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<p>Note: Elements of this Policy which have been struck out are awaiting approval by the WAPC and are not operative.</p>	

1 APPLICATION OF POLICY

1.1 This Policy applies to the Broadway Precinct as identified in **3.1 Precinct Map**.

1.2 This Policy applies to subdivision applications and development applications for single houses, grouped dwellings, multiple dwellings, mixed use development and non-residential development.

2 RELATIONSHIP TO OTHER POLICIES AND GUIDELINES

2.1 This Policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

2.2 This Policy should be read in conjunction with the following planning instruments, and its requirements apply unless specifically stipulated elsewhere in any of the below:

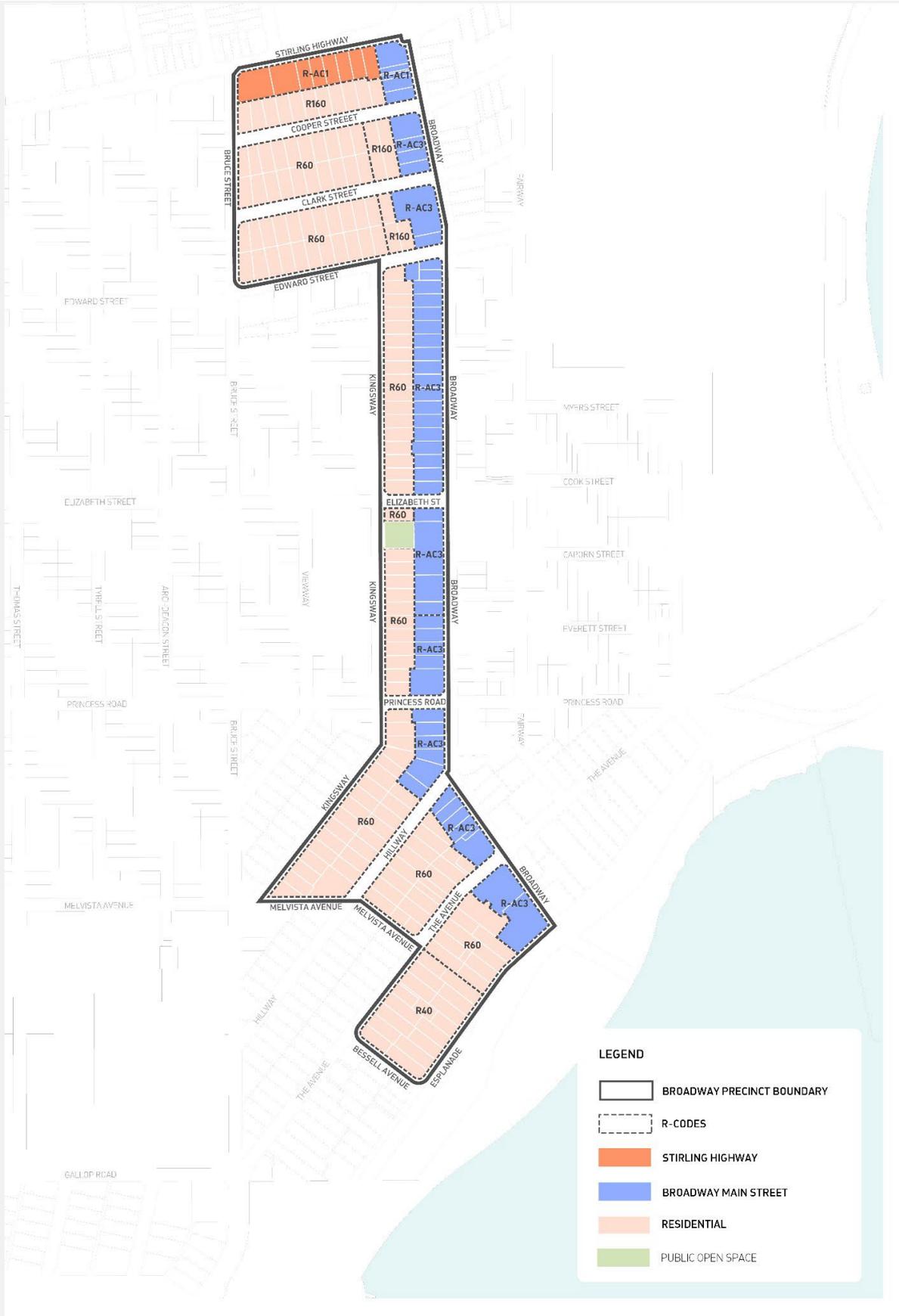
- *State Planning Policy 7.3 – Residential Design Codes Volume 1*
- *State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments*
- *State Planning Policy 7.2 – Precinct Design*
- *City of Nedlands Local Planning Scheme No. 3*
- *City of Nedlands Local Planning Policy – Residential Development*

2.3 Where this Policy is inconsistent with a Local Development Plan that applies to a specific site, area, or density code, the provisions of that Local Development Plan shall prevail over this Policy.

2.4 Where this Policy is inconsistent with the provisions of another general Local Planning Policy, the provisions of this Policy shall prevail.

3 CONTEXT

3.1 PRECINCT MAP



3.2 POLICY OBJECTIVES

1. Define the desired future character of the Broadway Precinct in context with its zoning, density coding and in consideration of its function within the UWA-QEII Specialised Activity Centre.
2. Ensure that new development contributes to the desired future character of the Broadway Precinct, while respecting and reflecting existing character.
3. Provide appropriate built form transitions between areas of higher density and areas of lower density.
4. Facilitate housing diversity appropriate to the needs of the local community, and encourage a permanent population, ageing in place, and more housing for students and hospital staff.
5. Facilitate high-quality development which maximises residential amenity and livability.
6. Maintain and enhance the leafy green landscape character of the Broadway Precinct, promoting growth of urban forest through tree canopies in yard spaces and setbacks, and tree canopies along the roads.
7. Optimise energy and water efficiency of new developments through sustainable building design.
8. Reduce reliance on private vehicles and encourage alternate modes of transport.

3.3 DESIRED FUTURE CHARACTER STATEMENT

The Broadway Precinct will provide for more diverse housing options, including provision for ageing in place. New development will take advantage of being within the UWA-QEII Specialised Activity Centre, while catering to the needs of the local community. New development will follow sustainable building design principles and will feature a high-quality palette of materials and finishes that reflect the existing character.

New developments within the Mixed Use zone will contribute to the creation of high amenity, attractive streetscapes and will interact with the street to enhance the pedestrian environment. Built form and **landscaping** will be designed to provide appropriate transitions from areas of higher density to areas of lower density.

The Residential area's leafy streetscapes will be maintained and enhanced by ensuring appropriate **street setbacks** and by prioritising tree canopy and **deep soil areas** in new developments.

4 GENERAL PROVISIONS
4.1 Policy Objectives and Desired Future Character Statement
4.1.1 All development applications within the Broadway Precinct shall be consistent with the Objectives of this Policy and the applicable Desired Future Character Statement.
4.2 Sustainability (Note: Awaiting approval from WAPC for 4.2.3 - 4.2.6 to apply)
4.2.1 All developments with a commercial Gross Floor Area greater than 1000m ² shall be designed and constructed to achieve a minimum rating of 5 Green Stars under the Green Building Council of Australia Green Star rating tool certified by an accredited assessor.
4.2.2 All commercial development within the Broadway Precinct shall be designed to achieve and maintain minimum NABERS rating of 5.5 Stars.
4.2.3 The following sustainability measures are required for Single House and Grouped Dwelling developments: i. Fittings and appliances are to be within one level of the highest level available under the Water Efficiency Labelling and Standards (WELS) system; and ii. Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Appendix 1); OR iii. All dwellings exceed the minimum NatHERS requirements by 1 star.
4.2.4 For all development applications proposing Grouped Dwellings and/or Multiple Dwellings, a sustainability report, completed by a suitably qualified sustainability consultant, must be provided. This report must demonstrate how the requirements of section 4.2.3 have been addressed. The efficiencies demonstrated will be required to be implemented as part of any development approval.
4.2.5 For all Mixed Use, Grouped Dwelling, and Multiple Dwelling development applications, electrical vehicle charging are to be provided at a minimum rate of 50 per cent of total residential bays. Where this charging infrastructure has not been provided, electrical supply and car park distribution boards are to allow for future capacity to supply electric vehicle charging points to the remainder of the bays.
4.2.6 New developments are to consider selecting building materials based on suitable thermal mass and lifecycle costs.
4.3 Public open space
4.3.1 In accordance with <i>Development Control Policy 2.3 – Public Open Space in Residential Areas</i> , a Public Open Space contribution of 10 per cent of the gross residential area or cash-in-lieu of the equivalent value, shall be required for all subdivision applications (including strata applications) where 6 or more residential lots are created, unless otherwise stated in a specific public open space local planning policy. .

4.4 Landscaping - (Note: Awaiting approval from WAPC for 4.4.1 – 4.4.8 to apply)				
4.4.1 All new developments are to demonstrate principles of Water Sensitive Urban Design, including: <ul style="list-style-type: none"> i. Maximising the use of permeable surfaces at ground level to enable groundwater recharge, and minimising impervious areas; ii. Incorporating on-site infiltration and detention systems such as garden beds, rain gardens, tree pits, infiltration cells and detention tanks (the latter shall be sited to avoid conflict with deep soil areas); and iii. Designing landscape treatments to slow down overland flows and minimise scouring. 				
4.4.2 Except for heavily shaded areas, species selection shall prioritise the use of endemic and native species, with an emphasis on drought tolerance and provision of shade. See the City's Sustainable Landscaping Advice Information Sheet on the website for suggested species.				
4.4.3 On-structure planting is encouraged in addition to the minimum deep soil area and tree canopy requirements. Where on-structure planting is proposed, the structure must be designed to provide suitable drainage to root systems and avoid pooling of water.				
4.4.4 Where on-structure planting is proposed (including planting above basement level), the landscaping plan provided with the development application must detail: <ul style="list-style-type: none"> i. The proposed planting design, including planter box widths, depths, water supply & drainage. ii. Suitability of plants to ensure on-structure planting is viable as a long-term greening option. iii. Reticulation and maintenance by the strata body. 				
4.4.5 Trees and deep soil areas specified throughout this Policy are to be provided in accordance with the below and demonstrated in a landscaping plan:				
Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width
Small	4-6m	4-8m	9m ²	2m
Medium	6-9m	8-12m	36m ²	3m
Large	>9m	>12m	64m ²	6m
4.4.6 Deep soil areas require a minimum width of 2m. This may be reduced to 1.5m, where it adjoins rootable soil zones with a minimum dimension of 1m (not including soil beneath built structures) OR where it adjoins permeable paving with a minimum width of 0.5m.				
4.4.7 Deep soil areas are to be located against the parent lot boundaries where possible.				
4.4.8 Artificial turf is not to be visible from the public realm. Artificial turf will not be considered as contributing to deep soil areas .				
4.5 Facades and Materials				
4.5.1 The facades and materials of new development are to reference the existing facades and materials, and key design elements, for each sub-precinct, as set out in Appendix 2 .				
4.5.2 To reduce the urban heat island effect and to integrate with the prevailing streetscape roof materials on all new developments are to have the following maximum solar absorptance ratings (<i>Photovoltaic panels or similar are excluded from this provision</i>):				
Roof Structure			Maximum Solar Absorptance Rating	
Flat roof structures that are not visible from the street or adjacent properties			0.4	
Pitched roof structures or roof structures that are visible from the street or adjacent properties			0.5	
4.5.3 Where facing a primary or secondary street or laneway, balcony balustrades are to be a minimum 50 per cent visually permeable.				
4.6 Subdivision				
4.6.1 Lot amalgamation is encouraged to create development efficiencies and to facilitate significant existing tree retention.				
4.7 Vehicle Access – Multiple dwellings (Note: Awaiting approval from WAPC to apply to single houses and grouped dwellings)				
4.7.1 Driveways serving four dwellings or less are not to be narrower than 3m at the street boundary.				

