

Local Planning Policy No. 2

Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015

Policy Basis

This Local Planning Policy was formulated from the recommendations of the Orrong Road Planning Study (City of Belmont 1998). The Policy was originally adopted under Town Planning Scheme No. 14 (December 2000) and is readopted in modified form under Local Planning Scheme No. 15.

It represents the Council's considered view of what constitutes appropriate land uses, development and landscaping for Orrong Road and adjacent land. The provisions of the Policy have been developed to take into account the projected traffic increases that have resulted since the linking of Orrong Road with the Graham Farmer Freeway, Roe Highway and Welshpool Road.

Policy Area

The Policy Area is defined on the Policy Plan submitted under Attachment A.

Policy Objectives

- To identify appropriate land uses and densities for properties adjacent to Orrong Road within the Policy Area which are consistent with the primary distributor function that Orrong Road will have in the Metropolitan Region Functional Road Hierarchy.
- To minimise direct vehicular access to Orrong Road from adjacent properties within the Policy Area so as to facilitate safe and efficient vehicular movement along Orrong Road.
- To achieve the highest standard of commercial and residential development for properties adjacent to Orrong Road within the Policy Area.
- To provide for housing choice and variety in neighbourhoods with a community identity and high levels of amenity.
- To maximise the built-in safety of the City.
- To achieve a unified and attractive streetscape for Orrong Road.
- To achieve a native landscaping theme that will showcase Australia's native flora to visitors and residents of Perth.

Policy Plan

Council shall have regard to the Policy Plan when making decisions regarding subdivision, development and land use proposals for land within the Policy Area.



Policy Statement

Part A - Policy Precincts

The Policy Area has been divided into Policy Precincts which are defined on the attached Policy Plan. The provisions of this Policy, as they relate to each Policy Precinct, are outlined below.

1. Policy Precinct 1 - Residential and Landscaped Buffer - Properties West of Chamberlain Street

- 1.1 Application to amalgamate the 'Residential' zoned portions of the lots located within this Precinct with the adjacent Gladstone Road residential lots shall be supported.
- 1.2 Council shall provide maximum encouragement for the remnant land within this Precinct that is reserved 'Primary Regional Road' to be maintained as an attractive, landscaped buffer for the adjacent Gladstone Road properties.

2. Policy Precinct 2 - Consulting Rooms/Offices - Properties West of Francisco Street and Pt Lot 134 Orrong Road

Mixed use buildings incorporating residential dwellings will be encouraged, subject to compliance with the general development requirements specified under Part B of this policy and all other Council requirements for residential development.

3. Policy Precinct 3 - Vacant land between Carlisle Primary School and Orrong Road

A Council decision about the future development of the vacant land within this Precinct shall be deferred until after the Education Department of Western Australia has completed its Local Area Planning process for State government primary schools within the Belmont area and the future of the Carlisle Primary School is known.

4. Policy Precinct 4 - Commercial Development Node – East of Wright Street

- 4.1 The standard of commercial development/redevelopment of land within this Precinct shall comply with Part B, Section 2 of this Local Planning Policy.
- 4.2 Access within Precinct 4 shall be from Wright Street. Access points to Orrong Road shall be subject to Western Australian Planning Commission (WAPC) and Council approval.
- 4.3 Mixed use buildings incorporating residential dwellings will be encouraged, subject to compliance with the general development requirements specified under Part B of this policy and all other Council requirements for residential development.

5. Policy Precinct 5 – Mixed Use

Mixed use buildings incorporating residential dwellings will be encouraged, subject to compliance with the general development requirements specified under Part B of this policy and all other Council requirements for residential development.

6. Policy Precinct 6 – Medium Density Residential – Residential zoned land east of Wright Street and west of Kew Street

The standard of medium density residential development of land within this Precinct shall comply with the general development requirements specified under Part B of this policy.

