detailed in Table 1 are to incorporate clear openings to a minimum of 50% of the façade. d) Panel filling of other materials to a design approved by the local government may be permitted on facades above a height of 2 metres from the ground level.	-
		Site Layout		2.2.1 ACTIVE FRONTAGE A (STREET) Active Frontage A is concentrated on Cecil Avenue where a high level of activation and clear visual engagement with pedestrians is promoted and a nil setback is required to the street. Cecil Avenue is intended to be the most vibrant area of the centre and will accommodate a continuous frontage of shops, offices, hospitality and civic uses to encourage the level of activation required for a vibrant 'main street' environment. This frontage, together with a separate set of site specific standards, will also apply to Cecil Square. 2.2.2 ACTIVE FRONTAGE B (SETBACK) This frontage type is applicable to the key existing entrance to the shopping centre on Albany Highway, where a specific type of activation is sought. This façade type allows for an activated frontage to accommodate retail and entertainment uses, however permits a generous setback to Albany Highway, and carparking and associated vehicle access in front of the buildings. 2.2.3 SEMI-ACTIVE FRONTAGE Semi-active Frontages relate to areas that demand less activated façade treatments and are unlikely to be associated with high levels of pedestrian footfall. Semi-active Frontage areas are concentrated on Carousel Road, in order to achieve a level of integration with the adjoining landholdings. 2.2.4 ATTRACTIVE FRONTAGE Attractive Frontages are located along Albany Highway and on the corner of Carousel Road and Liege Street. These frontages are intended to ensure good design outcomes for areas where limitations associated with 'big box' retail environments and multi-deck carparks may occur. 2.2.5 SERVICE FRONTAGE In order to accommodate the required 'back of house' activities, a service frontage is provided along a portion of Liege Street and Grose Avenue. This area will accommodate delivery areas, plant equipment, and carparking access, whilst ensuring an amenable façade to adjoining landholdings and good passive surveillance.
	Site Amenity	Landscaping	4.22 4.22.4 DISTRICT CENTRE AND LOCAL CENTRE ZONES Landscaping a) Soft landscaping shall cover a minimum of 25% of any street setback area with a minimum width of 2 metres along any street boundary except where a crossover is present or required. b) Trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting. c) Landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, to the satisfaction of the local government. d) Landscaped areas shall be planted in accordance with an approved plan prior to the occupation of the site, or such other time as agreed by the local government.	-
		Lighting	-	-
		Signage	-	2.3.1 ACTIVE FRONTAGE A (STREET) Signage As per Signage Strategy and Precinct Plans

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				<div>2.3.2 ACTIVE FRONTAGE B (SETBACK) Signage As per Precinct Plans</div> <div>2.3.3 SEMI - ACTIVE FRONTAGE Signage As per Precinct Plans</div> <div>Add 2.3.4 Attractive Frontages Add 2.3.5 Service Frontages</div>
		Public Art	-	-
		Fencing	-	-
	Access	Provision	<div>4.10 CAR PARKING <u>4.10.1 General Requirements</u> a) All developments are to provide car parking at a rate in accordance with the requirements detailed in Table 4. b) Notwithstanding subclause 4.10.1 a) if a change of use application in the Centre zone results in a car parking requirement that is less than the number of parking spaces on the site, the excess car parking spaces may be retained for use on the site. c) The number of car parking spaces required in Table 4 shall be rounded to the nearest whole number. d) If the number of parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of car parking spaces. e) All car parking is to be provided on the same site as the development unless otherwise approved by the local government. f) Land set aside for car parking is to be used only for the parking of cars used by employees or visitors to the site, unless otherwise approved by the local government. <u>4.10.2 Cash in Lieu</u> a) In the event that a development does not provide the number of car parking spaces required in Table 4, the local government may consider cash in lieu for the car parking shortfall. b) The moneys received by the local government under the provisions of this subclause shall be paid into a trust fund and used for – (i) the acquisition and/or development of a public car park in the locality; or (ii) the construction of car parking bay embayments directly adjoining the site; or (iii) investment in infrastructure that will improve access to, or reduce demand for, car parking in the vicinity of the development. c) Prior to accepting cash in lieu of car parking, the local government shall prepare and adopt a policy that details how the costs will be calculated and how the moneys will be used. <u>4.10.1 Reciprocal Parking</u> a) If there is a deficiency in the number of parking spaces provided to serve a building or land use, the local government may permit the sharing of parking spaces of an adjoining building or site subject to there being different peak hours of the land uses. b) The local government may require reciprocal access for any buildings or land uses subject to subclause 4.10.3 a), when in the opinion of the local government the reciprocal access will improve design or amenity. c) The applicant of any development subject to subclause 4.10.3 a) shall provide evidence – (i) that no substantial conflict will exist in the peak hours of operation of the buildings or land uses for which the reciprocal parking is proposed; and (ii) that the parking spaces credited from one building or land use to another is not in excess of that required by the first building or land use to operate at peak hours. d) The local government may require a legal agreement to be prepared by a solicitor detailing the relevant reciprocal parking arrangement and access. The terms within the legal agreement are to be to the satisfaction of the local government. e) Any costs associated with a legal agreement subject to subclause 4.10.3 d) are to be borne by the person seeking to take advantage of the reciprocal parking arrangement. 4.13 PARKING AND ACCESS DESIGN REQUIREMENTS All car parking, bicycle parking, accessways and unloading and loading areas are to be designed in accordance with the relevant part of AS 2890.</div>	<div>2.3.1 ACTIVE FRONTAGE A (STREET) <u>Carparking</u> On-street – Yes I front of building – No</div> <div>2.3.2 ACTIVE FRONTAGE B (SETBACK) <u>Carparking</u> On-street – N/A I front of building – Yes</div> <div>2.3.3 SEMI - ACTIVE FRONTAGE <u>Carparking</u> On-street – N/A In front of building – No</div> <div>ADD 2.3.4 ATTRACTIVE FRONTAGES ADD 2.3.5 SERVICE FRONTAGES</div>

CENTRE (large)

		Location	-	-
		Access	-	-
		Loading/Servicing	<p>4.11 SERVICE ACCESS</p> <p>4.11.1 Provision shall be made for service access for the purposes of loading and unloading to the rear or side of any non-residential development, where available.</p> <p>4.11.2 The local government may waive the requirements of subclause 4.11.1 where it can be demonstrated that the development will not require loading and unloading facilities.</p> <p>4.11.3 Any service access provided pursuant to subclause 4.11.1 is to comply with the following requirements –</p> <ul style="list-style-type: none"> a) the access way and loading areas shall be designed to allow service vehicles to manoeuvre and return to street or right of way in forward gear; b) vehicles loading or unloading are to do so within the lot/s boundary and are not to do so from a public street or right of way; and c) access ways shall be designed to segregate service vehicles from parking areas and access ways provided for customer parking to the satisfaction of the local government. 	-
		EOT	<p>4.12.2 End of Trip Facilities</p> <ul style="list-style-type: none"> a) Provision shall be made for 1 male and 1 female shower (or 1 unisex) per 8 bicycle parking spaces or part thereof, excluding bicycle parking spaces required for visitors, up to a maximum of 6 male and 6 female showers (or 6 unisex). b) Lockers shall be provided and maintained for all developments at a rate of 1 locker per bicycle parking space required for employees. c) Where bicycle parking rates in Table 4 do not provide a split between employees and visitors, the bicycle parking rate shall be allocated to employees for the purposes of calculating the number of showers and lockers. 	-
		Pedestrian	-	-
		Bicycle	<p>4.12.1 Bicycle Parking</p> <ul style="list-style-type: none"> a) Bicycle parking shall be provided for all developments in accordance with the rates set out in Table 4. b) The number of bicycle parking spaces required in Table 4 shall be rounded up to the nearest whole number. c) Bicycle parking spaces required under the provisions of paragraph 4.12.1 a) shall be sheltered by a water impermeable roof structure. d) If the number of bicycle parking spaces for a land use is not specified in Table 4, the local government shall determine the appropriate number of bicycle parking spaces. 	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	<p>4.14 ADAPTABLE BUILDINGS</p> <p>4.14.1 Application The provisions of this clause apply to the Centre, District Centre and Mixed Use zones.</p> <p>4.14.2 Minimum Floor to Ceiling Height Where Holiday Accommodation, Multiple Dwelling or Serviced Apartment land uses are proposed on the ground floor of any development, a minimum 4 metres floor to ceiling height is to be provided.</p> <p>4.22 DISTRICT CENTRE AND LOCAL CENTRE ZONES</p> <p>4.22.2 Density The maximum residential density for developments in the District Centre zone shall be in accordance with the R-Code value shown on the Scheme map for the lot.</p> <p>Clause 13A Significant Tree Register –</p> <p>(1) The local government must establish and maintain a significant tree register to identify trees within the scheme area that are worthy of preservation.</p> <p>(2) The significant tree register –</p> <ul style="list-style-type: none"> (a) must set out a description of each tree, its location and the reason for its entry in the significant tree register; and (b) must be available, with the scheme documents, for public inspection during business hours at the offices of the local government; and (c) may be published on the website of the local government. 	-

CENTRE (large)

			<div><div>(3)</div><div>The local government must not enter a tree in, or remove a tree from, the significant tree register or modify the entry of a tree in the significant tree register unless the local government –<div><div>(a)</div><div>notifies in writing each owner and occupier of the land which contains the tree and provides each of them with a description of the tree and the reason for its proposed entry; and</div><div>(b)</div><div>invites each owner and occupier to make submissions on the proposal within 21 days of the day on which the notice is served or within a longer period specified in the notice; and</div><div>(c)</div><div>carries out any other consultation the local government considers appropriate; and</div><div>(d)</div><div>following any consultation and consideration of the submissions made on the proposal, resolves that the tree be entered into the significant tree register with or without modifications, or that the tree be removed from the significant tree register.</div></div></div><div><div>(4)</div><div>If the local government enters a tree in the significant tree register or modifies an entry of a tree in the significant tree register, the local government must give notice of the entry or modification to each owner and occupier of the land which contains the tree.</div></div><div><div>(5)</div><div>The local government may require assessment or certification by an aboriculturist to be carried out prior to the determination of an application for development approval for land which contains a tree identified on the significant tree register.</div></div><div>Clause 61(1)(k) The removal of a tree unless it is identified on the significant tree register or is required to be retained as a condition of development approval.</div></div>	
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CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF CLAREMONT			Town Centre Zone	
	Site	Lot Size	-	
	Built Form	Setbacks	-	
		Use of Setbacks	-	
		Height	40. HEIGHT OF BUILDINGS: (7) In the Town Centre Zone a building of more than two storeys shall not exceed a height which, in the opinion of the Council, would be contrary to the orderly and proper planning of the locality or would have an adverse effect on the amenity of the locality.	
		Plot Ratio	63. PLOT RATIO (Town Centre Zone) Subject to Clause 64 and any provision of the Scheme imposing a lower plot ratio with respect to a particular building, a building shall not have a plot ratio of more than 2.0. 64. BONUS PLOT RATIO (Town Centre Zone) The Council may approve of: (1) a building having a plot ratio of not more than one fifth in excess of the plot ratio prescribed for that building; or (2) an increase of not more than one fifth of the permitted number of dwelling units otherwise permitted on land, as the case may be, if the proposed development: (a) incorporates an area that is freely accessible to the public at street level and is arcaded or open to the sky; (b) incorporates an area of the kind described in paragraph (1) of this Clause at a level other than street level, which area is, in the opinion of the Council, a substantial amenity to the public; (c) preserves a building, object or place of historic, architectural or townscape value and any other building on the site is located so as to enhance or maintain the setting of that building, object or place; (d) incorporates a courtyard between two streets freely accessible to the public with pedestrian access to the courtyard from one or both streets through arcades; or (e) incorporates a community or other facility or amenity that the Council considers justifies an increase in the permissible plot ratio. 64A. (a) This Clause shall apply to the land known as Lots 78 and 79 Stirling Highway and being portion of Swan Location 701. (b) Notwithstanding any other provision of this Division to the contrary, the land shall not be used for the purpose of a "Retail Store". (c) Development of the land for the purpose of Shops (Small) or Shops (Intermediate) or both shall be in accordance with: (i) the requirements set out in Appendix VIII; and (ii) the plans (8 sheets) numbered 1-8, dated 28.2.89 and signed by the Chief Executive Officer, which plans form part of this Scheme.	
		Site Cover	-	
		Materials	-	
		Building Design	76. DESIGN AND CONSTRUCTION (all zones) (1) This Clause applies to every application for planning approval with respect to a building. (2) Before the Council may approve an application for planning consent to which this Clause applies the Council shall be satisfied that: (a) the appearance of the building will not adversely affect the character or amenity of the locality and will not clash in harmony with the appearance of adjoining or neighbouring buildings; (b) the proposed building, addition or alteration will not have any adverse effect on the privacy of any residential property; (c) if the proposal includes the use of reflective glass, that use will not give rise to any glare or other discomfort to the occupiers or users of any other property or to the users of any public place; (d) all servicing areas and other parts of the land or building, which are likely to be untidy in appearance, will be completely screened from public view and from view from adjoining properties; (e) additions or alterations to an existing building are so designed as to be sympathetic and compatible with that building. 77. PROTECTION OF TOWNSCAPE (all zones)	

CENTRE (large)

		<p>In order to protect the existing townscape from changes of such magnitude or quality as to adversely affect the general character or amenity of the locality of a proposed development, the Council in considering an application for planning approval shall have regard to:</p> <p>(1) the scale and architectural form of the proposed development;</p> <p>(2) the materials, colours and finishes proposed to be used;</p> <p>(3) the scale, architectural form and the materials, colour and general appearance of the buildings in the vicinity;</p> <p>(4) the landform and vegetation of the locality as they affect the character of that locality.</p>														
	Site Layout	--														
Site Amenity	Landscaping	34. LANDSCAPED OPEN SPACE: The Council shall determine the location of the open space in connection with every development. The area provided shall not be less than the area (if any) required to be provided for that purpose by the Scheme.														
	Lighting															
	Signage															
	Public Art															
	Fencing															
Access	Provision	31. CAR PARKING SPACES: <p>(1) Car parking spaces of the number required to be provided by the Scheme and any trees or vegetation required to be provided pursuant thereto shall be constructed and maintained in accordance with the provisions of this Clause.</p> <p>(2) Those car parking spaces and the access ways to those spaces shall not be of lesser dimensions than those specified under the relevant Australian Standards and shall be laid out together with required access aisles in accordance with those standards.</p> <p>(3) Those car parking spaces and access ways shall be constructed of hard standing, dust free surfaces graded and drained to specifications approved of by the Council.</p> <p>(4) Every car parking space provided pursuant to the Scheme (other than car parking spaces for a Single House or Attached House) shall be clearly identified by painted outline, kerbed divisions or other method approved by the Council.</p> <p>(5) Where the total number of car parking spaces in any row exceeds six (6), the Council may require that a suitable species of shade tree be planted at intervals of not more than 10m and may also be required to be planted in accordance with Clause 37A – Non-Residential Development abutting a Residential Zone.</p> <p>(6) The Council may require that a suitable species of and number of shade trees or other suitable vegetation be planted at the end of a row of car parking spaces or at the street alignment.</p> <p>(7) Where car parking spaces are located on land adjacent to the Residential Zone, the Council may require that those spaces shall be suitably screened from view from that Zone and planted in accordance with Clause 37A – Non-residential development abutting a Residential Zone.</p>														
		31A. RELAXATION OF CAR PARKING NUMBERS: <p>(1) Notwithstanding clause 31(1) and the requirements of Table No. 2 relating to the number of car parking spaces to be provided, the Council may in its discretion approve the development of land for the purpose of:</p> <p>a) a Retail Store;</p> <p>b) a Shop (Intermediate); or</p> <p>c) a Shop (Small),</p> <p>with a reduced number of parking bays in accordance with the third column of Table No. 3, provided the parking layout is in accordance with the first and second columns of Table No. 3.</p> <table><tr><th colspan="3">TABLE 3 – CAR PARKING SPACE UNDER CLAUSE 31A (1)</th></tr><tr><th>Minimum width (metres)</th><th>Minimum aisle width (metres)</th><th>One car parking space for each m2 of gross leasable area</th></tr><tr><td>2.69 or less</td><td>As per relevant Australian Standards</td><td>16.67</td></tr><tr><td>2.70 to 2.79</td><td>6.4</td><td>20</td></tr><tr><td>2.80 plus</td><td>6.2</td><td>20</td></tr></table> <p>Note: Aisle widths are to be defined by reference to the diagram contained within Appendix III. The car parking space is denoted within this diagram as “C” and the aisle width as “D”;</p> <p>(2) Notwithstanding other parking concessions available for non-residential development under this Scheme, Council at its absolute discretion may apply further parking concessions for non-residential development (excluding educational establishments) of up to 35% where it is considered that the proposed land use or development satisfies the performance criteria contained in Table 4 - Additional Car Parking Concessions.</p> <p>TABLE 4 - ADDITIONAL CAR PARKING CONCESSIONS</p>	TABLE 3 – CAR PARKING SPACE UNDER CLAUSE 31A (1)			Minimum width (metres)	Minimum aisle width (metres)	One car parking space for each m2 of gross leasable area	2.69 or less	As per relevant Australian Standards	16.67	2.70 to 2.79	6.4	20	2.80 plus	6.2
TABLE 3 – CAR PARKING SPACE UNDER CLAUSE 31A (1)																
Minimum width (metres)	Minimum aisle width (metres)	One car parking space for each m2 of gross leasable area														
2.69 or less	As per relevant Australian Standards	16.67														
2.70 to 2.79	6.4	20														
2.80 plus	6.2	20														

			<p>Car Parking Concession</p> <p>5%</p> <p>5%</p> <p>5%</p> <p>5%</p> <p>5%</p> <p>5%</p> <p>5%</p> <p>Notes:</p> <p>1.</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p> <p>6.</p> <p>7.</p> <p>8.</p>	<p>Performance Criteria</p> <p>The proposed development is within 400m of a rail station and customers/staff are likely to use the train to access the development.</p> <p>The proposed development is within 100m of a stop on a high frequency bus route and customers/staff are likely to use the bus to access the development.</p> <p>The proposed development is within 400m of a public car park.</p> <p>The proposed development provides 10 bicycles bays or more and where 'end-of-trip facilities' are provided as recommended under a Local Planning Policy adopted under the provisions of the Scheme and customers/staff are likely to use bicycles to access the development.</p> <p>The proposed development is located within Town Centre or Local Centre zone and provides a public benefit, compliments the character of the zone and does not adversely impact the amenity of the locality.</p> <p>Where the building/place is listed on the Town's Heritage List, Municipal Inventory or the State Register of Heritage Places (subject to the building or place being conserved to the satisfaction of Council).</p> <p>The proposed development contains parking controls which monitor and control use through boom-gates (or similar) and ticket issuing machines.</p> <p>Distances referred to in this table are measured along constructed footpaths or verges of road reserves, not 'as the crow flies'.</p> <p>The applicant shall be required to submit a Peak Parking Demand Survey to satisfy Council that the granting of parking concessions under this clause will not result in parking shortfalls for the proposed development.</p> <p>Council, in considering the merits and application of parking concessions relative to non-residential land use and development proposals under Clause 31A(2) and the value of cash-in-lieu for parking bay construction under Clause 33(1)(a), is to take into consideration any Local Planning Policy which is adopted under the scheme and is applicable to public parking.</p> <p>Council may consider joint use of car parking facilities in satisfaction of parking requirements for non-residential development under the scheme as follows:</p> <p>(a) Parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this sub-clause.</p> <p>(b) If there is a deficiency in the number of parking spaces provided to serve and building or use, the Council may permit the parking spaces for that building or use to be provided jointly withany one or more other buildings or uses whether or not those others separately have the prescribed number of parking spaces provided that the peak hours of operation of the buildings or uses so sharing are different and do not substantially overlap.</p> <p>(c) The Council may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this sub-clause when, in the opinion of the Council, such arrangements are deemed necessary to improve design or amenity.</p> <p>(d) The combined supply of car parking is considered by Council to be sufficient to meet the estimated peak combined demand and the location of parking is considered to be within close proximity and accessible from the development site, to the satisfaction of Council.</p> <p>(e) The Council may require an agreement to be prepared by a solicitor at the expense of the person seeking to take advantage of the provisions of this sub-clause, detailing the relevant issues of the joint usage, and executed by all parties concerned. Any such agreement shall be capable of operating as an easement, an easement in gross and/or a restrictive covenant against any land providing parking spaces, reciprocal access or circulation arrangements and shall ensure that where the easement or restriction is make expressly in favour of an adjacent landowner other than the Town, that the restraint cannot be removed without consent of the Council upon the Council being satisfied that the joint use of parking facilities is no longer required.</p> <p>Without limiting its powers under clause 85, the Council may impose a condition of planning approval to ensure the continuing provision of the arrangements referred to in subclause (4).</p> <p>Notwithstanding that all car parking spaces to be provided within the development are 2.8 metres or more in width, for the purpose of determining the amount of the cash payment referred to in clause 33(1), the number of car parking spaces required to be provided pursuant to this scheme is to be calculated on the basis that the required spaces must be 2.5 metres in width.</p> <p>Notwithstanding that the definition of Gross Leasable Area is clause 10 includes storage areas, where the Council is satisfied that the storage areas are separate from but used in conjunction with retail premises, then the Council may exclude storage areas from the calculation of Gross Leasable Area for the purpose of determining car parking requirements, if it considers that use of the storage areas is not likely to result in any additional demand for car parking spaces.</p> <p>If the Council has granted an interim parking concession in accordance with Clause 31A(2) in respect of a development of land, and application is made to Council for reconsideration of the parking requirements under the Scheme, the Council may consider any revised parking requirement as satisfying the parking requirements of the Scheme as if the application for the development was then before the Council for determination. The reduced parking requirements shall be taken into account as satisfying the final parking requirements of the Scheme.</p>	
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			<div>33. CASH PAYMENT IN LIEU OF PROVIDING CAR PARKING SPACES: (1) Where car parking spaces are required to be provided pursuant to this Scheme, the Council may accept a cash payment in lieu of the provision of some or all of those car parking spaces, if: (a) the payment is not less than the amount the Council estimates to be the cost to the owner of providing and constructing those spaces calculated in accordance with the scheme inclusive of any amount the Council estimates to be the cost of providing land to accommodate those spaces within or adjacent to the Town Centre and Local Centre zones taking into consideration any Local Planning Policy which is adopted under the scheme and is applicable to public parking; (b) payment is made prior to commencement of the development in respect of which those spaces are required to be provided or in accordance with the terms of an agreement made between the Council and the applicant for planning approval for that development. (2) The monies received by the Town under this clause shall be paid into a Parking Reserve Fund and shall only be used: (a) for the provision of public parking or facilities, infrastructure and services for cyclists, pedestrians and public transport users; (b) for reimbursing the Town for any expenses incurred for the purpose of this clause including any loan repayments. (3) If the Council has granted or waived a parking licence fee or granted a licence of car parking bays in a parking area or parking station under the control of the Council in respect of a development of land for any of the purposes referred to in Clause 31A(3), if during the term of the licence, or within three months after the termination of the licence by reason of the expiration of the term, or otherwise on the election of the licensee in accordance with the provisions of the lease or licence, the licensee may apply to the Council to reassess the parking requirements for the development in accordance with the provisions of this clause and the Council may do so as if the application for the development was then before the Council for determination. The waived licence fee or licence payment paid to Council for the licence of Council parking bays shall be taken into account as satisfying the final cash-in-lieu payment to Council for parking.</div>	
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian	<div>39. ACCESS - DISABLED PERSONS: Where any part of a proposed building will be open to the public generally, provision shall be made for disabled persons to have access to that building in accordance with the relevant requirements of Australian Standard 1428-1977 relating to access to buildings.</div>	
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<div>23. OFFICE AND DWELLING (SELF-CONTAINED) - LOCAL AND TOWN CENTRE ZONES: In the Local and Town Centre Zones (Shopping Policy area) the Council shall not approve of the use of land for an Office or Dwelling (Self-contained) unless: (1) that use is confined to a floor or floors of a building above ground floor level; or (2) it is not practical to use the land or building in respect of which the application for planning approval is made for retail shopping purposes at ground level. 37A. NON-RESIDENTIAL DEVELOPMENT ABUTTING A RESIDENTIAL ZONE: (1) Notwithstanding the provision of Table 2 – Development Table, where an application is received for a development that is for a use other than a “Dwelling Self-Contained” and the land the subject of that application abuts land that has a zoning or use of “Residential”, Council shall not approve of that development unless: (a) The following building set backs from the Residential zoned land are provided: (i) six (6) metres for the ground floor and first floor with all other floors being set back six (6) metres for each additional storey; (ii) notwithstanding (i) above Council may accept the ground floor being constructed up to the boundary of the Residential zoned land providing the wall on the boundary</div>	

			<p>does not at any point exceed a height of two (2) metres above natural ground level (measured at the common boundary) of the adjacent residential land.</p> <p>(b) No part of a balcony faces the Residential zoned land and any windows on that elevation are fixed sash obscure glazed to a height of 1.8 metres above the floor level of the storey that the window services.</p> <p>(c) No vehicular access (other than a vehicle access where the vehicle enters the building in a forward gear) be provided within five (5) metres of the Residential zoned land and where any vehicle is required to either enter or exit the site in a reverse gear, that set back shall be increased to ten (10) metres minimum.</p> <p>(d) Where the maximum dimension of any open car parking area exceeds ten (10) metres in length or width, one (1) tree for every three (3) car parking bays shall be provided within the car parking areas for the purpose of shade and visual relief and those trees shall be included as additional to that required in Clause 31(5) – Car Parking Spaces and planted in accordance with Clause 31(7) – Car Parking Spaces.</p> <p>(2) Council may require that a masonry wall with a minimum height of two (2) metres above natural ground level be constructed along any boundary with Residential zoned land.</p> <p>(3) Where the building is setback from the rear boundary, a buffer zone is to be created by the planting of a belt of trees to prevent visual contact between the development and residential areas. The species of trees and landscaping are to be such as to enhance the visual perspective, amenity and value of the development and are to be approved by Chief Executive Officer of the Town or their delegate.</p> <p>37. COMBINED USES: Where land or a building is used for multiple purposes:</p> <p>(1) the number of car parking spaces to be provided pursuant to this Part shall be calculated separately for each part of the building used for a purpose which differs from the purpose for which another part is used and the number of car parking spaces with which the building shall be provided shall be the total of the numbers calculated for each of those parts;</p> <p>(2) the Council shall determine which of the other requirements prescribed for those uses in Table No.2 shall be complied with having regard to the matters mentioned in Clause 28(2).</p> <p>62. RESIDENTIAL DEVELOPMENT REQUIREMENTS (Town Centre Zone):</p> <p>(1) Where approval is given for the use of land for residential purposes, development for those purposes shall, subject to sub-clause (2) of this Clause, conform with the requirements prescribed for land having an R Code Density of R80 accorded to it by the Scheme.</p> <p>(2) In the case of Multiple Dwellings the Council may:</p> <p>(a) reduce the number of car parking spaces required to be provided to 0.5 spaces per dwelling unit if the Council is satisfied that the reduced number of spaces will be adequate to cater for the development;</p> <p>(b) if the Council considers that the prescribed set-back distances are inappropriate having regard to the nature of the proposed development and its relationship to adjoining streets, land or buildings, increase or reduce those distances;</p> <p>(c) reduce the prescribed open space requirements to the provision of an open balcony for each Multiple Dwelling.</p> <p>(65) WALT DRABBLE LANE (Town Centre Zone) This Clause shall apply to any application to develop land within the Shopping Policy Area that abuts Walt Drabble Lane and the continuation north of Walt Drabble Lane up to Guger Street, other than minor alterations that are in keeping with paragraph (c) below- Council may require any development abutting Walt Drabble Lane to be designed so that-</p> <p>(a) The Ground floor of any building is set back 3 metres from Walt Drabble Lane and Council may exercise discretion in requiring any first floor of the building to be setback a minimum of 4 metres;</p> <p>(b) All developments to have a shop front to Walt Drabble Lane and at least 60% of that frontage is to be fully glazed;</p> <p>(c) The Walt Drabble Lane facade of the proposed development shall meet the criteria for the development of Walt Drabble Lane as resolved by Council from time to time;</p> <p>(d) Special provision shall be made for the concealment of garbage collection receptacles within the shop front;</p> <p>(e) Any paving between the building and Walt Drabble Lane to match that of Walt Drabble Lane in terms of colour and style;</p> <p>(f) Where the applicant elects to cede or setback a building from Walt Drabble Lane, Council may agree to a reduction in the number of car parking bays, the reduction being no more than two carparking bay for every 3m² of land ceded or setback as required by a) above; and</p> <p>(g) Where the applicant elects not to cede or setback that portion of the development site that is within 3 metres of Walt Drabble Lane, carparking shall be provided in accordance with Table 2 - Development Table of Town Planning Scheme No. 3.</p> <p>80. PROTECTION OF LANDFORM: The Council may refuse to approve an application for planning approval if the proposed development will so disturb the natural contour of the land as to have an adverse effect on adjoining property, the privacy thereof or the amenity of the locality.</p>	
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CENTRE (large)

			<div>81. PROTECTION OF VEGETATION: (1) In granting an application for planning approval the Council, in addition to any other condition which the Council is required or permitted to impose, may require that: (a) the development be carried out in such a way as to minimise disturbance to existing significant vegetation; (b) any tree or group of trees be preserved or protected. (2) The Council may refuse an application for planning approval if the Council considers that the proposed development involves the unnecessary removal of vegetation which is worth preservation.</div>	
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CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF COCKBURN	Zones		Regional Centre Zone District Centre Zone – nil development standards in LPS (except land use permissibility)	LPP 4.7 – Phoenix Activity Centre Design Guidelines Gateways Precinct LSP Phoenix Activity Centre SP
	Site	Lot Size		-
	Built Form	Setbacks	4.9 COMMERCIAL AND INDUSTRIAL USES 4.9.1 Building Setback a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia. b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.	-
		Use of Setbacks	-	-
		Height	-	-
		Plot Ratio	-	-
		Site Cover	-	-
		Materials	-	-
		Building Design	4.9 COMMERCIAL AND INDUSTRIAL USES 4.9.3 Amenity a) Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences. b) Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk. c) Buildings shall be located on the lot and provide landscaped areas which enhance the streetscape and add to the attractiveness of the locality of which they form part. 4.9 COMMERCIAL AND INDUSTRIAL USES 4.9.4 Convenience and Functionality a) Every development shall be designed to ensure that it is convenient and functional for those who will use the development particularly in respect to - (i) the relationship of the development to the use and enjoyment of the adjoining lots; (ii) the convenient location of public and employee facilities provided on the lot; (iii) safety and amenity; (iv) accessibility of driveways, footpaths, car parking bays, service bays and storage areas. b) A development which requires planning approval under the Scheme that complies with the development standards and requirements of the Scheme, but cannot demonstrate convenience and functionality will not be approved, unless the local government determines otherwise in any particular case.	
		Site Layout	-	-
	Site Amenity	Landscaping	4.9 COMMERCIAL AND INDUSTRIAL USES 4.9.2 Landscaping a) A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area. b) Despite clause 4.9.2 a) the local government may reduce the minimum on-site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the Application for Planning approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with clause 4.9.2 c). c) Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.9.2 b). d) The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres. e) There shall be not less than one (1) shade tree planted for every 50 square metres of the total landscaped area provided on the lot and within the street verge. f) There shall be not less than one (1) shade tree planted in the car parking area for every 10 car parking spaces provided on the lot.	-