Local Planning Policy 5.10: Broadway Precinct

4.7.2	The maximum width of a driveway is 4m, unless two-way access is required in accordance with C5.4 of the R-Codes Vol. 1, A3.8.6 of the R-Codes Vol. 2, or the relevant Australian Standard (for non-residential development).
4.7.3	A maximum of one vehicle access per development site is permitted, including amalgamated lots.
4.7.4	Vehicle access is to be designed and located to avoid the removal of street trees.
4.7.5	Where a communal street is proposed, all proposed dwellings are to take vehicle access from that communal street.
4.8	Car and Bicycle Parking - (Note: Awaiting approval from WAPC for 4.8.1 to apply)
4.8.1	At ground or above ground car parking (excluding visitor parking) it is to be sleeved behind other land uses, or other portions of the building, along the street frontage.
4.8.2	For the purpose of assessing car parking requirements under 5.3.3 of the R-Codes Volume 1 and 3.9 of the R-Codes Volume 2, the Broadway Precinct is to be classified as Location A. This classification is reflective of the Precinct being located within the UWA-QEII Specialised Activity Centre, and the presence of the Purple CAT (Central Area Transit) bus route along Broadway, which provides frequent, free connections between Elizabeth Quay Bus Station, QEII Medical Centre and the University of Western Australia.
4.8.3	In accordance with Clause 2.3 of the City of Nedlands <i>Local Planning Policy - Parking</i> , non-residential parking requirements are outlined in Appendix 3 of this Policy.

5 SUB-PRECINCT PROVISIONS

All development within the Residential zone must be consistent with the Desired Future Character Statement for the relevant sub precinct. The Acceptable Outcomes, Design Guidance and Housing Objectives specific to each density code provide further contextual guidance for applicants.

5.1 Residential (R40, R60, R160)

5.1.1 Existing Character Statement

The Residential sub-precinct is dominated by one and two-storey single residential dwellings on lots with large areas of open space, reflective of the R10-R20 density coding under the previous Planning Scheme (TPS 2). Streetscapes are generally characterised by large front yards with well-kept, green, domestic gardens. Established trees within front yards and on verges create a shady, attractive pedestrian environment. Streetscapes are predominantly detached in nature, though some side boundary walls can be found throughout this sub-precinct. Dwellings are oriented to the street, with entries, verandahs and windows providing passive surveillance of the street. Where front fencing is present, it is typically of an open style that demarcates the private from the public realm, while maintaining passive surveillance of the street.

With the absence of rear laneways within this sub-precinct, vehicular access is predominantly taken from the primary street or, where available, from secondary streets. On-site vehicle parking is characterised by a mix of open car spaces, carports and garages.

There is a variety of traditional architectural styles throughout the sub-precinct, including Federation Cottage and Californian Bungalow. The materials associated with these dwellings are typically brick and tile, with a rich red brick and terracotta colouring with off-white and cream features. Inter-War Spanish Mission-style dwellings are also present, characterised by brick and tile with a rendered finish. Roof forms are typically hipped and tiled. Rough rendered and painted walls, bands of face brick below the eaves, and timber-framed windows are also prominent.

The R40 portion of the sub-precinct is located at the southern end of the Broadway Precinct, bound by The Avenue, Bessell Avenue, Esplanade and R60 lots to the north-east. The area is characterized by newer, more expansive dwellings compared to the rest of the Broadway Precinct. **Street setbacks** on The Avenue feature significant **landscaping**, with trees in the front of lots and in the verge. Comparatively, dwellings along Esplanade have minimal **landscaping** within private lots (other than turf) and no street trees, providing uninterrupted views of the Swan River.

5.1.2 Desired Future Character Statement

The Residential sub-precinct will provide for a diversity of dwelling types and configurations, accommodating a range of household types. New developments will perform an important role in transitioning from the high-density urban environment expected along Stirling Highway and Broadway towards the lower density Residential R10 and R12.5 areas to the south and west.

New developments will fit comfortably within the existing open, leafy streetscapes through **street setbacks** which achieve a balance between the prevailing **street setbacks** and the expectation of the density code. The massing and scale of new developments will be proportional to lot size. Generous **street setbacks** will accommodate **deep soil areas** and tree retention and provision. Vehicle access and parking will be designed to minimise visual impact and dominance over the street and to maximise space for deep soil and trees within the **street setback** and verge areas.

Large areas of deep soil will be integrated with new developments to soften the interface with the street and surrounding properties, and to provide an attractive outlook for residents of the developments. New developments will maintain and, where possible, enhance the existing urban tree canopy across both the private and public realms.

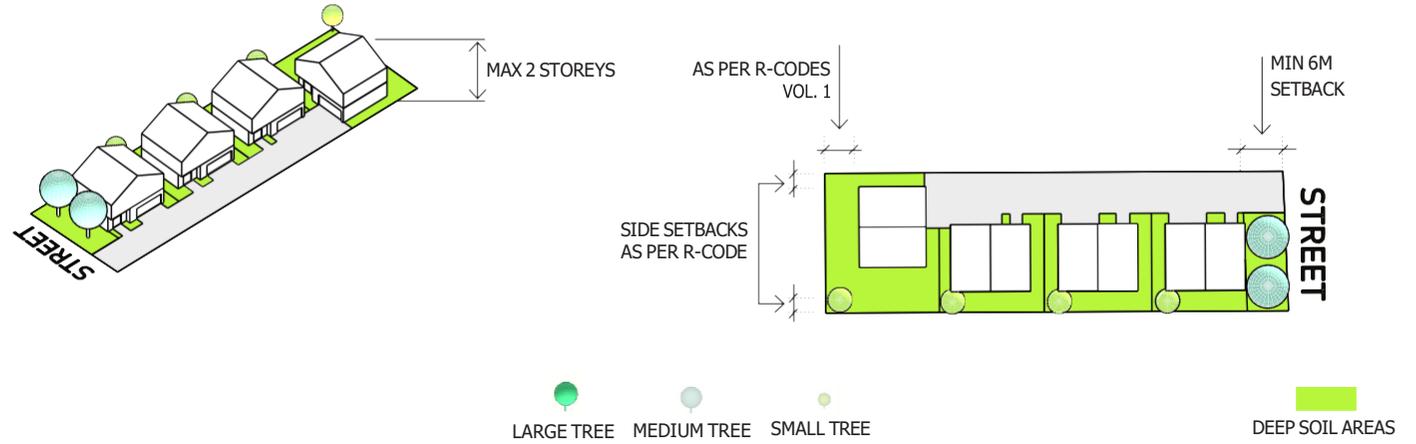
The existing detached streetscape character will be retained by minimising the impact of boundary walls on the street. New developments will provide a contemporary interpretation of the prevailing streetscape elements and materiality, with reference to **Appendix 2 – Facades and Materials**.

5.1.3 Primary Controls		
R40 – The R40 portion of the sub-precinct is located at the southern end of the Broadway Precinct, bound by The Avenue, Bessell Avenue, Esplanade and R60 lots to the north-east. This sub-precinct will provide a transition from the remainder of the Broadway Precinct to the river-fronting areas of R10 to the west.		
MULTIPLE DWELLINGS, MIXED USE AND NON-RESIDENTIAL (R40)		
AO	Primary Control	Acceptable Outcome
AO 1.1	Building height	Maximum 2 storeys (9m) ¹
AO 1.2	Primary street setback ²	Minimum 6m
AO 1.3	Secondary street setback	Minimum 1.5m
	Corner truncation setback	
AO 1.4	Side setback ⁴	Ground floor Minimum 1m 2 storeys Minimum 2m
AO 1.5	Rear setback ^{4, 7}	Minimum 2m; Average 4m
AO 1.6	Boundary walls ^{4, 5, 6}	<ul style="list-style-type: none"> Maximum 1 storey (4m) in height Maximum two-thirds the length of the lot boundary Located a minimum of 3m behind the primary street setback May be built up to one lot boundary only OR May be built up to two lot boundaries, where a minimum 20% of the site area is provided as deep soil area.
SINGLE HOUSES AND GROUPED DWELLINGS (R40)		
DC	Primary Control	Deemed-to-comply requirement
DC 1.1	Building height	Maximum 2 storeys (8.5m wall or concealed roof height, 10m pitched roof height).
DC 1.2	Primary street setback ²	Minimum 6m
DC 1.3	Secondary street setback	Minimum 1.5m
	Corner truncation setback	
	Street setback for dwelling with main frontage to communal street ³	
DC 1.4	Side setbacks ⁴	As per R-Codes Vol. 1 (subject to boundary wall provisions of this Policy)
DC 1.5	Rear setback ⁴	
DC 1.6	Boundary walls ^{4, 5, 6}	<ul style="list-style-type: none"> Maximum 1 storey (3.5m) in height Maximum two-thirds the length of the lot boundary Located a minimum of 3m behind the primary street setback May be built up to one lot boundary only OR May be built up to two lot boundaries, where a minimum 20% of each site area is provided as deep soil area.
<p>¹ Subject to indicative building heights outlined in Table 2.2 of R-Codes Vol. 2. Maximum overall building height inclusive of rooftop articulation.</p> <p>² Minimum street setback may be reduced by up to 2m provided that the area of any building, including a garage encroaching into the setback area, is compensated for by at least an equal area of open space that is located between the setback line and line drawn parallel to it at twice the setback distance.</p> <p>³ A nil setback to a communal street or internal driveway may be considered where a deep soil area is provided elsewhere within the communal street setback area.</p> <p>⁴ Boundary setbacks will also be determined by provisions for building separation, deep soil areas and visual privacy within R-Codes Vol. 1, Vol. 2 and this LPP, and building separation provisions of the National Construction Codes.</p> <p>⁵ Walls may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions.</p> <p>⁶ Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.</p> <p>⁷ For the purpose of assessing average setbacks, lot boundary walls and patios are to be included. Refer to Appendix 4 – Rear Averaging Methodology.</p>		

