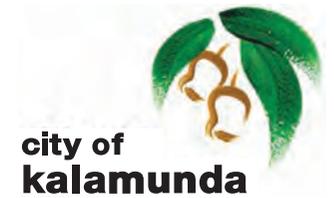


Kalamunda Wedge Industrial Area - Precinct 3A

DESIGN GUIDELINES



Local Planning Policy PDEV - 062

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Kalamunda Wedge Industrial Area - Precinct 3A Design Guidelines

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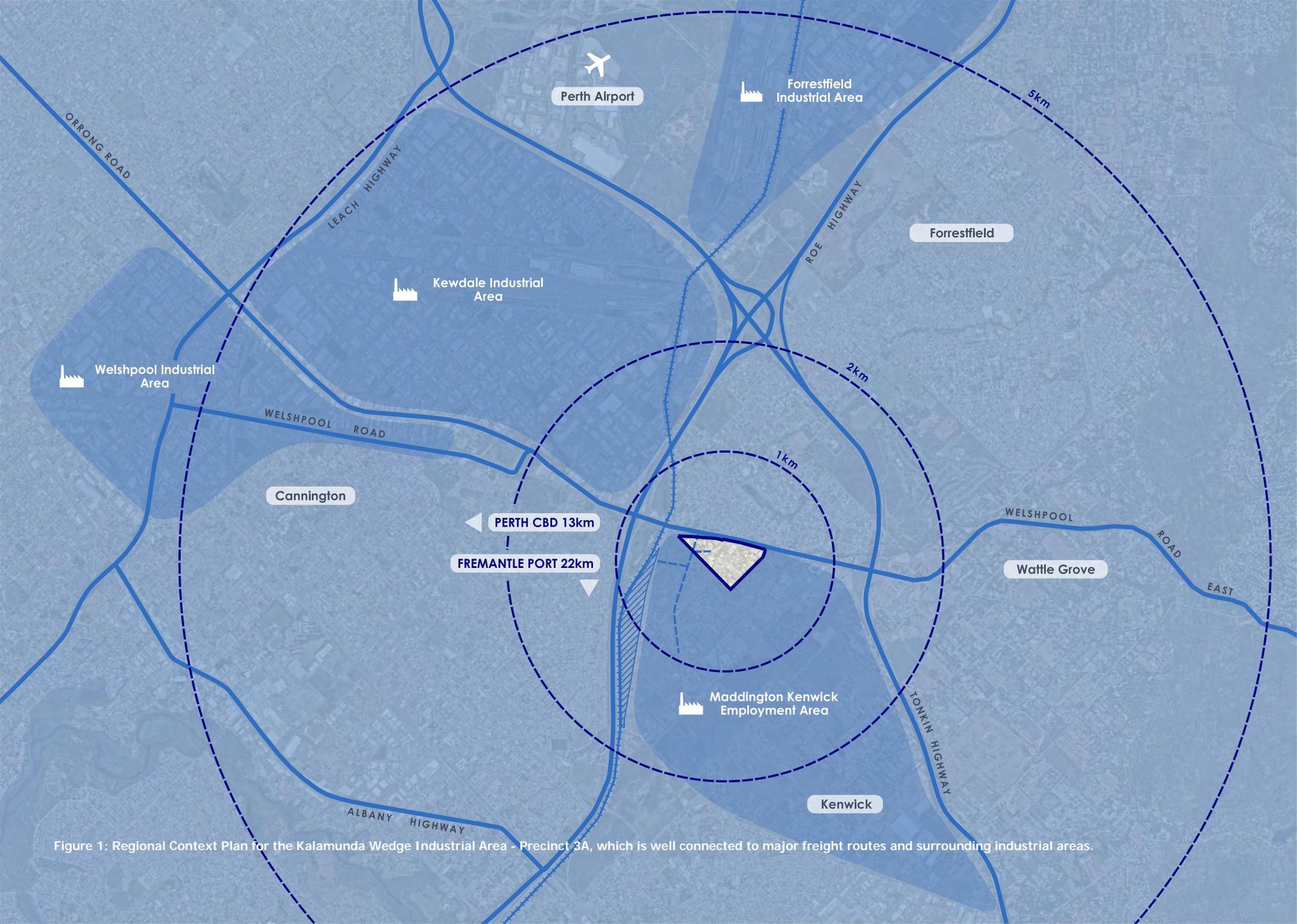


Figure 1: Regional Context Plan for the Kalamunda Wedge Industrial Area - Precinct 3A, which is well connected to major freight routes and surrounding industrial areas.

INTRODUCTION

These Design Guidelines apply to all land located within the Kalamunda Wedge Industrial Area - Precinct 3A ('The Precinct') within the Maddington Kenwick Strategic Employment Area ('MKSEA'), an area bound by Welshpool Road East, Bickley Road, Roe Highway and Tonkin Highway.

The precinct is located only 12 km from Perth CBD and is immediately adjacent the Primary Freight/Transport corridors of Roe Highway and Welshpool Road East and Tonkin Highway providing direct and easy access to distribution networks in all directions.

Some of the land within the Design Guidelines area has historically been subject to rural residential development. The progressive development of the area for industrial activities may lead to some short-term implications for existing residents, however, the City of Kalamunda ('the City') will endeavour to minimise any potential conflicts through the implementation of these Guidelines and the development application assessment process.

The Design Guidelines aim to provide comprehensive guidance for the design and approval of development within the precinct, and include consideration of:

Subdivision and amalgamation proposals;

Built form design, including orientation, bulk and scale and boundary setbacks;

Site design considerations, including parking and access, landscaping and storage;

Building facilities, including end of trip facilities and lighting; and

Interface considerations, including screening and signage.

