



LOCAL PLANNING SCHEME NO. 3

**KALAMUNDA TOWN CENTRE
PLANNING and URBAN DESIGN
GUIDELINES**

This Policy has effect from 20 June 2011

1.0 BACKGROUND/STATEMENT OF INTENT

The Kalamunda town centre is entering a new phase in its evolution from a small village on the edge of the metropolitan area into an emerging town centre servicing a growing community. Several significant developments, both public and private, are being discussed and planned. The Shire has recently commissioned and adopted a comprehensive Streetscape Masterplan for the centre and the Shire is keen to provide prospective development proponents with clearer urban design guidance, above and beyond basic town planning requirements, and to ensure new development is compatible with the community's values, and adds positively to the town centre's growth.

Kalamunda has always been a low scale, low density and dispersed commercial centre, with Haynes Street forming the major movement and activity axis. The town centre is laid out on a traditional but irregular grid pattern, with a wide variety of lot sizes and frontages. The sloping topography is distinctive, providing some sites with the potential for long views over the surrounding areas, however, most buildings have been designed with little consideration for the terrain.



Many of the existing buildings within the town centre were designed and developed during a period when an unduly high priority was given to the comfort and convenience of arriving motorists, rather than to the shopper or visitor walking about the town. There are also large areas of open car parking and vacant land (some occupying key corner sites) which detract from the appearance, amenity, functionality and desirable "urbanity" of the town.

A small number of heritage and character buildings are dotted about the locality, but most buildings within the town centre are of little architectural merit, and nearing the end of their useful life.

The town centre currently contains few residents. This has resulted in most streets becoming very quiet "after hours", which is not conducive to the safety and security of the streets and their users, is detrimental to the commercial viability of many businesses, and is inconsistent with the vibrant, lively and attractive urbanity the Shire is keen to promote.

In the future, proponents of new development should be more mindful of the existing pattern of development, the prevailing topography, the character, scale and form of existing buildings, while some variations to the proposed standards can still be accommodated. Good design solutions for the development of difficult sites will always be encouraged.

The Shire is keen to promote more mixed use development of an appropriate scale and form throughout the Policy Area, and to reinforce the role of Haynes Street as the premier retail "main street" of the town. Tourism is likely to become an increasingly important part of the town's future development.

"Urban design" concerns the integration of land use, movement/access and traffic management, and the form and amenity of the built environment. The aim of good urban design is to provide high quality urban places that are efficient, functional, attractive and comfortable for users, and which can respond to the changing needs of the community, the economy and the environment over time.

Urban design involves both planning and design, and deals with the three dimensional built environment by addressing the context of buildings and spaces, rather than just the objects themselves.

The purpose of this Policy, therefore, is to provide guidance on the design of new private and public buildings and spaces within the Kalamunda town centre, to achieve an enhanced urban environment, to improve the experience of the town for pedestrians, and to reinforce and build upon Kalamunda's established character.

This Policy consists of general objectives and principles that provide overall development guidance, and associated provisions on the six primary elements of:

- Built form,
- Development interface and interaction,
- Access, traffic and movement,
- Safety and security,
- Environment and microclimate, and
- Advertising signage.

The Policy also provides design principles relating to land use in the context of place-making and urban design, particularly mixed use and commercial development.

The principles contained in the Policy represent the desired outcome for developments, and compliance with these principles will achieve compliance with the Policy. The provisions that follow provide direction into how these principles and the overall objectives of the Policy can be satisfied.

In order to make this document more user-friendly, the principles are grouped together to be read as an integrated set. The provisions are contained in a separate **Appendix 1**. **Appendix 2** contains a glossary of terms or interpretations used in the document.

Note: The contents of the Appendices are an integral part of this Planning Policy, and must not be considered of lesser importance.

2.0 POLICY AREA

This Policy applies to all land within the Kalamunda Town Centre zoned “District Centre”. This includes land within the area bounded by Stirk Street, Railway Road, Mead Street and Canning Road, and also includes the land fronting Canning Road between Heath and Kalamunda Roads.



3.0 POLICY OBJECTIVES

In general terms, this Policy seeks to strengthen the retail and commercial heart of the Kalamunda town centre, and to improve its physical and cultural links with the adjacent Shire Library, Community and Cultural Centre, and the start point of the Bibbulmun Track.

New mixed commercial/residential uses will be encouraged generally throughout the Policy area.

This Policy specifically addresses urban design issues relating to new development in the private domain. The Shire of Kalamunda is planning to undertake streetscape improvements to the public domain in accordance with the adopted Streetscape Masterplan, which will complement private development.