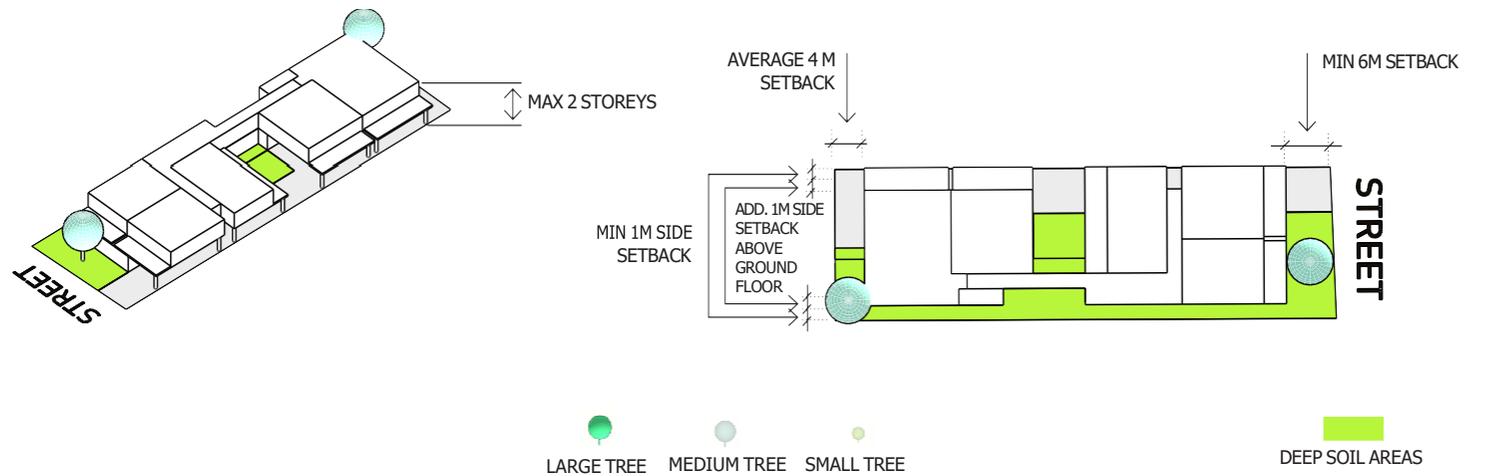
RESIDENTIAL SUB-PRECINCT



R40 GROUPED DWELLINGS



R40 MULTIPLE DWELLINGS



R60 - The R60 portion of the sub-precinct is the largest within the Broadway Precinct, stretching from Cooper Street in the north to Esplanade in the south. This sub-precinct provides an important transition between the higher density areas of R160 and R-AC3 to the east, and the established residential areas coded R10 and R12.5 to the west.

MULTIPLE DWELLINGS, MIXED USE AND NON-RESIDENTIAL (R60)

AO	Primary Control	Acceptable Outcome	
AO 2.1	Building height	Maximum 3 storeys (12m) ¹	
AO 2.2	Primary street setback ²	Cooper St, Clark St, Edward St, Hillway and Esplanade	Kingsway
		Minimum 6m	Minimum 5m
AO 2.3	Secondary street setback	Minimum 1.5m	
	Corner truncation setback		
AO 2.4	Side setbacks ⁴	Minimum 3m	
AO 2.5	Rear setback ^{4, 7}	Minimum 2m; Average 4m	
AO 2.6	Boundary walls ^{4,5,6}	<ul style="list-style-type: none"> Maximum 1 storey (4m) in height Maximum two-thirds the length of the balance of the lot boundary behind the front setback. Located a minimum of 3m behind the primary street setback May be built up to one lot boundary only OR May be built up to two lot boundaries, where a minimum 20% of the site area is provided as deep soil area .	

SINGLE HOUSES AND GROUPED DWELLINGS (R60)

DC	Primary Control	Deemed-to-comply requirement	
DC 2.1	Building height	Maximum 2 storeys (8.5m wall or concealed roof height, 10m pitched roof height).	
DC 2.2	Primary street setback ²	Cooper St, Clark St, Edward St, Hillway and Esplanade	Kingsway
		Minimum 6m	Minimum 5m
DC 2.3	Secondary street setback	Minimum 1.5m	
	Corner truncation setback		
	Street setback for dwelling with main frontage to communal street ³		
DC 2.4	Side setbacks ⁴ (Note: Awaiting approval from WAPC for DC 2.4 to apply)	<u>Ground floor</u> Minimum 2m <u>≥2 storeys</u> Internal boundary – Nil Parent lot boundary – as per R-Codes Vol. 1	
DC 2.5	Rear setback ^{4,7} (Note: Awaiting approval from WAPC for DC 2.5 to apply)	<u>Ground floor</u> Internal boundary – Nil Parent lot boundary – Average 4m <u>≥2 storeys</u> Minimum 2m Average 4m	
DC 2.6	Boundary walls ^{4,5,6}	<ul style="list-style-type: none"> Maximum 1 storey (3.5m) in height Unlimited length Located a minimum of 3m behind the primary street setback May be built up to two lot boundaries 	

¹ Subject to indicative building heights outlined in Table 2.2 of R-Codes Vol. 2. Maximum overall building height inclusive of rooftop articulation.

² Minimum **street setback** may be reduced by up to 2m provided that the area of any building, including a garage encroaching into the setback area, is compensated for by at least an equal area of open space that is located between the setback line and line drawn parallel to it at twice the setback distance.

³ A nil setback to a communal street or internal driveway may be considered where a **deep soil area** is provided elsewhere within the communal street setback area.

⁴ Boundary setbacks will also be determined by provisions for building separation, **deep soil areas** and visual privacy within R-Codes Vol. 1, Vol. 2 and this LPP, and building separation provisions of the National Construction Codes.

⁵ Walls may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater

proportions.

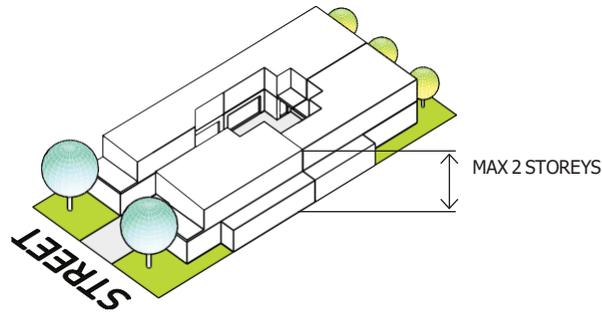
⁶ Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.

⁷ For the purpose of assessing average setbacks, lot boundary walls and patios are to be included. Refer to **Appendix 4 – Rear Averaging Methodology**.

RESIDENTIAL SUB-PRECINCT



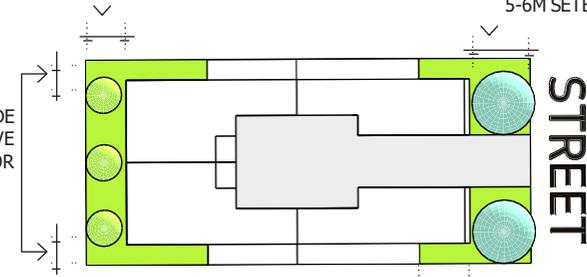
R60 GROUPED DWELLINGS



AVERAGE 4M REAR SETBACK. UP TO AND INCLUDING TWO STOREYS*

AVERAGING ALLOWED TO A MAXIMUM 2M REDUCTION IN SETBACK. REFER TO TABLE NOTES
5-6M SETBACK

R-CODE SETBACKS ABOVE GROUND FLOOR

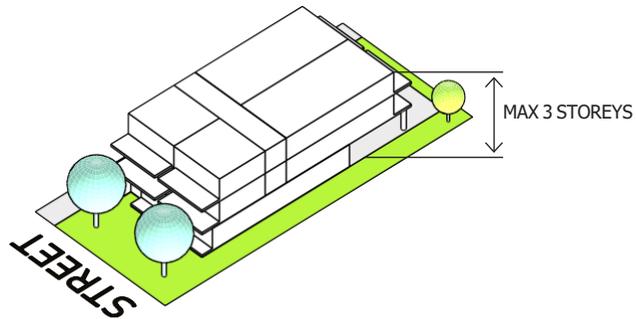


LARGE TREE MEDIUM TREE SMALL TREE

BOUNDARY WALLS MIN 3M BEHIND THE STREET SETBACK.

DEEP SOIL AREAS

R60 MULTIPLE DWELLINGS



AVERAGE 4M REAR SETBACK. UP TO AND INCLUDING THREE STOREYS*

5-6M SETBACK

3M SIDE SETBACK



LARGE TREE MEDIUM TREE SMALL TREE

DEEP SOIL AREAS

R160 - The R160 portion of the sub-precinct comprises the northern side of Cooper Street, as well as portions of the southern part of Cooper Street, Clark Street and Edward Street. This sub-precinct provides an important transition between existing commercial development within the higher density areas of R-AC1 and R-AC3, and R60 properties to the south and east.