The Design Guidelines are intended for use by developers, assessing officers and determining authorities in their consideration of development within the precinct.

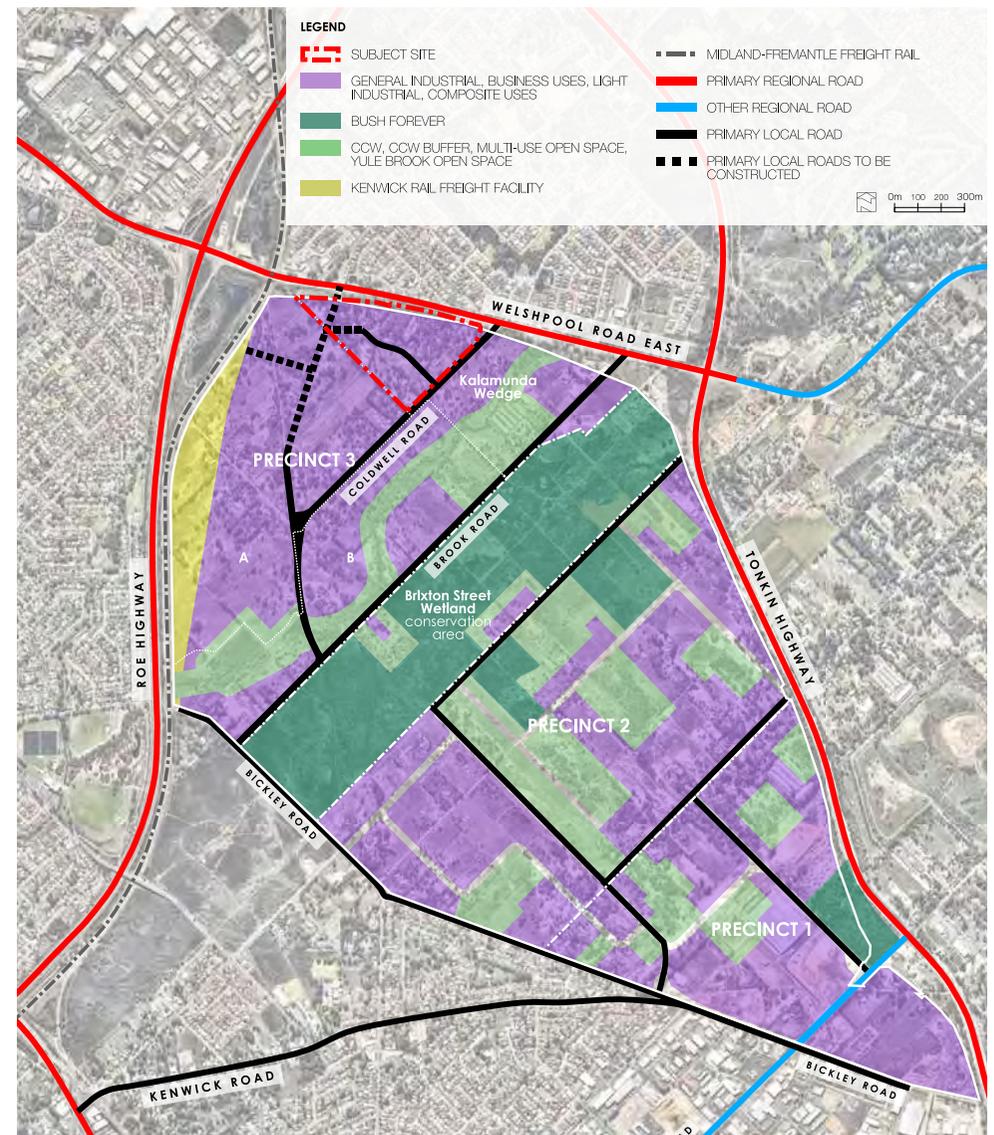


Figure 2: Sub-Regional Context Plan for the Maddington Kenwick Strategic Employment Area (MKSEA) which is to accommodate progressive industrial development over the next 10-20 years.

1.1

PRECINCT VISION

The precinct will be developed in a manner which creates an attractive, functional and sustainable industrial area which attracts a range of businesses eager to locate within the area, offering ease of access to both customers and suppliers.

These Guidelines aim to complement the attractiveness of the industrial area's geographic and strategic location, and to encourage design features, construction quality and landscaping of a high standard which will ensure the area is a sought-after location for business relocation, and a prestigious industrial address.



Figure 3: Artists impression of the style of industrial development to occur within the Kalamunda Wedge Industrial Area, representing well landscaped, high quality built form and site design.

1.2

DESIGN PRINCIPLES

The Design Guidelines are intended to provide clear and comprehensive development criteria to guide developers, assessing officers and determining authorities in their consideration of development within the precinct.

Development within the area will be guided by the following general principles:

- To encourage attractive developments that are well designed, with functional and efficient buildings and site layouts;
- To ensure that industries are environmentally compatible with surrounding zones and activities;
- To promote the development of high quality, attractive and sustainable landscaped areas and streetscapes;
- To support the street network providing permeability to the precinct for motorists, pedestrians and cyclists;
- To achieve water conservation through sustainable on-site stormwater management, water-wise landscaping and water efficient reticulation;
- To avoid unsightly and poorly planned developments; and
- To ensure proposals on the lots abutting Welshpool Road East incorporate an appropriate interface with existing residential development.

1.3

VARIATIONS TO THE POLICY

Variations to this Policy may be considered by the City but will require the applicant to provide appropriate suitable justification demonstrating how the proposed variation will not compromise the Design Principles outlined under Clause 1.2 of the Policy.