The objectives of this Policy therefore are:

- To enhance the physical quality and established character of the built environment of the Kalamunda town centre through sensitive and innovative design of buildings and spaces;
- To facilitate a range of appropriately located land uses to provide diversity, interest and choice;
- To improve the experience of the town centre, especially pedestrian amenity, by promoting the continuity of streetscapes, interactive frontages, climate protection, safety and security, visual cohesiveness of new development, and the enclosure of spaces by development which should clearly define public and private areas;
- To encourage a range of housing opportunities in appropriate locations, and generally above and behind commercial uses;

- To particularly concentrate streetfront activity along the primary movement routes; and
- To conserve and enhance Kalamunda's special character, and to promote adaptability through development that can respond to changing social, technological and economic conditions.

4.0 APPLICATION OF THIS POLICY

This Policy is adopted under clause 2.2 of Local Planning Scheme No. 3.

This Policy is to be used in conjunction with the Shire's Local Planning Scheme No. 3, and other relevant planning policies and guidelines. It should also be used in conjunction with the Shire's adopted "Kalamunda Town Centre Streetscape Masterplan (2010)".

5.0 DEVELOPMENT PRINCIPLES

5.1 Built Form

- Development shall respond sensitively to the site and its setting, and create a place that is valued and pleasing to the eye.
- Development shall respond to the scale and massing of surrounding buildings and avoid unsympathetic contrasts of scale.
- The streetscape and character significance of heritage buildings shall be conserved and enhanced through the sensitive design of new developments.

5.2 Development Interface and Interaction

- Buildings shall clearly address the street, and provide interest and definition of the built form or defined space to the passerby.
- Buildings shall have interactive edges, such as shopfronts, doors directly opening onto the street, or residential upper floors, to enable people to casually observe public spaces, thereby making the spaces feel safer.
- Buildings shall be constructed with facades orientated parallel to the street.

5.3 Access, Traffic and Movement

- Buildings and public spaces shall be designed to be accessible to all users whatever their ability, with equity and dignity.
- Developments shall be designed to ensure that any accessways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment.
- Places shall be designed to encourage accessibility and local permeability through integration with neighbouring developments.

5.4 Safety and Security

- Buildings shall be designed to provide a safe environment for all users, contribute positively to the enhancement of public safety, and minimise the need for intrusive surveillance technologies.
- Security measures shall be incorporated into building design so as to be visually unobtrusive and in keeping with the building's architectural style and materials.

5.5 Environment and Microclimate

- Building designs shall contribute to an interesting and comfortable pedestrian environment, provide opportunities for weather protection, and minimise strong wind conditions and sun reflection in the street and public spaces.
- Developments shall incorporate energy-efficient and environmentally sustainable principles into their design.

5.6 Advertising Signage

- Advertising signs should generally be attached to buildings in appropriate locations and be visually subservient to the building to which they are attached.
- The buildings and general streetscape must be the dominant element, and signage must play a minor role. Traffic moves at relatively low speeds through the town so that signs are not required to be large or visually extravagant.
- A high degree of restraint will be required in the provision and scale of advertising signs in order to encourage streetscapes that are coherent, attractive and free of clutter.

6.0 MIXED USE RESIDENTIAL and COMMERCIAL DEVELOPMENT

- The Scheme requires that residential development be subsidiary to the main commercial development on the same site.
- The Shire will place great importance on the need for the proposed development to achieve a desirable design outcome.

- The scale and form of new mixed use development should endeavour to be compatible with existing surrounding development.

7.0 URBAN DESIGN STATEMENTS

An “Urban Design Statement”, prepared by a suitably qualified and experienced urban design professional, shall be provided by the proponent in the event that the development application proposes:

- Buildings of three storeys;
- A significant proposal with the potential to alter the character of the surrounding urban landscape (generally considered to include all proposals for floor space in excess of 2,000 sq.m);
- Any form of decked, multi-storey or basement carpark; or
- A development which is in any way inconsistent with the specific requirements contained in this Policy.

The intent of the Urban Design Statement is to enable those proposals which will have a significant impact on the town centre, or would be in some way inconsistent with the specific requirements of this Policy, to be considered on their merit in the context of the Principles set out in this Policy.

The Urban Design Statement shall be formulated in consultation with Shire officers and any affected or adjacent land owners, and must demonstrate how the proposal has addressed the objectives and urban design principles contained in this Policy.