MULTIPLE DWELLINGS, MIXED USE AND NON-RESIDENTIAL (R160)

AO	Primary Control	Acceptable Outcome	
AO 3.1	Building height	Maximum 5 storeys (18m) ¹	
AO 3.2	Primary street setback ²	<u>≤ 2 storeys</u> Minimum 6m <u>≥ 3 storeys</u> Minimum 7m	
AO 3.3	Secondary street setback	Minimum 1.5m	
	Corner truncation setback		
AO 3.4	Side setbacks ⁴	Adjoining R60	Adjoining R160, R-AC3 or R-AC1
		<u>Ground floor</u> 2m <u>2-4 storeys</u> Minimum 3m <u>≥ 5 storeys</u> Minimum 5m ⁸	<u>Ground floor</u> 2m <u>≥ 2 storeys</u> Minimum 3m
AO 3.5	Rear setback ^{4, 7}	Adjoining R60	Adjoining R160, R-AC3 or R-AC1
		<u>≤ 3 stories</u> Minimum 3m Average 4m <u>≥ 4 storeys</u> Minimum 6m	Minimum 3m Average 4m
AO 3.6	Boundary walls ^{4,5,6}	<ul style="list-style-type: none"> Maximum 1 storey (4m) in height Maximum two-thirds the length of the balance for the lot boundary behind the front setback Located a minimum of 3m behind the primary street setback May be built up to one lot boundary only OR May be built up to two lot boundaries, where a minimum 20% of the site area is provided as deep soil area 	

SINGLE HOUSES AND GROUPED DWELLINGS (R160)

DC	Primary Control	Deemed-to-comply requirement	
DC 3.1	Building height	Maximum 2 storeys for single houses (8.5m wall or concealed roof height, 10m pitched roof height.) Maximum 3 storeys for grouped dwellings (12m)	
DC 3.2	Primary street setback ²	<u>≤ 2 storeys</u> Minimum 6m U Minimum 7m	
DC 3.3	Secondary street setback	Minimum 1.5m	
	Corner truncation setback		
	Street setback for dwelling with main frontage to communal street ³		
DC 3.4	Side setbacks ⁴ (Note: Awaiting approval from WAPC for DC 3.4 to apply)	<u>Ground floor</u> 2m <u>≥ 2 storeys</u> Internal boundary — Nil Parent lot boundary — As per R-Codes Vol. 1	

DC 3.5	<p>Rear setback^{4,7}</p> <p>(Note: Awaiting approval from WAPC for DC 3.5 to apply)</p>	<p>Ground floor Internal boundary — Nil Parent lot boundary — Minimum 2m; Average 4m</p> <p>2 storeys Minimum 2m Average 4m</p> <p>3 storeys Minimum 3m Average 4m</p>
DC 3.6	<p>Boundary walls^{4,5,6}</p>	<ul style="list-style-type: none"> • Maximum 1 storey (3.5m) in height • Unlimited length • Located a minimum of 3m behind the primary street setback • May be built up to two lot boundaries

¹ Subject to indicative building heights outlined in Table 2.2 of R-Codes Vol. 2. Maximum overall building height inclusive of rooftop articulation.

² Minimum **street setback** may be reduced by up to 2m provided that the area of any building, including a garage encroaching into the setback area, is compensated for by at least an equal area of open space that is located between the setback line and line drawn parallel to it at twice the setback distance.

³ A nil setback to a communal street may be considered where a **deep soil area** is provided elsewhere within the communal street setback area.

⁴ Boundary setbacks will also be determined by provisions for building separation, **deep soil areas** and visual privacy within R-Codes Vol. 1, Vol. 2 and this LPP, and building separation provisions of the National Construction Codes.

⁵ Walls may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions.

⁶ Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.

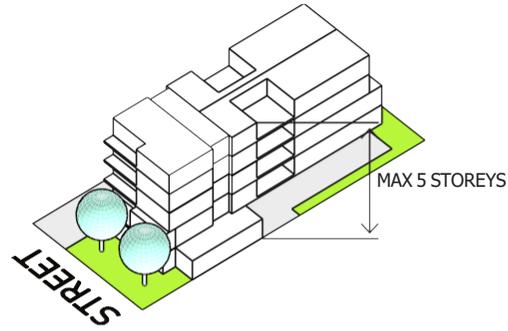
⁷ For the purpose of assessing average setbacks, lot boundary walls and patios are to be included. **Refer to Appendix 4 – Rear Averaging Methodology.**

⁸ Service areas (such as lifts and stairs) may intrude into the side setback area for a maximum width (parallel to the lot boundary) of 12m.

RESIDENTIAL SUB-PRECINCT



R160 MULTIPLE DWELLINGS (SINGLE SITE)



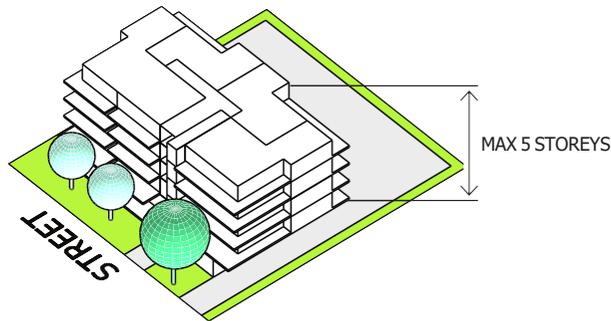
*ADDITIONAL 3M REAR SETBACK ABOVE THIRD STOREY FOR LOTS ADJOINING R60

** FOR LOTS ADJOINING R60 ADDITIONAL 2M SIDE SETBACK ABOVE FOUR STOREYS APPLIES

LARGE TREE MEDIUM TREE SMALL TREE



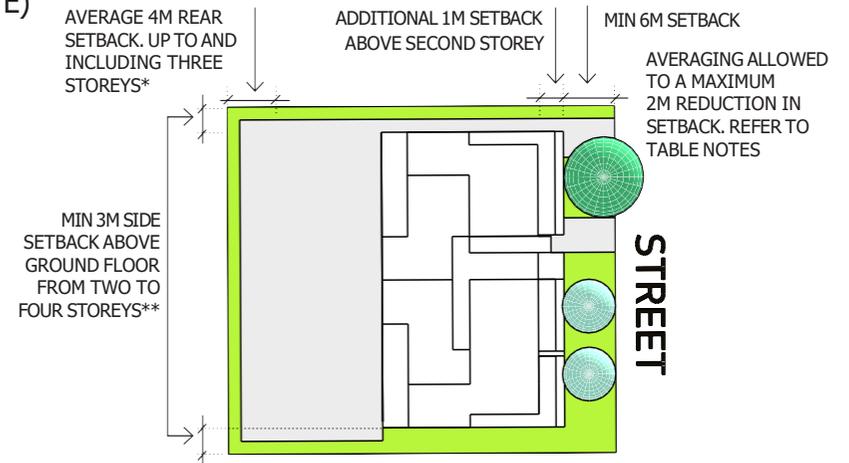
R160 MULTIPLE DWELLINGS (AMALGAMATED SITE)



*ADDITIONAL 3M REAR SETBACK ABOVE THIRD STOREY FOR LOTS ADJOINING R60

** FOR LOTS ADJOINING R60 ADDITIONAL 2M SIDE SETBACK ABOVE FOUR STOREYS APPLIES

LARGE TREE MEDIUM TREE SMALL TREE



5.1.4 Multiple Dwellings – Acceptable Outcomes and Design Guidance										
	Acceptable outcomes (AO)	Design guidance (DG)								
2.3 Street setbacks	In accordance with section 1.2.2 and 1.2.3 of the R-Codes Vol. 2, the below provisions amend or replace acceptable outcome provisions in the R-Codes Vol. 2.	Design guidance provides additional direction for applicants to ensure that proposals are contextually appropriate for the specific sub-precinct.								
2.3 Street setbacks	a) The minimum street setback may be reduced by 1m where a significant existing tree is retained within the street setback area, subject to an arborist report being provided which demonstrates that the building is located to avoid adversely impacting the health of the retained tree.	a) Private open space is encouraged within the street setback area, subject to: <ol style="list-style-type: none"> i. Deep soil area/s being incorporated; and ii. Any front fence meeting A3.6.6 of Element 3.6 Public domain interface of R-Codes Vol. 2. b) Where private open space is provided within the street setback area in accordance with (a) above, additional privacy may be afforded to the private open space by providing a level change between the private open space and the street level. A maximum level difference of 1.2m may be supported for this purpose.								
3.3 Tree canopy and deep soil areas	a) The development is to include the minimum number of trees outlined below:	a) Deep soil areas and trees plantings should be consolidated within the front and rear setback areas, creating a landscaped buffer between the proposed development and the rear adjoining site/s, and softening the interface with the street. b) Deep soil areas within the street setback area should form part of ground floor apartment private open space. c) Where hard surfaces are proposed within outdoor living areas, permeable finishes such as gravels or permeable paving should be considered in order to reduce stormwater run-off. d) Where a tree is proposed within the street setback area, the required deep soil area for that tree may project into the verge, subject to a landscaping plan demonstrating that any impervious surfaces within the verge will not inhibit the growth of the tree.								
(Note: Awaiting approval from WAPC for Acceptable Outcomes to apply)	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Site area</th> <th>Minimum requirement for trees</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><700m²</td> <td>2 medium trees AND Small tree to suit area</td> </tr> <tr> <td style="text-align: center;">700—1000m²</td> <td>3 medium trees AND Small trees to suit area</td> </tr> <tr> <td style="text-align: center;">>1,000m²</td> <td>1 large tree AND 1 medium tree per 400m² <u>OR</u> 1 medium tree per 400m² AND 2 small trees per 400m²</td> </tr> </tbody> </table>	Site area	Minimum requirement for trees	<700m ²	2 medium trees AND Small tree to suit area	700—1000m ²	3 medium trees AND Small trees to suit area	>1,000m ²	1 large tree AND 1 medium tree per 400m ² <u>OR</u> 1 medium tree per 400m ² AND 2 small trees per 400m ²	
Site area	Minimum requirement for trees									
<700m ²	2 medium trees AND Small tree to suit area									
700—1000m ²	3 medium trees AND Small trees to suit area									
>1,000m ²	1 large tree AND 1 medium tree per 400m ² <u>OR</u> 1 medium tree per 400m ² AND 2 small trees per 400m ²									
	b) Of the trees required above, at least one is to be provided within the street setback area, either within private or communal open space. c) A minimum total of 20% of the site area is to be provided as landscaping. This total shall include at least 15% of the site area to be deep soil area. d) The required deep soil area may be reduced to 10% where a significant existing tree is retained on site, or if a large tree is planted on site.									