Figure 4: Local Context Plan for the Kalamunda Wedge Industrial Area, with the Roe Highway Logistics Park under development to the immediate south-west, future industrial development to the south east, established suburban residential development to the north-east and Welshpool Industrial Area to the north-west.

These Design Guidelines have been prepared and adopted in accordance with Schedule 2, Part 2, Division 2 of the Planning and Development (Local Planning Scheme) Regulations 2015. The subject area is zoned 'General Industry' and 'Light Industry' under the provisions of Local Planning Scheme No. 3, and is subject to the requirements of the 'Development Area' outlined in clause 6.8 of the Scheme, inclusive of the requirement for the preparation of these Design Guidelines. The delineation of zoning is outlined in **Figure 5** below as at the date of preparation of these Guidelines.



Figure 5: Local Planning Scheme No. 3 zoning of the industrial area at the time of preparing these design guidelines (Note: applicants should refer to the Scheme maps to confirm the zoning and Scheme provisions applicable to the subject area).

These Design Guidelines have been prepared to guide the preparation and assessment of subdivision and development applications within the Kalamunda Wedge Industrial Area.

Step	Action	Reference
Step 1	Determine the zone that applies to your property, the permissibility of the proposed land use and any other matters which are required to be addressed.	Scheme Zoning Maps and Land Use Permissibility under Local Planning Scheme No. 3 Clause 6.8 of Local Planning Scheme No. 3 and Schedule 2, Part 9, clause 67 of the Planning and Development (Local Planning Scheme) Regulations 2015.
Step 2	Prepare a development concept plan and identify whether any land amalgamation or subdivision might be required.	Kalamunda Wedge Industrial Area - Precinct 3A Design Guidelines - Relevant sections of Part 2
Step 3	Meet with the City's planning team to discuss initial concept designs and key matters to be considered as part of preparing an application.	Seek advice from the City's Planning Department
Step 4	Refine concept development design for consideration of the Design Advisory Committee (optional but recommended).	Seek advice from the City's Planning Department
Step 5	Finalise development application (and necessary subdivision/amalgamation application) inclusive of all necessary supporting information to address drainage, access, landscaping, site design and built form.	Seek advice from the City's Planning Department
Step 6	Lodge application for determination by the relevant determining authority.	City for development applications to be determined by the City or by the Joint Development Assessment Panel. Western Australian Planning Commission for applications for subdivision or amalgamation of sites.

DESIGN GUIDELINES

The following guidelines are intended to control all subdivision and development applications within the precinct.

The precinct is intended to form an interface and transition between the more traditional Roe Highway Logistics Park and Kenwick Freight Rail Facility to the south-west and the suburban residential area of Wattle Grove to the northeast.

The subject area has been divided into three distinct precincts based on the precinct plan identified in **Figure 7** and broadly described as follows:

Service/Commercial Precinct: This precinct will be focused on providing commercial services and amenity to employees and visitors of the industrial estate, in addition to providing for the surrounding residential catchment. It is anticipated that the service commercial precinct will accommodate commercial services appropriate within the broader industrial precinct, including a service station, food and beverage providers and complementary smaller commercial services.

Light Industrial Precinct: This precinct will provide an immediate transition between the established suburban area of Wattle Grove and the tree lined Welshpool Road East with the more traditional industrial activities to the south-west, and is anticipated to accommodate smaller industrial and commercial activities including warehousing, transport and logistics operations and service commercial uses.

General Industrial Precinct: This precinct will provide for more traditional industrial activities which reflect those proposed within the abutting 'General Industrial' zone within the City of Gosnells, and is anticipated to primarily accommodate larger industrial activities including freight and logistics uses, warehousing and manufacturing.



Figure 6: Artists impression of the Service/Commercial precinct within the Kalamunda Wedge Industrial Area.