CENTRE (large)

			g) The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless the local government agrees otherwise in any special circumstance.	
		Lighting	-	-
		Signage	4.9 COMMERCIAL AND INDUSTRIAL USES 4.9.3 Amenity d) Advertising signs shall be - (i) attached to the walls or facade of a building or structure so as not to protrude above the height of the wall to the building or the structure; (ii) limited to a common pylon sign or hoarding for developments comprising more than two units, strata titled units or businesses up to a maximum of six (6) advertisements to each sign where units, strata title units or businesses exceed 6 in number or the development comprises a service station as one component then a maximum of two pylon signs or hoardings are permitted for that site; (iii) erected on the property to which they relate; (iv) professionally designed and installed and not detract from the streetscape within which they are located.	-
		Public Art	-	-
		Fencing	-	-
	Access	Provision	4.9 Commercial and Industrial Uses 4.9.5 Vehicle Parking a) A person shall not use land for a purpose specified in Table 3 and Table 4 unless car parking spaces, delivery bays and bicycle racks of the number specified in the Table are provided and maintained and are sealed, drained and marked to the local government's specifications. 4.9.6 Cash Payment in Lieu of Providing Car Parking Spaces a) Except as provided in clause 4.9.5 the local government may agree with an applicant for approval to commence development to accept a cash payment in lieu of the provision of paved car parking spaces, subject to - (i) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme, plus the value, as estimated by a licensed valuer appointed by the local government, of that area of land which would have been occupied by the parking spaces and manoeuvring area; (ii) the local government having either provided, or having made firm proposals for providing a public car parking station in the vicinity of the land the subject of the application, before the local government agrees to accept a cash payment in lieu of the provision of car parking spaces; (iii) payments under this clause shall be paid into a special fund to be used to provide public car parking stations within the locality from which it was collected; (iv) all costs incurred in obtaining the valuation shall be borne by the applicant for approval to commence development. 4.9.7 Joint Use of Car Parking Facilities a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause. b) If there is a deficiency in the number of car parking spaces provided to serve any building or use, the local government may permit the car parking spaces for that building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of car parking spaces provided that the peak hours of operation of the buildings or uses so sharing are different and do not substantially overlap. c) The local government may require that reciprocal access and circulation arrangements are provided for any buildings or uses affected by this clause when, in the opinion of the local government, such arrangements are deemed necessary to improve design, functionality or amenity. d) The following requirements shall be complied with by any person seeking to take advantage of the provisions of this clause - (i) evidence shall be provided sufficient to satisfy the local government that no substantial conflict will exist in the peak hours of operation of the buildings or uses for which the joint use of car parking spaces or the reciprocal access and circulation arrangements is proposed; (ii) the number of car parking spaces which may be credited from one building or use to another building or use shall not exceed the number of spaces reasonably anticipated to be in excess of the requirement of the first building or use during its off-peak hours of operation; (iii) the local government may require a legal agreement to be prepared at the expense of the person seeking to take advantage of the provisions of this clause, detailing the relevant arrangements of the joint usage, and executed by all parties concerned; (iv) Any such agreement shall be capable of operating as a restrictive covenant against any land providing parking spaces, reciprocal access or circulation arrangements and shall ensure that the restraint cannot be removed without the consent of the local government upon the local government being satisfied that the joint use of parking facilities is no longer required.	-

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		Location	-	-
		Access	-	-
		Loading/Servicing	-	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	<p>4.14 Protection of Native Fauna</p> <p>4.14.1 Where land is to be cleared of vegetation for development which requires planning approval, and the area and type of vegetation in the opinion of the local government may provide habitats for terrestrial native fauna, the owner of the land is to prepare a Native Fauna Management Plan to the satisfaction of the local government on the advice of the Department of Biodiversity, Conservation and Attractions prior to clearing the land.</p> <p>4.14.2 The Native Fauna Management Plan is to be prepared by a suitably qualified person acceptable to the local government on the advice of the Department of Biodiversity, Conservation and Attractions</p> <p>4.14.3 The Native Fauna Management Plan is to include, but not limited to the following -</p> <ul style="list-style-type: none">a) a description of the field survey and recording methodology;b) a description of the "trapping" procedure if required;c) the identification of a suitable alternative habitat for the terrestrial native fauna if required;d) a time frame and programme for undertaking the surveys, trapping and relocation of any terrestrial native fauna;e) the field survey results and recommendations;f) the method of relocating the terrestrial native fauna if appropriate;g) the method of protecting and conserving the existing habitat where any terrestrial native fauna is to be retained on-site. <p>4.15 Protection of Native Flora</p> <p>4.15.1 Where a total area of 1.0 hectare or more of land is to be cleared of vegetation for the full development of a lot which requires planning approval, a flora report for the site must be prepared by a qualified botanist to the specifications and satisfaction of the local government, and is to include, but not limited to, the identification of local significant bushland, the defining the floristic community types, the identification of any declared rare flora by conducting a spring survey, and follow up surveys if required, so as to determine priority species and declared sites of environmental and biological significance.</p> <p>4.15.2 No land shall be cleared of vegetation that contains declared rare flora or priority species or declared sites of environmental and biological significance, as determined by the local government, or where land is set aside as future public open space within an adopted structure plan under clause 22 of the Deemed Provisions.</p>	

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF COTTESLOE	Zones		Town Centre Zone	
	Site	Lot Size		
	Built Form	Setbacks	Table 2 As per Design Guidelines	
		Use of Setbacks		
		Height	Table 2 a) Land bounded by Jarrad Street, Stirling Highway and Brixton Street = 3 storey and 11.5m, subject to no undue adverse impact on amenity and to design guidelines b) Land with frontage to Napoleon Street = 2 storey, provided that the second storey to the northern side of the street is set back to the satisfaction of the local government sufficient to avoid overshadowing of the footpath or alfresco areas on the southern side of the street. c) Remaining land = 2 storey or 3 storey and 11.5m, subject to no undue adverse impact on amenity and to design guidelines	
		Plot Ratio	Table 2 a) Land bounded by Jarrad Street, Stirling Highway and Brixton Street = 1.15: 1.0 b) Land with frontage to Napoleon Street = 1.0: 1.0 c) Remaining land = 1.15: 1.0 Schedule 13 – Variations to site and development standards and requirements 4.1 Subject only to the following, a provision of Table 2 referring to plot ratio may be varied to allow an increase in plot ratio of up to 20% of the ratio set out in Table 2. 4.2 The plot ratio provisions set out in Table 2 for development in the Local Centre Zone are excluded from the operation of the discretion in clause 5.5.1. 4.3 Where the provisions of Table 2 require plot ratio to be in accordance with the Residential Design Codes, subject to clause 5.3 of the Scheme, the discretion provided in clause 5.5.1 may only be exercised to the extent permitted by, and in accordance with, the provisions of the Residential Design Codes dealing with the plot ratio.	-
		Site Cover	Table 2 100%	-
		Materials	-	-
		Building Design	-	-
		Site Layout	-	-
	Site Amenity	Landscaping	-	-
		Lighting	-	-
		Signage	-	-
		Public Art	-	-
		Fencing	-	-
	Access	Provision	5.8 Vehicle parking requirements – Table 3 5.8.1 Unless otherwise provided for in the Scheme, where land is to be used for a use listed in Table 3, the car parking spaces of the number specified in Table 3 shall be provided. 5.8.2 In the case of a use not listed in Table 3, car parking spaces shall be provided of a number determined by the local government considering the likely demand for parking by the proposed use having regard to the nature of the proposed use, the likely volumes of goods or materials and the numbers of people moving to or from the land, and the likelihood of traffic congestion on roads or in public places in the locality. 5.8.3 In the Town Centre zone, where the use of an existing building is proposed to change, the local government may permit such change of use notwithstanding that there may be insufficient parking on or near the land, subject to the local government having regard to the nature of the proposed use, the likely volumes of goods or materials and the numbers of people moving to or from the land, and the likelihood of traffic congestion on roads or in public places in the locality.	-

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			<p>In the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones, when considering redevelopment or new development or change of use applications, the local government may credit towards the amount of parking required to be provided as specified in Table 3, the parking deficiency that an existing tourism use may have when calculated against those provisions applicable to the subject site and its uses under this Scheme, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the locality provided that the decision to credit such a deficiency is made in the context of a Local Planning Policy adopted pursuant to Part 2 of this Scheme. For the purposes of this clause, tourism use means the “Hotel”, “Motel”, “Short-stay Accommodation”, “Serviced Apartment”, “Small Bar” and “Restaurant” uses.</p> <p>In the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel, Development and Residential Office zones, the local government may approve development without the required number of parking spaces being provided on the land, subject to the applicant making arrangements satisfactory to the local government enabling the local government to provide public off-street parking in the vicinity, equivalent to the deficiency in parking spaces; and in this regard the local government may accept cash in lieu of parking spaces on the land, subject to the following —</p> <ul style="list-style-type: none">a) the cash in lieu payment shall not be less than the estimated cost to the owner or developer of:<ul style="list-style-type: none">(i) constructing the deficiency of parking spaces required by the Scheme as calculated by a qualified civil engineer and a quantity surveyor appointed by the local government; plus(ii) the value of the area of land which would have been occupied by the parking spaces as estimated by a licensed valuer appointed by the local government;a) the construction standard for the purposes of estimating the cash in lieu shall be assumed to be in the form of a decked structure (full civil works, including lighting, signage, line marking and landscaping), with the area of land deemed to have been occupied by a parking space for the purposes of this clause being 27 square metres per bay but only included in the calculation for the first level of parking; andb) the cash in lieu payment shall only be accepted by the local government after a Local Planning Policy has been adopted under Part 2 of this Scheme which identifies the planned infrastructure including the land upon which it is planned to be located and the planned timing of expenditure of payments made under this clause;c) payments made under this clause shall be paid into a special fund to be used to provide public parking stations or for the provision of public transportation infrastructure situated upon land under the control of the local government, in order to alleviate parking demand in the vicinity of the development;d) in lieu of accepting a cash in lieu payment, the local government may accept a parcel of land of the equivalent value of the cash in lieu payment being transferred to it in freehold or as Crown Reserve or dedicated public road where such parcel has been identified for future public parking, and if such land is transferred as freehold then the land shall be always held by the local government for parking purposes unless otherwise agreed to by the Minister; ande) any parking bays provided as a result of cash in lieu contributions shall remain available to the public. <p>5.8.4 In the Town Centre, Hotel, Foreshore Centre, and Development ‘A’ zones, the number of vehicle parking spaces determined to be required by the local government is to be provided as follows —</p> <ul style="list-style-type: none">a) for Serviced Apartment, Short-stay Accommodation, Motel and Hotel room uses, the required vehicle parking spaces shall be provided on-site with all such spaces provided being for the exclusive use of the occupiers of the accommodation units and key associated staff and being held in common and not permanently allocated to individual accommodation units or other tenancies. <p>5.8.5 Except in the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel or Development zones, in assessing the number of parking spaces required for a development containing more than one use, the local government may have regard to the likely patterns of usage, in particular the likely maximum use of the development at any time, and may reduce the number of parking bays required.</p> <p>Schedule 13 – Variations to site and development standards and requirements</p> <p>7.1 Subject to the following, the parking requirements set out in Table 3 may be varied, so as to reduce the number of parking spaces required in respect of a particular development by up to 20% of the number of parking spaces that would otherwise be required by the application of the provisions of Table 3, subject to the provision of a traffic impact assessment, to the satisfaction of the Council, addressing the matters referred to in clause 5.5.4 c).</p>	
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CENTRE (large)

			7.2	Where Table 3 requires parking spaces to be provided in accordance with the Residential Design Codes, subject to clause 5.3 of the Scheme, the discretion provided in clause 5.5.1 may only be exercised to the extent permitted by, and in accordance with, the provisions of the Residential Design Codes dealing with parking.	
			7.3	The provisions of Table 3 that require the number of parking spaces to be determined by the local government are excluded from the operation of the discretion provided in clause 5.5.1.	
		Location	-		-
		Access	-		-
		Loading/Servicing	-		-
		EOT	-		-
		Pedestrian	-		-
		Bicycle	-		-
	Other Matters	Construction	-		-
		Waste	-		-
		Storage	-		-
		Drainage	-		-
		Effluent Disposal	-		-
		ESD	-		-
		Buffers	-		-
		Other	5.12 Residential development in Non-Residential zones Residential development in the Town Centre, Foreshore Centre, except for Lots 101-103 Eileen Street, Restricted Foreshore, Residential Office, Hotel and Development A zones shall be located such that no habitable rooms are located at ground level with street frontage; however, some residential development (such as parking, entrances, ancillary rooms and minor habitable rooms), may be permitted at ground level, either all or predominantly behind non-residential uses and with only incidental street frontage, subject to Council having regard to design requirements, the interfaces with non-residential or other residential development, and the primary objective of encouraging active, non-residential street frontages.		-

KEY ELEMENTS			SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF EAST FREMANTLE	Zones		Town Centre Zone	
	Site	Lot Size	-	-
	Built Form	Setbacks	5.8.1 Building Setbacks Except as otherwise required or permitted by the local government, buildings in the Commercial Zones are to be aligned with the front property boundary, and are to be built up to any side boundary, other than a boundary which abuts the Residential Zone. In the case of a boundary which abuts land situated in the Residential Zone, the side setback standards applicable to the adjoining Residential Zoned land are to apply, unless varied in accordance with the provisions of clause 5.6 of the Scheme.	-
		Use of Setbacks		-
		Height	5.8.2 Building Height Except as otherwise permitted by the local government, the maximum height of buildings in the Commercial Zones are to be as follows: (a) Town Centre: Walls: 8.0 metres Overall: 10.5 metres	-
		Plot Ratio	5.8.3 Plot Ratio Except as otherwise permitted by the local government, the maximum plot ratio in the Commercial Zones are to be as follows: (a) Town Centre: 0.5:1	-
		Site Cover	-	-
		Materials	-	-
		Building Design	-	-
		Site Layout	-	-
	Site Amenity	Landscaping	5.8.4 Design and Landscaping The design and landscaping of all development in the Commercial Zones are to be undertaken in accordance with a Landscape Plan to be approved by the local government, and which has regard to the requirements of any local government Policy or Design Guidelines relevant to the form and location of development proposed.	-
		Lighting	-	-
		Signage	-	-
		Public Art	-	-
		Fencing	-	-
	Access	Provision	5.8.5 Car Parking and Vehicular Access Car parking in respect of development in the Commercial Zones is to be provided in accordance with the standards set out in Schedule 10 of the Scheme and the specifications in Schedule 11 of the scheme. Where there are no standards for a particular use or development, the local government is to determine what standards are to apply. In its determination of the requirements for a particular use or development which is not listed in Schedule 11 of the Scheme, the local government is to take into consideration the likely demand for parking generated by the use or development. 5.8.8 Cash-in-lieu of Parking The local government may accept or require cash-in-lieu of all or a proportion of required car parking, based on the estimated cost of providing the requisite parking, including any associated access and manoeuvre facilities. Cash-in-lieu of parking shall be paid into a trust fund and used to provide public parking in the vicinity of the development site(s) in relation to which any cash-in-lieu contributions have been received.	-
		Location	5.8.6 Location of Car Parking Required car parking is to be provided on the site of the development for which it is required, or subject to the local government's approval, off-site in the immediate vicinity of the development site. In considering a proposal for off-site parking, applicants will need to demonstrate to the satisfaction of the local government that any off-site parking areas will continue to be available for use in conjunction with the development at such times as it might reasonably be required. 5.8.7 On-Street Parking The local government may accept immediately adjacent on-street car parking as satisfying part or all of the car parking requirements for development, provided such allocation does not prejudice adjacent development or adversely affect the safety or amenity of the locality.	-
		Access	-	-
		Loading/Servicing	-	-

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		EOT	-	-
		Pedestrian	-	-
		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	5.3.5 Residential Development in the Town Centre Zone Notwithstanding the provisions of clause 5.3.4, the local government may approve residential development at a density in excess of R40 in the Town Centre Zone, where it is satisfied that the resultant design and mix of development will be consistent with the planning proposals contained in the Local Planning Strategy and accord with any approved development plan for the centre.	-

KEY ELEMENTS			SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF FREMANTLE	Zones		City Centre Zone/Local Planning Area 1 – City Centre	
	Site	Lot Size	-	-
	Built Form	Setbacks	-	-
		Use of Setbacks	-	-
		Height	<p>Schedule 7 – Local Planning Area 1 – City Centre</p> <p>Height Requirements</p> <p>Building height shall be limited to a minimum of two storeys and a maximum of four storeys (maximum external wall height of 14.0* metres as measured from ground level).</p> <p>Council may consent to an additional storey subject to:</p> <p>a) the upper level being sufficiently setback from the street so as to not be visible from the street (s) adjoining the subject site,</p> <p>b) maximum external wall height of 17 metres, and</p> <p>c) compliance with clause 1.2 below.</p> <p><i>*inclusive of parapet and spacing between floors.</i></p> <p>Matters to be considered in applying general and specific height requirements</p> <p>In granting consent to the maximum height prescribed, Council shall be satisfied in regard to all of the following:</p> <p>a) that the proposal is consistent with predominant, height patterns of adjoining properties and the locality generally,</p> <p>b) the proposal would not be detrimental to the amenity of adjoining properties or the locality,</p> <p>c) the proposal would be consistent, if applicable, with conservation objectives for the site and locality generally, and</p> <p>d) any other relevant matter outlined in Council's local planning policies.</p> <p>Council may impose a lesser height in the event that the proposal does not satisfy any of the above requirements.</p> <p>4.8 Variations to site and development standards and requirements</p> <p>4.8.1 Variation to height requirements</p> <p>4.8.1.1 Where sites contain or are adjacent to buildings that depict a height greater than that specified in the general or specific requirements in Schedule 7, Council may vary the maximum height requirements subject to being satisfied in relation to all of the following:</p> <p>(a) the variation would not be detrimental to the amenity of adjoining properties or the locality generally,</p> <p>(b) degree to which the proposed height of external walls effectively graduates the scale between buildings of varying heights within the locality,</p> <p>(c) conservation of the cultural heritage values of buildings on-site and adjoining, and</p> <p>(d) any other relevant matter outlined in Council's local planning policies.</p> <p>4.8.1.2 Where there is a variation in ground level over a development footprint of greater than one metre, Council may increase the specific height requirements of Schedule 7 subject to –</p> <p>(a) No portion of external wall of the building exceeding the maximum external wall height requirement of Schedule 7 by greater than 0.5 metres, and</p> <p>(b) No portion of external wall of the building that exceeds the maximum external wall height requirement of Schedule 7 being situated on the higher side of the development footprint as measured from natural ground level.</p> <p>4.8.1.3 Excluding development within the Residential zone, Council may permit a minor projection above the highest part of a development, subject to the development satisfying both of the following criteria – AMD 49 GG 18/1/13</p> <p>(a) The minor projection being no more than 4 metres above the highest part of the main building structure; and</p> <p>(b) the cumulative area of the minor projection being no more than 10 per cent of the total roof area of the building.</p> <p>For the purpose of this clause, 'minor projection' will be interpreted as including plant and equipment such as air conditioning units, lift overrun rooms, flagpoles, aerials and decorative architectural features, but not rooms or other facilities intended for regular human use such as rooftop decks or swimming pools.</p>	-
		Plot Ratio	-	-
		Site Cover	-	-
		Materials	-	-
		Building Design	-	-
		Site Layout	-	-
	Site Amenity	Landscaping	-	-

CENTRE (large)

		Lighting	-	-
		Signage	-	-
		Public Art	-	-
		Fencing	-	-
	Access	Provision	<p>4.7 Vehicle Parking - All Use Classes</p> <p>4.7.1 a) Subject to clause 4.7.2, a person shall not use land for a purpose specified in Table 2 unless car parking spaces, delivery bays and bicycle racks of the number specified in Table 2 are provided and sealed, drained and marked to the Council's specifications prior to occupancy of development or commencement of a use and maintained to the satisfaction of Council thereafter.</p> <p>b) Where the floor area occupied by an existing use is increased, the parking requirement will be calculated on the basis of the floor area of the extension only or the area subject to the change of use of the site provided the existing number of car spaces is not reduced.</p> <p>c) Where vehicle parking provisions are not prescribed for a particular use the requirement will be determined by the Council.</p> <p>d) Bicycle parking facilities are to be provided in accordance with the following standards: Class 1 - High security level - Fully enclosed individual locker; Class 2 - Medium security level - Lockable compound fitted with Class 3 facilities with communal access using duplicate keys; Class 3 - Low security level - Rails or racks to which both the bicycle frame and wheels can be locked.</p> <p>4.7.3 Relaxation of Parking Requirements</p> <p>4.7.3.1 Council may:</p> <p>(a) Subject to the requirements of Schedule 7, waive or reduce the standard parking requirement specified in Table 2 subject to the applicant satisfactorily justifying a reduction due to one or more of the following:</p> <ul style="list-style-type: none"> (i) the availability of car parking in the locality including street parking, (ii) the availability of public transport in the locality, (iii) any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces, (iv) any car parking deficiency or surplus associated with the existing use of the land, (v) legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory, AMD 35 GG 05/04/11 (vi) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement, (vii) the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation, (viii) any other relevant considerations. <p><i>Note: *In some sub areas identified in Schedule 7 reduction of parking bays is not permitted. The requirements of Schedule 7 prevail over this clause.</i></p> <p>(b) Council may require an applicant to submit a report completed by a suitably qualified person or persons justifying any of the points cited above.</p> <p><i>Note: Provides greater flexibility to vary car-parking requirements based upon alternative transport opportunities</i></p> <p>4.7.3.2 Excluding development within the Residential zone, Council may waive car parking requirements for residential development under clause 4.7.3 in cases where the development is expressly designed and marketed as a zero-parking development that incorporates such elements as the following:</p> <ul style="list-style-type: none"> (a) provision of parking site for bicycles / scooters; (b) operation of a formal shared vehicle ownership scheme amongst the residents. <p>In any cases where such development is granted development approval the Council may require, as a condition of development approval, provision to be made to include notification on the property title(s) that owners and/or occupiers will not be entitled to on-street residential parking permits.</p> <p>4.7.4 Cash Payment In lieu of Providing Car Parking Spaces</p> <p>The Council may require a cash payment in lieu of the provision of paved car parking spaces, subject to:</p> <ul style="list-style-type: none"> a) a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the car parking spaces required by the Scheme including variations thereto. b) the Council having adopted a local planning policy pursuant to Part 2 Division 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, detailing the costs for the provision of car parking in that local planning area and detailing the purposes to which the funds are to be allocated, AMD 54 GG 22/05/15 c) payments under this clause shall be paid into a special fund to be used to provide public car parking stations within the locality from which it was collected or for the provision of transport infrastructure (which includes, but is not limited to, infrastructure for cyclists, pedestrians and public transport uses and users) in accordance with a Local Planning Policy adopted under Part 2 Division 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, as a Transport Infrastructure Strategy. <p>4.7.5 Joint Use of Car Parking Facilities</p>	-

			<div>a) Car parking facilities may be provided jointly by two or more owners or users of land or by one owner or user in respect of separate buildings or uses, subject to the satisfaction of the standards and requirements hereinafter set out in this clause.</div> <div>b) If there is a deficiency in the number of car parking spaces provided to serve any building or use, the Council may permit the car parking spaces for that building or use to be provided jointly with any one or more other buildings or uses whether or not those others separately have the prescribed number of car parking spaces provided that the peak hours of operation of the buildings or uses so sharing are different and do not substantially overlap.</div> <div>c) The Council shall require that enduring reciprocal access and circulation arrangements are provided for any buildings or uses affected by this clause when, in the opinion of the Council, such arrangements are deemed necessary to improve design, functionality or amenity.</div> <div>d) The following requirements shall be complied with by any person seeking to comply with the provisions of this clause:</div> <div>(i) evidence shall be provided sufficient to satisfy the Council that no substantial conflict will exist in the peak hours of operation of the buildings or uses for which the joint use of car parking spaces or the reciprocal access and circulation arrangements is proposed, and</div> <div>(ii) the number of car parking spaces which may be credited from one building or use to another building or use, shall not exceed the number of spaces reasonably anticipated to be in excess of the requirement of the second building or use during its peak hours of operation.</div>	
		Location	<div>4.7.6 Design and Layout of Parking Areas</div> <div>Council shall have regard to all of the following in the location, design and construction of parking areas and associated access areas:</div> <div>a) layout and access lanes consistent with the Australian Standard for parking facilities & off-street car parking,</div> <div>b) the protection and enhancement of the streetscape including street trees,</div> <div>c) the provision of landscaping for screening and shade,</div> <div>d) the design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters,</div> <div>e) the provision for pedestrian movement within and around the parking area,</div> <div>f) the measures proposed to enhance the security of people using the parking area,</div> <div>g) the provision of parking facilities for cyclists and the disabled,</div> <div>h) end of trip facilities for cyclists, and</div> <div>i) the ease and safety with which vehicles gain access to the site and circulate within the parking area.</div>	
		Access		
		Loading/Servicing		
		EOT	<div>4.15 End of Trip Facilities</div> <div>4.15.1 Any new commercial use class development shall include shower and change facilities for employees in accordance with the following Table 3 - Shower facilities.</div> <div>TABLE 3 - SHOWER FACILITES</div> <div><div><i>AMD 55 GG 1/8/14 No. of bicycle racks required</i></div><div><i>Ratio of number of showers required to the number of bicycle racks required</i></div></div> <div>Up to the first 10 bicycle racks required</div> <div>One male and one female shower (or 2 unisex) required for every 10* Class 1 or 2 bicycle racks required</div> <div>Bicycle racks required in excess of the first 10 Bicycle racks required</div> <div>One male and one female shower (or 2 unisex) required for every 20** Class 1 or 2 bicycle racks required.</div> <div>4.15.2 For every class 1 or 2 bicycle racks required in Table 2 one locker shall be provided within the development in a location that is easily accessible to the shower facilities required under clause 4.15.1, where required.</div>	
		Pedestrian		
		Bicycle	<div>4.7.3 Relaxation of Parking Requirements</div> <div>4.7.3.3 Council may waive the class 1 or 2 bicycle rack requirements of Table 2, where, in the opinion of the Council, the development application is for a minor change of use.</div> <div>4.7.3.4 Council may waive the class 3 bicycle rack requirements of Table 2, where:</div> <div>(a) the provision of such bicycle racks would be incompatible with the overall design of the development; and</div> <div>(b) the required number of class 3 racks to be provided can adequately be provided on public land in the immediate vicinity of the development; and</div> <div>(c) a cash contribution, equivalent to the cost of installation of the required class 3 bicycle racks is negotiated and made to the City of Fremantle for provision of bicycle racks in the immediate vicinity of the development.</div>	

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	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	4.4.4 Sewer Connection 4.4.4.1 Subject to clause 4.4.4.2, all residential development shall be connected to a comprehensive sewerage system. 4.4.4.2 Where no such system is available, no residential development other than the erection of a single house shall be approved unless: a) in consultation with the Water Corporation, the Corporation recommends to the Council that there are exceptional circumstances which warrant a variation of the requirements in clause 4.4.4.1 or, b) immediately prior to the gazettal date the land in respect of which approval is sought is used for the purpose of two or more dwellings, d) the development conforms with the Government Sewerage Policy for the Perth Metropolitan Region or any subsequent equivalent State Government policy or amendments to that policy.	-
		ESD	-	-
		Buffers	-	-
		Other	4.2 Residential Design Codes 4.2.4 Except in the Residential Development zone, where there is no R-Codes density applicable to land within the Scheme area, the R-AC3 provisions of the R-Codes shall be applied as relevant. 4.2.5 Notwithstanding the requirements of clause 4.2.3 residential density in the Local Centre, Neighbourhood Centre and Mixed-Use zones may be increased up to R60, where residential development is part of a mixed use development, where, in the opinion of Council the proposal is not detrimental to the amenity of the area. 4.4 Residential Development 4.4.2 Residential Development in Zones Other than the Residential Zone Where residential development is proposed in non-residential zones, except as provided for in the Scheme the development shall conform with the R-Codes including variations allowed for in the Codes and the general development requirements as outlined in Schedule 7 for that particular zone and any variation thereto. 4.4.5 In development comprising of ten or more Multiple Dwellings, a minimum of 25 per cent of the total number of dwellings must have a maximum floor area of 60 square metres or less and no more than 40 per cent of the total number of dwellings may have a floor area of 120 square metres or more. 4.5 Mixed Use Development 4.5.1 Where mixed use development is proposed, the provisions of Volumes 1 and 2 of the R-Codes will apply.	-

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF GOSNELLS	Zones		Regional Centre Zone District Centre Zone	LPP 5.10 Maddington and Gosnells Activity Centres
	Site	Lot Size	-	-
	Built Form	Setbacks	Table No. 2A: Commercial Zones Zone Regional Centre Subject to design requirements of the Council District Centre Subject to design requirements of the Council Minimum Setbacks	Commercial and Mixed Use development 3.1.6 Commercial and mixed use development must: a) Achieve a nil primary street setback to ground floor frontages and include minor variation for the purpose of providing architectural relief to the façade. b) Provide visually permeable glazing for at least 70% of the area of the building's ground floor façade. c) Facilitate a minimum 3.6 metre high building cavity for ground floor units. d) Provide an awning over the footpath for the entire street frontage. Awnings must meet the following standards: i. Minimum 3 metres headroom above footpath. ii. Minimum 2.5 metres width, subject to clearances from roadways and other utilities. iii. Where possible be continuous with adjoining awnings. iv. Incorporate lighting for pedestrians in the awning structure or building facade. e) Prepare a signage strategy that: i. Does not intrude upon non-commercial areas and facades. ii. Allows glazing on street frontages to be unobstructed. iii. Does not incorporate pylon and monolith structures, roof signs or flashing signs.
		Use of Setbacks	4.8 Commercial Zones 4.8.1 Use of Front Setbacks The front setback area, including secondary street setback, shall not be used for any purpose other than one or more of the following: a) a means of access; b) the daily parking of vehicles used by employees and customers or clients; c) the loading and unloading of vehicles; d) trade display, subject to planning approval; and e) landscaping. No such area shall be used for the storage of machinery, equipment or for the storage of products for display or sale other than as provided for under sub-paragraph (d) above.	
		Height	-	-
		Plot Ratio	-	-
		Site Cover	-	-
		Materials	-	-
		Building Design	4.8.2 Façades Unless otherwise determined by the Council, any building shall comply with the following requirements: a) each façade of the building shall be constructed of masonry, concrete or glass or a combination of one or more of those materials or similar materials as approved by the Council; and b) where the bottom 2 metres is masonry, Council may approve the use of metal, timber or other panelling above the masonry base.	Building design and scale 3.1.1 Development shall incorporate architectural features that create an appropriate scale where: a) A variety of small scale frontage designs prevail over uniform long facades. b) A prominent statement building is achieved on street corners through distinctive architectural expression, built form variation and design detail. Streetscape vitality 3.1.2 Development shall provide: a) Activated facades, where blank walls are minimised. b) Direct access to communal entrances and street fronting ground floor units. c) Legible communal entrances. 3.1.3 Development shall ensure side and rear elevations visible from the public domain are designed to minimise the visual impact of bulk, scale and blank walls. Living amenity 3.1.4 The residential components of new development shall provide quality private and communal spaces through: a) Building layout and orientation that maximises solar access and natural ventilation. b) Balcony balustrading to be at least 50% visually permeable and include screening for minimum privacy needs.