5.1.5 Single Houses and Grouped Dwellings – Deemed-to-comply provisions and Local Housing Objectives						
	<p>Deemed to comply (DC) In accordance with section 7.3 of the R-Codes Vol. 1, the below provisions amend or replace deemed to comply provisions in the R-Codes Vol. 1.</p>	<p>Local Housing Objectives Housing objectives provide additional direction for applicants to ensure that proposals are contextually appropriate for the specific sub-precinct.</p>				
<p>5.1.2 Street setback</p>	<p>a) The minimum street setback may be reduced by 1m where a significant existing tree is retained within the street setback area, subject to an arborist report being provided which demonstrates that the building is located to avoid adversely impacting the health of the retained tree.</p>	<p>a) Outdoor living areas are encouraged to be located within the street setback area, subject to:</p> <ul style="list-style-type: none"> i. Deep soil area/s being incorporated; and ii. Any front fence meeting Part 5.2.4 of the R-Codes Vol. 1. <p>b) Where an outdoor living area is provided within the street setback area in accordance with (a) above, additional privacy may be afforded to the outdoor living area by providing a level change between the outdoor living area and the street level. A maximum level difference of 1.2m may be supported for this purpose.</p>				
<p>5.3.2 Landscaping</p> <p>(Note: Awaiting approval from WAPC for Deemed-to-Comply Provisions to apply)</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Parent lot developed simultaneously</td> <td style="width: 50%; text-align: center;">New lots developed separately</td> </tr> <tr> <td style="vertical-align: top;"> <p>2 medium trees per parent lot</p> <p><u>OR</u></p> <p>3 medium trees per parent lot AND 1 small tree per new lot</p> <p><u>OR</u></p> <p>1 large tree AND small trees to suit the site</p> </td> <td style="vertical-align: top;"> <p>Per new lot:</p> <p>1 medium tree</p> <p><u>OR</u></p> <p>4 small trees</p> </td> </tr> </table> <p>b) Of the trees required above, at least one is to be provided within the street setback area, either within private or communal open space.</p> <p>c) A minimum total of 20% of the site area is to be provided as landscaping. This total shall include at least 15% of the site area to be deep soil area.</p> <p>d) The required deep soil area may be reduced to 10% where a significant existing tree is retained on site, or if a large tree is planted on site.</p> <p>e) Where a development application is submitted for all grouped dwellings on the parent lot, the minimum deep soil area per site may be varied, provided that it can be demonstrated the total deep soil area allocated across the lot achieves 20% of the</p>	Parent lot developed simultaneously	New lots developed separately	<p>2 medium trees per parent lot</p> <p><u>OR</u></p> <p>3 medium trees per parent lot AND 1 small tree per new lot</p> <p><u>OR</u></p> <p>1 large tree AND small trees to suit the site</p>	<p>Per new lot:</p> <p>1 medium tree</p> <p><u>OR</u></p> <p>4 small trees</p>	<p>a) Medium trees (and large trees where provided) should be provided within the front and rear of the parent lot, while small trees may be provided for internal lots.</p> <p>b) Deep soil areas within the street setback area should form part of ground floor outdoor living area where possible.</p> <p>c) Where hard surfaces are proposed within outdoor living areas, permeable finishes such as gravels or permeable paving should be considered in order to reduce stormwater run-off.</p> <p>d) Where a tree is proposed within the street setback area, the minimum tree planting area for that tree may project into the verge, subject to a landscaping plan being provided which demonstrates that any impervious surfaces within the verge will not inhibit the growth of the tree.</p> <p>e) Deep soil areas should be located against the parent lot boundary.</p>
Parent lot developed simultaneously	New lots developed separately					
<p>2 medium trees per parent lot</p> <p><u>OR</u></p> <p>3 medium trees per parent lot AND 1 small tree per new lot</p> <p><u>OR</u></p> <p>1 large tree AND small trees to suit the site</p>	<p>Per new lot:</p> <p>1 medium tree</p> <p><u>OR</u></p> <p>4 small trees</p>					

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	<p>lot area.</p> <p>f) Not more than 50 per cent of the street setback area is to consist of impervious surfaces.</p>	
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5.2 Stirling Highway (Mixed Use R-AC1)

5.2.1 Existing Character Statement

The R-AC1 sub-precinct is located adjacent to Stirling Highway. Stirling Highway functions as a Primary Distributor Road, providing a key connection between Perth and Fremantle, as well as a number of higher frequency bus services. Lots in this sub-precinct are impacted by a portion (approximately 7.5m in width) of Primary Regional Road Reserve, set aside for future road widening.

There is a mixed built form interface with Stirling Highway, comprised of:

- Mid-rise (up to four storeys), attached (nil side setbacks) contemporary office buildings, comprised of large areas of glazing and built up to the Primary Regional Road Reserve boundary;
- Low-rise traditional shop front development; and
- A service station at the corner of Broadway and Stirling Highway with extensive hardscape.

The pedestrian environment along the sub-precinct is generally of low amenity, with the footpath immediately adjacent to Stirling Highway lacking shade and acoustic protection from the busy thoroughfare. While some small trees and shrubs are present in front of buildings, there is an absence of mature shade trees both within street setback areas and the road reserve. With the exception of the lot on the corner of Bruce Street, all lots take vehicle access from Stirling Highway. A consistent 17m setback to the rear, consisting predominantly of at-grade car parking, provides a substantial buffer to the existing one-to-two storey dwellings to the south.

5.2.2 Desired Future Character Statement

Stirling Highway will continue to be a busy, high-traffic environment.

The Stirling Highway sub-precinct will accommodate the most intense built form within the Broadway Precinct. Podiums will provide an opportunity for creating a diversity of scale and form at lower levels, while taller elements will comprise of setbacks accommodating rooftop terraces and gardens at varying levels throughout development. Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged. New development will be massed towards the highway to minimise building bulk and solar access impacts on the R160 properties to the rear.

A uniform 12m rear setback will provide the opportunity for two-way vehicle access to be provided at the rear, minimising the creation of new crossovers onto the highway. A uniform setback of development from Stirling Highway will allow for trees and **deep soil areas** within the street setback area, softening the interface with the highway and improving pedestrian amenity.

New development will utilise a palette of high-quality, diverse materials, and architectural styles to create a contemporary architectural response.

New development and associated land uses will take advantage of being within the UWA-QEII Specialised Activity Centre. This sub-precinct is the most appropriate location for purely commercial developments, including offices, provided that these developments still provide a strong connection to the public realm. Where **active land uses** are provided at ground level, they may be orientated towards a high amenity internal arcade or towards the rear setback area. Single house and grouped dwelling developments are not appropriate within this sub-precinct.

5.2.3 Primary Controls		
Acceptable Outcomes are likely to assist in satisfying the Objectives but are not a comprehensive 'deemed-to-comply' list. To achieve the outcomes described within the Desired Future Character Statements, proposals may require additional and/or alternative design solutions in response to the site conditions, streetscape and design approach. Guidance is provided within the applicable Design Guidance section.		
AO	Primary Control	Acceptable Outcome
AO 4.1	Building height ^{1, 2}	Maximum 7 storeys (24m) OR Maximum 10 storeys (33m), where vehicle access is provided via secondary street (with no vehicle access to Stirling Highway)
AO 4.2	Primary and secondary street setback ³	<u>≤4 storeys</u> Average 2.5m <u>≥5 storeys</u> Minimum 5.5m
AO 4.3	Side setbacks ⁴	<u>≤4 storeys</u> Nil <u>≥5 storeys</u> Minimum 6m ⁶
AO 4.4	Rear setback ^{2,4}	Minimum 12m
AO 4.5	Boundary walls ^{4,5}	<ul style="list-style-type: none"> Maximum 4 storeys in height (13m)⁷ Unlimited length To up to two lot boundaries (not including street boundaries)
<p>¹ Subject to indicative building heights. Maximum overall height inclusive of rooftop articulation.</p> <p>² Additional building heights and reduced rear setbacks may only be considered where 2 hours of solar access per day on 21 June is maintained for all affected rear properties.</p> <p>³ Required setbacks to Stirling Highway are to be taken from the boundary of the road widening.</p> <p>⁴ Boundary setbacks will also be determined by provisions for building separation, deep soil areas and visual privacy within R-Codes Vol. 2 and this LPP and building separation provisions of the National Construction Codes.</p> <p>⁵ Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions.</p> <p>⁶ Service areas (such as lifts and stairs) may intrude into the side setback area for a maximum width (parallel to the lot boundary) of 12m.</p> <p>⁷ Subject to indicative building heights outlined in Table 2.2 of R-Codes Vol. 2, excluding 2m provision from rooftop articulation.</p>		
5.2.4 ACCEPTABLE OUTCOMES AND DESIGN GUIDANCE		
	Acceptable outcomes (AO)	Design guidance (DG)
	In accordance with section 1.2.2 and 1.2.3 of the R-Codes Vol. 2, the below provisions amend or replace acceptable outcome provisions in the R-Codes Vol. 2 (refer to Broadway LPP – Relationship to R-Codes).	Design guidance provides additional direction for applicants to ensure that proposals are contextually appropriate for the specific sub-precinct.
2.3 Street setbacks	a) Balconies may project into the street setback area, up to a maximum 2m intrusion.	
3.3 Tree canopy and deep soil areas (Note: Awaiting approval from WAPC for Acceptable Outcomes to apply)	a) The development is to include the minimum number of trees outlined below.	<p>a) Where hard surfaces are proposed within outdoor living areas, permeable finishes such as gravels or permeable paving should be considered in order to reduce stormwater run-off.</p> <p>b) This sub-precinct provides an opportunity to enhance canopy cover and improve pedestrian amenity along Stirling Highway.</p>

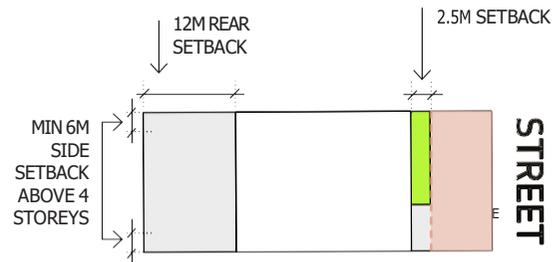
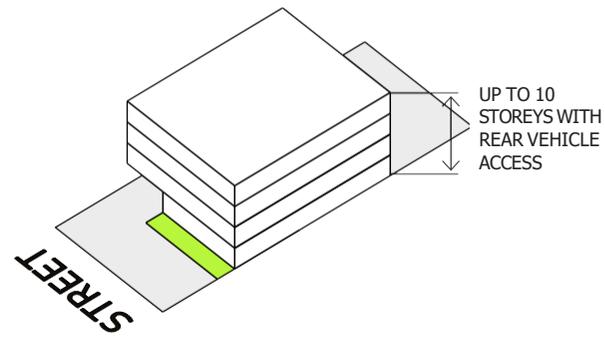
	<table border="1"> <thead> <tr> <th data-bbox="312 170 427 232">Site area</th> <th data-bbox="427 170 847 232">Minimum requirement for trees</th> </tr> </thead> <tbody> <tr> <td data-bbox="312 232 427 295"><700 m²</td> <td data-bbox="427 232 847 295">1 medium tree and small trees to suit area</td> </tr> <tr> <td data-bbox="312 295 427 412">700 – 1,000 m²</td> <td data-bbox="427 295 847 412">2 medium trees OR 1 large tree and small trees to suit area</td> </tr> <tr> <td data-bbox="312 412 427 734">>1,000 m²</td> <td data-bbox="427 412 847 734">1 large tree AND 1 medium tree for each additional 400m² in excess of 1000m² OR 2 medium trees AND 4 small trees per 400m²</td> </tr> </tbody> </table> <p data-bbox="280 770 874 828">b) The medium trees required above are to be provided within the street setback area.</p>	Site area	Minimum requirement for trees	<700 m ²	1 medium tree and small trees to suit area	700 – 1,000 m ²	2 medium trees OR 1 large tree and small trees to suit area	>1,000 m ²	1 large tree AND 1 medium tree for each additional 400m ² in excess of 1000m ² OR 2 medium trees AND 4 small trees per 400m ²	
Site area	Minimum requirement for trees									
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700 – 1,000 m ²	2 medium trees OR 1 large tree and small trees to suit area									
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<p>3.4 Communal open space</p>		<p>a) Communal open space/s should be oriented and designed to maximise northern solar access whilst also minimising direct overlooking of habitable rooms and private outdoor living areas of adjoining properties.</p>								
<p>3.8 Vehicle access</p>	<p>a) A 12m rear setback is required to allow for car parking bays (adjacent and perpendicular to the rear boundary) and adjoining future two-way vehicle access connecting to Bruce Street, to reduce crossovers to Stirling Highway.</p> <p>b) Any site works within the rear 12m of the development site are to ensure levels at the lot boundaries are consistent with adjoining properties to the east and west.</p> <p>c) A condition of approval may be recommended or imposed, requiring a legal agreement relating to a vehicle access easement.</p>									
<p>4.10 Façade design</p>	<p>a) The building line adjacent to Stirling Highway is to be provided with awnings, which*:</p> <ul style="list-style-type: none"> 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); iii. Are a minimum height of 3m and a maximum height of 3.5m from the level of the footpath; iv. Respond to any existing/proposed trees; and v. integrate with the design of the façade. 									
<p>4.14 Mixed Use</p>	<p>a) Developments with no residential component may be supported within this precinct.</p>									
<p>* The City may impose/recommend a condition of development approval for a Deed of Indemnity being entered into between the City and the proponent, at the proponent's cost.</p>										

