CONTENTS

1 PURPOSE

1.1 To outline the desired future character of development within the Broadway, Hampden-Hollywood, Nedlands Stirling Highway Activity Corridor (NSHAC) – Residential and Waratah Precincts.

1.2 To provide built form requirements which respond to the context of each precinct and promote design quality of new development.

2 APPLICATION OF POLICY

2.1 This Policy applies to the Precinct areas as identified in the Precinct Maps.

2.2 This Policy applies to subdivision applications and development applications for single houses, grouped dwellings, multiple dwellings and mixed use development, as well as non-residential development in the mixed use zone.

2.3 This Policy amends, replaces or provides additional deemed-to-comply and acceptable outcome requirements of the Residential Design Codes (R-Codes) specific to the identified Precinct contexts as shown in the table below. Unless specified all other provisions of the deemed to comply or acceptable outcome as contained in the R-Codes applies.

Primary Controls of this Policy	Vol.1 Part B Deemed to comply requirement	Vol.1 Part C Deemed to comply requirement	Vol. 2 Acceptable Outcome requirement
Building Height			Replaces A2.2.1.
Minimum primary street setback	Replaces 5.1.2 C2.1(i-iii) & C2.4. Augments 5.2.1 C1.2.	Augments 3.3 C3.3.1 & C3.3.5. Replaces 3.3 C3.3.2.	Replaces A2.3.1.
Minimum secondary street setback	Replaces 5.1.2 C2.2.	Replaces 3.3 C3.3.1. Augments 3.3 C3.3.3.	Replaces A2.3.1.
Minimum side setback			Replaces A2.4.1.
Rear setback			Replaces A2.4.1.
Boundary walls	Replaces 5.1.3 C3.2(iii).	Augments C3.4.4 & C3.4.5. C3.4.4 (ii-iii) remain.	Augments A2.4.1 & A2.4.2.
Vehicle access	Replaces 5.3.5 C5.1.	Replaces 3.7 C3.7.1 & C3.7.2.	Augments A3.8.

3 RELATIONSHIP TO OTHER POLICIES AND LEGISLATION

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

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

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *City of Nedlands Local Planning Scheme No. 3*
- *Residential Design Codes Volumes 1 and 2*
- *City of Nedlands Local Planning Policy 1.1: Residential Development*
- *City of Nedlands Local Planning Policy 1.3: Sustainable Design – Residential*
- *City of Nedlands Local Planning Policy 3.3: Tree Retention*

3.3 Where this Policy is inconsistent with a Local Development Plan, Structure Plan or Local Planning Policy that applies to a specific site, area, or density code, the provisions of that instrument shall prevail over this Policy to the extent of any inconsistencies.

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

4 OBJECTIVES

4.1 Define the desired future character of the Precincts in context of their zoning and density code.

4.2 Ensure new development contributes to the desired future character of the relevant Precinct, whilst respecting and reflecting the existing character.

4.3 Provide appropriate built form transitions between areas of higher density and areas of lower density.

4.4 Ensure setback provisions facilitate a consistent streetscape and built form, and ensure buildings co-exist with neighbouring properties.

4.5 Facilitate housing diversity appropriate to the needs of the local community, encouraging a permanent population and aging in place.

4.6 Facilitate high-quality development which maximises residential amenity.

4.7 Maintain and enhance the leafy green landscape character of the Precincts, promoting growth of the urban forest through tree canopies in yard spaces, front and rear setbacks, and along streets.

5 CRITERIA APPLICABLE TO ALL RESIDENTIAL DEVELOPMENT

5.1 Refer to the City's Local Planning Policy 1.1: Residential Development for additional provisions and local housing objectives which supersede the R-Codes. The provisions in LPP 1.1 apply only where such provisions are not amended by this Precincts Policy. For all residential development this includes, but may be not limited to:

- Garage width
- Street walls and fences
- Sightlines

Clause 6.2 within LPP 1.1 introduces additional criterion that apply to all single house developments on land coded R30 - 40 where assessment of a Development Application is required. This includes but may not be limited to:

- Private open space
- Size and layout of dwellings
- Solar access and natural ventilation
- Waste management
- Site works and retaining walls

5.2 Refer to the City's Local Planning Policy 1.3: Sustainable Design – Residential for additional provisions which may apply to development within the Precincts of this Policy.