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				<div>c) Communal areas that integrate entrances, activity spaces, pedestrian access to units, landscaping and facilities within an attractive courtyard setting.</div> <div>d) Discrete design integration of external fixtures, which are concealed from the street, such as air conditioners and piping.</div>						
		Site Layout	-	<div>Building bulk and placement</div> <div>3.1.5 The preferred form of development is as follows, noting that variations may be approved depending on the merits of individual applications:</div> <div>a) A minimum two storey scaled building at the street frontage.</div> <div>b) Built to at least one side boundary for the first two storeys and be designed to minimise the impact of building bulk and scale upon adjoining properties.</div> <div>c) Setback three metres from the street boundary from the third storey to vary bulk and scale, and minimise the overshadowing of adjoining properties.</div>						
	Site Amenity	Landscaping	Table No. 2A: Commercial Zones	-						
			<table><tr><th>Zone</th><th>Minimum Landscaping</th></tr><tr><td>Regional Centre</td><td>1. Canopy shade trees at the rate of 1 tree for every 4 open air parking bays. 2. Screen landscaping as required by Council. 3. Paving and garden areas as required by Council.</td></tr><tr><td>District Centre</td><td>4. Where practicable and environmentally acceptable, landscaped areas are to be designed to accommodate the recharge of stormwater run-off from all paved areas.</td></tr></table>		Zone	Minimum Landscaping	Regional Centre	1. Canopy shade trees at the rate of 1 tree for every 4 open air parking bays. 2. Screen landscaping as required by Council. 3. Paving and garden areas as required by Council.	District Centre	4. Where practicable and environmentally acceptable, landscaped areas are to be designed to accommodate the recharge of stormwater run-off from all paved areas.
			Zone		Minimum Landscaping					
			Regional Centre		1. Canopy shade trees at the rate of 1 tree for every 4 open air parking bays. 2. Screen landscaping as required by Council. 3. Paving and garden areas as required by Council.					
		District Centre	4. Where practicable and environmentally acceptable, landscaped areas are to be designed to accommodate the recharge of stormwater run-off from all paved areas.							
	Lighting	-								
	Signage	-								
	Public Art	-								
Fencing	-									
Access	Provision	<div>4.13 VEHICLE PARKING AND ACCESS</div> <div>4.13.1 Car Parking Requirements</div> <div>Unless otherwise provided by the Scheme, all non-residential development (other than a Residential Building) is required to provide concrete or bitumen sealed, kerbed, marked and drained onsite car parking in accordance with the requirements in Table No's. 3A and 3B. All residential development is to comply with the car parking requirements of the R-Codes.</div> <div>Where a development is not specified in Table No. 3A the Council shall determine car parking requirements having regard to the nature of development, the number of vehicles likely to be attracted to the development and the maintenance of desirable safety, convenience and amenity standards.</div> <div>4.13.2 Cash-in-Lieu of Car Parking</div> <div>As an alternative to clause 4.13.1, and subject to Council approval, a cash-in-lieu payment, to the equivalent cost of providing the required car parking plus the value of the area of land which would have been occupied by the spaces, may be paid to the Council. This payment is to be paid into a fund set aside by Council for the purposes of proving public car parking areas, in the locality of the land the subject of the development proposal.</div> <div>Where the amount of cash-in-lieu payable cannot be agreed it shall be determined by arbitration in accordance with the Commercial Arbitration Act 1985 or some other method agreed upon by Council and the developer.</div> <div>4.13.3 Variations to Car Parking Requirements</div> <div>Where the Council is satisfied that the circumstances of a development justify such action and there will not be any resultant lowering of safety, convenience and amenity standards, it may permit a reduction in the number of car parking spaces required by clause 4.13.1.</div> <div>Where the Council is of the opinion that it is necessary to increase the required number of car parking spaces in order to maintain desirable standards of safety, convenience and amenity, such extra car parking spaces as Council considers necessary shall be provided. In imposing such extra car parking requirements, the Council shall explain the reasons for the increase to the owner of the lot.</div> <div>4.13.4 Shared Car Parking</div> <div>Where there are two separate and different developments with different hours of peak operation, but being located on the same lot or adjoining lots, the Council may permit a reduction of the required number of car parking bays on either or both lots, provided it is satisfied there would be no resultant lowering of safety, convenience and amenity standards and there is agreement to the reciprocal use of some or all car parking bays.</div>	<div>Car parking</div> <div>3.1.8 Car parking location, access and provision shall accord with the following:</div> <div>a) Provide parking areas to the rear of the building.</div> <div>b) Integrate at-grade parking with communal areas, incorporating landscaping and paving detail.</div> <div>c) A limit of one crossover per property at a maximum width of 6m, where a second storey or architectural feature provides a contiguous facade above the access way.</div> <div>d) Co-location of cross overs between adjoining properties to maximise on-street parking, considering overall parking capability and streetscape amenity.</div> <div>e) Non-residential development to provide car parking in accordance with Clauses 3.2.4 and 3.3.2.</div> <div>f) Residential development to provide not less than one bay per dwelling and visitor bays in accordance with the Residential Design Codes.</div> <div>g) Where the provision of the required number of parking bays includes new on-street parking,</div> <div>i. A cash contribution is to be provided by the developer, as determined by the City.</div> <div>ii. Such bays are to be located in the portion of road reserve directly fronting the development site, unless otherwise approved by the City.</div>							

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			<p>Where a proposed development is located adjacent to a constructed public car park, the Council may, where it is satisfied there would be no lowering of safety, convenience and amenity standards, reduce the amount of required onsite car parking for that development by the amount which it considers the public car park serves the development. Council may also require a cash-in-lieu payment to the value referred to in clause 4.13.2.</p> <p>4.13.5 Design and Maintenance of Car Parking When considering any application for planning approval the Council shall have regard to and may impose conditions concerning:</p> <p>a) the proportion of car parking bays to be roofed or covered and the design criteria of this covering;</p> <p>b) the proportion of car parking bays to be below natural ground level or on the roof of buildings and the design criteria of these structures;</p> <p>c) the means of access to each car parking bay and the adequacy of any vehicular manoeuvring area;</p> <p>d) the location of the car parking bays and the impact upon the aesthetic character of adjoining development, including the potential effect if those spaces should later be roofed or covered;</p> <p>e) the extent to which car parking bays are located within required building setbacks;</p> <p>f) the location of proposed public footpaths, vehicular crossings, and private footpaths within the lot, and the effect of both pedestrian and vehicular traffic movements and safety, and /or;</p> <p>g) materials for the sealing, paving and kerbing of car park surfaces, associated islands and pedestrian spaces and the landscaping of these areas.</p> <p>The owner and occupier of premises on which car parking bays are provided shall ensure that the car park, its markings, associated structures, landscaping and drainage are provided and maintained to the satisfaction of Council.</p> <p>4.13.6 Disabled Car Parking Bays Council shall ensure the provision and location of car parking bays designed to accommodate people with disabilities, and vehicles designed for use by disabled persons, as required by the Building Code of Australia and relevant Australian Standards.</p> <p>4.13.7 Dimensions of Car Parking 4.13.7.1 The dimensions of car parking bays, parking angles and carriageway widths specified in Table No. 3B shall be used by Council in determining the layout of car parking areas. 4.13.7.2 The minimum dimensions of an oversized vehicle parking bay shall be 9 metres x 3 metres.</p>	
		Location	-	-
		Access	-	-
		Loading/Servicing	-	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	<p>4.13.8 Alternative Vehicle Parking Council may require developments to include parking and access arrangements for:</p> <p>a) bicycles;</p> <p>b) motor cycles;</p> <p>c) gophers.</p> <p>Council shall have regard to the nature of the proposed use, and its likely generation of such traffic, in determining the requirement for alternative vehicle parking.</p>	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	<p>4.8.5 Development in Unsewered Areas Where connection to a comprehensive reticulated sewerage system is not available, no development with an on-site effluent disposal in excess of that of a single house or single residential equivalent, shall be approved unless the proposed development is in accordance with the provisions of the Government Sewerage Policy.</p>	
		ESD	-	-
		Buffers	-	-
		Other	<p>4.8.3 Commercial Development Adjoining Residential Zones</p>	<p>Residential development 3.1.7 Residential development must: a) Provide a maximum 2 metre ground floor building setback.</p>

		<p>On any land which is zoned for Commercial purposes and which adjoins land zoned for residential purposes, the commercial development shall be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Council.</p> <p>4.8.4 Mixed Residential/Commercial Development and Residential Development in Commercial Zones</p> <p>Where a mixed residential/commercial or residential development is proposed in a commercial zoned area the following provisions shall apply:</p> <p>a) Where an application for planning approval proposes residential development in a commercial zoned area, Council shall have regard to:</p> <p>(i) The character of the area and the need to protect commercial uses from undue influences or restrictions resulting from residential occupation;</p> <p>(ii) The suitability of the area for residential development with reference to the level of amenity and/or conflict between residential and commercial uses, acknowledging that residential uses in a commercial zone should expect a different level of amenity to that available in a residential area; and</p> <p>(iii) The provisions of the R-Codes at the R80 density code and the objectives of the Scheme.</p> <p>b) Where an application for planning approval proposes residential uses to be developed in conjunction with commercial uses, Council will require:</p> <p>(i) Readily identifiable addresses and entry points for the residential uses, provided separately from the other uses on the site.</p> <p>(ii) All necessary rubbish bin areas, letterboxes, drying areas and similar facilities and services to be clearly separated between the residential and commercial uses.</p> <p>(iii) An appropriate level of amenity and security for all uses, with development being designed to avoid problems such as overlooking, overshadowing and disturbances from the commercial component of the development.</p> <p>(iv) Favourable solar orientation for the residential component.</p> <p>(v) Car parking for the residential component is to be provided as required under the R-Codes. Car parking for the commercial component is to be provided in accordance with Table 3A – Parking Standards of the Town Planning Scheme. Generally car parking for residential uses are to be separated from commercial uses.</p> <p>(vi) In general, open space shall be provided for residential uses as required under the provisions of the R-Codes at the R80 density code. For the purposes of calculating the amount of required open space for single houses and grouped dwellings, the ‘site’ area shall be that portion of the land set aside for residential purposes.</p> <p>c) Council may use the “Gosnells Town Centre Development Policy” in the assessment and consideration of any mixed residential/commercial or residential development proposals within any commercial zone.</p> <p>d) Where residential development is proposed to be located in commercial zones or mixed with commercial development, Council may vary any provision of the R-Codes it deems necessary to achieve a suitable standard of development. Where such discretion is exercised, the Council may require the proposal to be advertised in accordance with clause 64 of the Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2.</p> <p>Table No. 2A: Commercial Zones</p> <table><tr><th>Zone</th><th>Other Requirements</th></tr><tr><td>Regional Centre</td><td>1. Where the site adjoins land zoned Residential, the side and rear setbacks shall accord with those applicable to the Residential land.</td></tr><tr><td>District Centre</td><td>2. Safe and convenient pedestrian access shall be provided for adjacent to any public entrances to buildings and from customer parking areas.</td></tr></table>	Zone	Other Requirements	Regional Centre	1. Where the site adjoins land zoned Residential, the side and rear setbacks shall accord with those applicable to the Residential land.	District Centre	2. Safe and convenient pedestrian access shall be provided for adjacent to any public entrances to buildings and from customer parking areas.	<p>b) Provide balconies or verandahs which may project into the front set back area by up to 1.5 metres.</p>
Zone	Other Requirements								
Regional Centre	1. Where the site adjoins land zoned Residential, the side and rear setbacks shall accord with those applicable to the Residential land.								
District Centre	2. Safe and convenient pedestrian access shall be provided for adjacent to any public entrances to buildings and from customer parking areas.								

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KEY ELEMENTS			SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF JOONDALUP	Zones		Centre <ul style="list-style-type: none">- Whitford Activity Centre- Sorento Activity Centre- Joondalup Activity Centre	
			Development and use of land is to be in accordance with an approved activity centre structure plan prepared and adopted under Part 4 of the deemed provisions	
	Site	Lot Size	-	
	Built Form	Setbacks	-	
		Use of Setbacks	-	
		Height	-	
		Plot Ratio	-	
		Site Cover	-	
		Materials	-	
		Building Design	-	
		Site Layout	-	
	Site Amenity	Landscaping	-	
		Lighting	-	
		Signage	-	
		Public Art	-	
		Fencing	-	
	Access	Provision	Car Parking – Cash in lieu <p>(a) In this clause ‘Shortfall Parking Spaces’ means the difference between the number of car parking spaces required for a development under a local planning policy, structure plan, activity centre plan or local development plan (as the case may be) and the number of car parking spaces to be provided on the site of the development.</p> <p>(b) Subject to the remaining provisions of this clause, the local government may require or accept from an applicant for development approval, a cash payment in lieu of providing all or any of the number of car parking spaces required under a local planning policy, structure plan, activity centre plan or local development plan for the development for which development approval has been sought by the applicant.</p> <p>(c) Before the local government requires or accepts a cash-in-lieu payment under clause 32(1)3.(b), it must:</p> <p>(i) have a reasonable expectation that the cash-in-lieu payment can be applied to provide the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the site of the proposed development; and</p> <p>(ii) have regard to any local planning policy which it adopts in relation to cash-in-lieu of car parking.</p> <p>(d) The amount of the cash-in-lieu payment shall be the cost estimated by the local government to provide and construct the Shortfall Parking Spaces. The estimated cost of providing the Shortfall Parking Spaces may include:</p> <p>(i) the cost of land in the vicinity of the proposed development which is required to provide the Shortfall Parking Spaces, to be determined by a licensed valuer appointed by the City;</p> <p>(ii) the cost of constructing to the City’s specifications and requirements paved parking for the Shortfall Parking Spaces and any associated manoeuvring areas, accessways, landscaping, drainage and lighting; and</p> <p>(iii) the cost of constructing or installing signs, facilities or equipment to regulate the permissible period during which a vehicle may occupy the car parking spaces comprising the Shortfall Parking Spaces.</p> <p>(e) The cash-in-lieu payment shall be paid in such manner and at such time as the City determines.</p> <p>(f) Cash-in-lieu payments received by the City under clause 32(1)3. shall be paid into appropriate funds and used:</p> <p>(i) for providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure in the vicinity of the development;</p> <p>(ii) for providing and maintaining the things referred to in subclauses 32(1)3.(d)(ii) and (32(1)3.d)(iii); and</p> <p>(iii) for reimbursing the City for any expenses, including loan repayments, which it incurs in providing and maintaining the Shortfall Parking Spaces or Transport Infrastructure.</p>	-
		Location	-	-

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		Access	-	-
		Loading/Servicing	-	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	<p>Whitfords Activity Centre (Table 8)</p> <p>1.1 Land zoned 'Centre' within the Whitfords Activity Centre is separated into four 'Centre Districts' (C) as shown on the scheme map and detailed as follows:</p> <p>(a) Endeavour District (C-1);</p> <p>(b) Retail District (C-2);</p> <p>(c) Banks District (C-3); and</p> <p>(d) Education and Civic District (C-4).</p> <p>1.2 The RAC-0 density code applies to land zoned 'Centre' within the Endeavour District.</p> <p>1.3 The R80 density code applies to land zoned 'Centre' within the Retail, Banks, and Education and Civic Districts.</p> <p>1.4 The total net lettable area of all existing and future shop retail development for land within the 'Centre' zone shall be consistent with an Activity Centre Plan approved pursuant to State Planning Policy 4.2 - Activity Centres for Perth and Peel.</p> <p>1.5 If an application for development approval is made to the local government to increase the floor space for shop/retail uses within the Retail District where the net lettable area is, or would be increased beyond 55,000m², the application must demonstrate:</p> <p>(a) residential development in the Retail and/or Endeavour District/s at a minimum rate of one dwelling for every 500m² of additional shop/retail NLA in the Retail District;</p> <p>(b) shop/retail uses within the Endeavour District with a net lettable area of at least 10% of the additional shop/retail net lettable area in the Retail District; and</p> <p>(c) the mix of land use floor space, upon completion of the development subject of the application, is at least 40%.</p> <p>1.6 Land use permissibility for land zoned 'Centre' within the Whitford Activity Centre shall be in accordance with Table 3a - Whitford Activity Centre Zoning Table. The symbols used in Table 3a have the same meaning as Clause 18(2) of the scheme.</p> <p>1.7 Subject to sub-clause 1.6 and Table 3a, where a land use is not listed, it shall be treated as an unlisted use, pursuant to Clause 18(4) of the scheme.</p> <p>Sorrento Activity Centre (Table 8)</p> <p>3.1 Land zoned 'Centre' within the Joondalup Activity Centre is separated into six precincts as shown on the scheme map and detailed as follows:</p> <p>(a) City Centre;</p> <p>(b) Health and Wellness;</p> <p>(c) Learning and Innovation;</p> <p>(d) Joondalup Edge;</p> <p>(e) Joondalup West; and</p> <p>(f) Lakeside Residential.</p> <p>3.2 Residential density is in accordance with the Joondalup Activity Centre Plan Figure 3: Residential density code plan.</p> <p>3.3 Land use permissibility for land zoned 'Centre' within the Joondalup Activity Centre shall be in accordance with Table 3b – Joondalup Activity Centre Zoning Table. The symbols used in Table 3b have the same meaning as Clause 18(2) of the scheme.</p>	-

CENTRE (large)

			3.4 Subject to sub-clause 3.3 and Table 3b, where a land use is not listed, it shall be treated as an unlisted use, pursuant to Clause 18(4) of the scheme.	
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF KALAMUNDA	Zones		District Centre	LPP 30 – Kalamunda Activity Centre Plan Built Form Design Guidelines
	Site	Lot Size	-	-
	Built Form	Setbacks	5.14.3 Setbacks The land located between a street alignment and the buildings shall not be used for any other purpose than one or more of the following: a) a means of vehicular or pedestrian access; b) the daily parking of vehicles used by employees and customers; c) the loading and unloading of vehicles; d) landscaping. e) trade display.	-
		Use of Setbacks	-	-
		Height	-	-
		Plot Ratio	-	-
		Site Cover	-	-
		Materials	-	-
		Building Design	5.14.1 Design A person shall not erect a building which by virtue of colour or type of materials, architectural style, height or bulk, ornamental or general appearance has an exterior design which in the opinion of the local government is out of harmony with existing buildings or the landscape character of the area.	-
		Site Layout		-
	Site Amenity	Landscaping	5.14.4 Landscaping In connection with any application for development approval in a commercial zone, the local government shall, if it appears to be in the interest of amenity or orderly and proper planning to do so, require that such landscaping be provided in addition to that required in Table 2. (Table 2 – Landscaping Strip (road frontage) standard for the Commercial Zone is 3m)	-
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	5.7 CAR PARKING REQUIREMENTS 5.7.1 Parking Specifications A person shall not develop or use any land or erect, use or adapt any building unless car parking bays as specified in Table 3 are provided and such bays are constructed and maintained in accordance with local government requirements. When considering any development application, the local government shall have regard to and may impose conditions on the provision of car parking bays and the details of locating and designing the required bays, and adequate turning areas, landscaping and pedestrian spaces on the lot. In particular, the local government shall take into account and may impose conditions concerning: a) the number of bays to be provided; b) the proportion of car bays to be roofed or covered; c) the proportion of car bays to be below natural ground; d) the means of access to each car bay and the adequacy of any vehicle manoeuvring area; e) the location of the car bays on the site and their effect on the amenity of adjoining development, including the potential effect if those bays should later be roofed or covered; f) the locations of proposed public footpaths, vehicular crossing, or private footpaths within the lot, and the effect on both pedestrian and vehicular traffic movement and safety; g) the suitability and adequacy of proposed screening or landscaping; h) the design and construction type of car parking areas and access ways.	

		<p>5.7.2 The local government may apply at its discretion, a greater or lesser requirement for car parking than that stipulated as the minimum requirement in Table 3, if in its opinion the proposed use is likely to demand a greater or lesser need for car parking bays having due regard to the scale and nature of the intended use or uses.</p> <p>5.7.3 Reciprocal Parking Local government may vary the parking requirements as specified in Table 3 for any zone when it is considered reasonable to do so by the recognition of reciprocal arrangements for parking or access or circulation. In making its decision on application for such recognition, the local government shall take into consideration the following matters: a) the nature of the proposed development in relation to the existing or future development of any land within the immediate vicinity of the subject land; b) the hours of normal operation of the intended use and abutting land uses; c) any such matters as the local government considers relevant, including any legal agreements between affected landowners.</p> <p>5.7.4 Cash in Lieu of Parking An owner may, if the local government so agrees contribute to the cost of acquisition and development by the local government of a public car park. The cost of each parking bay in a public car park shall be ascertained by dividing the total cost or estimated cost of the acquisition of land and development of the public car park by the number of car parking bays therein. The number of car parking bays which an owner is required to provide shall, if the local government so agrees, be reduced by the number of car parking bays in a public car park of which an owner pays the cost.</p> <p>a) If the local government agrees to allow less than the minimum level stipulated in Table 3, local government may require any shortfall to be made up by way of a contribution to an appropriate local government fund created for the purpose of applying such funds as defined in sub-clause (c) at a rate per bay equal to the Parking Contribution.</p> <p>b) (i) The local government may from time to time calculate or estimate the cost of providing a parking bay within the Scheme area (the "Parking Contribution") including but not limited to: - the market value of the land required for the parking bay and the necessary access and manoeuvring space; - any structures required; and - other improvements including paving, kerbing, drainage, landscaping, crossovers and lighting. (ii) The Parking Contribution shall be calculated in respect of the Scheme area as a whole. (iii) The local government may from time to time vary or adjust the Parking Contribution to reflect changes in values and costs, notwithstanding which the local government may at its discretion, determine a lesser amount to be applied as the Parking Contribution. (iv) All costs incurred in obtaining the valuation required under sub-clause b. (i) above shall be borne by the applicant.</p> <p>c) The local government shall apply the moneys accumulated in the appropriate Carparking Trust Fund by way of payments for parking either: (i) through land purchase for the construction of parking facilities; (ii) for the provision of parking in joint-use facilities; or (iii) for the provision of or for public transport within the Scheme area to the extent that its permits or encourages a reduction in the use of or demand for parking facilities within the Scheme area.</p> <p>5.14.2 Shared Access and Parking Areas Local government may require the shared use of driveways, crossovers and car parking because of the need to: a) minimise traffic conflict and the number of access points; b) maximise the through traffic function of abutting roads; c) minimise kerbside parking; d) encourage access from side streets or from the rear.</p>	
	Location	-	
	Access	<p>5.14.5 Access No person shall use a service road, access way or parking area situated on a parcel of land for any other purpose than a service road, access way or vehicle parking respectively. All vehicular access ways, servicing areas and parking areas shall be so designed to enable vehicles to enter and leave in forward gear.</p>	
	Loading/Servicing	<p>5.14.6 Loading/Unloading Bays A paved area for loading and unloading will be required where the interests of amenity and orderly and proper planning warrant the provision of such an area.</p>	
	EOT	-	-
	Pedestrian	-	-

CENTRE (large)

		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	5.14.7 Service Yards & Refuse Storage In any application for planning approval to which this part applies, provision shall be made for suitably designed and screened service yards and refuse storage areas, which shall be subsequently maintained to the satisfaction of the local government.	-
		Drainage	5.14.8 Drainage Maximise on-site storage and stormwater treatment consistent with appropriate (water sensitive design) standards adopted by local government.	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	-	-

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF KWINANA	Zones		Kwinana Town Centre	LPP 5 – Development Contribution towards Public Art LPP 7- Uniform Fencing LPP 8 – Designing Out Crime LPP 9 – Advertising Signage Kwinana Town Centre Design Guidelines Kwinana Town Centre Strategy Plan
			5.4 DIVISION 2 - KWINANA TOWN CENTRE Subject to Clause 5.16.2, the subdivision, use and development of land is to be generally in accordance with an approved Structure Plan prepared and adopted under Part 5.16 of the Scheme and shall take into account the following principles: (a) Groupings of buildings shall be designed to produce an integrated layout; (b) Buildings shall be of complimentary design with particular reference to their relative height and slope of paving and cantilever awnings; and also in terms of colour, tone and texture of facing materials so that components of form and finish will blend harmoniously; (c) Building design and layout shall make provision for general uniformity of future advertising outside any shops to be in keeping with the architectural character of the development; (d) Provision shall be made for planting and landscaping of development to enhance the environs and to secure a pleasant relationship between the centre and the existing and potential use of adjoining land.	-
	Site	Lot Size	-	-
	Built Form	Setbacks	As per the relevant zones set out in an approved Structure Plan prepared and adopted under Part 6.17 of the Scheme. 5.4.5 Site Coverage and Set Backs In determining the site coverage and set backs of any development other than residential development Council may permit a site coverage of up to 100 percent and a setback variation to zero subject to it first being satisfied on matters relating to access, car parking, circulation, servicing, loading and unloading and other matters which Council in its absolute discretion may take into consideration.	-
		Use of Setbacks		
		Height		
		Plot Ratio	5.4.1 Plot Ratio Within the Kwinana Town Centre, plot ratios for land use types shall be determined in accordance with an approved Structure Plan (or any subsequent Local Development Plan) prepared under Part 5.16 of the Scheme.	
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	5.4.6 Landscaped Areas In considering development applications for land within the Town Centre zone, an area of one twelfth of the lot shall be designed, developed and maintained as a landscaped area and shall include existing vegetation identified by Council, except in the case of the erection on a lot of a single dwelling house. Where, in the opinion of Council, sufficient landscape features exist in the lot or nearby streets and reserves, the landscaped area may be reduced by up to 50%. Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public.	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	Table 111 – Car parking requirements Within the Kwinana Town Centre Zone 1 for every 50m2 gross floor area for shops less than 3,000m2 gross floor area. For shops in excess of 3,000m2 gross floor area - as	

CENTRE (large)

			<p>determined by Council</p> <p>5.4.3 Car Parking Where car parking spaces are to be provided the same shall be provided, designed, constructed and maintained in accordance with the provisions of Part VI of the Scheme and the approved plan relating thereto.</p> <p>6.2 SHARED OR COMBINED PARKING Where the number of car parking spaces proposed to be provided on land or in a building the subject of an application for Planning Approval is less than the number required to be provided pursuant to the Scheme, the Council may approve the application if the applicant demonstrates that off street parking facilities in the near vicinity are available to cater for the parking requirements of the land and that arrangements to the satisfaction of the Council have been made to enable those facilities to be used for that purpose.</p> <p>6.3 DIMENSIONS OF PARKING SPACES The dimensions of car parking spaces, parking angle, driveway widths and landscaping detail specified in Figure 3 shall be used by Council in determining the layout of car parking areas. Council may vary the dimensions specified by up to 10 percent where obstructions, site dimensions or topography result in the loss of a car parking space in any run of car parking spaces. This provision shall be used in order to obtain one additional space in a run of spaces and shall not be used to modify landscaping, shade tree or driveway access requirements.</p> <p>6.4 LANDSCAPING CONSTRUCTION AND MAINTENANCE The owner and occupier of premises on which car parking spaces are provided shall ensure that: (a) the car parking area is landscaped with shade trees, laid out, constructed, drained and maintained in accordance with the approved plan relating thereto;</p>	
		Location	-	-
		Access	-	-
		Loading/Serviceing	<p>5.4.4 Loading and Unloading Where areas for the loading and unloading of vehicles carrying goods or commodities to or from premises are to be provided the same shall be provided and maintained in accordance with the approved plan relating thereto.</p>	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	<p>3.14 RETAIL USE & DEVELOPMENT In assessing proposals for retail development, Council shall have due regard to the adopted Retail Structure Plan.</p> <p>5.4.2 Residential Accommodation In addition to a caretaker's residence, one unit of self-contained living accommodation for a single family may be incorporated in every building for every complete 450 square metres of area of the lot on which such building is erected and the floor area of such unit shall be excluded in calculating the plot ratio of the building. All residential accommodation within the Kwinana Town Centre, whether in a mixed development or not, shall conform with the standards prescribed in the Residential Zone and the codes where applicable.</p>	

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MANDURAH	Zones		Strategic Centre, District Centre There are no specific development provisions in the LPS relating to the Strategic Centre or District Centre Zones	LPPs Mandurah City Centre Precinct Plan Lakelands Town Centre Precinct Structure Plan
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF MELVILLE	Zones		Centre <ul style="list-style-type: none"> - Secondary Centre (Booragoon) - District Centres - Other District Centres 	LPPs Melville City Centre Structure (Activity Centre) Plan Riseley Centre Structure (Activity Centre) Plan Canning Bridge Activity Centre Plan Melville District Activity Centre Plan
	Site	Lot Size		-
	Built Form	Setbacks	Table 7 – Additional site and development requirements Where there is no Activity Centre Plan for the Centre, development will be guided by the following: (1) Setbacks (a) Where there is an approved Local Development Plan for the site, setbacks shall be in accordance with that plan. (b) In the absence of an approved Local Development Plan, front setbacks are to be determined by local government, generally based on 'main-street' design principles where appropriate. (c) Other boundary setbacks may be reduced to nil, subject to any requirements for access, provided that where the boundary adjoins, land in a Residential or Mixed Use zone, the setback is to accord with the standards applicable to such adjacent land under the relevant R-Coding.	-
		Use of Setbacks		-
		Height	Table 7 – Additional site and development requirements Where there is no Activity Centre Plan for the Centre, development will be guided by the following: (2) Building height (a) Building height standards for the respective District Centres are as follows: R30 – R50 11.0 m to eaves 12.0 m External Wall (Concealed Roof) 13.5 m maximum R60 and above 15.0 m to eaves 16.0 m External Wall (Concealed Roof) 17.5m maximum provided that, where the site adjoins or is immediately adjacent to land in the Residential zone, building height is to be limited as necessary so as to comply with overshadowing limits applicable to such adjacent land under the relevant R-Coding. Note: Variations from the building height standard may be approved in accordance with clause (34).	-
		Plot Ratio	-	-
		Site Cover	Table 7 – Additional site and development requirements Where there is no Activity Centre Plan for the Centre, development will be guided by the following: (3) Building bulk a) Total plot ratio standards for the respective District Centres are as follows: Palmyra - 1.0 Kardinya - 1.0 Bull Creek - 1.0 Note: The achievable maximum plot ratio floorspace will depend on the type and mix of uses, the form of building and the resultant requirement and design of car parking. With a mix of shops, offices and other uses, based on shared use of car parking, it should be possible to develop up to the maximum plot ratio. However, with shops alone, the achievable plot ratio is likely to be limited to less than the maximum specified above. Variations from the building bulk standard may be approved in accordance with clause (34). (4) Open space Minimum of 10 per cent of the development site. Note: Variations from the open space standard may be approved in accordance with clause (34), and may be reduced where it can be demonstrated that the planting of open space extends the effectiveness of such areas, e.g. shade tree planting in car parking and service areas. Refer to Local Planning Policy. (5) Landscaping Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government. Note: The landscaping plan may form part of the Local Development Plan or may be separate from that plan, but in either case is subject to approval by the local government.	-
		Materials		-

CENTRE (large)

		Building Design	-	-
		Site Layout	-	-
	Site Amenity	Landscaping	-	-
		Lighting	-	-
		Signage	-	-
		Public Art	-	-
		Fencing	-	-
	Access	Provision	-	-
		Location	-	-
		Access	-	-
		Loading/Servicing	-	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	-	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	-	-

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF MOSMAN PARK	Zones		Centre	LPP 20 – Town Centre Precinct (this is an objectives based policy)
			Table 6 – Additional requirements that apply to land in Scheme Areas (a) Prior to making an application for development approval, a local development plan is to be prepared and approved in accordance with Part 6 of the deemed provisions.	
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	Table 6 – Additional requirements that apply to land in Scheme Areas Car parking (a) Car parking shall be provided in accordance with: (i) The R-Codes for residential development; and, (ii) Schedule 1: Car Parking Requirements. and shall be rounded to the nearest whole number. (b) If the Scheme does not specify the number of spaces required in respect of any particular land use, the number of spaces required shall be determined by the local government, having regard to other relevant or similar uses. (c) Where a building or land is used for more than one purpose, the number of car parking spaces to be provided in accordance with Schedule 1 or as determined by the local government shall be calculated separately for each part of the building or land used for a different purpose. (d) Where the use of any building or land is changed to another use, parking spaces shall be provided to meet the requirements of the Scheme. (e) Where any existing building or land is redeveloped, additional parking spaces to meet the requirements of the Scheme shall be provided only in respect of any additional development, expansion of net lettable area or enlargement of the previously approved development, but not in respect of any previously approved development or net lettable area. (f) Where the new development of any land occurs, parking spaces to meet the requirements of the Scheme shall be provided in respect to the new development. (g) In determining the extent (if any) of the concession in car parking requirements sought for a proposed development under clause 34, the local government is to be satisfied that the lesser parking is reasonable having regard to a demonstrated lesser demand and taking into consideration the matters set out in clause 34 and the following matters: (i) whether a demand for car parking associated with the proposed development, which is less than the requirement in Schedule 1 has been demonstrated; (ii) the availability and likely use of modes of transport other than the private car; (iii) the practicability and likelihood that carpooling will be employed, as a means of reducing the demand for parking; (iv) the availability and likely level of use of end-of-trip bicycle facilities; (v) the availability of public parking in the locality including street parking; (vi) any reduction in car parking demand due to the joint use of car spaces; (vii) any car parking deficiency or surplus associated with the existing use of the land; and (viii) any other relevant consideration.	