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APPENDIX 1 – POLICY PROVISIONS

1.0 BUILT FORM

1.1 Design Quality

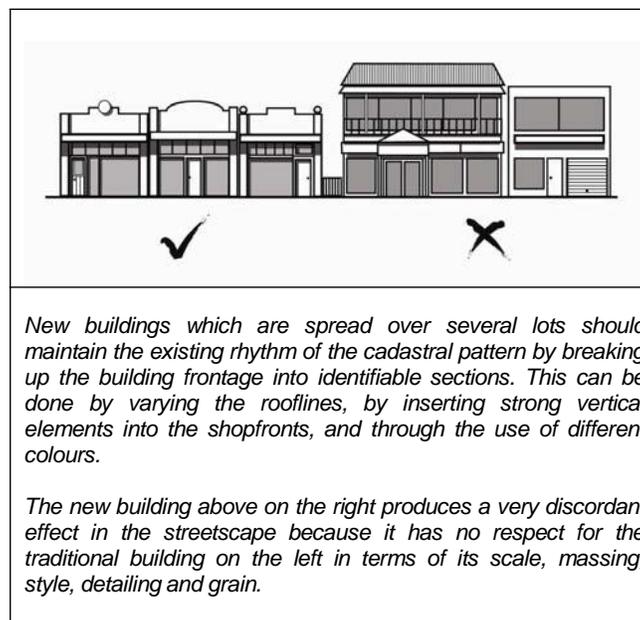
New building design should encompass innovative and high quality contemporary design which is functional, aesthetically well-resolved and environmentally responsible, and:

- Result in the development of quality urban places, buildings, streets, squares and parks;
- Respond to its site and locality, including the topography, potential views and vistas, landscape and existing built form. It should provide sustainable living environments, both in private and public areas; and
- Respond to technical, social, aesthetic, economic and environmental challenges with innovation.

1.2 Context, Scale and Massing

New buildings should reflect the vertical or horizontal emphasis of the existing streetscape where this emphasis is apparent. In the Kalamunda town centre, the traditional forms of development have a predominantly vertical emphasis.

New development should take into account the scale, massing and grain (i.e., the proportions) of surrounding buildings, and without seeking to copy or imitate existing structures, make a positive contribution to their location and the streetscape.



The scale and massing of a proposed new development should be considered in relation to the topography, the general pattern of building height in the area, as well as view corridors, vistas and landmarks.

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:

- 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.



This 3 storey mixed use development combines ground floor retail/commercial uses with residences above. The third floor is set back from the street alignment, thereby reducing the apparent overall height of the building in the streetscape.

Building height shall be measured from the existing pavement/footpath level at the centre of the street boundary (or boundaries) of the site.

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.

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.



The façade of this building has a high level of articulation which helps to reduce its perceived bulk within the streetscape, as well as providing visual interest.

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.



Sometimes the use of a little colour can lift a façade out of the ordinary, and help to “break up” the perceived bulk of the building.

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.

1.7 Prominent Sites

Buildings on prominent sites, such as corner sites, sites which terminate views and vistas, and sites which define and identify squares and public spaces, should accentuate the built character of an area. Important view corridors and landmarks should be protected where possible, as they provide legibility and “way finding”, and contribute to the town’s character and image.



This is most effectively achieved by developing to the street alignment where appropriate in their setting, and creating landmark features. In this regard:

- Corner elements of buildings (on corner sites) should be emphasised by greater scale or differing geometry relative to the remainder of the building or surrounding development. This could include curving, additional height, different roof forms, verandahs, balconies or other design elements which accentuate building corners; and
- The facades of buildings should address street frontages and public spaces.



1.8 Roofscapes/Skylines

Service structures on roofs shall be incorporated into the building design.

New taller buildings should incorporate well-designed rooftops which are integrated into the design of the building, and add visual interest to the town's skyline.

In addition to views from the street, in designing the rooftop the view from higher surrounding buildings should also be taken into account.

1.9 Heritage and Streetscape

New development should conserve and enhance the recognised heritage of the town, and maintain/foster areas of individual and interesting character. New development should respect the setting of any surrounding properties of identified heritage and/or streetscape value in terms of building design and form.

The design of new buildings on sites adjoining properties of heritage significance shall pay particular attention to the built character relationship between the new building and the existing adjacent heritage building(s) in terms of scale, setbacks, form, materials and external finishes.

1.10 Services

Satellite dishes and other communications facilities should be visually unobtrusive. This may include the concealment of the facility as part of the design of the building, a restriction in the number of facilities, or locating the facility where it will not be visible from the public domain.

2.0 DEVELOPMENT INTERFACE and INTERACTION

2.1 Relationship to the Street (Public/Private Interface)

Each street within the Policy Area has been defined as a "Primary", "General Commercial" or "Green Street", with specific requirements attached to each frontage type.

Frontage Type – Primary Street

- Haynes Street
- Central Mall

Attributes of New Development on a Primary Street

- Highly activated frontage.
- Predominantly shop uses at ground floor level.
- Other subsidiary commercial uses at ground floor level may be considered.
- Non-shop uses permitted above ground floor.
- At the ground floor level, buildings shall address the street with a primary business entrance and a shop front façade.
- Nil front setback with a continuous façade will be required.
- Pedestrian shelter, through provision of a wide awning or verandah, must be provided over the public footpath for the full width of the lot frontage.
- No vehicular access is to be provided to sites from Haynes Street.