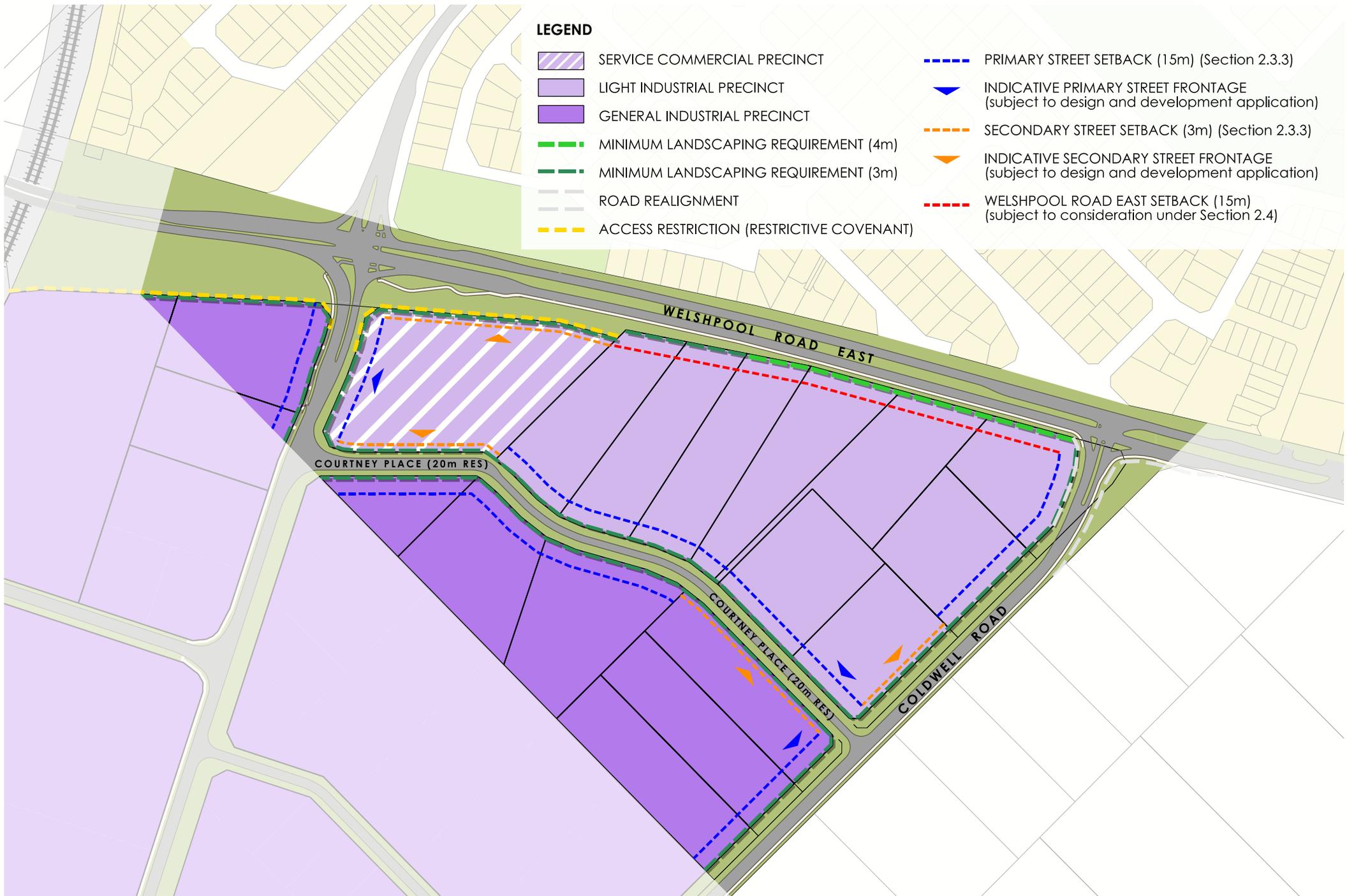


Figure 7: Precinct Plan for Kalamunda Wedge Industrial Area - Precinct 3A identifying the three distinct precincts to be developed and key design considerations for each of these precincts.

Development Objectives

Alteration to the lot and public land configuration within the precinct shall be orderly and regular to facilitate a well designed industrial development.

Development Controls

- Development which necessitates the widening or creation of public land shall be conditioned to require the ceding of this land prior to occupation of the approved development.
- Development which necessitates the amalgamation or subdivision of land shall be conditioned to require the creation of the necessary lots reflective of the development approved prior to the occupation of the approved development.

Development Guidance

- Landowners should note the requirements for road reservation widening and realignment within the precinct, including:
 - Coldwell Road reservation, which is required to be widened by 10m along the north-west boundary to accommodate road and drainage upgrades in accordance with the approved Local Water Management Strategy;
 - Coldwell Road intersection with Welshpool Road East, which requires realignment of Coldwell Road and upgrade of the intersection in accordance with a future Development Contributions Plan;
 - Courtney Place reservation, which requires widening by 2m to facilitate road and drainage upgrades as an industrial standard road.