5.3 Building Separation: For R-Codes Vol. 2 assessments refer to Table 2.7 of R-codes Vol. 2 for building separation provisions. For buildings ≤ 4 storeys the side and rear setbacks contained in this Policy prevail over those referred to in Table 2.7.

5.4 Vehicle Access:

a) Vehicle access to on site car parking to be provided via the lowest available street in the hierarchy, as follows:
   i. From a right-of-way or communal street available for lawful use to access the relevant site and which is trafficable and drained from the property boundary to a constructed street; or
   ii. from the secondary street; or
   iii. from the primary street.

b) Vehicle access points are to be limited to one per lot except where:
   i. An existing dwelling is being retained as part of a development proposal.
   ii. dwellings front the street and access is not available from a communal street or rear right-of-way, in which case a maximum of one vehicle access point is permitted per dwelling.

5.5 Building Heights:

For indictive building height in metres refer to the relevant Residential Design Codes Volume 1 and 2.

6 BROADWAY PRECINCT

6.1 Broadway Precinct Map

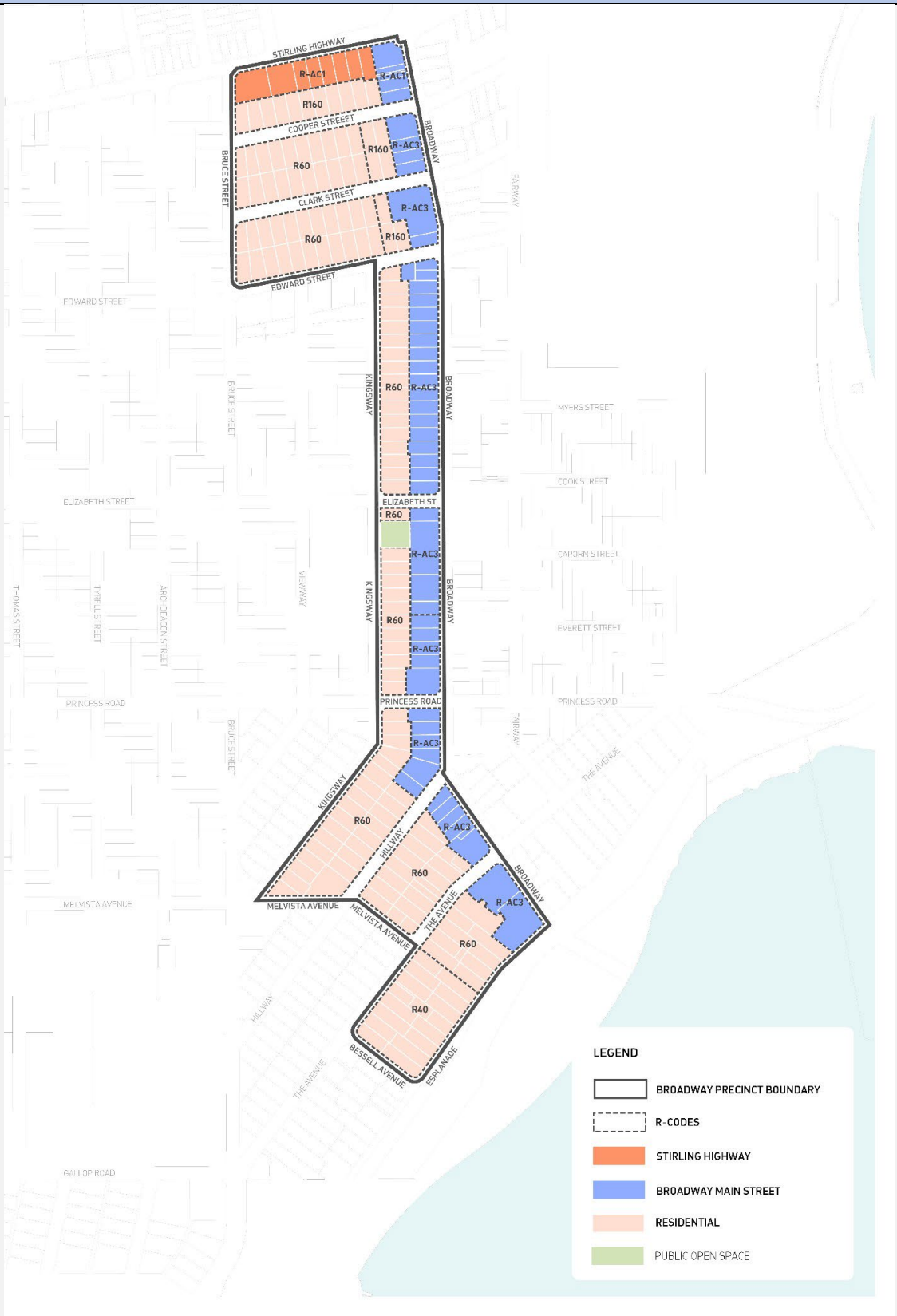


Figure 1 – Broadway Precinct Map

6.2 Desired Future Character Statement

Overview
The Broadway Precinct will provide for a diversity of dwelling types and configurations, accommodating a range of household types. New development will take advantage of being within the UWA-QEII Specialised Activity Centre while catering to the needs of the community. New development will follow sustainable building design principles and feature a palette of high-quality, diverse materials and finishes to create a contemporary architectural response that reflects the existing character. Built form and landscaping will be designed to provide appropriate transitions from high-density development along Stirling Highway and Broadway through to lower density residential areas in the south and west.

Residential sub-precinct form
New development in the residential zones will fit comfortably within the existing open, leafy streetscapes through street setbacks which achieve a balance between the prevailing street setbacks and the expectation of the density code. New developments will maintain and, where possible, enhance the existing urban street canopy by prioritising tree canopy and deep soil areas. Vehicle access and parking will be designed to minimise visual impact and dominance over the street and to maximise space for deep soil and trees within the street setback and verge areas. The existing detached streetscape character will be retained by minimising the impact of boundary walls on the street.