Frontage Type – General Commercial Street

- Barber Street
- Canning Road
- Railway Road
- Mead Street

Attributes of New Development on a General Commercial Street

- Moderate to high level of activation.
- Mix of shops, offices and other commercial tenancies at ground floor level. Residential lobby also acceptable.
- General commercial and residential uses permitted above ground floor level.
- At ground floor level, the facades of buildings shall address the street with a commercial shop front, primary business entrance and/or residential lobby.
- Front setback may be a minimum of nil, up to a maximum of 3m, however the setback will be determined after consideration of the front setbacks of any adjoining existing buildings.
- Any front setback area to be landscaped to a high standard with soft and hard treatments in a manner appropriate to the site's location and context.
- Pedestrian shelter, through provision of an awning over the front door, must be provided as a minimum requirement.
- Car parking shall not be located between the building and the street boundary.
- The number and width of vehicle crossovers to each site shall be minimised, and sharing with adjoining properties encouraged.

Frontage Type – Green Street

- Stirk Street

Attributes of New Development on a Green Street

- Moderate level of activation.
- Mix of office and consulting-type activities at ground and upper floors.
- Residential uses permitted above ground floor level.
- At ground level, the facades of buildings shall address the street with a primary business address and/or residential entry lobby.
- Front setback may be a minimum of 2m and a maximum of 4m.
- The front setback area to be landscaped to a high standard, with appropriate trees, shrubs and ground covers, all planted in-ground, in order to achieve an attractive "green" street character. (Refer to the Shire's adopted "Landscape Masterplan" and "Street and Carpark Tree Species" plans for the Kalamunda Town Centre.)
- Car parking shall not be located between the building and the street boundary.
- The number and width of vehicular crossovers to each site shall be minimised, and sharing with adjoining properties encouraged.

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.



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.
- (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.

2.2 Pedestrian Shelter

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.



Over-footpath pedestrian shelters can vary in their design but still achieve the same weather protection for pedestrians, however, the design of the structure should relate to the architecture of the host building. For example, this may be a contemporary awning (such as on the left) or a traditional awning (on the right).

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.

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.

2.3 Ground Floor Levels

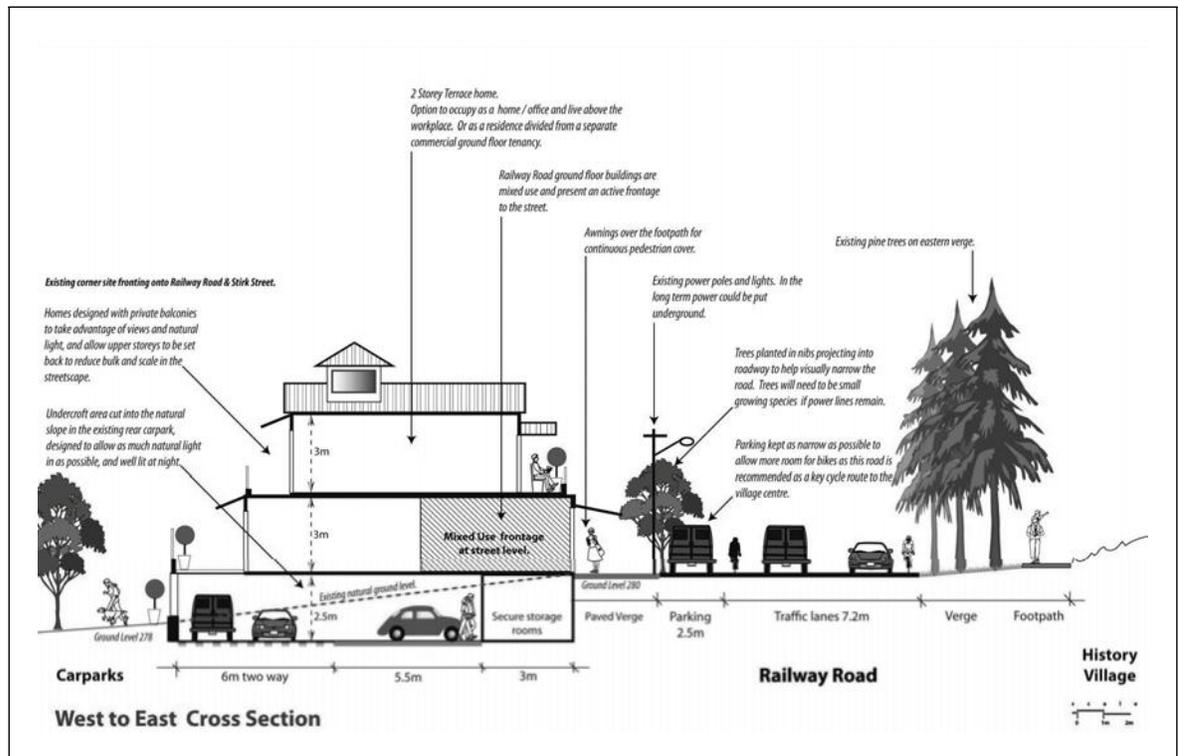
It is acknowledged that Kalamunda town centre has many areas where the topography is sloping, sometimes quite steeply. Every endeavour should be made in the design and construction of new development to match ground floor levels with the level of the abutting footpath in order to provide ease of pedestrian access, and to maintain an interactive relationship with the street.