STIRLING HIGHWAY SUB-PRECINCT

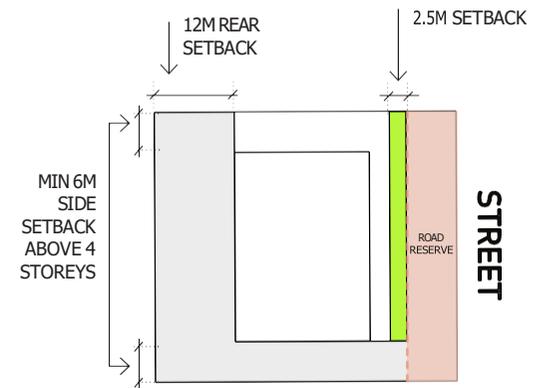
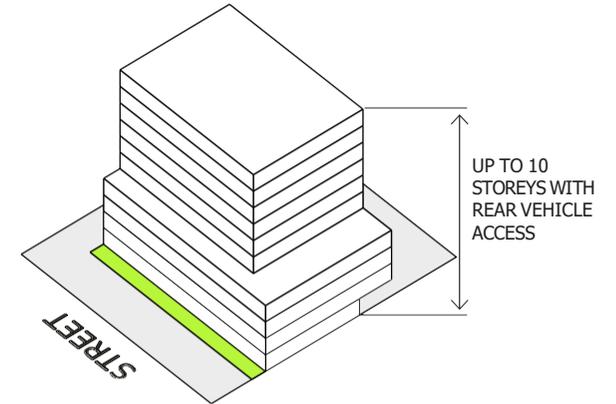


APPLICABLE R-CODES

R-AC1 LOTS (SINGLE SITE)



R-AC1 LOTS (AMALGAMATED SITE)



5.3 Broadway Main Street (Mixed Use R-AC1 and R-AC3)

5.3.1 Existing Character Statement

Broadway is comprised of three existing nodes of activity, with areas of lower intensity in between. This sub-precinct extends from Stirling Highway in the north to Esplanade in the south and shares a border with the City of Perth to the east. In addition to being serviced by two standard bus routes, Broadway forms part of the Purple CAT (Central Area Transit) bus route, which provides frequent, free connections between Elizabeth Quay Bus Station, QEII Medical Centre and the University of Western Australia.

The three existing nodes of activity along Broadway are characterised as follows:

Broadway North	Low-to-medium-rise, fine-grain retail, café and office activity between Stirling Highway and Edward Street. This node generally features buildings with nil or reduced setbacks, providing limited opportunity for landscaping within the front setback. Minimal street trees are present, though pedestrian comfort is provided by awnings over the footpath and separation from the road by parallel parking bays. Some alfresco dining is provided.
Broadway Central	Scattered retail and café activity in the vicinity of the Broadway Fair Shopping Centre. This node is characterised by semi-mature street trees.
Broadway South	Retail, café, office, multi-residential and hotel activity south of Hillway. Built form intensity in this node increases up to 6 storeys towards the river. Nil or reduced street setbacks generally provide limited opportunity for landscaping within the front setback, with the exception of the Steve's Hotel site at corner of The Avenue, where increased setbacks (up to 20m) provide opportunity for car parking, landscaping , and alfresco dining.

The areas between these activity nodes are dominated by low-rise, detached single houses and grouped dwellings with increased **street setbacks**, where mature street trees provide shade and contribute to pedestrian amenity. Greater levels of open space, with generous front and rear setbacks, provide space for significant areas of **landscaping** and the presence of small to large-sized mature trees. Lots between Edward Street and Elizabeth Street experience significant level rise up from Broadway towards Kingsway (up to 10m elevation gain). This gradient, combined with large **street setbacks**, has created some areas with poor street interface to Broadway, where dwellings are set far back into the lot and the street interface is characterised by high retaining walls and garages.

Since the gazettal of LPS 3 in 2019, there have been several development approvals issued for mixed-use developments along Broadway. Some of those sites with development approval have undergone demolition in preparation for construction. If constructed, these developments will start to contribute to an emerging higher-density, urban character along Broadway.

5.3.2 Desired Future Character Statement

Broadway will be developed as a high-density urban centre. The massing and scale of new developments will be proportional to lot size and will frame the street. New development will be massed towards Broadway and will be designed to account for topographical differences between Broadway and Kingsway, in order to minimise building bulk impacts on the R60 properties to the rear.

The street interface of new developments will contribute to pedestrian comfort and will provide opportunity for passive surveillance over the street. Tenancies for ground floor non-residential uses will be suitably proportioned to provide a meaningful contribution to street activation. The interface of new development with the lower-density residential areas to the rear will be sensitively managed through generous setbacks, as well as areas of deep soil and tree plantings. Blank, imposing façades are to be avoided.

The sub-precinct will provide for a diversity of dwelling configurations and sizes which provide for a range of household types. Single house and grouped dwelling developments are not appropriate within this sub-precinct.

5.3.3 Primary Controls

Acceptable Outcomes are likely to assist in satisfying the Objectives but are not a comprehensive 'deemed-to-comply' list. To achieve the outcomes described within the Desired Future Character Statements, proposals may require additional and/or alternative design solutions in response to the site conditions, streetscape and design approach. Guidance is provided within the applicable Design Guidance section.

AO	Primary Control	Acceptable Outcome
AO 5.1	Building height ¹	Maximum 6 storeys (21m)
AO 5.2	Primary and secondary street setback	<p>≤2 storeys Mandatory nil</p> <p>3-4 storeys Minimum 4m</p> <p>≥5 storeys</p>

		Minimum 6m
AO 5.3	Side setbacks^{2,3}	<p>≤2 storeys Nil</p> <p>3-4 storeys Minimum 3m</p> <p>≥5th storeys Minimum 5m⁶</p>
AO 5.4	Rear setback²	<p>≤3 storeys Minimum 6m</p> <p>≥4 storeys Minimum 9m</p>
AO 5.5	Boundary walls^{2,3}	<ul style="list-style-type: none"> • Maximum 2 storeys (7m)⁵ in height • Unlimited length • To up to two lot boundaries (not including street boundaries)

- 1 Subject to indicative building heights outlined in Table 2.2 of R-Codes Vol. 2. Maximum overall building height inclusive of rooftop articulation.
- 2 Boundary setbacks will also be determined by provisions for building separation, **deep soil areas** and visual privacy within R-Codes Vol. 2 and this LPP, and building separation provisions of the National Construction Codes.
- 3 Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions.
- 4 Service areas (such as lifts and stairs) may intrude into the side setback area for a maximum width (parallel to the lot boundary) of 12m.
- 5 Subject to indicative building heights outlined in Table 2.2 of R-Codes Vol. 2, excluding 2m provision from rooftop articulation.