7. Policy Precinct 7 – Mixed Use – Lot 42 Oats Street and Lots 43 and 19 Orrong Road Cnr Oats Street and Orrong Road

7.1 Subject to:

- (i) the amalgamation of Lot 43 Orrong Road with Lot 42 Oats Street, or Lot 19 Orrong Road or both lots, to create a larger development site;
- (ii) access to be provided from Oats Street; and
- (iii) compliance with the general development requirements specified under Part 2 of this policy,

Council's favourable consideration will be given to applications for Additional Uses as specified under Schedule 2 of the Scheme to allow for the following additional uses:

- Consulting Rooms
- Medical Centre
- Office
- Serviced Apartments
- Showroom
- Studio

7.2 Mixed use buildings incorporating residential dwellings will be encouraged, subject to compliance with the general development requirements specified under Part B of this policy and all other Council requirements for residential development.

Part B - General Development Requirements

Outlined below are Council's general development requirements that shall apply to Residential, Commercial, Consulting Rooms and Mixed Commercial-Residential development within the Policy Area.

1. Residential Zoned Land

Access

- In accordance with the requirements of Local Planning Scheme No. 15, prior to any development of a site for other than a single residence, Council will require the formulation of a vehicular access plan.
- As a condition of development approval, Council may require that a public easement in gross be provided to promote shared vehicular access between lots.
- Access to single residential properties shall be from side or rear streets where this alternative is available.

Single Residences

'Residential' zoned properties within the Policy Area being developed/redeveloped for residential use shall be limited to single residences, unless access can be taken from streets other than Orrong Road.

Application of R20/40 Coding

Residential development may be approved at a density higher than the base density coding of R20, where an application demonstrates compliance with Clause 5.7.3 of Local Planning Scheme No. 15.

Application of R20/60 Coding

Where land is coded R20/60, Council may support subdivision up to a density of R30 where a comprehensive subdivision plan addressing all access issues has been adopted by Council for the redevelopment of a streetblock. In all other instances, Council will not support subdivision above a density of R20.

With the exception of the provisions relating to the subdivision of land, all development up to a density of R60 within areas coded R20/60 Residential development may be approved at a density higher than the base density coding of R20, where an application demonstrates compliance with Clause 5.7.3 of Local Planning Scheme No. 15.

To achieve a density higher than R40 within the designated R20/60 coded areas, Council will seek compliance with the following criteria when considering applications for residential development:

- A minimum lot size of 2000m².
- Provision of an alternate vehicular access or easement in gross in accordance with an approved vehicular access plan for land fronting Orrong Road.
- At least one portion of the lot must abut Orrong Road.
- The achievement of a high standard of development through establishing an individual identity for each dwelling, imaginative layout, variation in building design and the use of complementary colours and materials.
- Council will require two storey development and/or the incorporation of mezzanines for all dwellings to create variety and ensure sufficient open space around dwellings.
- The removal of existing dwellings or conversely the retention of dwellings with historical value (which are of a high quality and character).

Standard of Development

- Council shall require that single storey dwellings incorporate roof pitches of at least 25 degrees so as to allow an element of the dwelling to be visible from the Orrong Road street frontage.
- The floor plan for new dwellings on land adjacent to Orrong Road shall be designed so that those rooms least sensitive to vehicular noise, including secondary living areas, kitchens, bathrooms and spare bedrooms, are sited closest to Orrong Road.
- Design measures to attenuate dwellings against traffic noise shall be encouraged (refer to Australian Standard 3671 – Acoustics – Road Traffic Intrusion – Building and Siting Construction).
- Design measures to maximise the built-in safety of the City through informal surveillance of the street and public spaces by windows and other such features is encouraged.

Fencing

- Fencing to residential properties adjacent to Orrong Road shall be no more than 1.8 metres high (piers may be a maximum height of 2.0 metre) and constructed of either brick/limestone, or brick/limestone piers with wrought iron or timber (pinelap excluded) infill panels.
- Fencing for at least 25 per cent of the length of all residential lot boundaries to Orrong Road shall be open and visually permeable. Where this cannot be achieved without seriously compromising the acoustical privacy of a dwelling, Council may exercise discretion to allow a lesser area of open fencing. In such instances, Council may require that the fencing be recessed or incorporate attractive design features to break up the length of solid fencing and to add interest to the streetscape.