A difference in levels between the public footpath and the front door of this building has led to this unnecessary and clumsy design result.

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.

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.



A conceptual design for the development of a site fronting Railway Road which slopes away from the front of the lot. Car parking could be located under the building, with access from the rear. Good views could be obtained from the upper levels of the building, which in this instance incorporates a residential use.

3.0 ACCESS, TRAFFIC and MOVEMENT

3.1 Location and Design of Car Parking

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.

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.

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.

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><i>Open ground level car parks should be clearly marked out, well lit and planted with shade trees.</i></p>	<p><i>This large inner-city multi-storey car park incorporates interactive street frontages in the form of shop tenancies. High quality architectural detailing is also included into the façade of all floors.</i></p>

The design of car parking areas shall:

- Ensure safe and convenient pedestrian movement and traffic circulation through and within parking areas;
- Enable all vehicles to enter and leave the site in a forward direction;
- Make provision for the car parking needs of people with physical disabilities; and
- Make adequate provision for service and emergency vehicle access.

3.2 Rationalisation of Crossovers

The width and number of crossovers onto a site should be minimised.

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.

Measures to clearly define the priority of pedestrian amenity should be adopted. These could include mountable kerbing to ensure continuity of public footpaths.

3.3 Servicing

Servicing/loading areas are generally to be provided at the rear of developments.

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.

Vehicle crossovers to the street should be kept to a minimum width, suitable for access by one vehicle at a time.



This service loading dock is located on a street front. The facility is visually unattractive, noisy and creates a very poor environment for passing pedestrians. It also includes a 20m-wide crossover used by reversing trucks which is potentially dangerous for pedestrians. A facility designed in this manner will not be permitted.

3.4 Universal and Pedestrian Access

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.

Universal access to all areas of residential development will be encouraged.

The design of an area, facility or building should provide for continuous, accessible paths of travel on the most commonly used and direct pathways.

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.

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.

3.5 Arcades

New arcades shall only be supported by the Shire where they connect one street directly through to a major activity centre and/or another street. Arcades with “dead ends” will not be permitted.



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.

4.2 Roller Doors on Shopfronts

To create and maintain a comfortable pedestrian environment with welcoming streetscapes, new shopfronts should be attractive, interesting and well illuminated at night in order to foster the “window shopping” experience. Traditional shopfronts should be retained wherever possible.

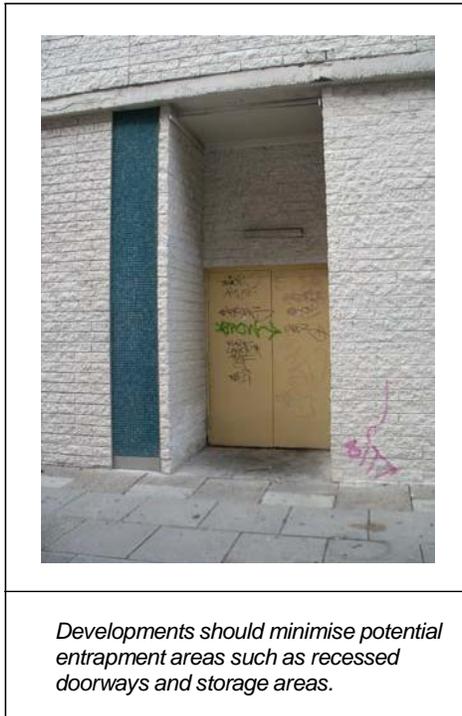
- If security is an issue, new developments/shopfronts should incorporate security protection into the structure itself. (Alternatively, security bollards which retract into the footpath during normal trading hours may be acceptable.)
- Roller doors or screens of solid material on shopfronts will generally not be permitted.
- Roller doors of see-through acrylic material may be acceptable providing that at least 75% of the roller door is transparent and the material maintains a high level of transparency once installed.
- If in the opinion of the Council security appears vital to a business, then open metal roller grills located within the premises are encouraged.

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.



Public and private spaces should be clearly defined to encourage a sense of ownership by users and to ensure the legitimate use of the space.

For vulnerable developments, a “safer design” assessment should be submitted by an approved expert in the field.

5.0 ENVIRONMENT and MICROCLIMATE

5.1 Energy Efficiency

New developments should incorporate sustainable design principles, such as:

- 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.