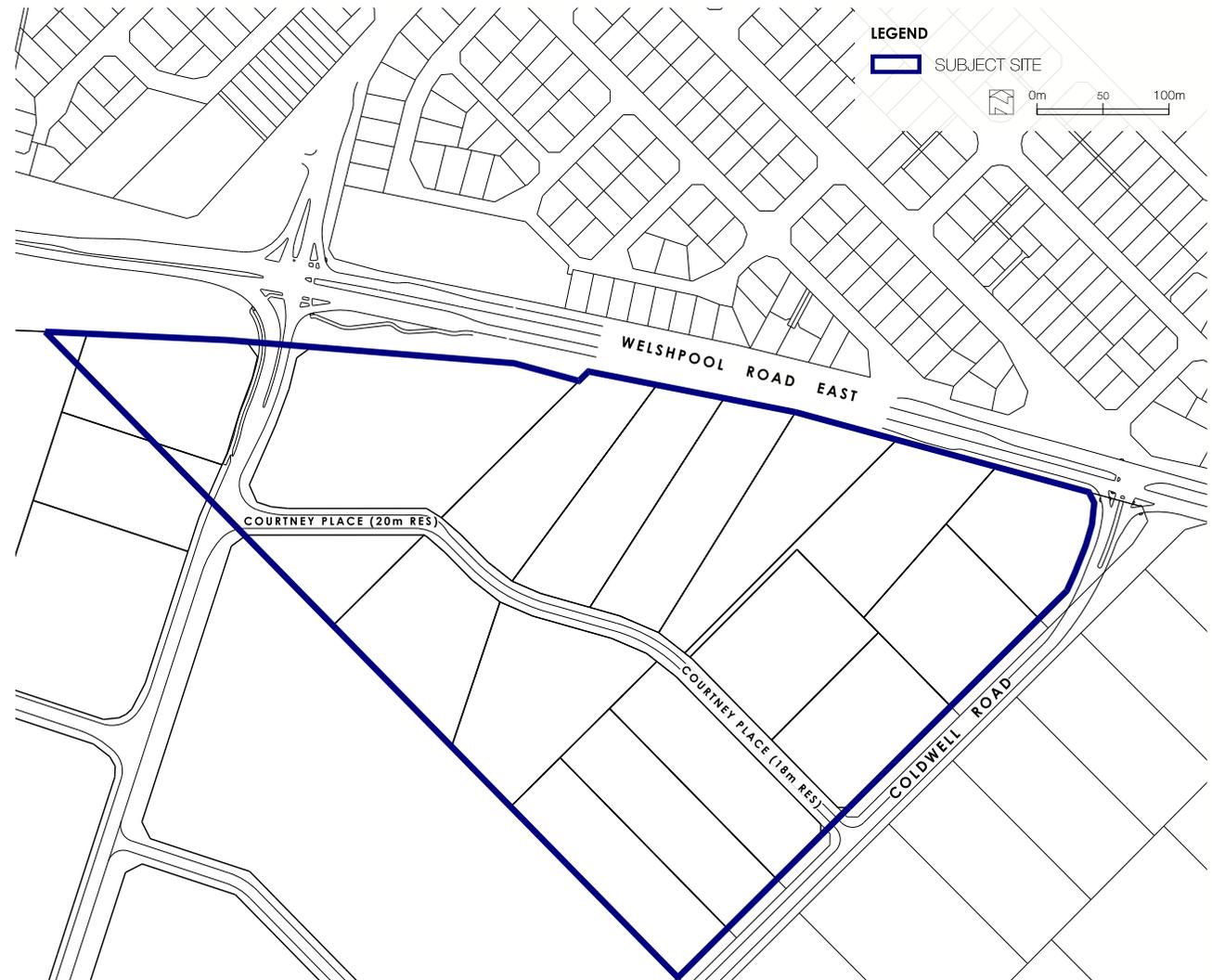


Figure 8: Lot layout within precinct.

2.3.1 BUILDING DESIGN AND QUALITY

Development Objective

The design of buildings shall promote a high quality industrial area through building articulation and presentation to the street, achieved through a diversity of building designs and materials encouraged to avoid a rigid, uniform outcome.

Development Controls

- Portions of a building which are visible from the primary or secondary streets are to incorporate:
 - Horizontal and vertical articulation to assist in breaking up the building mass through the use of recesses, columns, blades and other architectural features;
 - Variation in colours and materials with a minimum of two different colours and two different materials to be used;
 - Glazing to the street frontage, where practical, to promote surveillance of the street and/or open space;
- Areas of prefabricated concrete panels for external wall systems, i.e. 'tilt-up' visible from the primary street or secondary street frontage shall be detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City; and
- Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.
- Plot Ratio is to be in accordance with the Local Planning Scheme No. 3.

Development Guidance

Contemporary industrial design style is encouraged.



Figure 9: Built form shall add to the character of the area through high quality design.

2.3.2 BUILDING ORIENTATION

Development Objective

Buildings shall be designed to be orientated to the primary street.

Development Controls

- The primary building entrance and façade shall orient to the primary street.
- For lots with multiple street frontages, the building must address both adjoining streets through orientation, design detail, materials and major opening(s).
- Where possible based on lot configuration and site design constraints, buildings shall be orientated and designed to be energy efficient through passive solar design.

Development Guidance

Passive solar design measures shall consider appropriate landscaping (trees, wall creepers etc.) to create shade in summer for car parking areas and buildings, and to allow the penetration of winter sun.



Figure 10: Buildings shall be designed to be orientated to the primary street.

2.3.3 BUILDING SETBACK

Development Objective

To achieve an attractive development outcome through individuality in building design and their relationship with the street.

Development Controls

- Buildings shall have a minimum setback of 15m to the primary street and 3m to the secondary street in accordance with the Scheme. Variations to the setback may be acceptable to the City where:
 - The variation is not considered to be detrimental to the broader streetscape;
 - The built form design for the portion of a building within the setback area is demonstrated to be of a high design quality; and
 - Additional landscaping is provided within the setback areas to mitigate the visual impact of the reduced building setback.
- Additional building setback requirements for Welshpool Road East are addressed in Section 2.4.
- Front setback areas are to be used for the purpose of access, car parking and landscaping. Other uses including stormwater drainage and storage of refuse may be undertaken in the front setback area where they are demonstrated to not be detrimental to the streetscape.
- Buildings shall have a minimum setback consistent with the Building Code of Australia for side and rear boundaries (except for buildings adjacent the Welshpool Road East boundary).

Development Guidance

Further variations to setbacks may be acceptable to the City where they are demonstrated to not have a detrimental impact on the function of the development or on the amenity or development potential of abutting properties.



Figure 11: Buildings shall be setback from the street to provide usable space between the street and building and contribute to an attractive streetscape.

2.3.4 END OF TRIP FACILITIES

Development Objective

New developments of substantial size and workforce shall provide end of trip facilities to facilitate diverse travel choices.

Development Controls

- For development with
 - NLA floorspace greater than 2000m²; and/or
 - more than 20 employees are proposed to be on site at any one time;there shall be allocated a minimum of one female shower and one male shower, located in separate change rooms or a minimum of two separate unisex shower and change rooms.

Development Guidance

- The showers must dispense both hot and cold water;
- The end of trip facilities shall include non-slip surfaces, hooks and/or benches for peoples belongings, adequate lighting and ventilation; and
- Secure change rooms capable of being locked.