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

- 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.
- 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.

Access

- Prior to any development of a site, Council may require the formulation of a vehicular access plan for the subject site and those abutting.
- As a condition of development approval, Council may require that a public easement in gross be provided to promote shared vehicular access between lots.

Setbacks

- Buildings setbacks being compatible with the setbacks of existing and proposed buildings on abutting land.
- 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.

Standard of Development

- The standard of development being of the highest quality and compatible in scale and character with nearby existing and proposed development.
- 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.

- Buildings are to be oriented to address the Orrong Road street frontage and display a distinctive, integrated design theme.
- Informal surveillance of the street and public spaces by front windows and other such features is encouraged.
- Lighting being provided to all car parking and vehicular access areas to the satisfaction of Council.
- 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.
- Brick paving and street furniture are to be effectively incorporated into commercial developments.
- Where Mixed Use development is proposed:
 - Particular attention should be given to acoustic privacy with site layout building design and use of materials to minimise impact of external noise factors.
 - 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.

Parking Provision

- The number of car parking bays are to comply with the requirements of Local Planning Scheme No. 15.
- 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.
- Car parking and pedestrian access areas are to be well lit.

Signage

- All signage to be integrated with the building design.
- Signs should be aesthetically pleasing as well as functional. They should not however, detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenities of localities in which they are situated.

Part C - Landscaping

1. **Orrong Road Median**

- Spotted Gums (*Eucalyptus maculata*), interspersed with Paper Barks (*Melaleuca quinquenervia*), 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.
- These newly planted trees shall coexist with the existing landscaping until such time as Orrong Road is upgraded to six lanes.
- When upgrading takes place, the unsuitable vegetation shall be cleared and the boulevard of Spotted Gums and Paper Parks retained.
- Features of low native flora such as Grass Trees, Kangaroo Paws, Grevilleas and Smoke Bush shall be planted near road openings and signalised intersection.
- The remainder of the median shall be grassed and reticulated.

2. **Orrong Road Verge Areas**

- 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.
- Those verge areas wide enough for tree planting shall be planted with Paper Barks (*Melaleuca leucadendra*) and in adjacent POS areas Red Flowering Gums (*Eucalyptus ficifolia*) may be considered.
- The maintenance of verge areas within the Policy Area shall be the responsibility of the Belmont City Council.

GOVERNANCE REFERENCES

Statutory Compliance	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Local Planning Scheme No. 15
Industry Compliance	State Planning Policy 5.4 – Road and Rail Noise State Planning Policy 7.0 – Design of the Built Environment State Planning Policy 7.3 – Residential Design Codes Development Control Policy 1.1 – Subdivision of Land – General Principles Development Control Policy 5.1 – Regional Roads (Vehicular Access)
Organisational Compliance	Local Planning Policy No. 13 – Vehicle Access for Residential Development
Process Links	

LOCAL PLANNING POLICY ADMINISTRATION

Directorate		Officer Title		Contact	
Development & Communities		Manager Planning Services		9477 7222	
Version Date	13/10/2020	Review Cycle	Triennial	Next Due	13/10/2023
Version	Decision to Advertise	Decision to Adopt	Synopsis		
1	OCM 14/06/1999 (Item 8.7.6 08/06/1999 PDC Minutes)		Consent to advertise draft policy once Scheme 14 receives final Ministerial approval.		
2	OCM 17/04/2000 (Item 8.7.2 04/04/2000 PDC Minutes)		Revised draft policy being advertised following consideration of submissions from initial advertising period.		
3	OCM 11/09/2000 (Item 8.7.2 05/09/2000 PDC Minutes)	OCM 18/12/2000 (Item 8.7.7 07/12/2000 PDC Minutes)	Adoption of policy following advertising. To guide development along Orrong Road and adjacent land.		
4	25/11/2008 Special Council Meeting (Item 6.1)	14/02/2011 Special Council Meeting (Item 10.1)	Adoption of policy under LPS15. 'Orrong Road Policy' amended to refer to relevant clauses of Scheme 15.		