CENTRE (large)

			<p>(h) Before making a determination under clause 34 and subsection (g) above, the local government may require the applicant to provide, at the applicant's expense, a traffic or transport study prepared by a suitably qualified and experienced transport planner or engineer.</p> <p>(i) The local government may accept a shortfall cash payment in lieu of the provision of any car parking spaces required under the Scheme, having regard to an adopted local planning policy made under this scheme for this purpose.</p> <p>(i) payments made under sub-clause (i) shall be paid into a reserve fund and shall only be used:</p> <p>(i) for the provision of public parking or facilities, infrastructure and services for cyclists, pedestrians and public transport users; and</p> <p>(ii) for reimbursing the local government for any expenses incurred for the purpose of sub-clause (i) including loan repayments.</p>	
		Location	-	-
		Access	-	-
		Loading/Servicing	-	-
		EOT	-	-
		Pedestrian	-	-
		Bicycle	<p>Bicycle Parking</p> <p>(a) Bicycle Parking shall be provided in accordance with an adopted local planning policy made under this scheme for this purpose and shall be rounded to the nearest whole number.</p>	-
	Other Matters	Construction	-	-
		Waste	-	-
		Storage	-	-
		Drainage	-	-
		Effluent Disposal	-	-
		ESD	-	-
		Buffers	-	-
		Other	-	-

CENTRE (large)

KEY ELEMENTS			SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF MUNDARING	Zones		Town Centre	
			5.7.1 Precinct Plans 5.7.1.1 The Shire may prepare a Precinct Plan for all or a portion of the Town Centre zone or any Local Centre zone, and may include in such Precinct Plan other surrounding land, in order to designate planning precincts and establish specific planning and design controls within those precincts. Precinct Plans may provide detailed guidance on land use and development, subdivision, urban design and streetscapes.	
	Site	Lot Size		
	Built Form	Setbacks	5.12.2.2 Where development setbacks, site coverage and plot ratio for a particular site are not specified in an adopted Precinct Plan, or where there is no adopted Precinct Plan over a particular site, development setbacks, site coverage and plot ratio shall be at the Shire's discretion and shall be determined having particular regard to the objectives of the Town Centre zone and, where applicable, the recommendations of the adopted Precinct Plan for the area. In any case, the maximum site coverage shall not exceed 50% and maximum plot ratio shall not exceed 1.0.	
		Use of Setbacks	5.12.4 Use of setback areas from streets The building setback area shall not be used for repair or dismantling of vehicles, nor for storage purposes. (a) vehicular and pedestrian access; (b) car parking for employees, customers or visitors; (c) landscaping; and (d) advertising signage approved by the Shire or exempted from requiring approval of the Shire by this Scheme or the Shire's Signs Local Law.	
		Height	5.7.16 Building height The maximum height of any building within the Scheme area shall be 10 m, unless otherwise specified in the Scheme, an adopted Structure Plan or adopted Precinct Plan.	
		Plot Ratio	5.12.2.2 Where development setbacks, site coverage and plot ratio for a particular site are not specified in an adopted Precinct Plan, or where there is no adopted Precinct Plan over a particular site, development setbacks, site coverage and plot ratio shall be at the Shire's discretion and shall be determined having particular regard to the objectives of the Town Centre zone and, where applicable, the recommendations of the adopted Precinct Plan for the area. In any case, the maximum site coverage shall not exceed 50% and maximum plot ratio shall not exceed 1.0.	
		Site Cover	5.12.2 Setbacks, plot ratio and site coverage 5.12.2.1 Development setbacks, site coverage and plot ratio for any particular site shall be as specified in an adopted Precinct Plan. 5.12.2.2 Where development setbacks, site coverage and plot ratio for a particular site are not specified in an adopted Precinct Plan, or where there is no adopted Precinct Plan over a particular site, development setbacks, site coverage and plot ratio shall be at the Shire's discretion and shall be determined having particular regard to the objectives of the Town Centre zone and, where applicable, the recommendations of the adopted Precinct Plan for the area. In any case, the maximum site coverage shall not exceed 50% and maximum plot ratio shall not exceed 1.0.	
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting	5.7.30 Light overspill Floodlights, spotlights and all other forms of lighting shall be constructed, oriented and controlled so as not to: (a) adversely impact on the amenity of any adjacent residents; or (b) cause a traffic hazard in the adjacent road network.	
		Signage	5.7.33 Advertising Advertising, not otherwise exempt under Schedule 5, must: AMD 1 GG 30/05/17 (a) not detract from or erode the visual qualities and character of a particular locality and/or transport corridor; and (b) be associated with the operation or business on the subject site; and (c) not be misleading or dangerous; and (d) be of a size and scale that is proportionate to the realistic needs of local commerce in the locality; and (e) be designed to minimise visual clutter.	

CENTRE (large)

		Public Art		
		Fencing		
		Provision	<p>5.7.20 Vehicle parking</p> <p>5.7.20.1 The car parking requirements for various land uses are set out in Table 2 below. Unless otherwise approved by the Shire, car parking spaces shall be provided for a use in accordance with the requirements of Table 2.</p> <p>5.7.20.4 Where the car parking requirement for a use on Table 2 is not a whole number, the car parking requirement shall be the next highest whole number.</p> <p>5.7.20.5 Where a particular use of land is proposed that is not specified in Table 2, the car parking requirement for the use shall be at the Shire's discretion.</p> <p>5.7.20.6 The Shire may accept the provision of car parking below the parking requirement in Table 2, without the requirement for the payment of cash-in-lieu of providing car parking, where, in the Shire's view, reduced car parking is warranted because the use or development will incorporate appropriate and effective measures to reduce the need for car parking. Where the Shire accepts a reduced number of car parking spaces on the basis of this clause, the planning approval shall be conditional on the implementation of the abovementioned measures to reduce the need for car parking spaces.</p> <p>5.7.20.7 Car parking spaces may be provided jointly by two or more owners or users of land or by one owner or user of land in respect of separate buildings or uses, subject to the following requirements of this clause...</p> <p>5.7.20.8 Where car parking spaces are required to be provided by this Scheme, the Shire may accept a cash payment in lieu of the provision of some or all of those parking spaces, if the Shire has first adopted a car parking strategy including the locality within which the use is proposed and which identifies public car parking areas within reasonable walking distance of the development or use generating the parking requirement.</p> <p>5.7.20.10 A vehicle parking area shall comply with the following design requirements:</p> <p>(a) safe, adequate access shall be provided to each parking space, while maintaining safe and convenient pedestrian access;</p> <p>(b) where practicable, pedestrian and vehicular entrances and exits shall be separated;</p> <p>(c) provision shall be made for vehicles to enter and leave the site from/to a public road in forward gear, with vehicular entrances and exits located so as to avoid or minimise traffic hazards;</p> <p>(d) each parking space shall be clearly delineated by line marking, kerbed divisions or other materials or methods approved by the Shire;</p> <p>(e) parking spaces and access ways shall be constructed of hard stand material, sealed, graded and drained to the requirements of the Shire;</p> <p>(f) notwithstanding (e) above, in zones other than Town Centre, Local Centre, Service Commercial and Light Industry, unsealed parking and access way surfaces may be approved, if dust is controlled, adequate measures taken to prevent erosion, and bays and access ways clearly marked and appropriately designed;</p> <p>(g) adequate directions and sign posting shall be provided to indicate entrances and exits; and</p> <p>(h) the requirements of an adopted Precinct Plan shall be complied with and, to the extent of any inconsistency between the requirements of this clause and the requirements of an adopted Precinct Plan, the requirements of the Precinct Plan shall prevail.</p> <p>5.7.20.11 Where a vehicle parking area is to be provided as part of a development, a landscaping plan shall be submitted to the Shire and approved prior to development occurring. Landscape planting is to be provided and maintained so as to minimise the visual impact of the parking areas, and is to include:</p> <p>(a) a minimum 3 m wide landscape strip between the parking area and the street boundary of the site; and</p> <p>(b) shade trees planted at intervals of no further than 1 per 5 bays along any line of car parking bays.</p> <p>5.7.20.12 Landscaping provided pursuant to clause 5.7.20.11 shall not entirely screen any car parking areas from view from public places and shall be consistent with the objectives of the Designing Out Crime Planning Guidelines, published by the Commission.</p>	
		Location	5.7.20.2 Except as provided for in clauses 5.7.20.7 to 5.7.20.9, or unless otherwise approved by the Shire, the required car parking spaces shall be provided on the site of the use generating the requirement. The Shire shall only approve some or all of the car parking spaces being provided elsewhere than on the site of the use generating the requirement where it is satisfied that the car parking spaces provided are within reasonable walking distance of the use generating the requirement and that it is otherwise appropriate to do so.	
		Access	<p>5.7.22 Vehicular access to major roads</p> <p>5.7.22.1 Vehicular access points to and from Great Eastern Highway from any development shall be limited as far as practicable. The Shire shall encourage shared access arrangements between properties, and access to and from secondary streets, as appropriate, to avoid or minimise vehicular access points to and from Great Eastern Highway.</p>	

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			5.7.22.2 The Shire may at its discretion apply the provisions of clause 5.7.22.1 to other major roads, being Regional Reserves for Primary Regional Roads or local reserves under the Scheme for Important Local Roads.	
		Loading/Serviceing	<p>5.7.23 Loading areas</p> <p>5.7.23.1 Any commercial, industrial or other use which requires separate access for service vehicles shall be provided with an adequate area, separate from car parking areas, for loading and unloading of vehicles. Any such loading areas shall be located so as to allow vehicles to enter and leave the site from/to a public road in forward gear, with vehicular entrances and exits located so as to avoid or minimise traffic hazards.</p> <p>5.7.23.2 Loading areas referred to in clause 5.7.23.1 shall include one or more dedicated loading bays, provided as follows according to the floor area of the use generating the requirement:</p> <p>(a) 1 loading bay for every 2000 m2 or part thereof of floor area up to a total floor area of 10,000 m2; and</p> <p>(b) 1 loading bay for every 5000 m2 or part thereof of floor area in excess of 10,000 m2.</p> <p>5.7.23.3 The dimensions and height clearance of each loading bay referred to in clause 5.7.23.2 shall comply with relevant parts of Australian Standard 2890 relating to parking.</p> <p>5.7.24 Set down areas</p> <p>A designated set down area designed for the purpose of setting down and picking up passengers, to the satisfaction and requirements of the Shire, shall be provided on or adjacent to the site of any of the following uses, but not within a public road reserve:</p> <p>(a) Child Care Premises;</p> <p>(b) Educational Establishment;</p> <p>(c) Hospital;</p> <p>(d) Hotel; and</p> <p>(e) any other facility which, in the opinion of the Shire, will generate the need for a set down area for the safety of people attending that use and of road users generally.</p>	
		EOT		
		Pedestrian		
		Bicycle	<p>5.7.21 Bicycle facilities</p> <p>Unless otherwise approved by the Shire, end of trip bicycle facilities are to be provided for new development in accordance with the standards for respective uses detailed in Austroads Guide to Traffic Management.</p>	
	Other Matters	Construction		
		Waste	<p>5.1.2.5 Bin storage areas</p> <p>Bin storage areas shall be provided for non-residential development. Such areas shall be:</p> <p>(a) located so as to be readily accessible by service vehicles;</p> <p>(b) of sufficient size to accommodate rubbish generated by the use(s) on each property in the interval between rubbish collections; and</p> <p>(c) effectively screened from view from any street, public place and any adjacent residence.</p>	
		Storage	<p>5.7.27 External storage areas</p> <p>All external storage of goods and materials, which in the opinion of the Shire may have an adverse visual impact, shall be effectively screened from view from any street, public place and any adjacent residence.</p>	
		Drainage		
		Effluent Disposal	<p>5.1.2.3 Effluent disposal</p> <p>In determining any application for planning approval for development on land within a sewerred area, the Shire shall have regard to any advice from the Water Corporation as to whether adequate capacity exists to treat the wastewater that would be generated by the proposed development. If there is inadequate capacity to treat the wastewater that would be generated by the proposed development, the Shire may refuse the application, notwithstanding that the use may be a 'P' use on the Zoning Table.</p>	
		ESD		
		Buffers		
		Other	<p>5.7.11 Preservation of amenity</p> <p>5.7.11.1 A development requiring planning approval under this Scheme shall not be approved if, in the opinion of the Shire, the proposed materials, design, colour(s), texture(s) or reflectivity of such development would unreasonably adversely impact on the visual amenity of the locality.</p> <p>5.7.11.2 In order to avoid adverse impact on the visual amenity of an area, the Shire may impose conditions on any planning approval requiring:</p> <p>(a) the screening of the development by vegetation, with requirements relating to planting and/or maintenance of such vegetation; and/or</p> <p>(b) the siting of the development so as to avoid visually prominent locations on the land.</p>	

			<p>5.7.12 Vegetation Protection</p> <p>5.7.12.1 The provisions of this clause apply in addition to the provisions in this Scheme relating to Local Natural Areas and the provisions relating to watercourse protection contained in clause 5.7.5.</p> <p>5.7.12.2 The ringbarking, cutting down, topping, removal, injuring or wilful destruction of any local native vegetation is prohibited unless approved by the Shire or unless the native vegetation is exempted from compliance with this provision pursuant to clause 5.7.12.3.</p> <p>5.7.12.3 Clause 5.7.12.2 does not apply to the ringbarking, cutting down, topping, lopping, removing, injuring or destruction of any tree or vegetation which is:</p> <ul style="list-style-type: none"> (a) not local native vegetation; (b) on a lot zoned Residential and with a Residential Design Code density of R5 or higher, or on a lot zoned Residential R2.5 but less than 4000 m² in area, unless the tree or vegetation is: <ul style="list-style-type: none"> i) within the required setback from a watercourse as set out in clause 5.7.5.1; ii) on land having a slope in excess of 20 percent; iii) identified for preservation on an approved Structure Plan; iv) required to be preserved as a condition of subdivision approval; or v) required to be preserved as a condition of planning approval; (c) constitutes an immediate danger to life and property; (d) required to be removed in order to comply with a Shire approved Fire Management Statement or Fire Management Plan, or the Shire's firebreak notice issued under s33(1) of the Bush Fire Act 1954; (e) required to be removed in order to carry out a development for which planning approval and/or a building licence has been issued; (f) within an approved building envelope, unless the native vegetation is located within a Local Natural Area identified in the Local Planning Strategy; (g) within 3 m of any building; (h) within 1 m of an existing fence or fence under construction; (i) required to be removed for construction of an approved effluent disposal system; (j) within 2 m of a sewer or water main or effluent disposal system and where the tree or vegetation has caused or is likely to cause damage or blockage to that system or network; (k) grown for commercial purposes; (l) within a State Forest; (m) being removed or disturbed as part of a native vegetation replanting program carried out with the Shire's approval; or (n) within the clearance distance from a power line or other power infrastructure as specified in Western Power guidelines or requirements or any other applicable guidelines or requirements. <p>5.12.1 Subdivision</p> <p>5.12.1.1 Subdivision shall be supported only if it is in accordance with an adopted Precinct Plan.</p> <p>5.12.1.2 Where there is no adopted Precinct Plan for a site within the Town Centre Zone or where such Precinct Plan does not specify preferred or minimum lot sizes for a site, an application for subdivision shall only be supported if the proposed subdivision:</p> <ul style="list-style-type: none"> (a) would create lot sizes that are sufficient to accommodate existing, proposed or anticipated land use and development, with such land use and development able to comply with all relevant requirements of this Scheme; and (b) is consistent with all relevant policies and strategies in the State Planning Framework. <p>5.12.6 Outbuildings</p> <ul style="list-style-type: none"> (a) the total area of all outbuildings on the lot shall not exceed 70 m² or 10% of the area of the lot, whichever is the lesser; (b) the maximum wall height shall be 3.5 metres and the maximum roof height shall be 4.5 metres; (c) the minimum setbacks to side, rear and secondary street boundaries for outbuildings shall be as follows: Secondary street: 2 metres Side: 1 metre Rear: 1 metre; (d) outbuildings shall be located entirely behind the rear of the dwelling on the lot unless constructed in the same materials as and having colours matching those of the dwelling; and (e) the external surface of outbuildings, other than roof cladding, shall not include metallic silver, except where the total area of all outbuildings on the lot does not exceed 20 m². 	
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CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF MURRAY	Applicable Zones		Town Centre	Local Planning Policies Barragup Furnissdale Activity Centre Local Planning Policy Pinjarra Activity Centre Local Planning Policy Pinjarra Town Centre Public Art Local Planning Policy Design Guidelines Activity Centre Structure Plans
	Site	Lot Size		
	Built Form	Setbacks	Setback determined by use not zone	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	7.3.3 Landscaping a) Landscaped areas to be constructed, planted and maintained pursuant to this Scheme will, in general, be located in such positions on a site or sites so as to enhance the appearance of the affected street or streets and to screen from view of soften the impact of parking areas, open storage areas, drying areas and any other space which, by virtue of its use is likely to detract from the visual amenity of the townscape. b) Landscaping proposals shall be submitted to and approved by the Council and any planting designed to act as a screen shall be comprised of plants growing to a variety of heights to achieve the desired results. c) All landscaping proposals approved by Council pursuant to this Scheme shall be carried out at the time of the development or at such other time as may be agreed in writing between the developer and the Council and shall thereafter be permanently maintained to the satisfaction of the Council.	
		Lighting		
		Signage	7.5 CONTROL OF ADVERTISEMENTS 7.5.1 Power to Control Advertisements 7.5.1.1 For the purpose of this Scheme, the erection, placement and display of advertisements and the use of land and buildings for that purpose is development within the definition of the Act requiring, except as otherwise provided, the prior approval of the Council. Planning approval is required in addition to any licence pursuant to Council's Signs, Hoarding and Bill Posting By-Laws. 7.5.1.2 Applications for Council's planning approval pursuant to this Part shall be submitted in accordance with the provisions of Clause 7.2 of the Scheme and shall be accompanied by a completed Additional Information Sheet in the Form set out in appendix 4 giving details of the advertisement(s) to be erected, placed or displayed on the land.	
		Public Art		
		Fencing		
	Access	Provision	7.3.1 Car Parking a) Car parking to be provided pursuant to the provisions of this Scheme shall be laid out and constructed generally in accordance with the layouts of parking bays and manoeuvring aisles shown in Figure I - Parking Layouts, except that where the angles of car parking vary from those shown, the Council may determine the width of the manoeuvring aisle which in no case shall be less than four metres. b) Car parking bays shall be capable of use independently of each other. 7.3.4 Treatment of Driveways and Parking Areas a) All driveways and parking areas shall be constructed to Council's satisfaction and provided with a sealed surface with appropriate measures for drainage and the disposal of surface water. Where appropriate, the Council may require the marking out of parking areas and the provision of suitable 'no parking' signs where thoroughfare must be preserved.	

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			b) All parking areas, turning areas and driveways required by Council pursuant to this Scheme shall be provided at the time of the development and thereafter maintained to the satisfaction of Council.	
		Location		
		Access		
		Loading/Serviceing	7.3.2 Servicing For new uses or development projects which require the despatch or receipt of goods of any kind, loading and unloading space will be required to be provided clear of the street. In general, the Council will seek to ensure that most servicing vehicles are able to enter and leave a street in a forward direction.	
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage	7.4 ADDITIONAL PROVISIONS FOR COMMERCIAL SERVICE COMMERCIAL AND INDUSTRIAL DEVELOPMENT 7.4.1 No open storage of goods, unserviceable vehicles or machinery shall be carried out within the front boundary setback area, which shall be used only for landscaping, car parking, servicing, loading and unloading, or where appropriate, and subject to approval of the Council, for trade display. 7.4.2 All open storage areas shall be screened by landscaping, fencing or by other means acceptable to the Council, to ensure that storage areas are not exposed to view from nearby roads or other public places.	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF NEDLANDS	Applicable Zones		Only Local Centre and Neighbourhood Centre	Local Planning Policies Design Guidelines Activity Centre Structure Plans
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF PEPPERMINT GROVE	Applicable Zones		District Centre	Local Planning Policies Design Guidelines Activity Centre Structure Plans
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height	Table 5 – Additional Site and Development Requirements District Centre Zone (b) The maximum height permitted within the activity centre shall be 21-metres unless the development complies with an adopted Local Planning Policy for the area.	
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	Table 5 – Additional Site and Development Requirements All Zones Vehicle Parking and Access (a) Unless otherwise provided for in the Scheme a person shall not erect or use a building unless paved parking spaces or garages including all necessary accessways are provided on the lot on which the building is erected in compliance with the minimum standards outlined in this Part. (b) Carparking shall be provided in accordance with Schedule 1: Carparking Requirements and shall be calculated to the nearest whole number. (c) If no parking standard is listed in Schedule 1 for a particular use class, the parking requirement is at the discretion of the Local Government. (d) All carparking and accessways are to have regard to appropriate Australian standards. (e) In the Mixed Use or District Centre zones, in considering redevelopment or new development, the local government may vary the parking requirements specified in Schedule 1, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the Mixed Use zone or District Centre. (f) In the Mixed Use or District Centre zones, the local government may approve development without the required number of parking spaces being provided on the land, subject to the applicant making arrangements satisfactory to the local government for the provision of off-street parking in the vicinity; and in this regard to the local government may accept cash in lieu of parking spaces on the land, subject to the following:- (i) the cash in lieu payment shall not be less than the estimated cost to the applicant of providing and constructing the parking spaces required by the Scheme plus the value as estimated by the local government of that area of the land which would have been occupied by the parking spaces but at the discretion of the local government the cash in lieu payment may be reduced in accordance with a local planning policy made under this scheme for the purpose; and (ii) payments made under this clause shall be paid into a special fund to be used to provide public parking stations or for the provision of public transportation, in order to alleviate parking demand in the Scheme area. (g) In assessing the number of parking spaces required for a development containing more than one use, the local government may have regard to the likely patterns of usage, in particular the likely maximum use of the development at any time, and may reduce the number of parking bays.	

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			(h) In the case of non-residential development car parking shall be designed so as not to require vehicles to reverse into a public street. (i) A person shall not use any land for the purpose of a carpark, or for the parking of vehicles (including motor cycles), a loading bay or service ways unless the land and all accessways thereto have been paved, drained and landscaped, marked out, sign posted and illuminated to specifications approved by the local government.	
		Location		
		Access		
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	Table 5 – Additional Site and Development Requirements District Centre Zone (a) Subdivision or development is to generally comply with an activity centre plan that applies to the land.	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF ROCKINGHAM	Applicable Zones		Primary Centre City Centre, District Town Centre	Local Planning Policies LPP 3.2.1 - City Centre Development Policy Plan LPP 3.2.4 - Baldivis Town Centre Policy LPP 3.2.3 - Secret Harbour Town Centre Policy LPP 3.1.2 – Local Commercial Strategy Design Guidelines Activity Centre Structure Plans
			<p>4.3 Primary Centre Zone 4.3.5(b) An owner of land within the Primary Centre may prepare a proposed Integrated Development Guide Plan in accordance with this clause.</p> <p>4.5 District Town Centre Zone 4.5.4 Planning Control Prior to formulating any comments and recommendations on applications for the subdivision and development of land within the District Town Centre Zone, the local government will require the applicant to prepare and submit an Integrated Development Guide Plan, which illustrates building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative carparking layouts and any rights of way or access easements required, and any other information required by the local government.</p>	
	Site	Lot Size		
	Built Form	Setbacks		LPP 3.2.1 Dependant on location – ranges from Nil to 4m
		Use of Setbacks		
		Height		LPP 3.2.1 Dependant on location – ranges from 2-9+ storeys
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage	<p>5.3 CONTROL OF ADVERTISEMENTS 5.3.1 Power to Control Advertisements a) For the purpose of this Scheme, the erection, placement and display of advertisements and the use of land or buildings for that purpose is development within the definition of the Act requiring, except as otherwise provided, the prior approval of the local government. Development approval is required in addition to any licence pursuant to the local government's Signs, Hoardings and Bill Posting Local-Laws.</p>	
		Public Art		
		Fencing		
	Access	Provision	<p>4.1.5.4 Reciprocal Parking Where a development comprises separate uses that operate at different times to one another, the local government upon being satisfied that such separate operating times will be permanent, may determine the parking requirements on a reciprocal-use basis, providing conditions specifying separate operating times are imposed on the development approval and these conditions are complied with at all times.</p> <p>4.1.5.5 Parking for Combined Uses Where a development contains a variety of uses, parking shall be calculated on an individual-use basis in accordance with the requirements specified in clause 4.1.5.1 and, if applicable, the R-Codes. AMD 90 GG 26/3/10</p> <p>4.1.5.6 Cash-In-Lieu of Parking Provision</p>	

CENTRE (large)

			<p>4.1.5.6.1 (a) This clause applies to development in all zones other than the Primary Centre Waterfront Village Zone.</p> <p>(b) The local government may agree to accept a cash payment in lieu of the provision of carparking, but subject to the following requirements:-</p> <p>i. the cash-in-lieu payment shall not be less than the estimated cost to the owner or developer of providing and constructing the parking bays required by this Scheme, plus the value, as estimated by a sworn valuer approved by the local government, of that area of his land which would have been occupied by the parking spaces and manoeuvring area;</p> <p>ii. payment made under this clause shall be paid into a parking fund to be used for the provision of public carparking facilities. The local government may use this fund to provide public parking facilities anywhere within reasonable proximity to the subject land in which a cash-in-lieu arrangement is made; and all costs incurred in obtaining the valuation shall be borne by the developer proposed the cash-in-lieu contribution.</p> <p>4.1.5.8 Construction/Design Standards</p> <p>Unless otherwise permitted by the local government, vehicle parking, manoeuvring and circulation areas, including crossovers, shall be designed, constructed, sealed, drained, kerbed, marked and landscaped to the specifications and satisfaction of the local government.</p>	
		Location	4.1.5.3 Parking to be On-Site Subject to the provisions of clauses 4.1.5.4 and 4.1.5.6, parking bays required to be provided under the Scheme in relation to any use or development shall be provided on the site of such use or development.	
		Access		
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<p>4.3.5 Subdivision — need for an Integrated Development Guide Plan</p> <p>a) The local government is not to support an application for subdivision approval of land within the Primary Centre unless —</p> <p>(i) an Integrated Development Guide Plan, adopted by the local government, is in effect with respect to the land; and</p> <p>(ii) the proposed subdivision is generally consistent with the Integrated Development Guide Plan.</p> <p>b) An owner of land within the Primary Centre may prepare a proposed Integrated Development Guide Plan in accordance with this clause.</p> <p>c) A proposed Integrated Development Guide Plan is to —</p> <p>(i) set out details of —</p> <p>i) proposed building envelopes;</p> <p>ii) indicative building configurations;</p> <p>iii) setbacks;</p> <p>iv) pedestrian and vehicular access;</p> <p>v) indicative car parking layouts;</p> <p>vi) any right of way and easements; and</p> <p>vii) any other information required by the local government.</p> <p>4.3A Primary Centre City Centre Zone</p> <p>4.3A.2 R-Codes not to apply</p> <p>The R-Codes are not to apply to the development of land in the Primary Centre City Centre Zone for any of the residential purposes dealt with by the R-Codes.</p> <p>4.3A.3 Minimum residential density</p>	<p>LPP 3.2.1</p> <p>Density dependant on location – ranges from 80 to 180+ dwellings per hectare</p>

CENTRE (large)

			<p>In the Primary Centre City Centre Zone, all development for the purpose of grouped or multiple dwellings must have a minimum of one dwelling per 125m² of land area.</p> <p>4.3A.4 Restricted Premises</p> <p>a) This clause applies to development on land having a street frontage to any of the following streets —</p> <p>(i) Civic Boulevard;</p> <p>(ii) Council Avenue;</p> <p>(iii) Central Promenade;</p> <p>(iv) Syren Street;</p> <p>(v) Contest Parade; and</p> <p>(vi) Read Street.</p> <p>b) Notwithstanding any other provision of the Scheme including Table No. 1, Restricted Premises are an X use.</p> <p>4.5 District Town Centre Zone</p> <p>4.5.3 Planning Principles</p> <p>In determining any development application within the District Town Centre Zone, the local government shall —</p> <p>a) be guided by the objectives of the Policies;</p> <p>b) have due regard to the impact of the development on the establishment, quality and use of the public domain;</p> <p>c) seek to encourage a mix of uses both within individual developments and more broadly within the Centres as a whole;</p> <p>d) have due regard to the principles and objectives of State Local Planning Policy 4.2: Activity Centres for Perth and Peel; and</p> <p>e) consider the specific requirements of the policies established by the Policies for each of the use precincts within the Zone.</p> <p>4.5.5 Special Application of R-Codes</p> <p>In order to encourage residential development consistent with the precinct policies established by the Policies, and subject to Clause, 4.1.3 c) of the Scheme, the local government may exercise its discretion in respect of the R-Codes in relation to: carparking; street and side setbacks; distances between buildings in different occupancies on the same lot; and open space.</p>	
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CENTRE (large)

	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
SHIRE OF SERPENTINE JARRADALE	Applicable Zones		Town Centre	Local Planning Policies Local Planning Policy: 2.5 – Serpentine Jarrahdale Activity Centres (this is an objectives based policy) Local Planning Policy 3.5 – Byford Town Centre Public Realm Guidelines Local Planning Policy 3.8 – Byford Town Centre Built Form Guidelines Design Guidelines Activity Centre Structure Plans Byford Town Centre Whitby Activity Centre
			5.22.2 Unless otherwise approved by the Shire, an approved activity centre structure plan will be required to guide the subdivision and development of land zoned Town Centre, prior to the Shire providing support for a subdivision application or approving development.	
	Site	Lot Size		
	Built Form	Setbacks		LPP 3.8 R2.1 Setbacks shall be in accordance with the relevant Precinct Specific Policy Requirements (location dependant – ranges from nil to 2m) R2.2 Occupiable spaces such as balconies are not permitted to protrude beyond the property boundary. R2.3 Insets up to 3.0 metres deep and up to 10.0 metres long for façade walls may be permitted above Ground Floor. Any insets shall be framed on at least one side by a solid wall.
		Use of Setbacks		
		Height		LPP 3.8 R1.1 Building heights comply with the parameters detailed in the Precinct Specific Policy Requirements (Min 2 storeys) R1.2 Promote flexible structural systems on the ground floor which support a degree of future change in building use or configuration. A floor to ceiling height of 4.5 metres or greater is encouraged for retail, commercial and civic premises to allow active public uses and provide for flexibility such as mezzanines. R1.3 Residential use at ground level may be required to provide a floor to ceiling height up to 3.75 meters promoting, adaptive re-use and intensification over time. R1.4 Roof plants and equipment, lift over-runs, roof terraces and architectural features may be contained above the maximum height to a maximum of 4.0 metres and subject to no visual intrusion to the streetscape.
		Plot Ratio		
		Site Cover		
		Materials		LPP 3.8 R5.1 Extensive expanses of blank and flat façades facing the public realm must be avoided. As a guide, façades at street level should articulate at intervals of 6.0 to 10.0 metres. 5.2 Corner Developments shall through the incorporation of a design element reinforce both street frontages to enhance the streetscape and add visual interest. R5.3 Façades facing the public realm shall have balanced proportions and architectural integrity and shall be modulated to add variety and interest. This may include but is not limited to: •• Projections and/or recessions; •• Balconies, roof gardens and verandahs; •• Tower elements on corner sites. Increased street wall heights at corners must take into consideration solar access requirements and shall not exceed an additional 4.0 metres in height (the equivalent of one storey); •• Shade devices (including awnings), noise barriers and privacy screens; •• Expression of building entries with awnings, porticos, recesses, blade walls and projecting bays; •• Deep window reveals; •• Interesting roof forms (refer to requirement 6.2); and varied colours and materials.