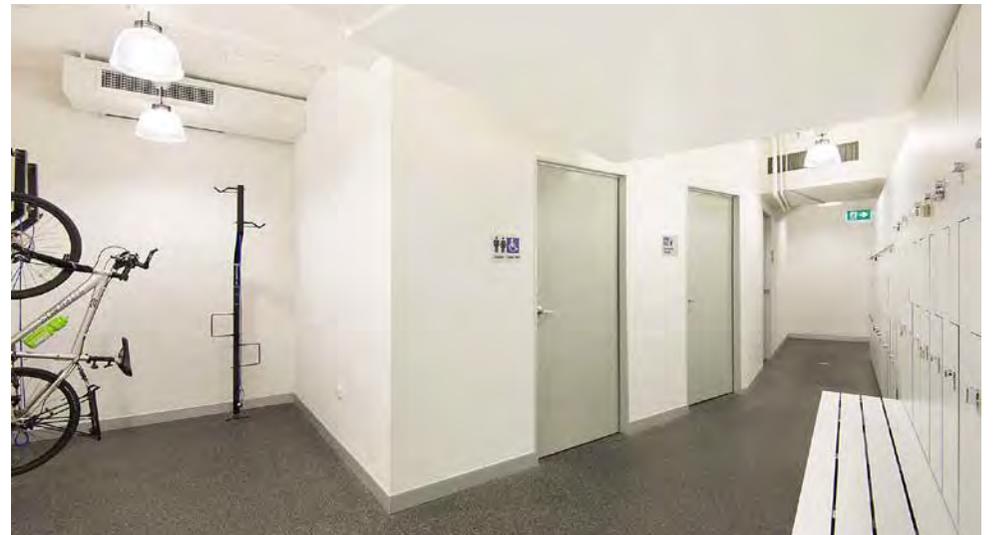


Figure 12: End of trip facilities shall facilitate diverse travel choices for employees.

2.3.5 PARKING AND ACCESS

Development Objective

The on-site vehicular circulation and parking system shall achieve a safe, efficient, convenient, and functional movement of multiple modes of transportation.

Development Controls

- Vehicle access locations and circulation pattern shall minimize conflict with pedestrians and bicycles.
- Car parking shall be provided generally in accordance with Table 1 of the City's Local Planning Scheme No. 3.
- The car park area is to consist of a sealed finish such as asphalt, paving material or concrete.
- All vehicular access ways, service areas and parking areas shall be designed to enable vehicles to enter and leave in forward gear.

Development Guidance

- In accordance with the City's Local Planning Scheme No. 3 the City may apply discretion to allow a lesser requirement for car parking than that stipulated if in its opinion the proposed use is likely to demand a lesser need for car parking bays.
- Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.



Figure 13: Parking and access shall be designed to provide safe, efficient, convenient and functional movement of multiple modes of transportation.

2.3.6 LOADING AREAS

Development Objective

Loading areas shall be designed in a manner that minimises conflict between the delivery/ collection of goods and the access of employees and visitors to the site.

Development Controls

- Loading areas shall be designed to accommodate vehicular manoeuvring on site, including allowances for reversing so that vehicles can leave in forward gear, and shall not prohibit on-site vehicular circulation.
- Loading areas are to be screened from view of the primary and secondary streets. As an alternative the loading area should include design features to maintain a high quality presentation to the streetscape, including the use of colours and materials consistent with the broader building design to the satisfaction of the City.
- Loading and storage areas are to be screened from Welshpool Road East in accordance with Part 2.4.

Development Guidance

- Service and loading areas can be accommodated within the building area.



Figure 14: Loading areas shall be designed in a manner that minimises conflict between the delivery/ collection of goods and the access of employees and visitors to the site.

2.3.7 SIGNAGE

Development Objective

Signage within the estate shall be well designed and integrated into the building design to achieve identification of individual businesses whilst maintaining estate amenity.

Development Controls

- Signage shall be of a size and scale that reflects the surrounding environment and the need for exposure to passing trade based on the subject development.
- Signage may be internally or externally lit provided that this does not have a detrimental impact on abutting sites or on the safety of the abutting road network.

Development Guidance

- The City's *Signage on Private Property* policy (P-DEV 42) provides further guidance on the development of signs.
- Signage abutting Welshpool Road East will be assessed against the relevant Main Roads WA policy.



Figure 15: Signage within the estate shall be well designed and integrated into the building design to achieve identification of individual businesses whilst maintaining estate amenity.

2.3.8 EXTERNAL LIGHTING

Development Objective

External lighting is to be designed to provide a safe and secure environment on-site.

Development Controls

- Beacons, search lights, blinking lights, flashing or changing intensity lights will not be permitted.
- Lighting must be directed away from adjacent buildings and any public roads.
- Security lighting must be confined to entrances and pedestrian areas and must not project onto any public road.
- All car parking areas, pedestrian routes and entrances are to be well lit. Parking area lighting shall have a greater height than pedestrian area lighting, and be focussed downwards. Bollard lighting and pavement inset lighting is encouraged for pedestrian pathways.

Development Guidance

All external lighting shall be utilised in a manner which is consistent with the use for which it was designed (e.g., flood or spotlights, bollard lights, sensor lights, etc.).

2.3.9 CROSSOVERS

Development Objective

Crossovers shall compliment the streetscape and support the landscape qualities of the estate, while also meeting the requirements of safe access and egress to individual developments.

Development Controls

- Each site will be permitted to have a maximum of two (2) crossovers. Additional crossovers may also be permitted subject to City approval where the additional crossover:
 - Is considered to facilitate the safe movement of vehicles to and from the public road;
 - Is accompanied by additional verge landscaping to mitigate the impact on the streetscape.
- Crossovers are to be constructed of either concrete or block paving to the dimensions, line and level as outlined in City's specifications.
- Crossovers are to be constructed with the following dimensions:
 - Minimum width at property line – 6.0 metres;
 - Maximum width at property line – 10.0 metres or as approved; and
 - Wing dimension – To match 6.0m curve radius of crossover wing.

Development Guidance

- It is recommended that the minimum design requirement complies with the medium to heavy commercial and/or industrial traffic specifications.
- Owners and/or designers should check the pavement capacity with actual traffic loadings prior to making application to the City.