5.2 Air Conditioners

Air conditioning units or mechanical ventilation shall not discharge air into areas below the finished ceiling level of pedestrian shelters, or to the street at ground level. (This does not apply to doorways that discharge air as a result of pressurisation within the building.)

Air conditioning units should be located on roof tops or towards the rear of the building, and screened from the public domain.

5.3 Antennae/Satellite Dishes

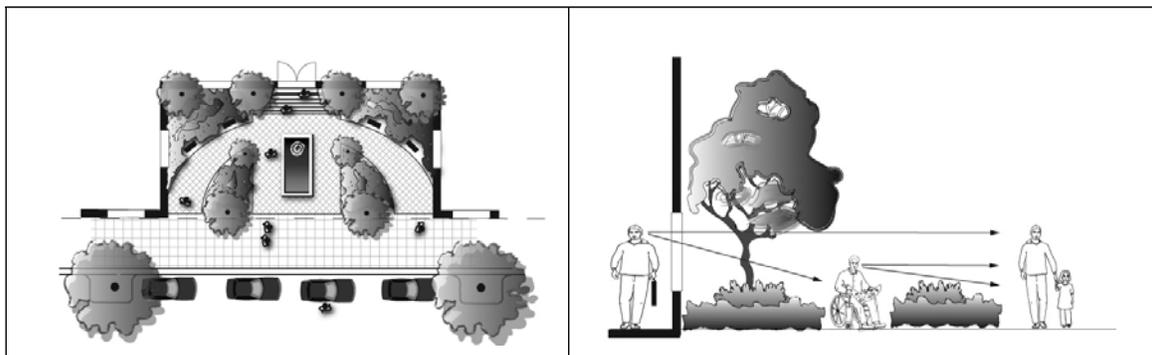
Antennae and satellite dishes should be located out of public view, located on the ground and/or adequately screened.

5.4 Landscaping

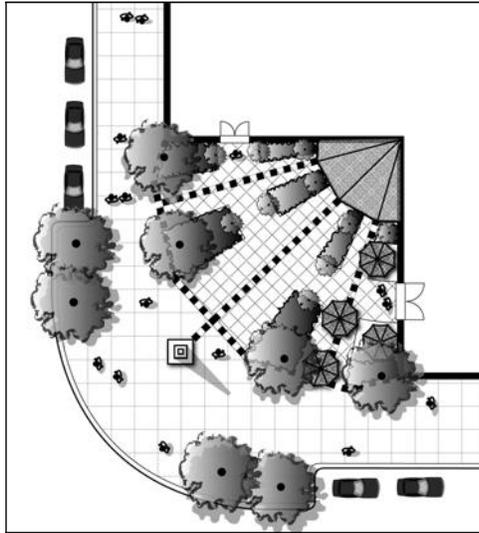
NOTE: Assistance in selecting specific, appropriate tree species may be gained by reference to the Shire's *Kalamunda Town Centre Townscape Improvement Concept – (i) Landscape Masterplan, and (ii) Street and Carpark Tree Species.*

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.



Opportunities should be taken to include simple pedestrian amenities such as seats and shade/shelter. If possible or if space allows, water features or public artworks could also be included. At the same time, however, the open nature of the front setback area should be maintained in the interests of user security.



Opportunities may also be taken on corner sites, especially those having a northerly aspect, to enhance the landscape setting of the building, while at the same time increasing the area available for pedestrian use and social interaction, and improving user amenity.

6.0 ADVERTISING SIGNAGE

6.1 Context

Signage is an important element of the built environment. The Shire recognises the legitimate need for signs to give direction and to identify and promote businesses and buildings. The Shire also accepts its responsibility to the wider community to ensure that the visual impact of signage is properly assessed and managed. Signage should not negatively impact on the amenity of the town centre environment, and should not be hazardous to pedestrians and motorists.

The proliferation of unauthorised signs has the potential to significantly detract from the visual amenity of Kalamunda's town centre, to obstruct pedestrian movement, and can, in some circumstances, also prejudice road safety through restriction of visibility. Too much signage or poorly located or designed displays can be less effective, as messages are lost through visual clutter and information overload.

Sign content that relates to sites or activities other than the site on which they are displayed ("third party advertising") are irrelevant to their context, and can also contribute towards visual degradation of the area.

Signs are classified as "development" under the Shire's Town Planning Scheme, and require development approval. Specific advice should be sought from the Shire before making application for new advertising signs.

Following is some general advice on advertising signage.