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				<p>R5.4 Building articulation should have regard to the preferred character for the precinct.</p> <p>R5.5 Building façades shall be articulated and detailed with an emphasis on vertical form to create a perception of complimentary bulk and height.</p> <p>R5.6 Exterior walls of buildings are required to feature a composite of construction materials. Face brickworks, stucco trim or rendered masonry shall be the dominant materials and are to be complimented by detail elements of alternative materials such as:</p> <ul style="list-style-type: none">•• Face and rendered/painted brick work/block work of contrasting colour;•• Stone cladding;•• Clear glazing;•• Limestone block;•• Timberwork (including recycled) and/or;•• Corrugated sheet metal cladding in Colorbond finish. <p>R5.7 Light coloured (including limestone) bricks shall not be used as dominant cladding material. Some light colours may be allowed where they are considered to complement the local landscape.</p> <p>R5.8 Materials should be selected to:</p> <ul style="list-style-type: none">•• Achieve simplicity and strength of design;•• Avoid busy compositions and;•• Assist in providing comfortable thermal conditions;•• Avoid high levels of reflectivity. <p>R5.9 All new developments within the Byford Town Centre LSP area must demonstrate best practice in ecologically sustainable design. This implies equivalence with a minimum 6-star energy rating for residential developments and 5-star for commercial developments, under the Green Building Council of Australia rating system.</p> <p>R5.10 The use of bulk and/or reflective insulation to walls, ceilings and roofs is required.</p> <p>R5.11 The use of building materials which are low embodied energy materials, recycled or recyclable, come from renewable sources, or involve environmentally acceptable production methods, is recommended.</p> <p>R5.12 The use of rainforest timbers and timbers from old growth forests should be restricted.</p> <p>R5.13 The use of modern durable and low maintenance cladding materials (Sycon products like Matrix and Stria masonry cladding or Linea weatherboard) is encouraged.</p>
		Building Design		<p>LPP 3.8</p> <p>R3.1 The architectural style of new buildings should reinforce the contemporary rural town feel. Styling shall be simple and contemporary, referencing on the simple forms and styling of traditional rural architecture. Developers shall demonstrate an understanding and interpretation of this context.</p> <p>R3.2 The contemporary rural architectural character should:</p> <ul style="list-style-type: none">•• Emphasise the local identity through the appropriate use of built form, building materials, articulation and colour;•• Respond to the local climatic conditions providing protection against the strong easterly winds whilst taking advantage of the views toward foothills. <p>R3.3 Australian vernacular styling used in a contemporary fashion which takes advantage of steel and modern glazing creatively will produce designs suitable for the local conditions. This styling is required for all development.</p> <p>R3.4 Inconsistent architectural styles with the theming of the LSP area, such as Tudor, Mediterranean, Santa Fe and Tuscan are not supported.</p> <p>R3.5 The architectural character of pavilions, shelters, kiosks and other structures within the public realm shall complement the architectural identity of surrounding developments.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 3.8</p> <p>R18.1 A landscape plan shall be submitted with every application for planning approval to demonstrate the manner in which the external areas of the site will be finished in terms of hard and soft landscaping.</p> <p>R18.2 All developments are to be appropriately landscaped to contribute to the amenity of the area, the aesthetic quality of the associated buildings and reflect the streetscape character.</p> <p>R18.3 Landscaping is of an appropriate scale relative to the road reserve and building bulk.</p> <p>R18.4 Retain and incorporate existing vegetation where possible to reduce solar glare.</p> <p>R18.5 Landscaping shall be designed using water sensitive design principles.</p> <p>R18.6 Take into account the provision of shade. Vegetation can be incorporated into a development's sustainable design features by reducing heat load through the shading of walls.</p> <p>R18.7 Car parks shall be appropriately landscaped, overlayed with a regular grid of trees between parking rows to provide visual</p>

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				break-up, shade and infiltration of stormwater. Trees shall be planted every 5th parking bay within vegetation swales and bioretention tree pits (refer to image of carpark on Page 16). R18.8 Landscaping themes and species must be consistent with the Byford Town Centre Public Realm Guidelines (LPP 73)
		Lighting		
		Signage	Wall (Name, No. and Address) 2. Window (Visible) 3. Window (Internal, non-visible) 4. Ground Based One advertisement with a maximum size of 0.2m² Shall not cover more than 50% of the glazed area of any one window or exceed 10.0m² in area in aggregate per tenancy on a lot. See Residential zone Portable: One advertisement with a maximum vertical or horizontal dimension of 1.0m and have an area of not more than 0.6m² .	
		Public Art		
		Fencing		
	Access	Provision		LPP 3.8 R14.1 On-site car parking spaces shall be provided for all new developments at the rates set out in the Byford Town Centre LSP. R14.2 Off street parking must be provided in accordance with AS 2890.1. R14.3 All on-site car parking, carports and garages are encouraged to be set at the rear or side of the building alignment and should not be located so as to face the street boundary. R14.4 Where possible, the on-site parking for multiple land holdings should be coordinated and combined. R14.5 Locate service entries on secondary streets or lanes, where possible, to minimise the impact on the primary streetscape. R14.6 Access to parking areas (both for vehicle and pedestrian) are clearly identified through the use of signage. R14.7 Dedicated pedestrian paths are provided within parking areas to avoid conflict with vehicle movements. R14.8 Car parking areas shall provide appropriate services for disabled users such as designated handicapped parking bays and ramps in accordance with the Building Codes of Australia (BCA). R14.9 Parking should be designed to minimise the impact of development-related nuisance on nearby residents such as light spill, noise and vehicle movements. R14.10 No on street parking will be permitted on South Western Highway.'
		Location		
		Access		
		Loading/Servicing		LPP 3.8 R15.1 Loading facilities must be provided at the rear or side of developments. Such loading areas shall be designed to prevent crime and vandalism and shall be in accordance with the WAPC's Designing Out Crime Planning Guidelines. R15.2 Adequate garbage and recycling areas must be provided. These areas are to be visually integrated with the development to minimise their impact on the streetscape. Such facilities must be located that problems associated with smell are avoided. R15.3 Solar panels and solar water systems may be visible only where they are located in the same plane as the roof and there is no alternative location that can offer a similar level of solar efficiency. R15.4 Antennas, satellite dishes and the like are to be positioned in a location where they concealed from public view. R15.5 Lockable mail boxes should be provided close to the street, integrated with front fences or building entries. R15.6 Vents to commercial kitchens should be designed and located to minimise the negative impact of smells on occupants on upper levels. R15.7 Buildings are to be designed so as to avoid overshadowing of photovoltaic electrical systems and other solar-based Parking - with Bio-retention renewable energy systems on adjacent buildings.
		EOT		
		Pedestrian		LPP 3.8 R7.1 Building entrances are to be designed as a clear and identifiable element of the building in the street. R7.2 Provide direct a physical and visual connections between street and entry. Pedestrian entrances to buildings must be clearly visible and identifiable within a 180 degree line-of-site from each entry point. Minor obstructions to views are acceptable.

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				<p>R7.3 All new developments are required to be accessible to people with mobility disabilities, including the aged and people with prams. Pedestrian entrances must be at finished pavement level to allow Universal Access, and any changes of level should take place within buildings.</p> <p>R7.4 Building should have multiple entries to activate the street edge or reinforce a rhythm of entries along the street. Separate entries should be provided for:</p> <ul style="list-style-type: none">• Pedestrian and vehicles;• Different uses;• Ground floor premises. <p>R7.5 Access to residential premises above commercial tenancies should not occupy more than 20% of the ground floor frontage.</p>
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		<p>LPP 3.8</p> <p>Visual and Acoustic Privacy</p> <p>R8.1 All residential and mixed use developments are to be in accordance to the relevant privacy provisions under the R-Codes.</p> <p>R8.2 Buildings are constructed in accordance with AS 3671: Acoustics – Road Traffic Noise Intrusion, Building Siting and Construction and the State Planning Policy Road and Rail Transport Noise.</p> <p>R8.3 The internal layout of rooms, courtyards, terraces and balconies , is to be designed to minimise the transmission of noise to adjacent residential premises through the choice of materials and the use of appropriate openings, screens and blade walls.</p> <p>R8.4 All commercial developments shall be in accordance with any relevant local policy provisions and demonstrate that any noise emitted does not exceed the assigned decibel levels in accordance with the Environmental Protection Regulations 1997 (As amended).</p> <p>R8.5 To reduce the risk of overlooking, commercial properties are to consider:</p> <ul style="list-style-type: none">• Careful siting of windows and the use of obscure glass or highlight windows where necessary;• Screen planting/vegetation;• Screening devices such as fences, window screens, wing walls and courtyards screens; and• Horizontal screening. <p>R8.6 Noise impact associated with goods delivery and garbage collection, particularly early morning, should be minimised through design.</p> <p>R8.7 The Shire may require a Noise Impact Assessment Report to accompany a Development Application.</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SOUTH PERTH	Applicable Zones		District Centre Commercial	Local Planning Policies Design Guidelines Activity Centre Structure Plans Canning Bridge Activity Centre Plan South Perth Activity Centre Plan
	Site	Lot Size		
	Built Form	Setbacks	5.1 DEVELOPMENT REQUIREMENTS FOR NON-RESIDENTIAL USES IN NON-RESIDENTIAL ZONES (4) (b) in the District Centre Commercial zone, the Mends Street Centre Commercial zone and the Highway Commercial zone, the rear setback may be reduced, subject to provision being made to the satisfaction of the local government for loading and off-loading of delivery vehicles and the removal of rubbish from the site without the need for vehicles to reverse from or to a street Street – 1.5m Rear – 4.5m Side - Nil	
		Use of Setbacks		
		Height		
		Plot Ratio	Table 3 Mixed Development – 1.75 Other Non-Residential – 1.50	
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping	Minimum 10% of the site	
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision	6.3 CAR PARKING (1) Uses listed in Table 6 must provide the number of car parking bays prescribed in that table. (2) Uses not listed in Table 6 must provide the number of car parking bays determined by the local government, having regard to the likely demand for car parking bays generated by the Uses. (3) Where a development site is used for multiple Uses, the number of car parking bays to be provided shall be the sum of the numbers calculated for each Use separately. (4) The local government may grant development approval for non-residential land uses proposing a lesser number of car parking bays than prescribed in Table 6 provided that the proposed number of car parking bays is sufficient having regard to the peak parking demand generated by the Use or Uses and any opportunities for reciprocal parking arrangements (5) Where additions are proposed to an existing building in the Highway Commercial zone or the Local Commercial zone and: a) the building (including the additions) is to be used exclusively for non-residential uses; and b) the additions do not increase the floor area of the existing building by more than 10% or 50 m2, whichever is the greater, the local government may grant development approval for the additions permitting a lesser number of car parking bays than prescribed by Table 6 provided there are sufficient parking bays available in the vicinity of the building to cater for the parking demand associated with the Use of the additions. (6) When considering an application for development approval for Uses in respect of which car parking bays are required to be provided under the Scheme, the local government shall have regard to, and may impose conditions which address: a) the location of any existing and proposed public or private footpath or way and any vehicle crossings;	

		<p>b) the effect the location of the bays and accessways is likely to have on pedestrian and vehicular movement both on the development site and in the adjacent street;</p> <p>c) the suitability and adequacy of proposed screening or natural planting in relation to the bays and accessways; and</p> <p>d) the number of bays which shall be provided with roof cover and the design and materials to be used for any such roof cover and supporting structures.</p> <p>(7) No person shall alter the location and layout of car parking bays and accessways provided in accordance with a development approval issued under this Scheme without first having applied for and obtained the further development approval of the local government.</p> <p>(8) The design and dimensions of car parking bays and associated accessways shall be as prescribed in Australian Standard AS2890.1 (as amended). AMD 48 GG 04/12/15</p> <p>(9) Where car parking bays are situated under cover and the local government is of the opinion that any column or pier may reduce the manoeuvrability of vehicles using the bays, the local government may require the width of any accessway to be increased by up to 0.6 metres.</p> <p>(10) Car parking bays and accessways shall be:</p> <p>a) constructed of hard-standing, dust-free surfaces;</p> <p>b) graded and drained in such a way as to prevent water flowing onto adjoining land, or into garages or carports on the site, or onto any street, except in the latter instance, to the extent approved by the local government;</p> <p>c) clearly marked on site in accordance with an approved plan; and</p> <p>d) maintained in good condition at all times.</p> <p>(11) Where visitor car bays are required to be provided for non-residential Uses, such bays shall be provided, marked and permanently retained for the exclusive use of visitors to the site.</p> <p>(12) In the case of non-residential Uses, any continuous line of unroofed car parking bays shall be provided with reticulated planting areas, including shade trees approved by the local government, at the rate of 1 tree per 8 car parking bays. Where the number of car parking bays is not an exact multiple of 8 bays, the required number of trees is the number for the nearest lower multiple of 8 bays.</p> <p>6.3A CASH IN LIEU OF CAR PARKING BAYS</p> <p>(1) For the purposes of this clause, the term 'deficit bays' means the difference between:</p> <p>a) the total number of car parking bays required to be provided on the development site pursuant to clauses 6.3 (1), 6.3 (2) and 6.3 (3) or such lesser number of bays as the local government may require having regard to clauses 6.3 (4) or 6.3 (5) or a local planning policy; and</p> <p>b) the number of bays which an applicant proposes to provide on the development site with respect to a particular Use.</p> <p>(2) An applicant for development approval for a non-residential development may, if local government agrees, make a cash payment to the local government in lieu of providing one or more of the deficit bays.</p> <p>(3) Before the local government agrees to accept a cash payment in lieu of any deficit bays, it must have a reasonable expectation that the payment can be spent by the local government:</p> <p>a) to provide additional transport infrastructure in the vicinity of the development site; or</p> <p>b) to acquire land for the provision of additional transport infrastructure.</p>	
	Location		
	Access		
	Loading/Servicing		
	EOT		
	Pedestrian		
	Bicycle	<p>6.4 BICYCLE PARKING</p> <p>(1) In the case of Uses listed in Table 6, having regard to the likely demand, the local government may require bicycle parking bays to be provided at the ratio specified in that table in addition to the number of car parking bays to be provided.</p> <p>(2) In the case of uses not listed in Table 6, the number of bicycle parking bays to be provided shall be determined by the local government in each case, having regard to the likely demand.</p> <p>(3) Where under this Scheme the local government requires bicycle parking bays to be provided, the local government shall determine in each case the number of such bays which are to be designated for staff use.</p> <p>(4) When considering an application for development approval for development in respect of which bicycle parking bays are required to be provided under the Scheme, the local government shall have regard to, and may impose conditions as to the design and location of such bays.</p> <p>(5) Where bicycle parking bays are required to be provided for the use of staff, end-of-trip facilities shall be provided, the design and location of such facilities being to the satisfaction of the local government, and the number of such facilities being at the following ratios:</p>	

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			a) number of secure clothes lockers: 1 per bay; and c) number of showers: 1 male and 1 female shower in separate change-rooms per 10 bays.	
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF STIRLING	Applicable Zones		District Centre, Regional Centre Special Control Areas - Mirrabooka Town Centre SCA Main Street District Centre SCA, Stirling City Centre SCA, Dianella Centre SCA	Local Planning Policies LPP 5.7 – Karrinyup Regional Centre Guidelines Design Guidelines Activity Centre Structure Plans Mirrabooka Town Activity Centre Plan (2021) Dianella District Centre Stirling City Centre
	Site	Lot Size		
	Built Form	Setbacks		LPP 5.7 – Karrinyup Regional Centre Guidelines Street Setbacks <ul style="list-style-type: none">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:.... (15m and 3m – depending on location) Where adjoining sites are zoned residential, street setbacks shall be stepped back from the residential site to match the setback of the residential building; <ul style="list-style-type: none">Where adjoining buildings have greater street setbacks a stepping back of the building may be appropriate; andThe Existing shopping centre shall have nil setbacks to Burroughs Road, Francis Street and Davenport Street. Side and Rear Setbacks <ul style="list-style-type: none">Buildings shall be built from side boundary to side boundary; andWhere adjoining sites are zoned residential, side/rear setbacks shall be calculated as per the Residential Design Codes of Western Australia.
		Use of Setbacks		
		Height	6.12 Dianella Centre Special Control Area 6.12.4 Development All development within the Dianella Centre Special Control Area shall comply with the following: a) Building Height i. Buildings on land zoned District Centre shall comply with the following requirements: 1. Floor to ceiling height of the ground floor shall be a minimum of 3.5m. 2. Building Height measured from the natural ground level of the lot boundary fronting Alexander Drive, Grand Promenade and Waverly Street shall be a minimum of: <ul style="list-style-type: none">15m - to the top of pitched roof,11m - to the top of external wall (concealed roof), and9.5m - to the top of external wall. ii. Maximum height of buildings on land fronting Chester Avenue and Waverly Street zoned Residential R-AC2 measured from the natural ground level of the lot shall comply with the following: <ul style="list-style-type: none">15m - to the top of pitched roof,11m - to the top of external wall (concealed roof), and9.5m - to the top of external wall. iii. Except as otherwise required in the Scheme, the minimum building form in residential zones shall be three (3) storeys. 6.18 Main Street District Centre Special Control Area 6.18.1 Development and Subdivision (a) Building Height The following building height plan in Figure 6.18.1 and Table 6.18.1 shall apply to all development within the Main Street District Centre Special Control Area. Varies from 2 to 4 storeys depending on location within SCA (bonuses apply in accordance with the Main Street LDP)	LPP 5.7 – Karrinyup Regional Centre Guidelines New buildings shall be between 2 and 3 storeys; <ul style="list-style-type: none">Higher buildings on landmark sites / corner sites and sites larger than 5000m² may be permitted subject to the following:<ul style="list-style-type: none">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; andLiving areas on the affected site are afforded at least three hours of solar access between the hours of 9 am and 3 pm on the shortest day of the year. Note: Where undercroft parking is provided and 50% is below natural ground level it will not be included in the calculation of building height.
		Plot Ratio	6.18 Main Street District Centre Special Control Area Varies from 0.8 to 2.5 depending on location within SCA	
		Site Cover		
		Materials		LPP 5.7 New colour schemes shall take into consideration the colour scheme of existing buildings and shall not be in sharp contrast; <ul style="list-style-type: none">Fluorescent and intense colours shall not be used; and

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				<ul style="list-style-type: none"> In traditional shopping areas materials and colours sympathetic with existing buildings shall be used.
		Building Design	<p>6.11 Stirling City Centre Special Control Area</p> <p>6.11.13 Urban Design</p> <p>a) No individual street block within the Stirling City Centre Special Control Area shall have a dimension longer than 150m along any boundary without an intersecting street.</p> <p>6.11.14 Active Frontage Streets</p> <p>a) For any land affected by 'Active Frontage Streets' in a WAPC approved Activity Centre Plan and/or any approved Local Development Plan, the Local Government shall have due regard to those minimum requirements when considering an application for development approval.</p>	<p>LPP 5.7</p> <p>Multi-Storey Car Parks</p> <ul style="list-style-type: none"> 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. <p>LPP 5.7</p> <p>Maximum 75% glazing on any façade; and</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Entry points shall directly face the street and include at least two of the following:</p> <ul style="list-style-type: none"> 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.
		Site Layout		
	Site Amenity	Landscaping		<p>LPP 5.7</p> <p>A landscaping plan shall be submitted for all new development applications and be in accordance with the City's Landscaping Policy; and</p> <ul style="list-style-type: none"> Planters and window boxes are acceptable where the footpath is sufficiently wide enough to accommodate such features.
		Lighting		<p>LPP 5.7</p> <p>Lighting shall be provided in the following areas to increase safety and security:</p> <ul style="list-style-type: none"> 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.
		Signage	<p>6.11 Stirling City Centre Special Control Area</p> <p>6.11.20 Signage</p> <p>a) When determining an application for development approval, the Local Government shall have due regard to any Signage provisions contained in an approved WAPC Activity Centre Plan and any relevant approved Local Development Plans.</p>	<p>LPP 5.7</p> <p>Advertising Signs shall be in accordance with the City's Advertising Signs Policy</p>
		Public Art		
		Fencing		<p>LPP 5.7</p> <p>Fencing between the building and the front and secondary boundary shall not be permitted;</p> <ul style="list-style-type: none"> Fencing behind the building line shall generally not be permitted where it obstructs access to public parking areas; <p>Where required, gates & fences shall be open style to 1.8m; and</p> <ul style="list-style-type: none"> No barbed wire or electric fencing shall be permitted.
	Access	Provision	<p>5.8 Cash-in-lieu of Car Parking</p> <p>5.8.1 Subject to the remaining provisions of this clause 5.8, an applicant for planning approval for a non-residential development or use may, if Council agrees, make a cash payment to the Council in lieu of providing all or any of the number of car parking spaces required under a Local Planning Policy for the development or use for which planning approval has been sought by the applicant.</p> <p>5.8.2 Before Council agrees to accept a cash-in-lieu payment under clause 5.8.1, it must have:</p> <p>a) a reasonable expectation that a cash payment can be applied to provide additional transport infrastructure in the vicinity of the development site.</p> <p>5.8.3 The amount of the cash-in-lieu payment shall be the cost estimated by Council to provide and construct the number of car parking spaces comprising the difference between the number of car parking spaces required under the</p>	<p>14 Car Parking</p> <p>14.1 Parking for Non-Residential Development Car parking bays for non-residential development shall be provided in accordance with Table 3 and Figure 8.</p> <p>14.2 Parking for Residential Development Car parking requirements for residential development in areas with a density code of between R20 and R160 shall be in accordance with the Residential Design Codes.</p> <p>Car parking requirements for multiple dwelling developments in areas with a density code of R-AC0 shall be determined in accordance with Table 4.</p>


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		<p>Local Planning Policy (as may be varied by Council under clause 5.5.1) and the number of car parking spaces to be provided on the development site. The estimated cost of providing the car parking spaces may include:</p> <p>a) the cost of land on which the car parking spaces are to be constructed, to be estimated by a licensed valuer appointed by the Council;</p> <p>b) the cost of constructing the car parking spaces; and</p> <p>c) the cost of constructing or installing signs, facilities or equipment to regulate the permissible period during which a vehicle may occupy the car parking spaces.</p> <p>5.8.4 Any costs incurred by Council in estimating the cost of providing the car parking spaces shall be paid by the applicant.</p> <p>5.8.5 The cash-in-lieu payment shall be payable in such a manner and at such time as Council determines.</p> <p>5.8.6 If an applicant does not pay the cash-in-lieu payment and the costs referred to in clause 5.8.4 in the manner or at the time determined by Council, Council may revoke the planning approval granted for the development or use to which the cash-in-lieu payment relates.</p> <p>5.8.7 Cash-in-lieu payments received by a Council under this clause 5.8 shall be paid into appropriate funds to be used for the provision and maintenance of transport infrastructure within reasonable proximity to the development. The cash-in-lieu payment may be used to reimburse Council for any expenses, including loan repayments, which it incurs in providing and maintaining car parking spaces or facilities.</p> <p>5.8.8 Where this Scheme or a local planning policy made under this Scheme contains provisions concerning the payment of cash-in-lieu of car parking spaces in particular parts of the Scheme area, those provisions shall apply to the exclusion of the provisions of clause 5.8.</p> <p>5.9 Reciprocal Car Parking</p> <p>5.9.1 Subject to the remaining provisions of this clause 5.9, where an application for planning approval is made for a non-residential development or use which does not provide the number of car parking spaces required by the Local Planning Policy, Council may permit the car parking spaces for that development or use to be provided jointly with one or more other developments or uses whether or not those other developments or uses have the number of car parking spaces required by the Local Planning Policy.</p> <p>5.9.2 In considering an application under clause 5.9.1, Council shall be satisfied:</p> <p>a) that the peak hours of operation of the developments or uses which are the subject of the application and the developments or uses with which it is proposed to jointly provide car parking spaces are different and do not substantially overlap;</p> <p>b) that the number of car parking spaces to be provided by the development or use which is not the subject of the application does not exceed the number of car parking spaces reasonably anticipated to be in excess of the requirement of that development or use during its off-peak hours of operation; and</p> <p>c) any other matters which, in the circumstances of a proposed development or use, are considered relevant by Council.</p> <p>5.9.3 Council may require, and the applicant shall provide, information concerning the matters referred to in clause 5.9.2.</p> <p>5.9.4 Where Council exercises its discretion under clause 5.9.1, it may require the owner of the land to which the application relates and the owner of the land which is not the subject of the application and which is to provide car parking spaces and any other person specified by the City, to enter into a legal agreement, to which the City may also be a party:</p> <p>a) must be to Council's satisfaction;</p> <p>b) must be prepared at the expense of the applicant;</p> <p>c) must, if required by Council, provide for easements, restrictive covenants, rights of way and reciprocal access and circulation arrangements; and</p> <p>d) must ensure that the agreement and any easement, restrictive covenant, right of way or reciprocal access and circulation arrangement made under the agreement are not amended, removed or terminated without the prior consent of the Council.</p> <p>5.9.5 If:</p> <p>a) a restrictive covenant, easement or right of way is made with respect to any land or building pursuant to an agreement entered into under clause 5.9.4; and</p> <p>b) that land or building is subject to another restrictive covenant, easement or right of way which:</p> <p>i. exists for the purpose of regulating the parking, access or circulation of vehicles; and</p> <p>ii. is inconsistent with the restrictive covenant, easement or right of way referred to in clause 5.9.5 a),</p> <p>then the restrictive covenant, easement or right of way (as the case may be) referred to in clause 5.9.5 b) is hereby extinguished or varied to the extent that it is inconsistent with the restrictive covenant, easement or right of way referred to in clause 5.9.5 a).</p> <p>5.10 Parking and Access Plans</p>	<p>The visitor parking bay requirements of the Residential Design Codes may be accommodated through the provision of on-street parking and/ or other public parking availability within the Mirrabooka Town ACP area.</p> <p>LPP 5.7</p> <p>All parking is to be in accordance with the City's Parking Policy.</p>
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		<p>5.10.1 Council may prepare a Parking and Access Plan with respect to any land or building for the better provision and coordination of parking, access or circulation of vehicles on that land or within that building or within the area in which the land or building is located.</p> <p>5.10.2 A Parking and Access Plan may include details as to:</p> <ol style="list-style-type: none"> the location and form of access to or egress from the land or building; the circulation of vehicles on the land or within the building; the parking of vehicles on the land or within the building; and the integration of parking, vehicle access and circulation with other land or buildings within the area. <p>5.10.3 A Parking and Access Plan may relate to more than one lot, building or survey or survey strata lot.</p> <p>5.10.4 A Parking and Access Plan may extinguish or vary any restrictive covenant, easement or right of way. The extinguishment or variation of the restrictive covenant, easement or right of way shall take effect upon adoption of the Parking and Access Plan by Council under clause 5.10.7 b).</p> <p>5.10.5 Council may give notice of a Parking and Access Plan in one or more of the ways referred to in clause 9.4.3 as if the Parking and Access Plan was an application for planning approval.</p> <p>5.10.6 Any person may inspect the Parking and Access Plan referred to in the notice and any material accompanying that Parking and Access Plan at the offices of the Council, which provides for the provision and use of car parking spaces. The legal agreement:</p> <p>5.10.7 After the expiry of the period within which submissions may be made, the Council is to:</p> <ol style="list-style-type: none"> review the proposed Parking and Access Plan in light of any submissions made; and resolve to adopt the Parking and Access Plan with or without modifications or not to proceed with the Parking and Access Plan. <p>5.10.8 If Council resolves to adopt the Parking and Access Plan, it is to publish notice of the Parking and Access Plan once in a newspaper circulating in the Scheme area.</p> <p>5.10.9 A Parking and Access Plan may be modified in the same manner as a Parking and Access Plan is prepared and adopted under clauses 5.10.1 to 5.10.8.</p> <p>5.10.10 Council shall have due regard to a Parking and Access Plan which affects any land or building which is the subject of an application for planning approval.</p> <p>6.8 Mirrabooka Town Centre Special Control Area</p> <p>6.8.14 Parking for New Development</p> <ol style="list-style-type: none"> Parking for Non-Residential Development <p>Car parking bay ratios for non-residential development in the Mirrabooka Town Centre Special Control Area shall be provided in accordance with Table 6.8.14 a) and Figure 6.8.14.</p> <ol style="list-style-type: none"> Parking for Residential Development <ol style="list-style-type: none"> Car parking for residential development in areas allocated density codes of between R20 and R160 in the approved Activity Centre Plan shall be in accordance with the Residential Design Codes. Parking for multiple dwellings with an RACO code shall be in accordance with the Table 6.8.14 b). Visitor parking for residential development may be accommodated through the provision of on-street parking and/or other public parking available within the Mirrabooka Town Centre Special Control Area. 	
	Location		<p>LPP 5.7</p> <ul style="list-style-type: none"> 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.
	Access	<p>6.11 Stirling City Centre Special Control Area</p> <p>6.11.16 Movement Network Requirements</p> <ol style="list-style-type: none"> The design of streets within the Stirling City Centre Activity Centre Area shall be in accordance with the approved cross-section applicable to that street under any WAPC approved Activity Centre Plan and any approved Local Development Plan, in accordance with the following: 	<p>LPP 5.7</p> <ul style="list-style-type: none"> 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.
	Loading/Servicing		
	EOT		
	Pedestrian		<p>LPP 5.7</p> <p>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</p> <ul style="list-style-type: none"> For developments with parking at the rear pedestrian access between the street and car parking area shall be provided.