5.3.4 ACCEPTABLE OUTCOMES AND DESIGN GUIDANCE

	Acceptable outcomes (AO) In accordance with section 1.2.2 and 1.2.3 of the R-Codes Vol. 2, the below provisions amend or replace acceptable outcome provisions in the R-Codes Vol. 2 (refer to Broadway LPP – Relationship to R-Codes).	Design guidance (DG) Design guidance provides additional direction for applicants to ensure that proposals are contextually appropriate for the specific sub-precinct.								
2.3 Street setbacks	a) Balconies may project into the street setback area, up to a maximum 2m intrusion.	a) Increased street setbacks may be considered where required for the provision of streetscape amenities, including, but not limited to, seating, landscaping, tree retention or provision, visitor bicycle parking and recessed pedestrian entries.								
3.3 Tree canopy and deep soil areas (Note: Awaiting approval from WAPC for Acceptable Outcomes to apply)	<p>a) Deep soil areas and trees plantings are to be provided within the rear setback area, creating a landscaped buffer between the proposed development and the adjoining lower density site/s.</p> <p>b) The development is to include the minimum number of trees outlined below.</p> <table border="1" data-bbox="367 1545 861 2128"> <thead> <tr> <th>Site area</th> <th>Minimum requirement for trees</th> </tr> </thead> <tbody> <tr> <td><700m²</td> <td>1 medium tree and small trees to suit area</td> </tr> <tr> <td>700–1,000m²</td> <td>2 medium trees <u>OR</u> 1 large tree and small trees to suit area</td> </tr> <tr> <td>>1,000m²</td> <td>1 large tree AND 1 medium tree for each additional 400m² in excess of 1000m² <u>OR</u> 2 medium trees AND 4 small trees per 400m²</td> </tr> </tbody> </table>	Site area	Minimum requirement for trees	<700m ²	1 medium tree and small trees to suit area	700–1,000m ²	2 medium trees <u>OR</u> 1 large tree and small trees to suit area	>1,000m ²	1 large tree AND 1 medium tree for each additional 400m ² in excess of 1000m ² <u>OR</u> 2 medium trees AND 4 small trees per 400m ²	<p>a) Deep soil areas should be consolidated as much as possible, rather than being provided as multiple smaller areas.</p> <p>b) Where hard surfaces are proposed within outdoor living areas, permeable finishes such as gravels or permeable paving should be considered in order to reduce stormwater run-off.</p>
Site area	Minimum requirement for trees									
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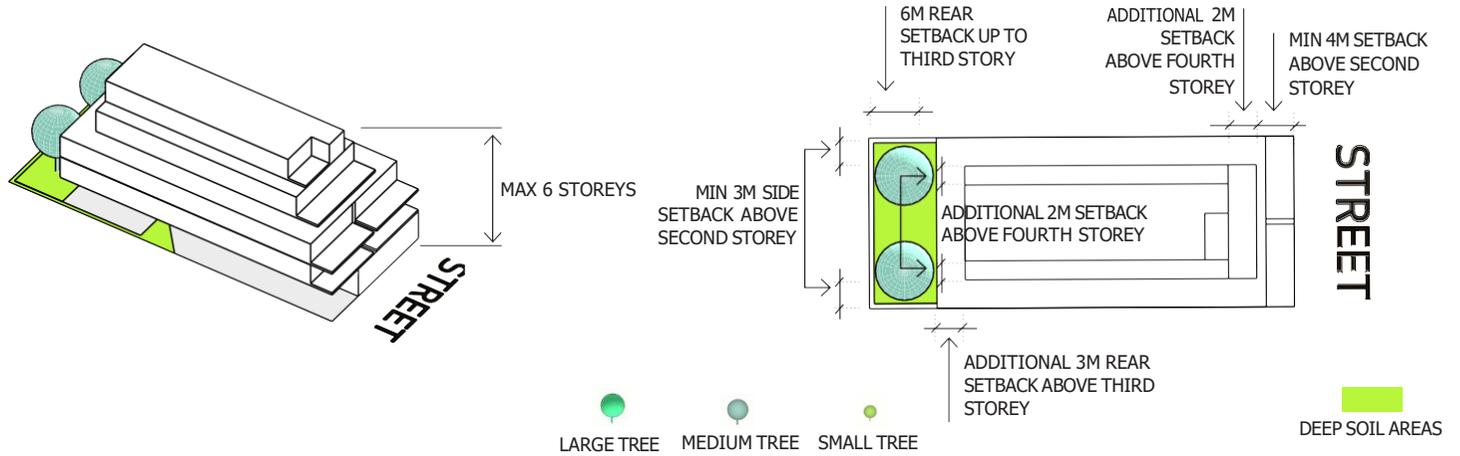
<p>3.4 Communal open space</p>		<p>a) Communal open space/s should be oriented and screened to maximise northern solar access whilst also minimising direct overlooking of habitable rooms and private outdoor living areas of adjoining properties.</p> <p>b) The preferred location for communal open space is either:</p> <ul style="list-style-type: none"> i. At upper levels facing Broadway and/or a secondary street; or ii. Collocated with deep soil areas iii. at the rear of the development.
<p>3.8 Vehicle access</p>	<p>a) Vehicle access for development at the corner of Stirling Highway and Broadway is to be via Broadway and located adjacent to the southern lot boundary.</p>	
<p>3.9 Car and bicycle parking</p> <p>(Note: Awaiting approval from WAPC for Acceptable Outcomes to apply)</p>	<p>a) Electrical vehicle charging stations are to be provided at a minimum rate of 50% of total residential bays. In addition, electrical supply and car park distribution boards are to allow for future capacity to supply electric vehicle charging points for all residential bays.</p>	<p>a) The preferred location for car parking is at-grade or at basement levels, rather than being provided above-ground (even if sleeved behind other uses).</p> <p>b) A reduction in the number of residential car bays may be considered where electric vehicles are provided for shared residential use.</p>

<p>4.10 Façade design</p>	<p>a) The building line adjacent to Broadway, and secondary streets where applicable, is to be provided with awnings, which*:</p> <ul style="list-style-type: none"> vi. Are setback a minimum of 1m from the kerblines; vii. Are a minimum of 2m in depth, projecting from the building line (may be reduced to achieve 1m setback from kerblines); viii. Are a minimum height of 3m and a maximum height of 3.5m from the level of the footpath; ix. Respond to any existing/proposed trees; and x. Integrate with the design of the façade. <p>b) New developments are required to have an active frontage to Broadway, and secondary streets where applicable, in accordance with Clause 32.4 (3) of Local Planning Scheme No. 3.</p>	<p>a) The following guidance is provided to achieve active frontages:</p> <p>Include:</p> <ul style="list-style-type: none"> • Articulated and detailed facades, which create finer grain detail • Variety of façade elements, such as operable windows and doors, stall risers, sills, seating and other detailing • Variety of materials, colours, textures and depths • Clearly defined, recessed pedestrian entry • Incorporation of landscaping to soften the street interface and provide screening to areas of blank facade • Well integrated signage • Security measures, where provided, are to be: <ul style="list-style-type: none"> ○ Located and installed internally behind the glazing; and ○ Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street <p>Avoid:</p> <ul style="list-style-type: none"> • Unarticulated floor-to-ceiling glazing • Heavily tinted glazing which obscures views between the interior and exterior of the building (any tinting should have a minimum of 70% visible light transmission) • Blank, monotonous facades • Facades dominated by vehicle entries, parking areas or services/utilities (whether screened or unscreened) • Facades dominated by advertising signage 						
<p>4.14 Mixed use</p> <p>(Note: Awaiting approval from WAPC for Acceptable Outcomes to apply)</p>	<p>a) An active land use/s is to be provided at ground level, facing Broadway.</p> <p>b) Any non-active land uses are to be located above ground floor.</p> <p>c) Ground floor tenancies are to be designed to allow for ease of change to other non-residential uses, including those requiring grease traps and exhaust fans.</p> <p>d) The combined net lettable area of commercial ground floor spaces is to meet the requirements set out in the table below:</p> <table border="1" data-bbox="371 1682 896 1915"> <thead> <tr> <th>Development Site</th> <th>Minimum net lettable area</th> </tr> </thead> <tbody> <tr> <td>Single lot</td> <td>70m²</td> </tr> <tr> <td>Two or more adjoining lots fronting Broadway</td> <td>60m² per lot</td> </tr> </tbody> </table> <p>e) The above requirements are in addition to the minimum tenancy depth of 10m, as per Clause 32.4 (4) Local Planning Scheme No. 3.</p>	Development Site	Minimum net lettable area	Single lot	70m ²	Two or more adjoining lots fronting Broadway	60m ² per lot	<p>a) The following are the preferred active land uses:</p> <ul style="list-style-type: none"> • Amusement parlour • Convenience store • Liquor store – small • Lunch bar • Recreation – private • Restaurant/café (including those with a takeaway component) • Shop • Small bar
Development Site	Minimum net lettable area							
Single lot	70m ²							
Two or more adjoining lots fronting Broadway	60m ² per lot							
<p>* The City may impose/recommend a condition of development approval for a Deed of Indemnity being entered into between the City and the proponent, at the proponent's cost.</p>								

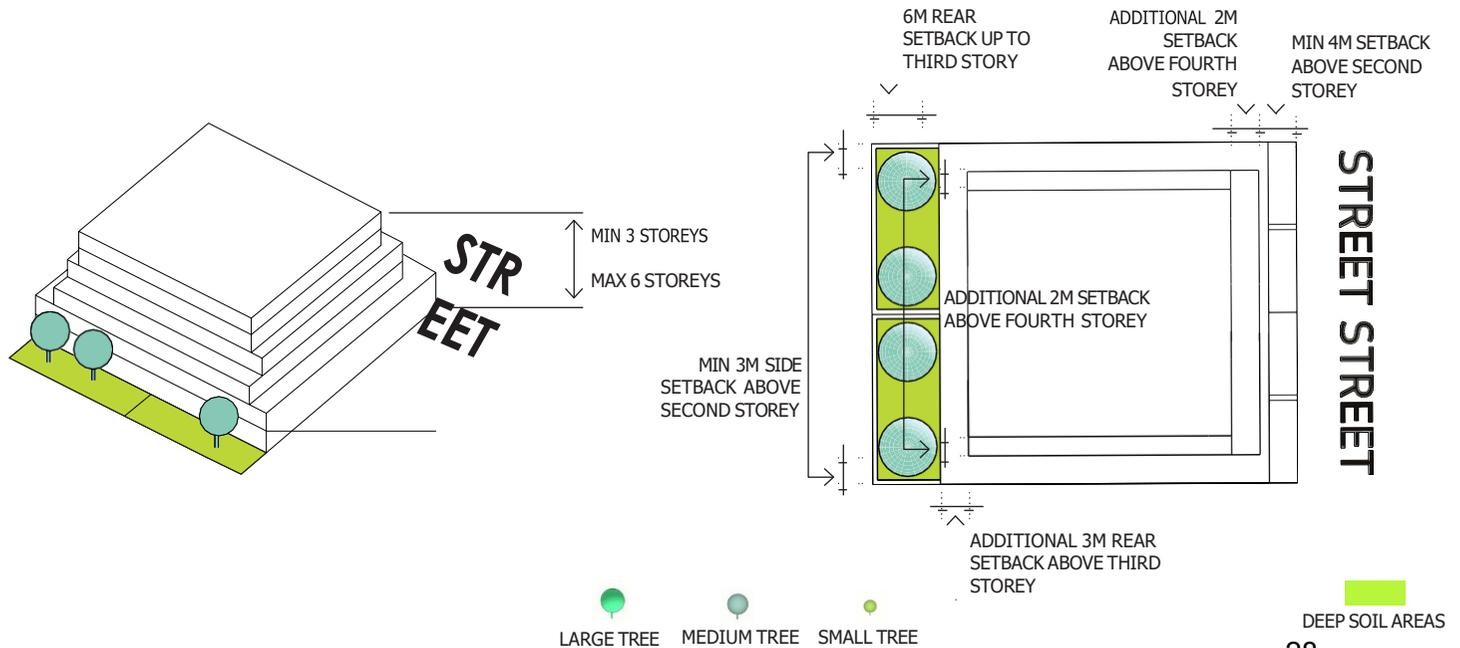
BROADWAY MAIN STREET SUB-PRECINCT



R-AC1 AND R-AC3 BROADWAY MAIN STREET (SINGLE SITE)



AMALGAMATED SITES



6 Definitions

Terms used in this Policy are defined as per State Planning Policy 7.3 Residential Design Codes Volume 1 and Volume 2, unless otherwise specified below:

Active land use: Land uses which generate many visits, in particular pedestrian visits, over an extended period of the day. Active land uses provide opportunity for spontaneous encounters between neighbours and visitors to the precinct.

Active frontage: Street frontages where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings. Active frontages can provide informal surveillance opportunities and often improve the vitality and safety of an area.

Deep Soil Area: Soft landscape area on lot with no impeding building structure or feature above or below, which supports growth of medium to large canopy trees and meets a stated minimum dimension. Used primarily for landscaping and open to the sky, deep soil areas exclude basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.

Landscaping: Land developed with garden beds, shrubs, and trees, or by the planting of lawns, and includes planting-on-structure, rockeries, ornamental ponds and any other such area approved of by the decision-maker as landscaped area.

Significant existing tree: an existing tree that meets the following criteria:

- healthy specimens with ongoing viability; and
- species is not included on a State or local area weed register; and
- height of at least 4m; and/or
- trunk diameter of at least 160mm, measured 1m from the ground; and/or
- average canopy diameter of at least 4m.

Street setback: The horizontal distance between the street boundary and a building, measured at right angles (90 degrees) to the street boundary.