6.2 General Advice and Guidance

Advertising signs will only be approved where they:

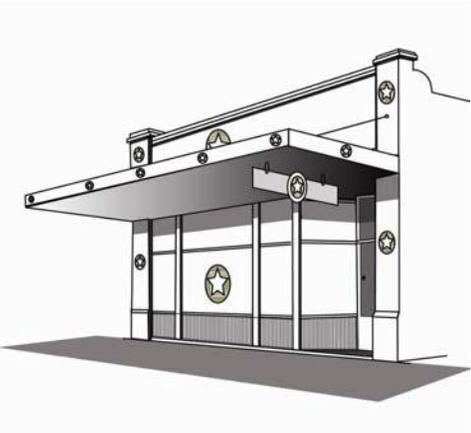
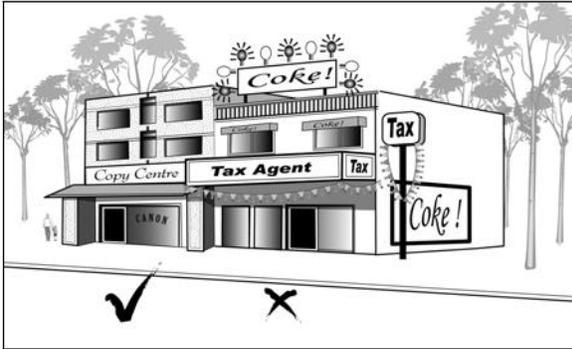
- Describe the business or activity carried out on the site;
- Relate to products produced, stored or sold on the site; or
- Are required by law.

The proportions and shape of advertising signs should complement the building to which they are attached. Signs on building facades should not adversely detract from the architectural elements of the building, or visually dominate the building or the streetscape generally. Signage should be kept simple, and only display information that relates to the activities carried out on the premises (i.e., no ‘third party’ advertising will be permitted). “Above-roof” signs will not be permitted.

Signage should be located in places that are appropriate to the architecture and be considered part of the overall building design. In particular, under-verandah signs, awning signs, signs on pediments and projecting signs will generally be encouraged.

Prohibited signs include:

- moving (flashing and animated) signs;
- bunting;
- roof signs;
- stand-alone structures such as tower signs, pylon signs and hoardings;
- third party (unrelated) advertising.

	
<p><i>Signs should be located in places that are appropriate to the architecture of the building, and be considered as an integral part of the overall building design</i></p>	<p><i>“Third party” signs, above-roof signs, flashing signs and pylon signs will not be approved.</i></p>

Corporate signage which seeks to impose a standardised format onto individual buildings is not suitable for heritage and character buildings, and may often ruin their presentation. Instead of corporate signage, individually styled signs, which attempt to complement the colours, scale and design of the building, should be developed.

While an applicant’s requirement to exhibit their company’s standard logo or colour scheme is recognised and will be accommodated where possible, it is expected that restraint will be shown in

the application of corporate colours, decorations and advertising. At times a satisfactory compromise can be achieved.

Corner buildings may be treated differently where signage can be clearly demonstrated to be an integral part of the building design, and visually compatible.

Building owners are strongly encouraged to prominently display the street number (and name if applicable) of their building to facilitate identification by visitors.

	
<p><i>Building owners are encouraged to display the street number of their premises to help visitors and customers.</i></p>	<p><i>Advertising can be simple and understated while still being effective.</i></p>

Signs should not totally obscure windows, and should not impede the pedestrian’s view into a shop.

Colours for signs should be selected with due consideration for the colours used in neighbouring developments.

7.0 MIXED USE RESIDENTIAL and COMMERCIAL DEVELOPMENT

The Scheme requires that residential development be subsidiary to the main commercial development on the same site. A residential density coding maximum has not been stipulated by the Shire for new mixed use developments. Instead, the Shire will place great importance on the need for the proposed development to achieve a desirable design outcome.

In residential/commercial developments the open space requirements of the Residential Design Codes may be relaxed, subject to the provision of external private spaces to each residential unit (this may be in the form of balconies or terraces).



This simple two storey mixed use development is low-key, and sits easily within an old commercial strip containing one and two storey buildings. The building incorporates commercial premises at street level with apartments above. The plants provided by the residents for their own benefit on the front deck also add some greenery and interest to the streetscape.



This new three storey mixed use development includes retail outlets on the ground floor, with two storey apartments above. The generous front decks overlook the street, providing good casual surveillance and increased public safety and security.

* * *

APPENDIX 2 - INTERPRETATIONS

Active or Interactive Frontages

Means street frontages where there is an active visual engagement between people in the street and those on the ground floors of buildings. This quality is assisted where the building facades include the main entrances, and the ground floor uses (such as shops, cafes, dwellings) face and open towards the street.

Amenity

Means all those factors which combine to form the character of an area and includes the present and likely future amenity. An area of high amenity could be described as a comfortable and pleasant immediate environment, located within agreeable surroundings.

Articulation

Means the breaking up of a building façade into individual elements to provide a modulated effect aimed at enhancing individual building identity, variety and interest. This can be achieved through the use of such elements as window projections, balconies, awnings, minor recesses and/or projections of walls or parts of walls to provide visual interest, and to enhance the “fine grained” scale of development.