2.3.10 FENCING

Development Objective

Fencing shall compliment the visual aesthetics and overall character of the development, whilst also achieving its primary aim of providing security to businesses.

Development Controls

- Fencing located along the front lot boundary is to be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.
- Fencing shall be visually permeable to ensure passive surveillance opportunities.
- Fencing located behind the building line is to:
 - Be generally consistent with the front boundary fencing (black powder coated Garrison or Palisade fencing); or
 - Be designed to a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings.
- Barbed wire is generally permissible but must not be installed along a street boundary.



Figure 16: Fencing shall compliment the visual aesthetics and overall character of the development, whilst also achieving its primary aim of providing security to businesses.

2.3.11 STORMWATER MANAGEMENT

Development Objective

Achieve best practice urban water management principles through the management of storm water on each development site.

Development Controls

- Design of stormwater management on site is to be in accordance with the approved Local Water Management Strategy (LWMS).
- As per the LWMS, the lot detention areas will be required to detain flows up to the 100 year ARI event at a rate of 36 L/s/ha.
- A detention storage of 30 m³/ha is required within lots.
- Stormwater quality treatment for the first 15mm runoff needs to be addressed using WSUD treatment train approach providing bio-retention areas or suitable alternative retention measures as appropriate for the site geotechnical conditions and individual lot use.
- Onsite landscaping and potentially car park areas or other open spaces within lots can be used for the detention of stormwater with an average ponding depth of 50mm.

Development Guidance

Design of stormwater management on site is to be outlined in a drainage concept plan as a component of a development application.

2.3.12 WASTE MANAGEMENT

Development Objective

Bin storage and service facilities are to be provided on site in a manner that does not negatively impact on views from the adjacent streetscape.

Development Controls

- Outdoor storage of goods is not permitted forward of the building line, and outdoor storage areas are to be delineated in accordance with the approval of the City and are to be screened from view of the primary or secondary street in the manner approved.
- Bin storage may be undertaken internal to a building where sufficient space is identified as a component of a development application.
- A bin wash down facility shall be provided in a suitable location on site.
- Waste and recycling storage points are to be screened by solid fencing or landscaping to ensure they are not visible from public streets.
- External bin storage areas are to have a minimum site area of 10m² where located external to a building, and may be designed as a single enclosure or multiple smaller enclosures.
- Where visible from the primary or secondary street an external bin enclosure must include screening to a minimum 1.5m in height sufficient that the bins are not visible from the primary or secondary street.

Development Objective

Development on sites abutting Welshpool Road East (as identified in **Figure 7**) are to be designed in a manner which does not detrimentally impact upon the streetscape of Welshpool Road East.

Development Controls

- Development of land abutting Welshpool Road East is to include landscaping adjacent the lot boundary to Welshpool Road East to achieve an appropriate development interface with this road as outlined in **Figure 7** and in accordance with the landscaping standards outlined in Section 2.5.
- Buildings are to be setback a minimum of 15m from the Welshpool Road East boundary. The setback requirement may be reduced to a minimum of 8m where:
 - The built form design for the portion of a building visible from Welshpool Road East is demonstrated to be of a high design quality; and
 - The 8m setback area is fully landscaped in accordance with the requirements of Section 2.5.
- Any proposed fencing or development to this road boundary shall not impact the existing tree line and vegetation located within the road reserve.
- Existing trees located in the Welshpool Road East verges are to be retained and protected during development of the adjacent property, except where specific authority has been achieved through the City for their removal or pruning.
- Direct access to Welshpool Road East is not permissible unless otherwise approved by the City and Main Roads WA.
- The design of development must ensure that all service yards and storage areas are suitably screened from Welshpool Road East to ensure that a high level of visual amenity is maintained while travelling along this road. Screening measures shall

include:

- Landscaping to a sufficient density that will screen the materials to be stored; or
- Fencing shall be constructed of materials consistent with the adjacent approved building and in accordance with Part 2.3.10 (Fencing).
- Portions of buildings facing Welshpool Road East must be designed in a manner which makes a positive contribution to the streetscape, and shall include variations in colour and materials, architectural features and cladding of prefabricated concrete panels (in accordance with Design Guideline Criteria 2.3.1).



Figure 17: Development within the Light Industrial Precinct is to be designed in a manner which does not detrimentally impact upon the streetscape of Welshpool Road East.

2.5.1 ON-SITE LANDSCAPING

Development Objective

All developments shall incorporate appropriate landscaping as an essential element for the enhancement of the overall aesthetics for the estate. The landscape outcomes will assist with the softening of building mass, screening of service structures and loading areas, enhance the amenity of the streetscape, define public and private areas, provide shade and climate control and filter drainage and stormwater runoff.

Development Controls

- A minimum of 5% of the total lot area is to be allocated for landscaping purposes, which includes the minimum landscaping strip provided along all street frontages outlined in **Figure 7**.
- The landscaping strip abutting street frontages is to be planted with large trees that have a minimum bag size of 100L at a spacing of 1 tree for every 10m of frontage, in addition to a variety of shrubs, as outlined in **Figure 18**.
- Trees are to be planted within uncovered car parking areas at the rate of 1 per 4 car parking spaces, as outlined in **Figure 18**.
- There are no more than 6 adjoining car bays without the area being punctuated by a tree.

Development Guidance

- The design of landscaping should take account of the approved Local Water Management Strategy and Urban Water Management Plan.
- A Landscape Intent Plan is to be provided as a component of a development application to outline the proposed on site landscaping.
- To ensure landscaping is successful, landscaped areas should be irrigated with an appropriate reticulated watering system. Land owners should:
 - Install a low flow trickle irrigation system;
 - Install a programmable water controller/timer system; and
 - Direct rainwater runoff from buildings and hardstand areas to the landscaped areas.