Appendix 1 – Energy efficiency initiatives

Examples of energy efficient initiatives that exceed current minimum practice are provided below. Applicants are encouraged to propose other innovative solutions where supported by evidence demonstrating how minimum practice is exceeded:

- Ceiling fans to all habitable rooms
- Hot water systems that are more energy efficient than electric storage units
- Provision of an external clothesline to every dwelling, located in an area out of direct view on an external wall or in a breezeway
- Use of a photovoltaic array for communal services
- Installation of a lift with regenerative braking
- Solar powered lighting of external open space, circulation areas and common spaces.
- Battery backup for PV generated power
- Embedded network for power distribution
- Grey water recycling
- On-site green waste recycling and/or power generation
- Electric vehicle charging
- Shared electric vehicles
- Rainwater harvesting

Appendix 2 – Facades and materials

Residential Sub-Precinct

<i>Key elements</i>	
<ul style="list-style-type: none"> • Verandahs, eaves, balconies and awnings • Boundary walls concealed behind streetscape • Frontages not dominated by garages • Highly articulated frontages, with minimal blank facades 	<ul style="list-style-type: none"> • Use of contrasting façade treatments, including brick, render, timber and gable ends • Building façade uses both rectangular and arched elements • High quality, durable materials • Low or open style front fencing

Examples of key elements within the sub-precinct and surrounds



Examples of key elements in new developments



Stirling Highway Sub-Precinct

Key elements

- Variety of colours and materials, including brick, render, glazing and cladding
- Well-defined and recessed pedestrian entries
- Incorporation of planter boxes, trees and small areas of deep soil
- Upper floors address the street and provide opportunity for passive surveillance
- Parking structures and vehicle access ways designed so that they do not dominate the street frontage

Examples of key elements within the sub-precincts and surrounds



Examples of key elements in new developments



Broadway Main Street Sub-Precinct

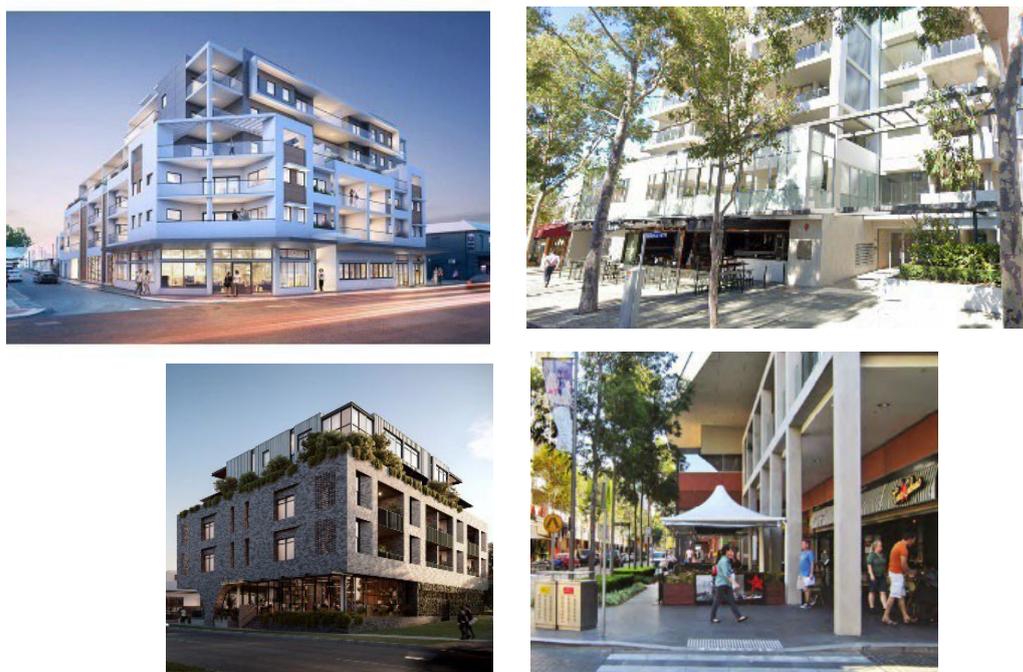
Key elements

- | | |
|---|---|
| <ul style="list-style-type: none"> • Fine-grain, pedestrian-scaled shop fronts • Variety of colours, materials and façade elements (stall risers, sills, seating etc.) to create visual interest for the street • Use of glazing allows for visual interaction between the building and the street • Incorporation of planter boxes | <ul style="list-style-type: none"> • Well-defined and recessed pedestrian entries • Awnings over the footpath • Upper floors address the street and provide opportunity for passive surveillance • Parking structures and vehicle access ways designed so that they do not dominate the street frontage |
|---|---|

Examples of key elements within the sub-precincts and surrounds



Examples of key elements in new developments



Appendix 3 – Parking requirements

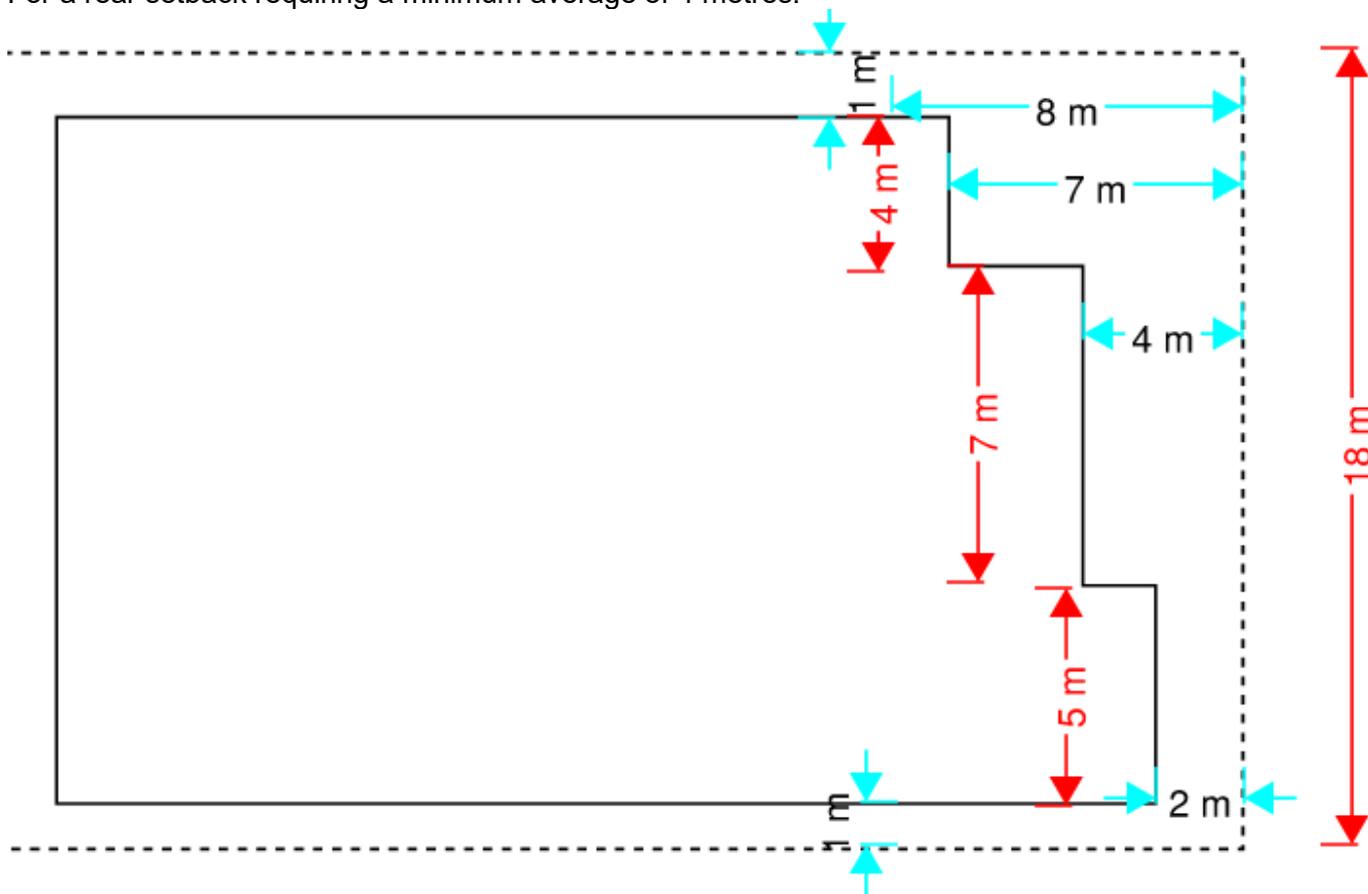
Land use	Minimum number of car parking bays required		Minimum number of bicycle bays required
Amusement parlour	1 car bay per 5 patrons at capacity; and 1 car bay per 2 staff members		1 bicycle space per 50m ² of NLA
Convenience store Liquor store – small Restaurant/café Shop	1 car bay per 30m ² of NLA		1 bicycle space per 30m ² of NLA
Recreation – private	1 car bay per 20m ² of NLA		1 bicycle space per 50m ² of NLA
Small bar Tavern	1 car bay per 20m ² of NLA (inclusive of dining areas and function rooms)		1 bicycle space per 30m ² of NLA
Art gallery Exhibition centre	1 car bay per 30m ² of NLA		1 bicycle space per 200m ² of NLA
Educational establishment	Pre-primary	1 car bay per staff member + 1 drop off/pick up bay per classroom	Nil
	Primary	1.25 car bays per classroom + 1 drop off/pick up bay per classroom	1 space per 5 students
	Secondary	3 car bays per classroom + 1 drop off/pick up bay per classroom	1 space per 5 students
	Tertiary / Technical	1.25 car bays per classroom + one bay per 3.5 students + 1 drop off/pick up bay per classroom	1 space per 10 students
Consulting room Medical centre	3 car bays for each practitioner In addition to the above, 2 car bays for each practitioner in excess of 2 practitioners		1 bicycle space per 10 car parking bays
Office	1 car bay per 40m ² of NLA		1 bicycle space per 200m ² of NLA
Notes: <ul style="list-style-type: none"> • <i>NLA = net lettable area</i> • <i>The number of parking spaces calculated shall be rounded to the nearest whole number.</i> • <i>The required bicycle spaces are to be clearly visible and directly accessible from the primary street.</i> 			

Appendix 4 – Rear Averaging Methodology

Rear setback calculations are measured by calculating the length of each setback as a proportionate percentage of the length of the rear boundary. Only areas within twice the maximum average distance are included for calculation purposes.

Example:

For a rear setback requiring a minimum average of 4 metres:



Setback	Length of setback portion	Proportionate weighting ((Portion length / Total Length) x Setback
8	1	0.44
7	4	1.56
4	7	1.56
2	5	0.56
8	1	0.44
	SUM TOTAL =	4.56

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