Built Form

Means the configuration of the aggregate form of all buildings, structures, etc., which make up the physical environment of a locality.

Bulk

Means the size or mass of a building within its built form context.

Character

Means the essential combination of the public and private domains. Every property, public place or piece of infrastructure makes a contribution, whether large or small. It is the cumulative impact of all these contributions that establishes neighbourhood character. The physical qualities of character evident in the town centre are diverse, and include:

- The era of the majority of development;
- The regular grid subdivision pattern;
- The siting and orientation of development/built form on lots;
- The form and distribution of open space;
- Building height, scale and proportion; and
- Distinctive building styles, particular design elements, materials and finishes.

Cohesiveness

Means the harmonious grouping of complementary elements. A cohesive townscape contains objects and architectural elements which have a consistent or complementary overall visual effect.

Compatible/Complementary/Sympathetic Development means a design outcome that shares the characteristics of the context, and while it will not be the same as historic neighbours, will not look out of place amongst them.

Conservation

Means all the processes of looking after a place, so as to retain its cultural significance.

Contemporary Design

Means design styles that are “of their time” and that do not use the design elements of another time, such as historicism, or *faux* heritage. However, in the Kalamunda town centre context, contemporary design must also be compatible/complementary/sympathetic to existing traditional development.

Context

Means the specific character, quality, physical, historic and social context of a building’s setting and may, according to circumstances, be a group of buildings, a part of a street, a whole street, part of a town or the whole town.

CPTED Principles

Means the planning and design principles contained in “Crime prevention through environmental design”. (Ref.: “Designing Out Crime – Planning Guidelines Outline” WAPC 2005)

Façade

Means the exposed face(s) of a building towards roads or open space, or the frontal outward appearance of a building.

Fine Grain

Means horizontal strips of development broken into a vertical rhythm by individual shop fronts and windows. This is usually a reflection of the original subdivision pattern of narrow lot frontages. A similar visual effect can be created for new, wide frontage development if the building is broken up into narrow modules by the use of architectural detailing and different colours.

Heritage

Means buildings, structures or places having aesthetic, historic, scientific or social value for past, present or future generations.

Historicism means an excessive regard for past styles and may include copying them, as opposed to contemporary design.

Human Scale

Means buildings of a size or comprising a range of architectural elements which are of a magnitude and proportion related to our bodily dimensions.

Laneway

Means a narrow or very narrow local “street”, usually paved without a verge, located along the rear and/or side property boundary. Might be used exclusively by pedestrians, or shared by both pedestrians and vehicles, depending upon the circumstances.

Legibility

Means a street and movement system designed to provide a clear sense of direction and connection, giving definite signals regarding the spatial layout and geography of an area.

Main Street Development

Means mixed land use developments fronting a street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the street, and/or where customer car parks on private property generally do not separate the road reserve boundary from the front of a building.

Massing

Means the size and volume of a building.

Mixed Use Development

Means the provision of various compatible, balanced land uses with a “fine grain”, integrated in close proximity to each other. Physically it includes both vertical and horizontal mixing of uses. No single use should dominate other uses, although residential use is often the major component. Good mixed use development has the potential to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase walkability, and make more efficient use of available space and buildings.

Public Realm or Public Domain

Means areas of a town which belong to the community as a whole. Refers to spaces that are physically accessible to the public, and those aspects of other spaces that are visible from physically accessible spaces. It incorporates features such as streets, parks, squares, community buildings and the street facades of other buildings.

Scale

Means the size of a building and its relationship with its surrounding buildings or landscape.

Street Alignment

Means the common boundary between the land comprising a street (i.e., the road reserve), and the land abutting it.

Street Setback

Means the horizontal distance between the street alignment and a building, measured at right angles to the street alignment. The “street setback area” is the area between the street alignment and the street setback line.

Streetscape

- (a) Means the total visual impression gained from any one location within a street including the natural and man-made elements; and
- (b) is made up of the appearance of, and the relationships between, buildings in terms of design, scale, materials, colours, finishes, signs, external furniture, paving materials for roads, footpaths and landscaping.

Surveillance

Means the presence of passers-by or the ability of people to be seen in public spaces from surrounding windows, decks, balconies or the like. “Casual surveillance” means “eyes on the street” provided by local people going about their daily activities.

Sustainability

Means meeting the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity.

Sustainable Development

Means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Scheme

Means the Shire of Kalamunda Local Planning Scheme No. 3.

Universal Access

Means the provision of access which is inclusive of all people including children, seniors and people with disabilities.

Urban Form

Means the broad shape and structure of an urban community and the distribution of its major features.

View

Means a broad or expansive scene as seen from a particular place.

Vista

Means a particular view contained by a long, narrow avenue of trees, buildings etc.

Walkability

Means the ease with which a person can walk in an area.

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