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				<ul style="list-style-type: none">• 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.
		Bicycle		LPP 5.7 The provision of bicycle parking facilities in accordance with the States Guidelines.
	Other Matters	Construction		
		Waste		
		Storage		LPP 5.7 <ul style="list-style-type: none">• 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:<ul style="list-style-type: none">- Size 10m²*; and- Width 3.5m. Note: *A larger area may be required for the turning of a refuse truck. <ul style="list-style-type: none">• 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.
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	<p>5.3 Special Application of Residential Design Codes</p> <p>5.3.2 Except as otherwise required in the Scheme or a Local Planning Policy, residential development not in the Residential Zone is to comply with the requirements of multiple dwellings under the R80 R-Code.</p> <p>5.7.3 Karrinyup Regional Centre and Karrinyup Civic Centre Special Control Area - Residential Use Street Setbacks.</p> <p>Notwithstanding Condition 4 in Table 1 - Zoning Table of the Scheme, a building containing a residential use on the following land shall be setback from an adjoining road reserve in accordance Figure 5.7.3 of the Scheme:</p> <p>a) Lot 66, Street Number 200, Karrinyup Road, Karrinyup; and</p> <p>b) Lot 7, Street Number 190, Karrinyup Road, Karrinyup.</p> <p>5.13 Trees and Development</p> <p>5.13.1 Purpose</p> <p>The purpose of this clause is to require the retention of significant trees or planting of new trees on:</p> <p>a) zoned land which is the subject of an application for development approval under the Scheme and on road reserves abutting that zoned land.</p> <p>6.8 Mirrabooka Town Centre Special Control Area</p> <p>6.8.3 Subdivision and Development</p> <p>a) The subdivision and development of all land within the Mirrabooka Town Centre Special Control Area shall have due regard to any Activity Centre Plan, Local Development Plan and Local Planning Policy that is adopted under or for the purposes of this Scheme subject to the provisions contained within the Scheme.</p> <p>b) The power conferred by Clause 5.5.1 of this Scheme shall not apply to clauses 6.8.8 a), 6.8.9, 6.8.10, 6.8.11, 6.8.12, 6.8.13 and the Maximum Car Parking standards of Table 6.8.14 a).</p> <p>6.8.7 Residential Density</p> <p>a) Residential development within the Mirrabooka Town Centre Special Control Area shall comply with the Residential Design Codes unless a provision of the Residential Codes is varied in an approved Activity Centre Plan or Local Development Plan for that land, whereby the varied provision applicable under the Activity Centre Plan or Local Development Plan shall prevail.</p> <p>b) Notwithstanding Clause 5.3.2 of the Scheme, the RACO density code shall apply to residential development in the non Residential zoned land within the Mirrabooka Town Centre Special Control Area. </p>	<p>9 Mandatory Residential</p> <p>9.2 In accordance with clause 6.8.8 (a) of the Scheme, new development on land identified as requiring Mandatory Residential in the Mirrabooka Town ACP shall contain a residential component to the satisfaction of the City and in accordance with the following</p> <p>9.3 In accordance with clause 6.8.8 b) of the Scheme, The City shall impose a condition on any planning approval granted for a new building on land identified as requiring Mandatory Residential in the Mirrabooka Town ACP, to require the delivery of the minimum residential standards referred to above, prior to the occupation of that development.</p> <p>9.4 Notwithstanding clause 9.3, in accordance with clause 6.8.8 (c) of the Scheme, the City may consider allowing the transfer of one development’s minimum required gross residential floor area requirement to another lot, subject to the following:</p> <p>10 Expansion of Shopping Centre</p> <p>10.2 In accordance with clause 6.8.10 of the Scheme, the following requirements apply to Lot 500 Yirrigan Drive and Lot 507 Sudbury Road, Mirrabooka: For every 2,500m² of additional retail floorspace above 47,100m²; 500m² of street oriented floor space is to be provided first on land that fronts either Sudbury Road and the Town Square, then on land that fronts Chesterfield Road, Farrier Road or Yirrigan Drive and within a built form that has a nil setback to the street (a plaza or community space lined with awnings can be set back from the street subject to the agreement of the local government).</p> <p>For planning applications that trigger the additional retail and non-retail floorspace requirements referred to in paragraph a) above, the City shall impose a condition on the planning approval to require that the additional floorspace be provided either prior to or in conjunction with the related expansion of the Mirrabooka Shopping Centre.</p> <p>13 Public Open Space</p> <p>13.1 In accordance with the clause 6.8.13 of the Scheme, for the land containing the Public Open Space shown in Figure 7, the City shall on a subdivision application recommend to the Western Australian Planning Commission,</p>

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		<p>6.8.8 Mandatory Residential</p> <p>a) An application for planning approval for a new development for land that is identified as requiring Mandatory Residential in a WAPC approved Activity Centre Plan shall contain a residential component to the satisfaction of the City of Stirling in accordance with the following:</p> <p>i. For unhatched areas delineated as 'Mandatory Residential for New Development', a minimum 50% of the gross floor area shall be for residential use.</p> <p>ii. For hatched areas delineated as 'Mandatory Residential for New Development Above Three Storeys', a minimum 20% of the gross floor area shall be for residential use.</p> <p>iii. Notwithstanding Clause 6.8.8 a) i), for Lot 61 (HN 2) Milldale Way, Mirrabooka, the Mandatory Residential requirement shall be a minimum of 115 dwellings. The dwellings can be developed in stages.</p> <p>iv. Notwithstanding Clause 6.8.8 a) i, for Lot 9501 (HN 15) Milldale Way, Mirrabooka, the Mandatory Residential requirement shall be a minimum of 35 dwellings. The dwellings shall be constructed before any additional floorspace is provided after the first 25,000m² of gross floor area is constructed on this site.</p> <p>6.8.10 Expansion of Shopping Centre</p> <p>The following requirements apply to Lot 500 Yirrigan Drive and Lot 507 Sudbury Road, Mirrabooka:</p> <p>a) For every 2,500m² of additional retail floor space above 47,100m², 500m² of street orientated floor space is to be provided first on land that fronts either Sudbury Road and the Town Square, then on land that fronts Chesterfield Road, Farrier Road or Yirrigan Drive and within a built form that has a nil setback to the street (a plaza or community space lined with awnings can be set back from the street subject to the agreement of the local government)</p> <p>b) For planning applications that trigger the additional retail and non-retail floorspace requirements referred to in paragraph a) above, the Council shall impose a condition on the planning approval to require that the additional floorspace be provided either prior to or in conjunction with the related expansion of the Mirrabooka Shopping Centre.</p> <p>6.8.11 Shop Use Limitations</p> <p>a) A maximum floorspace area of 150m² NLA shall apply to each shop tenancy developed on Mixed Use land located outside the 'Core Shopping Area' as identified in a WAPC approved Activity Centre Plan.</p> <p>6.8.13 Public Open Space (This POS provision seems to apply to all Centre Special Control Areas)</p> <p>For the land that contains the Public Open Space area shown in a WAPC approved Activity Centre Plan, the Council shall recommend on a subdivision or strata application to the Commission, or impose a condition on a planning approval granted for development of that land, to require that the Public Open Space area be ceded free of cost to the Crown and vested in the City of Stirling for the purpose of public recreation.</p> <p>6.11 Stirling City Centre Special Control Area</p> <p>6.11.3 Subdivision and Development</p> <p>a) The subdivision and development of all land within the Stirling City Centre Special Control Area shall:</p> <p>i. have due regard to any WAPC approved Activity Centre Plan, any approved Local Development Plan and Local Planning Policy that applies to that land and that is prepared under this Scheme;</p> <p>ii. comply with the provisions of the Special Control Area which apply to that land; and</p> <p>iii. comply with any Development Contribution Plan that applies to that land and is prepared in accordance with the Scheme.</p> <p>b) The power conferred by Clause 5.5.1 of this Scheme shall not apply to clauses 6.11.11 a), 6.11.16 a) i., 6.11.9 e) and the 'Maximum Total On-Site Parking' standards of Table 6.11.17</p> <p>6.11.4 Activity Centre Plan</p> <p>For the purpose of promoting the highest standard of development an Activity Centre Plan shall be approved for the Stirling City Centre Special Control Area in accordance with Part 5 – Activity Centre Plans of the Deemed Provisions in Schedule 2 of the Planning and Development (Local Planning Scheme) Regulations, 2015.</p>	<p>or impose a condition on a planning approval granted for the development of that land, that the land be ceded free of cost to the Crown and vested in the City of Stirling for the purpose of public recreation.</p> <p>LPP 5.7</p> <ul style="list-style-type: none">• All mixed-use developments containing residential uses shall submit an acoustic report prepared by a qualified acoustic (noise) consultant.• Developments shall:<ul style="list-style-type: none">- 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.
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SUBIACO	Applicable Zones		Centre The LPS has specific site and development requirements for different parts of the Centre Zone	Local Planning Policies LPP 2.2 – Non-residential development on land zoned Centre, Local Centre and Mixed Use Design Guidelines Activity Centre Structure Plans Subiaco Activity Centre Plan and Draft North Subiaco Structure Plan
	Site	Lot Size		
	Built Form	Setbacks	Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans The minimum setback of buildings to boundaries shall be as per the below table: Street – Nil for the first 3 storeys and 2.0m above two storeys Rear – The second floor and above shall be setback at least 6.0m	Subiaco Activity Centre Plan 7.1.12 Set backs Notwithstanding street height, street interface, side and rear boundary provisions, where an existing dwelling on an adjacent site has major openings, balconies or terraces within three metres of the boundary, development shall be set back 3 metres from that part of the boundary or as otherwise determined appropriate by the approval authority.
		Use of Setbacks		
		Height	Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans Building height - Development shall not exceed a maximum building height of four (4) storeys.	(a) Development shall not exceed the maximum plot ratio and building height prescribed in a WAPC approved activity centre plan or local structure plan. (b) (b) Notwithstanding subclause (a) above, development shall not exceed a maximum plot ratio of 3.0 or a maximum building height of eight (8) storeys, except where: i. The development is consistent with the built form design provisions in an approved Local Development Plan; and ii. The development is a high quality design as determined by the City of Subiaco Design Review Panel; and iii. A new road or pedestrian access way is provided through the site where it has been identified as desirable by the Activity Centre Plan or as outlined in an applicable Local Development Plan.
		Plot Ratio	Table 8: General site and development requirements for the Mixed Use and Centre Zone outside of activity centre plans Plot ratio - The maximum plot ratio shall be 2.0.	
		Site Cover		
		Materials		
		Building Design		Subiaco Activity Centre Plan 7.1.6 Street Interface 7.1.6.1 Active Edges a) Where a site is identified on Map 1: Urban Design Framework as having an active frontage, the ground floor shall contain a shop, restaurant, small bar, café, or other similar active land use to promote a vibrant town centre. b) Residential development is not permitted on the ground floor where an active frontage is defined by Map 1: Urban Design Framework. c) Upper floors will contain a mix of other land uses including residential dwellings, offices or similar land uses consistent with the operation of Subiaco as a secondary activity centre. 7.1.6.2 Scale and Grain a) New development shall reflect a fine grain of development consistent with the surrounding development context. b) The street façade of development shall be designed to promote surveillance of the street and include windows, doors and balconies at upper levels. 7.1.13 Entrances a) A minimum of one entrance to a building must be clearly visible and directly accessible from a street or pedestrian mall. b) Separate entrances shall be provided for residential and non-residential components of a mixed use development. 7.1.15 Material and finishes a) All external finishes of a building are to be constructed of high quality materials, including

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				<p>but not limited to masonry, timber or glass.</p> <p>b) A concrete wall must be painted and provided with an articulated or detailed finish.</p> <p>c) A window in an external wall of a building which faces north, east or west must be protected from direct summer sun.</p> <p>LPP 2.2 General façade design and articulation requirements</p> <p>DR 2.1 Building facades are to incorporate design features to enhance appearance, create visual interest and reduce the instance of blank and unarticulated walls, including consideration of the following design features:</p> <p>a) Materials, colours and finishes – high-quality, durable and diverse materials and finishes. Highly reflective finishes that have poor glare outcomes are to be avoided. A cohesive materials, colours and finishes palette is developed and used in the development that reflects the character of the locality;</p> <p>b) Scale – reinforce a human-scale and pedestrian-oriented environment. Building design is to carefully consider the overall scale, perception and legibility of the building through bulk and roofline treatment;</p> <p>c) Articulation – building facades to have contrast between solid elements (such as walls) and voids (for example, windows, doors, balconies and the like), generally with a higher void to solid ratio, particularly on the ground floor; and</p> <p>DR 2.2 Concrete or blank walls that are visible from an adjoining property or public realm shall be painted or finished to an appropriate standard.</p> <p>DR 2.3 The façade of development shall be designed to promote surveillance of the street, right of way (ROW) (where a site abuts a ROW), and internal circulation areas within the site (such as car parking areas, footpaths and the like). Facades shall incorporate window and door openings to provide passive surveillance and enhance the pedestrian scale of development. Passive surveillance is to be provided from upper levels from balconies, operational rooms and the like.</p> <p>Differentiated design for the ground and upper floor(s)</p> <p>DR 2.4 The ground floor is to have a minimum ceiling height of 4 metres to provide for functional ground floor active uses (refer Table 1, DP 1 and DR 1.1, 1.2 and 1.3 above) and greater flexibility for adaptive reuse.</p> <p>DR 2.5 A minimum of 60% of the ground floor façade surface area facing the street is to comprise glazing/openings. This requirement applies to all street frontages.</p> <p>DR 2.6 Reflective or heavily tinted glazing at ground floor level is not supported; windows at ground level are to be visually permeable.</p> <p>DR 2.7 Ground floor commercial tenancies that have direct street frontages are to have entries onto that frontage and be outward facing to facilitate street activation.</p> <p>DR 2.8 The façade is to be articulated above ground level through the inclusion of balconies, recessed outdoor living areas, and/or other architectural features.</p>
		Site Layout		
	Site Amenity	Landscaping		<p>Subiaco Activity Centre Plan</p> <p>7.1.16 Landscaping</p> <p>a) Uncovered car parking at ground level must be provided with one shade tree per 4 car parking bays.</p> <p>b) Development applications over 1,000 square metres for non-residential development or more than 10 dwellings must be supported by a landscaping management plan to include endemic, native or robust drought resistant plants that will survive with little irrigation after establishment.</p> <p>LPP 2.2</p> <p>Min Deep Soil Areas (10%)</p>
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		<p>LPP 2.2</p> <p>Vehicle access</p> <p>DR 5.12 For sites that adjoin a district distributor road reserve, vehicle access shall be provided in accordance with the Scheme. For all other sites vehicle access shall be provided:</p> <p>a) From a rear ROW where one is available;</p> <p>b) From a secondary street where no ROW exists; or</p> <p>c) From the primary street where no secondary street or ROW exists.</p>

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				<p>DR 5.13 In addition to consideration of DR 5.13, vehicle access shall be determined in consultation with the City, with regard to the scale of development proposed and the site context, including considerations such as anticipated traffic generation and surrounding land uses.</p> <p>DR 5.14 The number of vehicle access points shall be minimised, and shall be integrated into the design of the development so as to not present as a dominant element when viewed from the primary and/or secondary streets.</p> <p>DR 5.15 The design of vehicle access point(s) shall be to the satisfaction of the City and in accordance with the applicable Australian Standards.</p>
		Location		<p>LPP 2.2</p> <p>Location and design of car parking</p> <p>DR 5.16 Car parking areas shall be obscured from view from the primary and secondary streets and shall not be located within the street setback area. The development is to be designed to screen any car parking from view from the primary street, for example, by way of sleeved car parking. Where appropriate, innovative articulated screening and landscaping may be incorporated into the design.</p> <p>DR 5.17 Access to non-residential car parking spaces shall be legible and accessible at all times of operation.</p>
		Access		<p>Subiaco Activity Centre Plan</p> <p>7.1.7 Vehicle Parking and Access</p> <p>a) Only one vehicle crossover per lot is permitted except where the Council is satisfied that no adverse effects on vehicular or pedestrian traffic and/or conflict will result should a variation be permitted which allows for more than one vehicular crossover to a lot. Council is most keen to see the amalgamation of small car parking areas on individual lots together with shared vehicular crossovers in a bid to reduce vehicular and pedestrian conflict and to improve the overall streetscape.</p> <p>b) Car parking rates as per the relevant Local Planning Scheme or any associated Local Planning Policy.</p> <p>c) Applications for changes to land use shall not require additional car parking bays where a higher car parking rate is established by the Scheme, unless determined by the Council.</p>
		Loading/Servicing		<p>Subiaco Activity Centre Plan</p> <p>7.1.14 Servicing</p> <p>a) A storage area for refuse and recyclable material must be provided on the land and the area must not be visible from any street.</p> <p>b) Facilities must be provided on the land for the loading and unloading of service and delivery vehicles.</p> <p>LPP 2.2</p> <p>Loading and unloading areas</p> <p>DR 5.18 Facilities are to be provided for the loading and unloading of service and delivery vehicles as determined on a case by case basis by the City, depending on the scale and nature of the development.</p> <p>DR 5.19 Where loading and unloading areas are required under DR 5.21, their design and location shall:</p> <p>a) Minimise any impact on the amenity of residential uses on or adjoining the site;</p> <p>b) The location shall be adequately integrated into the design of the building or otherwise screened from view from the street, public places and residential uses; and</p> <p>c) Loading and unloading areas shall be separate from commercial entrances and pedestrian areas.</p>
		EOT		
		Pedestrian		<p>LPP 2.2</p> <p>Pedestrian access and building entrances</p> <p>DR 4.1 Legible pedestrian access via footpaths is to be provided from parking areas to building entrances and between the street and rear parking areas (where required).</p> <p>DR 4.2 New development is to encourage pedestrian safety and accessibility, including consideration of the following matters:</p> <p>a) The design of exterior spaces, including car parks, is to minimise pedestrian and vehicle conflict;</p> <p>b) Building entrances are to be clearly defined and visible from car parking areas, the street and public realm;</p> <p>c) Building entrances shall be accessible directly from the street, car park and key pedestrian routes as applicable;</p> <p>d) Separate entrances shall be provided for residential and non-residential components of a mixed use development; and</p> <p>e) Pedestrian entrances are to be provided with weather protection.</p>
		Bicycle		<p>Subiaco Activity Centre Plan</p> <p>7.1.8 Bicycle parking</p> <p>Bicycle parking, access and end of trip facilities shall be provided in accordance with the relevant City of Subiaco Local Planning Scheme and Local Planning Policy 2.14: ‘End of Trip Facilities’.</p>
	Other Matters	Construction		

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		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		<p>Subiaco Activity Centre Plan</p> <p>7.1.18 Resource Conservation</p> <p>An ESD Management Plan and Green Travel Plan are required for all larger developments comprising of 10 or more new residential dwellings, or non-residential developments of more than 1000m² Gross Floor Area (including alterations or additions). The ESD Management Plan and Green Travel Plan shall be prepared in accordance with the City of Subiaco's Guide to ESD Management Plans.</p> <p>LPP 2.2</p> <p>DR 3.1 The development is to incorporate passive solar design, maximisation of northerly orientation for operational rooms, and achieve shading from summer sun.</p> <p>DR 3.2 The development shall include reasonable sustainability measures such as:</p> <ul style="list-style-type: none"> a) Energy efficiency measures, for example, a photovoltaic array and electric vehicle charging facilities; b) Water efficiency measures such as reduction of potable water use through water management and conservation means such as waste water recycling and/or rainwater harvesting; c) Sustainable use of materials, such as use of recycled materials in the construction of the development; or d) Other appropriate sustainability measure determined by the City.
		Buffers		
		Other	The local government may recommend subdivision, amalgamation or approve the development of identified landmark sites in the Centre zone if the local government is satisfied that this will not prejudice the future development of the land in accordance with the objectives of the Subiaco Activity Centre Plan.	<p>Subiaco Activity Centre Plan</p> <p>Activity</p> <p>5.2 Ground Floor Land Use</p> <p>Ground floor land use shall be non-residential within all activity centre code areas except for the residential activity centre code area, except where approved by the Council.</p> <p>6.0 SUBDIVISION</p> <p>When considering an application for subdivision, due regard shall be given to:</p> <ul style="list-style-type: none"> a) The intended function of the land and the activities carried out on it. b) The intended character of the area. c) The intended amenity of the area d) Built form implications of subdivision e) The established scale and grain of development f) Implications on vehicle access and servicing <p>7.1.17 Noise Attenuation</p> <ul style="list-style-type: none"> a) Each Development Application over 1,000 square metres for non-residential development or more than 10 dwellings and all mixed use development will require the preparation of a noise management plan to ensure that noise levels inside residences (including adjoining and nearby residences) will not exceed established limits as prescribed in the Environmental Protection (Noise) Regulations 1997 (as amended). <p>The plan is to be prepared by a suitably qualified consultant and is to include:</p> <ul style="list-style-type: none"> (i) sound proofing measures used in the design and construction of the development (ii) predictions of noise (iii) control measures to be undertaken (including monitoring procedures), and (iv) a complaint response procedure (for commercial activities within a mixed-use building/or contained as part of a land use management plan). <p>All sound attenuation measures, identified by the plan or as additionally required by the Council, are to be implemented prior to occupancy of the development or as otherwise required by the Council, and the requirements of the plan are to be observed at all times.</p> <ul style="list-style-type: none"> b) All mixed-use buildings that include a residential component must be designed to minimise structural noise transfer between ground floor commercial or retail uses and the residences above. In addition, where significant noise generators are anticipated as part of a project, double-glazing of windows and sliding doors should also be considered to reduce noise impacts on residents. <p>Appropriate methods of construction are to be employed to limit the intrusion of airborne and impact noise into dwellings from adjacent dwellings and public areas to within the limits set out in the BCA.</p>

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				<p>LPP 2.2</p> <p>Amenity considerations</p> <p>The Centre, Local Centre and Mixed Use zones contemplate a variety of non-residential and residential land uses. Given the variety of uses, nearby residential uses within and adjacent to those zones may not experience the same level of amenity as would be the case if they were located within the Residential zone and surrounded by Residential zoned land.</p> <p>Given the nature of some non-residential developments, there is likelihood of amenity impacts on surrounding residential uses, such as those relating to ongoing operation. To manage these concerns, appropriate measures can be put in place to mitigate such impacts, which may include conditions imposed by the City in a development approval.</p>
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF SWAN	Applicable Zones		Midland Strategic Regional Centre Zone	Local Planning Policies Local Commercial and Activity Centres Strategy (adopted as a LPP) Design Guidelines Nil Activity Centre Structure Plans Midland Activity Centre Structure Plan Brabham District Centre Precinct Structure Plan Ellenbrook Town Centre Development Structure Plan
			4.2.1 The development and use of land within the Midland Strategic Regional Centre zone shall be in accordance with Schedule 15 of LPS17 and the approved Midland Activity Centre Structure Plan	
	Site	Lot Size		
	Built Form	Setbacks		
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
TOWN OF VICTORIA PARK	Applicable Zones		District Centre <ul style="list-style-type: none"> - East Victoria Park Shopping Area - East Victoria Park Gateway Shopping Area - Victoria Park Shopping Area (Development control provisions are contained in Precinct Plans. Precinct Plans address specific precinct locations rather than zones)	Local Planning Policies LPP 3 - Non-residential Uses in or adjacent to residential areas Design Guidelines East Victoria Park Gateway Shopping Area design Guidelines (LPP 15) Street Frontage Design Guidelines from District Centres and Commercial Areas along Albany Highway (LPP 17) Activity Centre Structure Plans Nil
	Site	Lot Size		
	Built Form	Setbacks	Setbacks – nil to Albany Highway Setbacks – min 4.5m to Shepperton Road Elsewhere – consistent with adjoining sites and development in immediate locality	
		Use of Setbacks	Shepperton Road setback area to be landscaped	
		Height	Max 2 storeys at street front – height of upper levels based on a Building Height Recession Plan	LPP 15 - as per Precinct Plans LPP 17 6.5 Facade Height a) Explanation New development need not be exactly the some height as the old, however it should be in sympathy with the existing predominant height. New development should fit into the landscape, not dominate it. Street corners should be reinforced, buildings could be built slightly higher and/or could incorporate features such as a tower or turret to enhance their importance, an existing example would be the Broken Hill Hotel. b) Policy i. any new development that is adjacent to a heritage or notable building should provide scale, proportions, parapet height, colour and amount of detailing similar to that building and so provide a harmonious context to that building. ii. where a heritage or notable building is a landmark building, such as the Broken Hill Hotel, any adjacent new building should not overwhelm it.
		Plot Ratio	Plot Ratio: Buildings shall have maximum plot ratio of 1.0.	
		Site Cover		
		Materials		
		Building Design		LPP 17 6.2. Location of Frontages a) Explanation In urban areas such as town centres, streets enclosed closely by well designed buildings are more friendly, sheltered and secure. Streets where buildings are setback are more aloof and the buildings themselves tend to dominate at the expense of pedestrian comfort. b) Policy i. generally all buildings, including corner sites, should be built to the footpath and cover the full width of the site. ii. bank teller machines or fast food outlets should be set back sufficiently from the boundary to accommodate queues. iii. on adjoining side streets, away from the corner site, the setbacks should be as far as those of the nearest residential area. 6.3. Activities Adjacent To The Frontage a) Explanation All street level frontages should provide interest to the passing pedestrian. b) Policy i. all street level frontages should provide displays or visible activity and a high degree of architectural design detail at a pedestrian scale. ii. vehicle parking areas and plant rooms or service areas are not acceptable on any Highway or corner site frontage. Nor should they be placed on side street frontages unless there is no alternative, 6.4 Facade Design a) Scale, proportion and details - explanation

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				<p>Large buildings with predominantly horizontal lines create a tiring and intimidating pedestrian environment, with a sense of endless distances to walk. Vertical facade rhythms/patterns and interesting details make the walk alongside feel shorter.</p> <p>b) Policy</p> <p>i. the traditional predominant buildings on corner sites, should be built to the footpath and cover the full width of the site.</p> <p>ii. the scale should be in keeping with the traditional scale of the area and a pedestrian environment.</p> <p>iii. long straight, unrelieved, horizontal lines at awning or parapet level should be broken by interesting design devices to suit a pedestrian environment and the building. Any slope in the land should be reflected in stepped awnings and parapets.</p> <p>6.8. Security</p> <p>a) Explanation</p> <p>Security is of importance, however it should not contribute to making the street feel fortified and hostile to the pedestrian.</p> <p>b) Policy</p> <p>i. new developments / shopfronts should incorporate protection into the structure itself as permanent security bollards are generally not acceptable on the footpath.</p> <p>ii. additional security precautions should be designed, as a decorative element or as unobtrusively as possible, in keeping with the buildings' architectural style and materials.</p> <p>6.9. Roller Doors</p> <p>a) Policy</p> <p>i. roller doors/shutters of any solid material, including clear acrylic, are not acceptable on front ground floor facades.</p> <p>iii. open metal roller grills, providing they comply with the above and allow for window shopping or internal lights (offices etc.) to be seen are acceptable.</p> <p>6.10 Bollards</p> <p>a) Policy</p> <p>Permanent footpath bollards to provide security for a shopfront are generally not acceptable.</p>
		Site Layout		
	Site Amenity	Landscaping	<p>High quality landscaping should be used throughout the area to enhance the image of the eastern gateway to the Town of Victoria Park and the East Victoria Park District</p> <p>Landscaping within the area should be undertaken within an overall landscaping theme established for the area.</p> <p>Landscaping may be used to provide adequate buffers between commercial and adjacent residential uses</p>	<p>LPP 15</p> <p>5. LANDSCAPING</p> <p>a) The principal requirements relating to landscaping are set down in Figure A.</p> <p>b) High quality landscaping should be used throughout the area to enhance the image of the shopping centre, and to improve the pedestrian amenity, particularly in car parking areas.</p> <p>c) On-street and verge landscaping within the area is proposed to be undertaken by the Council with an overall landscaping theme established for the area. Landscaping should be used to provide adequate buffers between commercial and adjacent residential uses. Where landscaping is to be provided on sites along Albany Highway it should be provided with the aim of presenting a street frontage in lieu of buildings, and/or providing a high quality setting for buildings or activities on the site, appropriate to the nature of the shopping centre.</p>
		Lighting		<p>LPP 17</p> <p>6.12. Lighting</p> <p>a) Explanation</p> <p>All lighting should be in keeping with the character of the shopping area and should not impinge on the surrounding residential areas.</p> <p>b) Policy</p> <p>i. shopfronts should allow a clear view into the shop or window display and should be lit after hours until midnight.</p> <p>ii. any recessed areas within a building frontage or any access way between buildings should be well lit at all times.</p> <p>iii. strobe lighting, to attract attention, is not appropriate in these areas.</p> <p>iv. rear car parking for public use should be well lit, but with regard for the amenity of adjacent residential areas.</p> <p>6.13. Colours</p> <p>a) Explanation</p> <p>The use of complementary and naturally occurring colour will enhance and distinguish the unique character of Victoria Park and East Victoria Park as urban places rather than mere collections of buildings.</p> <p>b) Policy</p> <p>i. buildings that impinge on a landscaped 'natural' environment such as the Swan River foreshore or Read Park, should seek to complement the landscape with colour.</p>

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				<p>ii. colour should be used so that every building is different and interesting but not at the expense of its neighbours.</p> <p>iii. unpainted brick walls on heritage and notable buildings should not be painted.</p> <p>iv. on older buildings, including heritage buildings, where a brick facade has been previously painted, any new colour scheme should differentiate between brick, render and wood surfaces. Thus the original pattern of the façade can be reinstated through the use of colour.</p>
		Signage		<p>LPP 15</p> <p>4.3. Signage</p> <p>a) Signage for buildings that front onto Albany Highway should be consistent with the traditional pattern of being located at the front windows and/or awnings (where provided).</p> <p>b) Sign colour, material, form, shape, illumination, size and detail can be varied to add interest to the area.</p> <p>c) Minimal signage will be permitted fronting Shepperton Road so as to minimise potential traffic hazards.</p> <p>d) Roof and pylon signs are not considered appropriate within this area.</p> <p>LPP 17</p> <p>6.14 Signage</p> <p>a) Explanation</p> <p>Well designed and placed signs can be an excellent introduction to a business. Often a proliferation of overlarge signs threatens to engulf streets. This causes a sense of visual chaos and a loss of the local character and identity. Others are like a crowd of people all yelling at once and not one stands out to be remembered. Others cause obstruction on the public footpath.</p> <p>b) Policy</p> <p>i. all buildings should clearly display their street numbers, in a large typeface, as required under the Local Government Act.</p> <p>ii. all signs should be in keeping with the character of the building and the surrounding locality.</p> <p>iii. signs should not obscure:</p> <p><input type="checkbox"/> architectural detailing including windows;</p> <p><input type="checkbox"/> views of the buildings to which they are attached; or</p> <p><input type="checkbox"/> views of neighbouring buildings.</p> <p>iv. signs attached to a building should be restricted to ground floor level, under awnings and the fascia of an awning. A sign above this level might be approved, if it is in keeping with the architecture; does not obscure or duplicate existing signs; and allows space on the frontage to accommodate the identity of other occupiers.</p> <p>v. roof top signs are generally not acceptable.</p> <p>vi. signs on heritage and other notable buildings above ground floor level may be permitted if the sign occupies an architectural space, such as a window or recessed area, traditionally used for signs. The sign should look as if it is made in the traditional manner.</p> <p>vii. signs attached to heritage buildings should be erected with extreme care so as not to damage old brick, render or timberwork, whether painted or not.</p> <p>viii. neon and animated light signs may be appropriate in areas where night-time entertainment is a major use but not in or close to other areas where neighbouring residential amenity could be adversely affected.</p> <p>ix. all signs require a licence from the Council's Building Department. Signage should comply with the relevant By-laws and Policies.</p>
		Public Art		
		Fencing		
	Access	Provision	<p>Car parking to be provided at the rear</p> <p>Parking areas and vehicle access points shall be linked</p>	<p>LPP 15</p> <p>3. MOVEMENT AND PARKING</p> <p>a) Future public and private development must take steps to ensure that unnecessary traffic and congestion problems are avoided. The principal requirements relating to pedestrian and vehicle movement in the area are set down in Figure 2. In addition to the matters noted on Figure 2 the following requirements will be taken into consideration.</p>
		Location		
		Access		
		Loading/Servicing		
		EOT		
		Pedestrian	<p>Continuous shopfront awnings/verandahs</p> <p>Pedestrian access from rear - Albany Highway</p>	<p>LPP 15</p> <p>3.1. Pedestrian Movement</p> <p>a) The pedestrian network should provide a continuous, safe and attractive link between the various commercial activities and to the parking areas.</p>

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				<p>b) Any comprehensive redevelopment of land should accommodate through pedestrian movement along a main pedestrian footpath adjacent to building frontages, and should maintain or develop the potential for pedestrian access to Albany Highway.</p> <p>c) Development adjacent to footpaths and other pedestrian areas should provide an attractive and interesting frontage to the route. Blank walls, exhaust vents, mechanical equipment and visible vehicle servicing areas should be avoided adjacent to pedestrian ways.</p> <p>d) A high level of pedestrian access is to be maintained throughout the area, especially from the Council's No.37 carpark through to Albany Highway,</p> <p>e) Pedestrian routes shall be given priority over vehicles at all internal crossing points.</p> <p>f) Pedestrian routes shall be well lit (at night), without steps or obstructions so as to cater for all customers including disabled and elderly.</p> <p>g) Seating should be provided at shaded and attractive locations along these pedestrian routes.</p> <p>3.2. Vehicle Movement</p> <p>a) Rights-of-way should be upgraded to provide good access for car parking areas and service areas. Care must be taken to ensure that rights-of-way are treated in a manner that enhances the commercial environment.</p> <p>LPP 15</p> <p>3.4. Parking</p> <p>a) Redevelopment of any land shall meet the Town Planning Scheme requirements for the provision of parking. Some relaxation of the parking requirements may be considered where the imposition of these requirements on small, individual developments would detract from achieving the objectives for the area. In such instances the Council may seek a financial contribution where it is considered to be appropriate.</p> <p>b) No car parking within a front setback will be permitted other than to SheppertonRoad frontages.</p> <p>c) Vehicular access directly to Albany Highway will not be permitted where an alternative means of access to the site exists. Combining new parking areas with existing areas and access points shall be given priority.</p> <p>d) Any proposed multi-storey car park must comply with the built form objectives for the area. Blank exterior walls that front any road or pedestrian way are not permitted. Landscaping must also be incorporated into the design of multi-storey car parks.</p>
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other	Residential density R60	

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF VINCENT	Applicable Zones		District Centre, Regional Centre (Development controls are predominantly policy based. LPS appears only to address land use permissibility)	Local Planning Policies Built Form Policy 7.1.1 (applies to the entire Scheme Area) – Town Centre specific provisions shown below Design Guidelines Leederville Master Plan Built Form Guidelines Activity Centre Structure Plans Leederville Master Plan/Activity Centre (still in preparation)
	Site	Lot Size		
	Built Form	Setbacks		Built Form Policy 7.1.1 1.1 Street Setbacks – nil 1.2 Lot Boundary Setbacks – varies depending on site density and neighbouring site density
		Use of Setbacks		
		Height		Built Form Policy 7.1.1 Varies from 4 to 8 storeys depending on location (there are 6 Town Centres) Leederville Master Plan XXXX
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		Built Form Policy 7.1.1 1.7 Public domain interface A1.7.1 Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building). A1.7.2 Upper level balconies and/or windows overlook the street and public domain areas. A1.7.3 Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas. A1.7.4 Changes in level between the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m. A1.7.5 Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m. A1.7.6 Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment. A1.7.7 Bins are not located within the primary street setback or in locations visible from the primary street. A1.7.8 Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage. Built Form Policy 7.1.1 1.13 Façade design A1.13.1 Commercial Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street. A1.13.2 Commercial Ground floor spaces shall have a maximum width of 9m and a finished floor level to finished ceiling level height of a minimum of 3.5m. A1.13.3 Commercial Development shall provide a continuous protective awning over the pedestrian footpath. A1.13.4 Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and acknowledge these design elements whilst avoiding the use of faux materials. A1.13.5 Commercial Building facades visible from the public realm shall: <ul style="list-style-type: none">• Incorporate a variety of materials, colours, textures and depths;