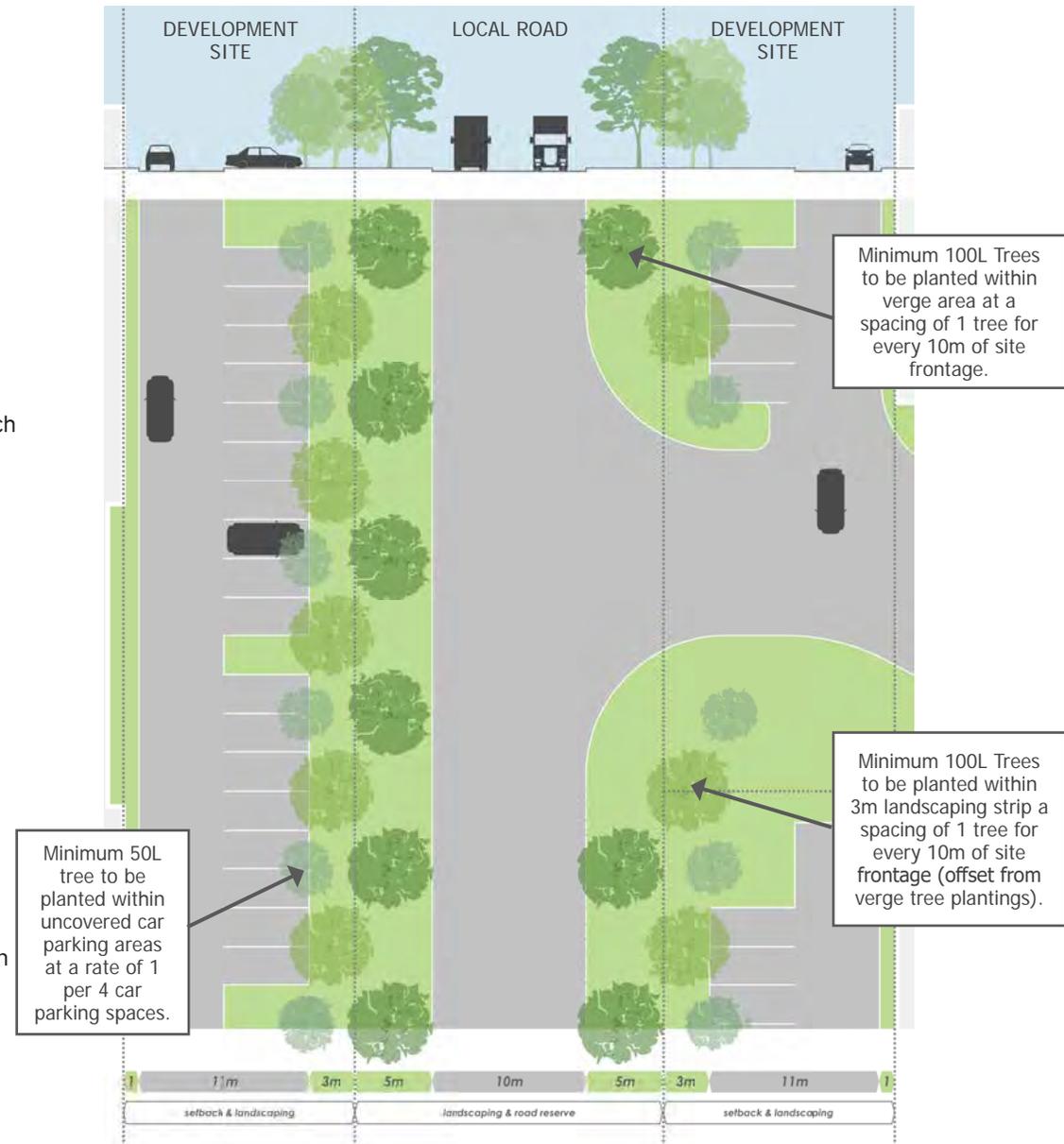


Figure 18: Cross section outlining the primary street frontage landscaping requirements within front setback area and road verge in accordance with the development controls under section 2.5.1 and 2.5.2.

2.5.2 VERGE AMENITY

Development Objective

Development will contribute to a high amenity and cohesive public realm streetscape to establish the Estate character and vision.

Development Controls

- Street verges shall be kept in a tidy and visually appealing manner at all times and maintained by abutting landowners.
- Development is to provide a minimum of one verge tree for every 10m of street frontage (**Figure 18**) and onsite reticulation shall be extended to the verge landscaping and maintained by the landowner.
- Verges are not permitted to be used for the display of goods or the informal parking of vehicles without the approval of the City.
- Verges abutting each property are required to be maintained by the abutting landowner, including the maintenance of turf and removal of hazards (including fire hazards) where applicable.
- Verge design shall be maintained to facilitate ease of pedestrian movement, particularly into the precinct from Welshpool Road East.

Development Guidance

- Manicured grass verges are accepted as they are visually appealing, generally low in maintenance and can provide a consistent street aesthetic.
- Sustainable waterwise verge landscaping is permitted in lieu of turf where the plant species are supported by the City and plants are regularly maintained by the adjacent land owner.
- On request, the City will undertake street tree pruning and slash verges that present a fire hazard. All other verge improvements are the responsibility of the owner.
- Any works proposed within the street verge shall be clearly indicated on plans when lodging for a Development Approval from the City.



Figure 19: Development will contribute to a high amenity and cohesive public realm streetscape to establish the Estate character and vision.