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				<ul style="list-style-type: none">• Not present a blank, monotonous, repetitious or dominant building treatment;• Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building;• Incorporate vertical articulation by using tall and narrow façade treatments;• Incorporate articulation such as doorways, windows, seating ledges, sills, stall risers and other detailing;• Minimise use of shallow framings systems and thin wall/glazing systems;• Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the façade; and• Integrate signage into the design and articulation on the ground floor. <p>A1.13.6 Where provided, doorways shall have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies.</p> <p>A1.13.7 Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300mm.</p> <p>A1.13.8 Where provided, stall risers shall be a minimum height of 450mm.</p> <p>A1.13.9 Commercial Ground floor glazing and/or tinting shall have a minimum of 70% visible light transmission to provide unobscured visibility.</p> <p>A1.13.10 Security measures shall be:</p> <ul style="list-style-type: none">• Located and installed internally behind the glazing line or recessed between elements in the façade such as columns or doorway recesses; and• Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street. <p>A1.13.11 Where provided, awnings shall be:</p> <ul style="list-style-type: none">• A minimum height of 3.5m and a maximum height of 4m from finished floor level to the underside of the awning to accommodate under awning signage;• Be setback a minimum of 600mm from the face of kerb;• Respond to any existing and/or proposed verge trees;• Respond to the height, depth and form of existing awnings on the subject and adjoining buildings; (e) Respond to the slope of the site; and• Integrated with the design of the façade. <p>A1.13.12 Verandahs and collonades are only permitted where they are constructed wholly within the lot boundaries of development site.</p>
		Site Layout		Built Form Policy 7.1.1 1.4 Orientation A1.4.1 Buildings are oriented to maximise northern solar access. A1.4.2 Development shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: <ul style="list-style-type: none">• adjoining properties coded R25 and lower – 25% of the site area;• adjoining properties coded R30 – R40 - 35% of the site area;• adjoining properties coded R50 – R60 – 50% of the site area; or• adjoining properties coded R80 or higher – Nil requirements. A1.4.3 Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.
	Site Amenity	Landscaping		Built Form Policy 7.1.1 Deep Soil Area provisions included (12% of site)
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		Built Form Policy 7.1.1 1.9 Vehicle Access A1.9.1 Service areas and vehicular access shall be: <ul style="list-style-type: none">• Taken from the rear laneway or secondary street in the first instances; or• Collocated where taken from the primary street to maximise the width of active frontages. A1.9.2 Access to on-site car parking spaces to be provided:

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				<ul style="list-style-type: none">• where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road;• from a secondary street where no right of way exists; or• from the primary street frontage where no secondary street or right-of way exists. <p>A1.9.3 Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.</p> <p>A1.9.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.</p> <p>A1.9.5 Roller shutters, doors and screens are to be visually permeable.</p> <p>A1.9.6 Onsite parking for a development shall be located beneath or at the rear of buildings.</p> <p>A1.9.7 Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.</p> <p>A1.9.8 Existing trees must not be removed to provide for vehicle access.</p> <p>A1.9.9 Each lot is to provide a maximum of one crossover.</p> <p>A1.9.10 The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.</p> <p>A1.9.11 The location of crossovers should maximize the ability to provide on-street car parking spaces.</p> <p>A1.9.12 Where a crossover meets a pedestrian path there must be clear communication of pedestrian priority.</p> <p>A1.9.13 Crossovers must be setback a minimum of 0.5m from the lot boundary.</p> <p>Built Form Policy 7.1.1</p> <p>1.10 Car and bicycle parking</p> <p>A1.10.1 Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays to achieve canopy coverage of 60% of the site.</p> <p>A1.10.2 Secure, undercover bicycle parking is provided in accordance with Local Planning Policy 7.7.1 – Non-Residential Development Parking Requirements.</p> <p>A1.10.3 Parking is provided for cars and motorcycles in accordance with Local Planning Policy 7.7.1 – Non-Residential Development Parking Requirements.</p> <p>A1.10.4 Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended).</p> <p>A1.10.5 Car parking areas are not located within the street setback and are not visually prominent from the street.</p>
		Loading/Serviceing		
		EOT		
		Pedestrian		<p>Built Form Policy 7.1.1</p> <p>1.8 Pedestrian access and entries</p> <p>A1.8.1 Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.</p> <p>A1.8.2 Access for pedestrians which directly fronts the primary street.</p> <p>A1.8.3 Developments shall distinguish residential entries from retail and other commercial entries.</p> <p>A1.8.4 Internal ground floor level to be at grade.</p> <p>A1.8.5 Design of balustrades to be integrated into the design of the development.</p> <p>A1.8.6 Ramps are not to exceed 50% of the active frontage.</p>
		Bicycle		
	Other Matters	Construction		
		Waste		<p>Built Form Policy 7.1.1</p> <p>1.19 Waste management</p> <p>A1.19.1 Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste.</p> <p>A1.19.2 Communal waste storage is sited and designed to be screened from view from the street.</p> <p>A1.19.3 Where there is an increased waste requirement, an area for waste management must be provided in accordance with the City's Waste Requirement Guidelines.</p>
		Storage		
		Drainage		<p>Built Form Policy 7.1.1</p> <p>1.18 Water management and conservation</p> <p>A1.18.1 Stormwater runoff generated from small rainfall events is managed on-site.</p> <p>A1.18.2 Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.</p>
		Effluent Disposal		
		ESD		<p>Built Form Policy 7.1.1</p> <p>1.17 Environmentally Sustainable Design</p>

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				<p>A1.17.1 Development shall incorporate:</p> <ul style="list-style-type: none">• Site planning principles that maximise solar passive design opportunities for both summer and winter;• Natural ventilation and daylight penetration to reduce energy consumption;• Daytime areas with north-facing glazing to allow passive solar heating during winter;• Openable windows and/or ceiling fans to habitable rooms or occupied spaces that allow natural and cross ventilation;• Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications;• Shading devices to reduce unwanted solar gain in summer and increase passive solar gain in winter; and• Integration of renewable energy and energy storage systems to optimise energy consumption. <p>A1.17.2 Development achieves one of the environmental performance standards shown in the below table, or their equivalent*.</p>
		Buffers		
		Other		<p>Built Form Policy 7.1.1</p> <p>2. Multiple Dwellings and Mixed Use</p> <p>The R-AC3 provisions of the R Codes Volume 2 shall apply to all multiple dwelling and mixed use applications for development approval on sites zoned Regional Centre, District Centre, Local Centre and Commercial.</p> <p>Built Form Policy 7.1.1</p> <p>1.11 Managing the impact of noise</p> <p>A1.11.1 Ground floor tenancies within new commercial buildings shall provide an acoustic report which demonstrates that they are capable of attenuating noise for a range of land uses including high intensity uses such as small bars, gyms and restaurants.</p> <p>A1.11.2 Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of dwellings on adjoining properties.</p> <p>Built Form Policy 7.1.1</p> <p>1.12 Universal design</p> <p>O1.12.1 Development includes universal design features providing options for people living with disabilities or limited mobility and/or to facilitate ageing in place.</p>

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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESIGN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF WANNEROO	Applicable Zones		Centre	Local Planning Policies Wanneroo Town Centre LPP 5.2 Centre Structure Plans Yanchep City Centre Activity Centre Plan No. 100 Alkimos City Centre Activity Centre Structure Plan No. 89 Banksia Grove District Centre Structure Plan No. 65 Butler District Centre Activity Centre Structure Plan No. 87 Clarkson Activity Centre ASP No. 2 Drovers Place Precinct ASP No. 80 (Wanneroo) Eglinton District Centre Activity Centre Plan No. 104 Kingsway Activity Centre ASP No. 59 Wanneroo Town Centre ASP No. 23 Yanchep City Centre Activity Centre Structure Plan No. 100
			3.13.3 Subject to Clause 43 of the deemed provisions, no subdivision (including strata or survey strata subdivision) or other development should be commenced or carried out in a Centre Zone until an Activity Centre Plan has been prepared and adopted under the provisions of Part 5 of the deemed provisions of the Scheme. No subdivision (including strata or survey strata subdivision) should be carried out and no development shall be commenced or carried out otherwise than in conformity with an Activity Centre Plan which is in existence at the time the application for approval of the subdivision or other development is received by the responsible authority.	
	Site	Lot Size		
	Built Form	Setbacks	4.7 SETBACKS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT 4.7.1 Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non-residential buildings shall be set back as follows: (a) street boundary – 6 metres; (b) side and rear boundaries – Nil. 4.7.2 Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres. 4.7.3 Where a non-residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than: (a) 3 metres for buildings of one storey; or (b) 6 metres for buildings of two or more storeys.	
		Use of Setbacks	4.7 SETBACKS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT 4.7.4 That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping. 4.7.5 That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for: (a) a means of access; (b) the loading and unloading of vehicles; (c) landscaping; (d) a trade display; (e) the daily parking of vehicles used by employees and customers of the development. No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.	Wanneroo Town Centre LPP 5.2 – Site Layout a) All development must be built to the side boundaries of the lot in order to present a contiguous built frontage to the street b) All development must be built to the side boundaries of the lot in order to present a contiguous built frontage to the street c) Residential development must be setback a minimum of 2.0 metres and a maximum of 6.0m from the street boundary.
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design	4.8 BUILDING FACADES FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT 4.8.1 The façade or facades of all non rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.	Wanneroo Town Centre LPP 5.2 – Built Form a) Commercial or mixed use development must present a minimum two storey façade to the public street. b) Employ architectural features to create landmark buildings that emphasise corners and building entrances to increase legibility of the town centre.

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			<p>4.8.2 The facade or facades of all non rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</p>	<p>c) Utilise an architectural treatment that breaks down building mass to provide visual relief through building structure, cladding and glazing.</p> <p>d) Incorporate architectural features to add to the scale, height and presence of the development;</p> <p>e) Employ changes in material, height and elevation plane, and use features such as balconies to create visual interest.</p> <p>Wanneroo Town Centre LPP 5.2 – Street Interface</p> <p>a) All development must provide the primary building entrance from the street.</p> <p>b) Provide glazed areas along the building's street frontage to provide lines of sight into and from the building with no more than 40% solid walls.</p> <p>c) Commercial or mixed use development must provide a weather protecting awning over the pedestrian footpath along the entire street frontage of the building.</p> <p>- The minimum dimensions are:</p> <p>- 2 metres in depth; and</p> <p>- 3 metres in height above footpath.</p> <p>d) Private areas for the sole use of occupants and for the location of services, shall be clearly demarcated from the public domain, and preferably located at the rear of developments.</p> <p>e) Locate servicing, plant and equipment out of sight from the public domain and other users of the street.</p>
		Site Layout		
	Site Amenity	Landscaping	<p>4.17 LANDSCAPING REQUIREMENTS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT</p> <p>4.17.1 A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition, the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.</p> <p>4.17.2 When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.</p> <p>4.17.3 Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking. Alternatively, local government may require these areas to be screened from view of streets and other public places.</p> <p>4.17.4 Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.</p> <p>4.17.5 Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.</p>	<p>Wanneroo Town Centre LPP 5.2 – Landscaping</p> <p>a) All development must provide landscaping treatments in car parking areas and access ways.</p> <p>b) Where development is setback from the street, landscaping must be provided within the front façade.</p>
		Lighting		
		Signage		
		Public Art		
		Fencing	<p>4.19 SCREEN WALLS FOR NON RESIDENTIAL DEVELOPMENT ABUTTING RESIDENTIAL LOTS</p> <p>Where a non-residential development is proposed to be located on a lot having a common boundary with a lot that is zoned or developed for residential purposes, a screen wall at least 1.8 metres in height and to a standard specified by the local government shall be provided along the common boundary of the two lots to protect the residential amenity.</p>	
	Access	Provision	<p>4.14 CAR PARKING STANDARDS</p> <p>4.14.1 The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.</p> <p>4.14.2 The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS 2890.1 or AS 2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.</p> <p>4.15 CAR PARKING - CASH IN LIEU OR STAGING</p> <p>4.15.1 The local government may permit car parking to be provided in stages subject to the landowner setting aside an area of land sufficient to accommodate the total carparking requirement for the development and entering into a legal agreement to satisfactorily complete all the remaining parking when requested to do so by the local government.</p>	<p>Wanneroo Town Centre LPP 5.2 – Connectivity</p> <p>a) Provide vehicle parking bays for non-residential development at a rate of 1 bay/50m2 net floor area;</p> <p>b) Provide vehicle parking bays for residential development at a rate of 1 bay/unit;</p> <p>c) Vehicle parking is made available for general use and access into and through these areas is protected by an easement in gross.</p> <p>d) Provide on-street vehicle parking parallel to the public street where required.</p> <p>e) Locate on-site vehicle parking areas above, below or at the rear of buildings away from public view.</p> <p>f) Locate vehicle parking and servicing access from a Right of Way where available, or from a secondary street where there is no alternative access from a Right of Way.</p> <p>g) Provide crossovers from secondary streets and from a Right of Way.</p>

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			<p>4.1.5.2 Local government may accept a cash payment in lieu of the provision of any required parking area subject to being satisfied that there is adequate provision for car parking or a reasonable expectation that there will be adequate provision for public car parking in the proximity of the proposed development.</p> <p>4.1.5.3 The cash payment shall be calculated having regard to the estimated cost of construction of the parking area or areas suitable for the proposed development and includes the value, as estimated by the local government, of that area of land which would have had to be provided to meet the car parking requirements specified by the Scheme. The cash payment may be discounted and may be payable in such manner as the local government shall from time to time determine.</p> <p>4.1.5.4 Any cash payment received by the local government pursuant to this clause shall be paid into appropriate funds to be used to provide public car parks in the locality as deemed appropriate by local government.</p>	
		Location	<p>4.1.1 PEDESTRIAN AND VEHICLE RECIPROCAL ACCESS REQUIREMENTS If the local government approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of local government.</p>	
		Access	<p>4.9 TRAFFIC ENTRANCES The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.</p>	<p>Wanneroo Town Centre LPP 5.2 – Connectivity All development must facilitate vehicular and pedestrian connections of:</p> <p>a) Rocca Way to Conlan Avenue; b) Rocca Way to Civic Drive; c) Yagan Place to Windan Way; and d) Servite Terrace to Wanneroo Road.</p>
		Loading/Servicing	<p>4.1.2 SERVICE AREAS AND ACCESS Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.</p> <p>4.1.8 SCREENING OF STORAGE AREAS The owner of land on which there is stored, stacked or allowed to remain any materials which in local government's opinion detract from the amenity of the area shall completely screen the said materials from adjoining properties and from streets in a manner specified by and to the satisfaction of local government, by means of walls, fences, hedges or shrubs.</p>	
		EOT	<p>4.1.6 BICYCLE PARKING AND END OF TRIP FACILITIES Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.</p>	
		Pedestrian		
		Bicycle	<p>4.1.6 BICYCLE PARKING AND END OF TRIP FACILITIES Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.</p>	
	Other Matters	Construction		
		Waste		
		Storage	<p>4.1.3 STORAGE AND RUBBISH ACCUMULATION All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</p>	
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		

CENTRE (large)

		Other	<p>3.1.3.5 All Centre Zones shall specify the proposed maximum retail net lettable area (NLA) which relates to retail floor areas. The maximum NLA shall be included in Schedule 3 of this Scheme and shall bind the development of the land to no more than that area specified.</p> <p>3.1.3.6 Notwithstanding the provisions of sub-clause 3.1.3.5, the floorspace figures contained within Schedule 3 shall be adhered to except where a provision to the contrary is made in a Structure Plan or Activity Centre Plan for the centre locality as adopted by the local government and the Commission.</p> <p>4.5 SPECIAL APPLICATION OF RESIDENTIAL DESIGN CODE</p> <p>4.5.1 Where residential development is proposed to be mixed with non-residential development, local government may vary any provision of the R-Codes with the exception of the housing density requirements of the R-Codes.</p> <p>4.24 PROTECTION AND RELOCATION OF NATIVE FAUNA AMD 38 GG 21/10/05</p> <p>4.24.1 Where land is to be cleared of vegetation or where landforms or drainage patterns are to be altered and in the opinion of the City the area may provide habitat for native fauna, the local government may, as part of the preparation of a Structure Plan under Part 4 of the deemed provisions or an approval to commence development and/or subdivision, require the proponent to prepare a Native Fauna Management Plan to the satisfaction of the City on the advice of the Department of Conservation and Land Management prior to clearing the land. AMD 132 GG 15/7/16</p> <p>4.24.2 The Native Fauna Management Plan is to be prepared and implemented at the developer's/subdivider's cost by a suitably qualified person(s) acceptable to the City.</p> <p>4.24.3 The Native Fauna Management Plan should include, but is not limited to the following:</p> <ul style="list-style-type: none"> (a) a description of the field survey and recording methodology; (b) a time frame and program for undertaking the surveys; (c) the field survey results and recommendations; (d) the method of protecting, enhancing and conserving the existing habitat where any native fauna is to be retained on-site or on adjoining land; (e) a time frame and program for undertaking the trapping and relocation of any native fauna; (f) the method of relocating the native fauna, if appropriate; (g) a description of the trapping procedure, if required; (h) the identification of a suitable alternative habitat for the native fauna, if required; and (i) a time frame for advising local government and the relevant Government agencies of the outcome of any relocation program undertaken for any native fauna. 	
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	KEY ELEMENTS		SCHEME PROVISION	POLICY / DESGIN GUIDELINE / STRUCTURE PLAN PROVISION
CITY OF WAROONA				
	Site	Lot Size		
	Built Form	Setbacks	3.4.2 Setbacks Minimum setbacks from lot boundaries or any proposed road widening shall be in accordance with the following: Residential uses Residential Planning Code Standards Other uses Street Frontage Nil Side Boundaries Nil unless access to rear is required Rear Boundaries At the discretion of Council	
		Use of Setbacks		
		Height		
		Plot Ratio		
		Site Cover		
		Materials		
		Building Design		
		Site Layout		
	Site Amenity	Landscaping		
		Lighting		
		Signage		
		Public Art		
		Fencing		
	Access	Provision		
		Location		
		Access		
		Loading/Serviceing		
		EOT		
		Pedestrian		
		Bicycle		
	Other Matters	Construction		
		Waste		
		Storage		
		Drainage		
		Effluent Disposal		
		ESD		
		Buffers		
		Other		

PRECINCT PLANS

	KEY ELEMENTS		PRECINCT PLAN PROVISION
Banksia Grove District Centre Precinct Plan No. 65	Applicable Zones		
	Site	Lot Size	
	Built Form	Setbacks	
		Use of Setbacks	
		Height	11.2 Building Height Minimum two storey buildings shall be provided where nominated on Plan No. 1.
		Plot Ratio	
		Site Cover	
		Materials	
		Building Design	<p>11.0 BUILDING DESIGN</p> <p>11.1 Street Interface</p> <p>11.1.1 All Areas</p> <p><input type="checkbox"/> All buildings abutting a public street shall address that street and provide pedestrian access from that street;</p> <p>11.1.2 Non- Residential – (Retail Core Precinct)</p> <p><input type="checkbox"/> Front & Side Setbacks: Mandatory Nil except:</p> <ul style="list-style-type: none"> o Above ground floor where setbacks of up to 6m are acceptable; o Where necessary to provide a forecourt (at the discretion of Council); or o To provide for a Pedestrian Route in accordance with Clause 11.2. <p><input type="checkbox"/> Buildings developed within areas identified as 'Main Street' on the Structure Plan map shall be two – storey developments, or feature two – storey façade heights.</p> <p><input type="checkbox"/> 90% of building facades adjacent to the Main Street or public domain shall incorporate awnings.</p> <p><input type="checkbox"/> Glazing at ground floor level shall comprise at least 70% of the building frontage, as a proportion of the total ground floor elevation.</p> <p><input type="checkbox"/> At least 50% of the glazed area on each shop front shall remain unobscured, facilitating surveillance of the street, activation and visual interaction.</p> <p>Larger floorspace tenancies that exceed 1,000m² such as supermarkets or discount department stores shall be screened behind smaller tenancies fronting the main street and shall provide pedestrian access from the main street and not directly from the car park.</p> <p>11.1.3 Business Mixed Use Precinct</p> <p><input type="checkbox"/> Front Setback: Minimum 16.0m, Maximum 24.0m setback to Joondalup Drive and Pinjar Road to allow for interconnected parking and access. Variations to this may be applied at intersections to allow buildings u to the street to establish landmark elements.</p> <p>11.3 Landmark Elements</p> <p>Primary Landmark Elements (buildings, spaces or features such as public art) shall be provided at the locations designated on Plan No. 1. These shall address the intersection on which they are located, provide a high degree of architectural quality and civic interest and, in the case of built form, be a minimum of 2 storeys in height.</p> <p>Secondary Landmark Elements shall be provided at key locations, as depicted on Plan No. 1. These shall generally be created through the use of massing, height and/or a pronounced architectural feature to establish a clear and attractive point of focus.</p>

CENTRE (large)

		Site Layout	<p>10.1 Streets, Town Square and Forecourts</p> <p>The streets (particularly the Main Street and its southern extension) and town square are important public spaces and shall be treated as such.</p> <p>The southern extension of the Main Street shall provide:</p> <ul style="list-style-type: none"> <input type="checkbox"/> An integrated extension of the Main Street form and function; <input type="checkbox"/> A high quality public space and through-route; and <input type="checkbox"/> Good passive surveillance and security measures to allow its continued operation after dark. <p>Smaller semi-public spaces in the form of forecourts and small squares may be provided as an entry point to buildings where they provide a high degree of pedestrian amenity, a visual focal point and entrance to the abutting building.</p> <p>Buildings adjoining public and semi-public spaces shall provide good passive surveillance of them through the location of significant doorways and windows (major openings) to adjoining uses. In the case of residential development, surveillance shall be provided from habitable rooms.</p>
	Site Amenity	Landscaping	<p>10.3 Landscape and Streetscape Design</p> <p>Landscaping and streetscaping within the public domain (i.e. streets, plazas and public open space) are to be of a high standard as per a Landscape and Streetscape Master Plan approved by the City prior to subdivision and / or development stage. The Plan shall establish a planting and streetscape theme for the Centre, hierarchy of spaces, palette of plants and finishes and shall nominate key features. With the exception of accent and shade trees, plants shall comprise waterwise and predominantly native species. Landscape and streetscape design should take into account the image of the Centre, maintenance issues, water usage and hardiness.</p> <p>The Scheme's minimum 8% of site area landscape requirement shall not apply within the Centre.</p> <p>Designated drainage areas shall be developed as landscaped swales providing visual amenity in addition to their drainage function.</p>
		Lighting	
		Signage	
		Public Art	
		Fencing	<p>11.4 Fencing</p> <p>With the exception of residential development, no boundary fencing shall be permitted within the Centre, except where required to screen storage areas and bin enclosures.</p> <p>Parking areas shall not be divided by fencing, and no fencing shall interrupt vehicle and pedestrian connectivity routes (except as required under law as the minimum requirement to avoid creation of a permanent right of carriageway)</p>
	Access	Provision	<p>9.3 Parking</p> <p>Parking provision shall be in accordance with the Scheme, though concessions may be approved where reciprocal use is provided (excluding for residential components, which must provide dedicated bays, in accordance with the R-Codes).</p>
		Location	
		Access	<p>9.1 Vehicle Access</p> <p>Parallel on-street parking shall be provided wherever possible along the Main Street and crossstreets.</p> <p>A bus layover bay shall be located on the extension of Golf Links Drive into the Centre.</p> <p>A taxi stand shall be located on the Main Street or abutting the Community Purposes site.</p> <p>Vehicle access points into sites from private roads should generally be restricted to those points nominated on Plan No. 1. Temporary access may be permitted in early stages where permanent access points are not available.</p> <p>Street design shall accord with the Western Australian Planning Commission's Liveable Neighbourhoods Policy and any relevant engineering standards.</p>
		Loading/Servicing	<p>11.6 Servicing</p> <p>Service goods, bin stores and drying courts, and access to these shall be provided in accordance with City of Wanneroo requirements, and shall be screened from view from public areas.</p>
		EOT	
		Pedestrian	9.2 Pedestrian & Cyclist Access

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			<p>Pedestrian and cyclist access into the Centre shall be provided in accordance with Plan No. 1 and through:</p> <p><input type="checkbox"/> The provision of on-site cycle facilities in accordance with Clause 4.16 of the Scheme; The provision of Dual Use Paths and Cycle Lanes / Paved Shoulders around the perimeter of the Centre and capacity for on-street cycling on streets through the Centre; and</p> <p><input type="checkbox"/> The provision of footpaths along all streets and abutting 'Internal Vehicle Connectivity' routes nominated on Plan No. 1.</p> <p>10.2 Pedestrian Routes Provision of pedestrian routes connecting the Main Street to parking areas designated on Plan 1 may be considered where:</p> <p><input type="checkbox"/> The route provides a direct and open mid-block access route from a nominated parking area to the Main Street; and</p> <p><input type="checkbox"/> Tenancies abutting both the route and the street are orient to and are provided with primary access to the street.</p>
		Bicycle	
	Other Matters	Construction	<p>13.0 BULK EARTHWORK AND DRAINAGE Site levels shall not be altered from that approved at subdivision or development stage without the prior approval of Council.</p>
		Waste	
		Storage	
		Drainage	<p>17.0 URBAN WATER MANAGEMENT PLAN Prior to the subdivision and / or development stage, an Urban Water Management Plan shall be prepared by the developer(s) to the satisfaction of the City of Wanneroo, the Department of Water, and the Water Corporation of Western Australia.</p>
		Effluent Disposal	
		ESD	<p>12.0 SUSTAINABILITY DESIGN REQUIREMENTS All development proposals (excluding change of use or minor modifications) shall:</p> <p><input type="checkbox"/> Provide plumbing installations with a minimum 5-star water efficiency rating or such other higher rating required under separate legislation;</p> <p><input type="checkbox"/> Incorporate provision for water harvesting;</p> <p><input type="checkbox"/> Be accompanied by an energy efficiency plan, proposing initiatives to reduce energy requirements and emissions (eg. passive solar design, insulation, automated climate and lighting control, use of photo voltaic cells etc.).</p>
		Buffers	
		Other	<p>5.0 RESIDENTIAL DENSITY CODES The Residential Density Code Map (Plan No. 3) delineates and depicts the residential density codes applicable to the Structure Plan area according to the legend thereon. All provisions, standards and requirements applicable to the residential density codes in the Structure Plan shall apply, unless otherwise specified in the Scheme. Density codes range from R60 to R160</p> <p>8.0 SHOP RETAIL FLOORSPACE 8.1 Shop Retail Floorspace Volume 'Shopping Floorspace' (as defined by the Metropolitan Centres Policy) shall be limited to 20,000m² NLA though retail tenancies representing an extension to Main Street and complying with Clause 9.2 below may be approved by the Council additional to this limit in accordance with Clause 5.4 of the Metropolitan Centres Policy (which allows up to 1,000m² NLA additional to this cap if provided in Main Street form). The 20,000m² is to be apportioned between the two major landowners as follows: 12,500m² Shop NLA on Lot 9102 Pinjar Road, Banksia Grove (i.e. Banksia Grove Joint Venture landholdings, as identified in the Structure Plan); and</p> <p><input type="checkbox"/> 7,500m² Shop NLA on Lot 9030 Pinjar Road, Banksia Grove (i.e. Peet Limited (as trustees for the Yatala Unit Trust), as identified in the Structure Plan)."</p> <p>8.2 Shop Retail Floorspace Location Shop floorspace shall be contained within the 'Retail Core' except, at the discretion of Council, in the following circumstances:</p> <p><input type="checkbox"/> Where consistent with the definition of 'Showroom and Lunch Bar' in the Scheme, and located in the Business Precinct; or</p>

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			<p><input type="checkbox"/> Where:</p> <ul style="list-style-type: none"> o Shop floor area does not to exceed 100m² for any individual tenancy; o The shop forms part of a Mixed-Use development comprising a residential component equal to or greater in floor space area than the shop use; and o The shop retail uses are contained within the Mixed-Use Precinct and extend the Main Street form; and o Retail uses outside the Retail Core do not cumulatively represent more than 2,500m² in any given year. <p>11.5 Noise Attenuation</p> <p>Developments involving a residential component shall:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Use 10mm glazing or double-glazing for all residential windows and glazed doors in facades abutting non-residential uses, the Main Street zone or other probable significant noise source; <input type="checkbox"/> Use appropriate materials between floors, walls, ceilings and doors to minimise noise transfer; and <p>Make provision for air conditioning plant, and ensure that this is appropriately treated to minimise noise impact, particularly to residential areas.</p> <p>14.0 RESIDENTIAL DEVELOPMENT</p> <p>The provisions of the City of Wanneroo Local Planning Policy 4.19 – Medium Density Housing Standards (R-MD) shall apply to single residential development in the Residential Precinct identified on Plan 1 as R60, and to single residential development in the Mixed Use Precinct area situated to the west of Ghost Gum Boulevard. R-MD does not apply to the Mixed Use site on the corner of Joseph Banks Boulevard and Ghost Gum Boulevard.</p> <p>For residential development in the Retail Core, the Business Precinct and for grouped/multiple dwellings in the Residential Precinct, the provisions of the R-Codes shall apply, except as varied by this document, including the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Complete Site Cover is permitted (subject to provision of required Outdoor Living Areas and setbacks); <input type="checkbox"/> Each dwelling shall be provided a useable outdoor space, a minimum of 6m² in area with a minimum dimension of 2m; <input type="checkbox"/> No communal open space is required; <input type="checkbox"/> Walls on Boundaries may extend up to 100% along both east and west boundaries and abutting laneways at ground level and 75% above ground level (subject to compliance with front setback, truncation and other requirements); and <p>The Privacy, Design for Climate Protection and Incidental Development provisions of the Codes pertaining to Inner-City Housing will apply in place of those applicable to Mixed-Use development.</p> <p>Development within the designated 'Mixed-Use Building Typology' area on Plan 1 shall accord with the building typologies identified in Appendix 1.</p> <p>16.0 STAGING</p> <p>When each landowner makes application to construct all or any part of their retail NLA, then they must provide as part of that development, 40% of the land identified as 'Main Street' within their landholding, or a lesser extent assessed as being satisfactory to the City and being inclusive of development of the 'Town Square' if applicable to the landholding. Land identified as 'Main Street' within a landholding that is not developed in the first stage of retail development, shall not be utilised for car parking as an interim land use, and shall be developed with a temporary form of landscaping in conjunction with the first stage of retail development.</p> <p>Concurrent with the development resulting in excess of 5,000m² retail NLA across the whole centre:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provision (temporary or permanent) for bus services shall be made through the design of a route and bus bay(s) in consultation with the Public Transport Authority; <input type="checkbox"/> At least 1000m² of non-retail commercial shall be developed within the Centre; <input type="checkbox"/> At least one restaurant or tavern open after 5pm shall be developed within the Centre. <p>Concurrent with the development resulting in excess of 10,000m² of retail NLA across the whole centre:</p> <ul style="list-style-type: none"> <input type="checkbox"/> At least two opposing sides of Main Street are to be developed; <input type="checkbox"/> The Town Square and development abutting at least one side shall be constructed; <input type="checkbox"/> At least 2000m² non-retail commercial shall be developed within the Centre; <input type="checkbox"/> At least 4000m² residential shall be developed within the Centre; <p>Prior to development resulting in excess of 15,000m² retail NLA across the whole centre:</p>
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			<div><input type="checkbox"/> The Community Facility must be completed (or proportionate contributions made); <input type="checkbox"/> At least 3000m2 non-retail commercial shall be developed within the Centre; <input type="checkbox"/> At least 6000m2 residential shall be developed within the Centre; <input type="checkbox"/> At least two restaurants and / or taverns open after 5pm shall be developed within the Centre.</div>
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	KEY ELEMENTS		PRECINCT PLAN PROVISION
Melville City Centre Activity Centre Structure Plan			Minimum development standards shown only – design principles excluded from summary
	Site	Lot Size	
	Built Form	Setbacks	<p>10.4 Urban Form (Centre Frame – Precincts A & B) Building Height</p> <p>Setbacks</p> <p>10.4.8 Street setbacks may be nil and side building setbacks in accordance with the R-100 provisions contained in the Residential Design Codes.</p> <p>10.4.9 Notwithstanding the above, and except as provided in 10.4.10, nil setbacks to two (2) side boundaries are permitted to a maximum of 2 storeys.</p> <p>10.4.10 Rear building setbacks (to lots outside the structure plan area) are to be in accordance with the R-50 provisions in the Residential Design Codes, with a minimum setback of three (3) metres.</p> <p>Notwithstanding the above, single storey buildings within the three metre setback area are to be assessed in accordance with R50 Lot Boundary Setback requirements of the Residential Design Codes.</p> <p>Otherwise rear building setbacks to other lots within the structure plan area are to be in accordance with the Residential Design Codes.</p> <p>10.4.11 In mixed use development, business/commercial development adjoining residential is designed to minimise the potential impacts between the two uses.</p>
		Use of Setbacks	
		Height	<p>10.3 Urban Form (Centre Core)</p> <p>Building Height and Setback of Upper Floors</p> <p>10.3.1 Building heights are to be generally in accordance with the Building Height Plan (Plan 3), unless otherwise approved by the City. If additional building height is proposed above that provided for in the Building Height Plan, the applicant must provide community benefit for the users of the city centre area in proportion to the additional development being proposed by achieving one or more of the following:</p> <p>10.3.1.1 New, improved or expanded high quality public spaces within the city centre</p> <p>10.3.1.2 Upgrades to streetscapes, street trees or landscaping in the city centre (or within the vicinity if appropriate)</p> <p>10.3.1.3 Upgrades to footpaths, other pedestrian-related infrastructure, cycle paths or other cycling-related infrastructure in the city centre (or within the vicinity if appropriate)</p> <p>10.3.1.4 Placemaking initiatives or public art (beyond that required in the City's policy on Provision of Public Art Policy)</p> <p>10.3.1.5 Provision of public facilities such as toilets, showers or sheltered bike storage</p> <p>10.3.1.6 Affordable housing provided as part of an affordable housing scheme and ceded to the Department of Housing or relevant not for-profit organisation</p> <p>10.3.1.7 Exemplary environmental design or sustainability outcomes</p> <p>10.3.1.8 Any other community benefit contribution that furthers the objectives of the structure plan in the opinion of the City</p> <p>10.3.2 Any level above 4 storeys facing a gazetted public street shall be set back a minimum of 5 metres from the building line of the 4th storey, unless otherwise approved by the City.</p> <p>10.4 Urban Form (Centre Frame – Precincts A & B) Building Height</p> <p>10.4.3 The following building height applies in the Centre Frame Precinct A:</p> <p>10.4.3.1 A maximum of 3 storeys to an overall height of 12 metres above natural ground level.</p> <p>10.4.4 The following building heights and setbacks apply in the Centre Frame Precinct B:</p> <p>10.4.4.1 A maximum of 4 storeys to an overall height of 16 metres above natural ground level is permitted provided that it is contained within 20 metres of the Almondbury, Riseley or Marmion Street lot boundary;</p> <p>10.4.4.2 A maximum of 3 storeys to an overall height of 12 metres above natural ground level provided that it is not within 12 metres of a property outside the Structure Plan area;</p> <p>10.4.4.3 A maximum of 2 storeys to an overall height of 9 metres above natural ground level is permitted for all other development.</p> <p>10.4.5 The roof areas of any building are not to be used as accessible open space areas, viewing platforms, or the like unless:</p> <p>10.4.5.1 It is not within 12m of any property outside of the Structure Plan area; and</p> <p>10.4.5.2 It complies with the visual privacy requirements specified in Section 10.4.16 and 10.4.17.</p> <p>Note: This clause does not apply to dwelling balconies.</p> <p>10.4.6 Where accessible open space areas, viewing platforms, or the like, are permitted, an open (on at least 3 sides) shade structure may be permitted.</p> <p>10.4.7 Any floor of a building having 50% or more of its volume located below natural ground level is not included in the calculation of the number of storeys, but is included in the calculation of building height in metres.</p>

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		Plot Ratio	
		Site Cover	
		Materials	
		Building Design	Urban Form (All Precincts) 10.2.1 There are no site cover, plot ratio or open space requirements for development within the structure plan area unless otherwise specified. 10.2.2 A minimum building height of 2 storeys applies across the structure plan area, unless otherwise approved by the City. 10.2.3 Facades facing the high street and/or town square/piazza are to be articulated, coloured and detailed to present as individual, distinctive frontages similar to the traditional 'main-street' style to the satisfaction of the City. 10.2.4 Ground floor frontages facing the high street and/or the town square/piazza are to generally be connected to provide a continuous urban edge. Continuous awnings shall provide shade and weather protection for pedestrians. 10.2.5 Residential development is to be constructed in such a manner as to ameliorate noise and vibration from the city centre environment. The City may require an acoustic assessment report detailing the likely noise effects of the development on its surroundings and/or external noise impacts on the future residential dwellings. 10.2.6 Service areas and car parking (except on-street) are to be predominately screened from public view. 10.2.7 All development is to be designed to incorporate Crime Prevention Through Environmental Design principles and be generally in accordance with the Crime Prevention Through Environmental Design of Buildings Local Planning Policy. 10.2.8 Development on landmark sites is to be designed in a manner that recognises the site's strategic location. Development on landmark sites may include additional building height provided that the building(s) are of innovative, interesting and iconic design and relate well to streetscapes and public spaces, to the satisfaction of the City.
		Site Layout	
	Site Amenity	Landscaping	10.3 Urban Form (Centre Core) Landscaping 10.3.3 Development within the Centre Core requires appropriate high quality landscaping and public spaces to be provided consistent with an urban city centre environment, to the satisfaction of the City. Note: Landscaped roof and/or wall areas may be considered as landscaping provided that it is of a high quality and easily accessible (roof) and visible (walls). 10.4 Urban Form (Centre Frame – Precincts A & B) Building Height Open Space and Landscaping 10.4.12 Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the City.
		Lighting	
		Signage	
		Public Art	
		Fencing	
	Access	Provision	10.1 Movement 10.1.1 The high street, town square/piazza and principal pedestrian connections are to be generally consistent with the locations shown on Plan 4. Additional suitable connections may be considered as part of a development application(s). 10.1.2 Vehicular crossovers to lots within the Centre Core adjoining Marmion Street, Riseley Street and Almondbury Road are to be generally consistent with the designated vehicular crossover locations shown on Plan 1. Additional suitable connections may be considered as part of the development application(s) where accompanied by supporting traffic analysis demonstrating its suitability, to the satisfaction of the City. 10.1.3 The minimum provision of a footpath on both sides of all new streets, unless otherwise designated on Plan 4. 10.1.4 Detailed drawings outlining the location and design of the high street are to be included as part of any development application for major development within the Garden City and High Street Precincts. 10.1.5 Parking for non-residential uses is to be provided at a maximum rate of 5 bays per 100m ² of NLA floorspace. The City may determine a lesser rate for a particular land use(s), having regard for the existing parking ratios within the Scheme or a parking demand study. 10.1.6 Parking for residential components of development is to be in accordance with the R-Codes or at the City's discretion. 10.1.7 Large Development Applications shall be accompanied by a suitable Transport Plan. The Transport Plan is to including a Pedestrian and Cycling Access Plan, Parking Management Plan, Freight and Servicing Plan and a Public Transport Improvement Plan,

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			10.1.8 The following road and intersection upgrades, as detailed in Part 2 of the structure plan report, summarised in Tables 2 & 3 and shown on Plans 5 & 6 are required for major retail development(s) in accordance with clause 9.1.6 and 9.3. (The extent and staging of works should be subject to a re-assessment should there be a significant reduction in the amount of proposed retail floorspace developed).
		Location	
		Access	
		Loading/Servicing	
		EOT	
		Pedestrian	
		Bicycle	
	Other Matters	Construction	
		Waste	10.4 Urban Form (Centre Frame – Precincts A & B) 10.5 Resource Conservation 10.5.1 Prior to major development the landowner is to prepare a Servicing, Loading and Waste Management Plan to the satisfaction of the City. 10.5.2 Unless otherwise approved through the preparation and approval of a Local Water Management Plan, all stormwater is to be contained onsite. 10.5.3 Developments are to include appropriate energy and conservation measures. 10.5.4 Solar passive design principles should be considered in the detailed design of buildings. 10.5.5 Building design should encourage water efficiency, wherever possible. 10.5.6 Unless otherwise agreed, developments should be in accordance with the Energy Efficiency in Building Design Local Planning Policy.
		Storage	
		Drainage	
		Effluent Disposal	
		ESD	Solar Access 10.4.18 Developments within the Centre Frame Precincts that potentially overshadow any development outside the Precincts are to be assessed in accordance with the solar access requirements at the R40 zoning as contained in the Residential Design Codes.
		Buffers	
		Other	10.3 Urban Form (Centre Core) Residential 10.3.4 A private terrace, balcony or courtyard that is connected to an internal living space such as a lounge room or dining room is to be provided at a minimum of 12m ² per dwelling. 10.3.5 The minimum dimension (width or length) for a terrace, balcony or courtyard is 3 metres. 10.3.6 Visual privacy in accordance with the R-100 provisions contained in the Residential Design Codes. 10.3.7 The following elements also apply in the Centre Core and are assessed in accordance with the Residential Design Codes at the R-100 zoning (if applicable): 10.3.7.1 Street surveillance; 10.3.7.2 Parking; 10.3.7.3 Design of car parking spaces; 10.3.7.4 Vehicular access; 10.3.7.5 Stormwater management; and 10.3.7.6 Dwelling size (housing diversity); 10.3.8 All other elements of the Residential Design Codes that are not stated above do not apply in the Centre Core.

	KEY ELEMENTS		PRECINCT PLAN PROVISION
Gateways Precinct LSP	Applicable Zones		
	Site	Lot Size	
	Built Form	Setbacks	1.8 Residential and Mixed Use (with a residential component) Minimum primary and secondary street setbacks Nil Minimum side setbacks Nil Minimum rear setback Nil
		Use of Setbacks	
		Height	1.8 Residential and Mixed Use (with a residential component) Building height – 27 storeys Boundary wall height - towers to ground level – 27 storeys Podium wall height – 6 storeys
		Plot Ratio	
		Site Cover	
		Materials	
		Building Design	
		Site Layout	
	Site Amenity	Landscaping	1.12 Landscaping Landscaping of the centre will build on the principles of the Stage 3 development, and incorporate a range of high quality hard and soft landscaping to the public realm, exterior areas, pedestrian linkages and car parking areas. Further detail relating to landscaping specifics will form part of future planning processes and conditions of approval.
		Lighting	
		Signage	
		Public Art	
		Fencing	
	Access	Provision	1.9 Access and Car Parking Access to the subject site will remain as per the existing access points, being two access points off Beeliar Drive and two off Wentworth Parade, with an additional access point to be created on Wentworth Parade roughly in line with Everard Close to assist in effective vehicle movement into the parking areas. New car parking areas will be a combination of at grade, below and above grade car parking to maximize the efficient use of the land and provide the greatest convenience to patrons of the centre, with a focus on providing easy and equitable universal access. New car parks shall be designed to ensure slow speeds and create an environment of pedestrian priority and safety. In particular, the main street extension and associated public realm is to be designed with a high standard of public amenity and urban design, with this to be achieved through the following key elements, including: <ul style="list-style-type: none"> Identifying new convenient locations to enable drop off and pick up of visitors and workers by private vehicles and taxis along the extended main street with provision for universal access. Continuing to manage and actively influence traffic behaviour and speed along the main street to provide greater confidence and safety to pedestrians and cyclists that utilise the main street extension component of any new development stages, building on the design characteristics and success of the Stage 3 elements. Expanding the use of shared surfaces, raised plateaus, on-street parking, street trees and built form, and other traffic management devices to lower through traffic speeds and raise driver awareness of pedestrians utilizing the main street environment, noting the dual sided nature of the connection will result in addition pedestrian crossing movements. Ensuring that the main street extension is suitably designed to continue to accommodate public transport in the form of buses utilizing the agreed transport routes. The design will continue to provide an attractive, high quality and safe environment for public transport users. 1.9.1 Transport Impact Assessment Report

			<p>Notwithstanding the Transport Impact Assessment Report provided at Appendix 2, a detailed transport impact assessment is required to support any future major development application on the subject site. The Transport Impact Assessment will be required to demonstrate that the combined form of any future development is capable of being serviced by the transport network including any future network upgrades.</p> <p>1.9.3 Parking Management Plan In conjunction with the PDAP the landowner shall prepare to the satisfaction of the Council, a Parking Management Plan (PMP) or if required an updated PMP for each subsequent staged development proposal. All staged development applications shall be supported by an assessment that demonstrates the requirements and deliverables of the PMP, as relevant to that stage.</p>
		Location	
		Access	
		Loading/Servicing	
		EOT	
		Pedestrian	<p>1.9.2 Public Domain and Access Plan The landowner shall prepare to the satisfaction of the City, a Public Domain and Access Plan (PDAP) or if required an updated PDAP for each subsequent stage of development proposal.</p> <p>The PDAP shall:</p> <ul style="list-style-type: none"> relate to all existing and proposed thoroughfares, footpaths, directional signage, landscaping areas and public spaces within and interfacing with the structure plan area, including the Beeliar Drive interface; provide for the integration and provision of the above referenced elements in relation to the existing and proposed pedestrian, bicycle, bus and vehicle networks, routes and stops, within and interfacing with the structure plan area and to the Beeliar Drive interface; demonstrate a shift away from a car park dominated environment in favour of integrating the existing and planned land use/built form with the needs of pedestrians, cyclists and supporting bus routes and bus stops; and have due regard to the objectives and relevant provisions of State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2). <p>All staged development applications shall be supported by an assessment that demonstrates the requirements and deliverables of the PDAP, as relevant to that stage.</p> <p>1.9.5 Pedestrian Bridge over Beeliar Drive Contingent upon the expansion of floor space of 90,000m² for retail uses and 20,000m² for non-retail uses (i.e. a total of 110,000m² of floor space) on the subject site - will be the provision of a universally accessible pedestrian bridge to be constructed across/over Beeliar Drive connecting the Gateways Precinct with the Cockburn Town Centre Precinct, at or near Linkage Avenue.</p> <p>The trigger for the construction and provision of the pedestrian bridge will be when the floor space (retail and non-retail uses) on the subject site exceeds 69,000m² NLA - which represents a cumulative additional increase in floor space on the subject site of approximately 10,000m² NLA.</p> <p>The bridge shall demonstrate and be designed to respond to the following criteria:</p> <ul style="list-style-type: none"> Universal accessibility; Openness and transparency; Provide for legibility of circulation; Connects seamlessly with the road reserve and built form; Architecturally and aesthetically pleasing, durable and of high quality, low maintenance materials and finishes; All weather conditions; and Safety and Security. <p>In respect of the above criteria, the development application is to include evidence of the prior consultation and outcomes of that consultation with the relevant stakeholders including the City and MRWA.</p> <p>1.11 Pedestrian Movement and Amenity As per the existing Stage 3 development, a continuous footpath is to be provided along the accessible exterior building edges, other than where a loading bay abuts the building or where a vehicle crossover is present. Additionally, the key principles of the Stage 3 development are to be expanded throughout new</p>

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			development stages including: <ul style="list-style-type: none"> The provision of convenient, safe and direct pedestrian access to be provided, with buildings and streets to be well lit to encourage safe use after hours. The built form and public realm along the Beeliar Drive frontage is to provide well integrated, safe and legible access to a pedestrian bridge crossing that will provide mid-block access into the subject site from the north side of Beeliar Drive. The main street extension is to be designed to a high standard of public amenity, including: Providing an obvious and direct pedestrian route along the main street, with appropriate activation and casual surveillance of public areas. Providing continuous paved surfaces of sufficient width along the main street integrated with the prioritised pedestrian connections to enable equitable and universal access and to encourage 'cross patronage' of main street retail and other uses. Providing shade and shelter for pedestrians along the full extent of the main street. Employing Crime Prevention Through Environmental Design (CPTED) principles to create a safe and well-lit pedestrian environment with good surveillance along the main street, with particular emphasis placed upon night time hours. Providing integrated resting opportunities for pedestrians along the main street such as bench seats or other street furniture and landscape elements that encourage sitting in the public domain as an extension of the existing high quality streetscape design.
		Bicycle	
	Other Matters	Construction	
		Waste	
		Storage	
		Drainage	1.13 Urban Water Management Plan (UWMP) An updated UWMP shall accompany all staged development applications.
		Effluent Disposal	
		ESD	
		Buffers	
		Other	<p>1.4.1 Local Commercial and Activity Centre Strategy All staged development applications shall be supported by an assessment that addresses the LCACS 2012 "Significant Development Application Criteria".</p> <p>1.6 Floor Space This structure plan amendment allows for an upper floor space expansion of 90,000m² for retail expansion and 20,000m² for non-retail uses (a total of up to 110,000m² of floor space). To provide for any additional floor space beyond this amount will require a further structure plan amendment with accompanying justification, inclusive of a traffic impact assessment report.</p> <p>1.8 Residential and Mixed Use (with a residential component) In accordance with the R-AC0 density coding</p> <p>1.9.4 Easement in Gross for public transport corridors An easement in gross is to be provided for the bus corridor that contains the internal main street road and associated connecting internal road system (Driveways 1, 2 and 3) within the Gateway Shopping Centre to provide connections to Wentworth Parade and Beeliar Drive to the satisfaction of the City and the WAPC. The easement over Driveway 2 is to be maintained until such time as the Driveway 3/Wentworth Parade intersection is signalised at which time this section of the easement can be removed. The easement is to allow for further redevelopment and alteration of the easement area, with appropriate planning approvals from the City and the WAPC first being obtained.</p>

Attachment Seven

Local Government – Relevant Local Planning Policies

Local Authority	Key Documents	Policies / Guidelines
Armadale	Town Planning Scheme No.4	
	Local Planning Policies	3.12 Percent for Public Art
		3.14 Designing out Crime
		4.1 The Design of Industrial Sites and Estates
		4.2 Signage
		5.1 Highway Development
		5.4 Cash in lieu for Car Parking
Bassendean	Local Planning Scheme No.10	
	Local Planning Policies	1 Bassendean Town Centre Strategy and Guidelines
		6 Industrial Development
		7 Commercial and Mixed Use Development
		8 Car Parking and End of Trip Facilities
		10 Window Security for Non-Residential Property Facades
		13 Tree Retention and Provision
		14 Stormwater
		15 Public Art
		16 Advertising and Signage
Bayswater	Town Planning Scheme No.24	
	Local Planning Policies	Carparking in the Town Planning Scheme No.24 Area
		Cash in Lieu for Carparking
		Construction Materials
		Landscaping
		Percent for Public Art
		Signage
		Sustainability in Design
		Trees on Private Land and Street Verges
Belmont	Local Planning Scheme No.15	
	Local Planning Policies	02 Orrong Road
		03 Abernathy Road
		07 The Springs Design Guidelines
		10 Residential Land Uses in the Mixed Business Zone
		11 Public Art Contribution
		12 Advertising Signs
		15 Belvidere Main Street Precinct Design Guidelines
Cambridge	Local Planning Scheme No.1	
	Local Planning Policies	Precinct Policies (x11)
		3.7 Local Shops
		3.10 Design of Non-Residential Development
		3.13 Parking
		3.14 Development on Heritage Places
		3.15 Advertising Signs
		3.16 Landscaping and Water Sensitive Urban Design
		3.19 Percentage of Public Art
		3.22 Waste Management
Canning	Local Planning Scheme No.42	
	Local Planning Policies	LP.03 Developer Funded Public Art
		LP.05 Bentley Regeneration Design Guidelines
		LP.07 Advertising Signs
		LP.08 Cash in Lieu for Parking in the Centre Zone
		LP.09 Tree Retention and Planting – Development
		LP.10 Incentive Based Development Assessment
		LP.13 Albany Highway Access Network
Claremont	Local Planning Scheme	
	Local Planning Policies	127 Bicycle Parking and Facilities
		202 Town Centre Zone Signage
		205 Public Parking
Cockburn	Town Planning Scheme No.3	
	Local Planning Policies	1.14 Waste Management in Multiple Unit Developments
		3.7 Signs and Advertising
		3.9 Industrial Development
		4.1 Phoenix Business Park Design Guidelines
		4.2 Cockburn Central (Muriel Court) Structure Plan – Design Guidelines
		4.3 Newmarket Precinct Design Guidelines
		4.4 Heritage Conservation Design Guidelines
		4.6 Cockburn Coast Design Guidelines
		4.7 Phoenix Activity Centre Design Guidelines
		5.6 Vehicle Access

Local Authority	Key Documents	Policies / Guidelines
		5.13 Percent for Art
Cottesloe	Local Planning Scheme No.3	
	Local Planning Policies	1 Parking Matters
		2 Wearne Redevelopment
	Design Guidelines	Town and Local Centres Design Guidelines
		Restricted Foreshore Centre Zone Design Guidelines for Setbacks
East Fremantle	Local Planning Scheme No.3	
	Local Planning Policies	3.1.2 Signage Design Guidelines
		3.1.3 Town Centre Redevelopment Guidelines
		3.1.4 George Street Parking Policy
		3.1.9 Percent for Art Policy
Fremantle	Local Planning Scheme No.4	
	Local Planning Policies	2.3 Fremantle Port Buffer Area Development Guidelines
		2.5 External Treatment of Buildings
		2.10 Landscaping of Development and Existing Vegetation on Development Sites
		2.13 Sustainable Buildings Design Requirements
		2.14 Advertisement Policy
		2.19 Contributions for Public Art and/or Heritage Works
		2.24 Waste Management for New Development
Gosnells	Local Planning Scheme No.6	
	Local Planning Policies	2.9 Filling of Land
		4.9 Signage and Flags
		4.11 Public Art
		5.6 Maddington Kenwick Strategic Employment Area
		5.9 Central Maddington Outline Development Plan Area
		5.10 Maddington and Gosnells Activity Centres
Joondalup	Local Planning Scheme No.3	
	Local Planning Policies	Advertisements
		Alfresco Activities
		Cash in Lieu of Car Parking
		Commercial Mixed Use and Service Commercial Zone
		Environmentally Sustainable Design
		Light Industry Zone
Kalamunda	Local Planning Scheme No.3	
	Local Planning Policies	02 Advertising Signage
		19 MKSEA Design Guidelines
		26 Public Art Contributions
		27 Forrestfield / High Wycombe Industrial Area Design Guidelines
		Kalamunda Town Centre Urban Design Guidelines
Kwinana	Local Planning Scheme No.2	
	Local Planning Scheme No.3	
	Local Planning Policies	2 Streetscapes
		5 Development Contribution Towards Public Art
		8 Designing Out Crime
		9 Advertising Signage
		11 Site Requirements and Standards for Development within Industrial Zones
Mandurah	Local Planning Scheme No.12	
	Local Planning Policies	2 Signage
Melville	Local Planning Scheme No.6	
	Local Planning Policies	Height of Buildings
		Car Parking and Access
		Canning Highway Precinct Design Guidelines
		Waste and Recyclables Collection
		Provision of Public Art in Development Proposals
		Amenity
		Energy Efficiency in Building Design
		Crime Prevention Through Environmental Design of Buildings
		Flood and Security Lighting
		Non-Residential Development
		Outdoor Advertising and Signage
		Murdoch Health and Knowledge Precinct Design Guidelines
Mosman Park	Local Planning Scheme No.3	
	Local Planning Policies	20 Town Centre Precinct: Context and Character
		21 Wellington Village: Context and Character

Local Authority	Key Documents	Policies / Guidelines
		23 Bicycle Parking and Associated Infrastructure
Mundaring	Local Planning Scheme No.4	
Murray	Local Planning Scheme No.4	
	Local Planning Policies	Barragup Furnissdale Activity Centre General Development Provisions, Building Setbacks and Car Parking Standard Peel Business Park Design Guidelines Pinjarra Industrial Area Design Guidelines Pinjarra Light Industrial Area Pinjarra Town Centre Public Art Signs
Nedlands	Local Planning Scheme No.3	
	Local Planning Policies	Interim Broadway Built Form Design Guidelines Landscaping Plan Parking Signs
Peppermint Grove	Local Planning Scheme No.4	
	Local Planning Policies	1 Streetscape 2 Ecological Urban Design and Sustainability 11 Building on Side and Rear Boundaries 12 Front Fences
Perth	Local Planning Scheme No.2	
	Local Planning Scheme No.24	
	Local Planning Scheme No.26	
	Local Planning Policies	Development and Design Parking and Access Future Development of Northbridge James, William, Roe and Lake Street Block Guidelines Goderich Design Policy Terrace Road Design Policy Mount Street Design Policy King Street Heritage Area Design Guidelines Hay Street Pedestrian Walkway and Road Reserve Widening Policy William Street Station Precinct William Street Heritage Area Design Guidelines Precincts1-8 City Centre (CC) P1 Northbridge Precinct(CC) P2 Cultural Centre Precinct (CC) P3 Stirling Precinct (CC) P4 Victoria Precinct (CC) P5 Citiplace Precinct (CC) P6 St Georges Precinct (CC) P7 Civic Precinct (CC) P8 Foreshore Precinct (CC) P9 Matilda Bay Precinct P10 West Perth Precinct P11 Hamilton Precinct P12 Langley Precinct P13 Adelaide Precinct P14 Goderich Precinct P15 East Perth Precinct
Rockingham	Local Planning Scheme No.2	
	Local Planning Policies	3.1.2 Local Commercial Strategy 3.2.1 Development Policy Plan - City Centre Sector 3.2.2 Development Policy Plan – Smart Village Sector 3.2.3 Secret Harbour Town Centre 3.2.4 Baldivis Town Centre 3.2.5 Development Policy Plan – Waterfront Village Sector 3.2.6 Development Policy Plan – Northern Waterfront Village Sector 3.2.8 Development Policy Plan – Campus Sector 3.2.9 Development Policy Plan – Eastern Sector 3.2.10 Development Policy Plan – Southern Gateway and Rockingham Station Sectors 3.3.1 Control of Advertisements 3.3.4 Cash-in-Lieu of Car Parking 3.3.8 East Rockingham Development Guidelines 3.3.9 Fast Food Outlets 3.3.11 Motor Vehicle Wrecking Premises 3.3.14 Bicycle Parking and End of Trip Facilities 3.3.18 Salvage Yards 3.3.19 Licensed Premises

Local Authority	Key Documents	Policies / Guidelines
		3.3.21 Heritage Conservation and Development 7.1 East Rockingham Industrial Park: Environmental Planning 7.3 Cockburn Sound Catchment
Serpentine Jarrahdale	Town Planning Scheme No.2	
	Local Planning Policies	1.6 Public Art for Major Developments 1.8 Cash-in-Lieu of Car Parking 24 Designing Out Crime 2.3 Development Standards for Development Applications 2.4 Water Sensitive Design 2.5 Serpentine Jarrahdale Activity Centres 2.6 Stanley Road Precinct Planning Framework 2.7 Bio-Diversity 3.1 McNeil Grove Design Guidelines 3.3 Wellard Richardson Street Guidelines 3.4 Paterson Street Design Guidelines 3.5 Byford Town Centre – Public Realm Guidelines 3.6 The Glades Village Centre Design Guidelines 3.7 George Street Design Guidelines 3.8 Byford Town Centre Built Form Guidelines 4.9 Fast Food Premises 4.11 Advertising 4.15 Bicycle Facilities 4.16 Landscape and Vegetation 4.20 Licensed Premises
South Perth	Local Planning Scheme No.6	
	Local Planning Policies	308 Signs 315 Car Parking Reductions for Non-Residential Development 316 Developer Contribution for Public Art and Public Art Spaces 317 Licensed Premises 350.01 Environmentally Sustainable Design 350.05 Trees on Development Sites and Street Verges 350.07 Street Walls and Fences 350.17 Site Works 354 Stormwater Requirements for Proposed Buildings
Stirling	Local Planning Scheme No.3	
	Local Planning Policies	Area Design Guidelines (x20) 4.2 Mixed Use Design Guidelines 4.3 Industrial Design Guidelines 4.4 Mixed Business Design Guidelines 5.1 Stirling Civic Mixed Use Precinct Design Guidelines 5.3 Main Street Plaza Design Guidelines 5.7 Karrinyup Regional Centre Guidelines 5.8 Stirling City Centre Parking 5.9 Mirrabooka Town Centre Parking 6.1 Advertising Signs 6.2 Bicycle Parking 6.3 Bin Storage Areas 6.5 Developments and Subdivisions Abutting Rights of Way 6.6 Landscaping 6.7 Parking and Access 6.10 Renewable Energy Systems 6.11 Trees and Development
Subiaco	Local Planning Scheme No.5	
	Local Planning Policies	2.2 Non-residential development on land zoned Centre, Local Centre and Mixed Use 5.1 Car Parking and Transport 5.2 Bicycle Parking Facilities 8.2 Advertisements (signs) 8.3 Percent for Public Art and Public Realm Carter Lane Design Guidelines Centro North Design Guidelines Hood Street Design Guidelines MRA Public Art Policy Subiaco Redevelopment Area Development Policies 1-10 Subiaco Centro Design Guidelines
Swan	Local Planning Scheme No.17	
	Local Planning Policies	POL-TP-125 Building and Development Standards - Commercial Zones POL-LP-1-10 Provision of Public Art POL-C-058 Private Development within City Road Reserves POL-TP-124 Building and Development Standards - Industrial Zones

Local Authority	Key Documents	Policies / Guidelines
		POL-C-061 Filling of Land
		POL-TP-129 Vehicle Parking Standards
		POL-C-101 Construction of Privately Funded Parking Areas within a Road Reserve
		POL-C-070 Advertising Signs within Commercial & Industrial Zones
		POL-C-040 Midland District Drainage Development Reserve Fund
		POL-C-096 Guildford and South Guildford District Drainage
Victoria Park	Local Planning Scheme No.1	
	Precinct Plans	
	Local Planning Policies	LPP 3 - Non-Residential Uses in or Adjacent to Residential Areas
		LPP 4 - Mixed Use Development and Residential Uses in Non-Residential Areas
		LPP 6 - Family Day Care and Child Care Premises
		LPP 7 - Development and Vehicle Access to Properties Abutting Rights-Of-Way
		LPP 8 - Sunbury Park Site Design Guidelines
		LPP 9 - Design Guidelines for Burswood Lakes
		LPP 11 - Control and Location of Amusement Centres
		LPP 14 - Industrial Uses in Proximity to Residential Areas
		LPP 15 - East Victoria Park Gateway Shopping Area Design Guidelines
		LPP 16 - Albany Highway Residential/Commercial Design Guidelines
		LPP 17 - Street Frontage Design Guidelines for District Centres and Commercial Areas along Albany Highway
		LPP 20 - Design Guidelines for Developments with Buildings above 3 storeys
		LPP 22 - Development Standards for Causeway Precinct.
		LPP 23 - Parking Policy
		LPP 24 - Loading and Unloading
		LPP 25 - Local Planning Policy - Streetscape
Vincent	Local Planning Scheme No.2	
	Local Planning Policies	7.5.7 Licensed Premises
		7.5.10 Sustainable Design
		7.5.13 Percent for Public Art
		7.5.15 Character Areas and Heritage Areas
		7.5.21 Sound Attenuation
		7.5.22 Consulting Rooms Policy
		Local Planning Policy: Signs and Advertising
Wanneroo	Local Planning Scheme No.17	
	Local Planning Policies	East Wanneroo - LPP 5.3
		Earthworks and Sand Drift - LPP 4.18
		Licensed Premises - LPP 2.8
		Marmion Avenue Arterial Road Access - LPP 3.8
		Mixed Use Zones: LPP 4.27
		Renewable Energy Systems LPP 4.29
		Service Stations and Roadhouses - LPP 2.9
		Signs Local Planning Policy - LPP 4.6
		Tree Preservation - LPP 4.8
		Uniform Fencing - LPP 4.7
		Urban Water Management - LPP 4.4
		Wanneroo Town Centre - LPP 5.2
Waroona	Local Planning Scheme No.7	
	Local Planning Policies	-