Mixed use development form
New development within the Mixed use zone along Stirling Highway and Broadway will contribute to the creation of high amenity, attractive streetscapes and will interact with the street to enhance the pedestrian environment. Single house and group dwelling developments are not appropriate within the mixed use sub-precinct as they are likely to result in poor amenity when located between expected large multiple dwelling developments and along a busy commercial strip, nor do they contribute to the anticipated ground storey commercialisation along Broadway.

The Stirling Highway sub-precinct will accommodate the most intense built form within the Broadway Precinct and is the most appropriate location for purely commercial developments, including offices, provided that these developments maintain a strong connection to the public realm. Podiums will provide an opportunity for creating a diversity of scale and form at lower levels, while taller elements will comprise of setbacks accommodating rooftop terraces and gardens at varying levels throughout the development. Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged. New development will be massed towards the highway to minimise the building bulk and solar access impacts on the R160 properties to the rear. A uniform 6m rear setback to lots along Stirling Highway will provide the opportunity for two-way vehicle access to be provided at the rear, minimising the creation of new crossovers onto the highway. In addition, a uniform setback of development from Stirling Highway will allow for trees and deep soil areas within the street setback area, softening the interface with the highway and improving pedestrian amenity.

New development in the Broadway mixed use sub-precinct will be massed towards Broadway and designed to account for the topographical differences between Broadway and Kingsway, to minimise building bulk impacts on the R60 properties to the rear. The street interface of new developments will contribute to the public realm, enhance the pedestrian environment, provide an active frontage and will provide opportunity for passive surveillance over the street. Tenancies for ground storey non-residential uses will be suitably proportioned to provide a meaningful contribution to street activation.

6.3 Primary Controls – Broadway Precinct						
	R40	**R60**	**R160**		**Stirling Highway R-AC1**	**Broadway R-AC1 & R-AC3**
Building Height	as per R-Codes				7 storeys **OR** 10 storeys[1]	6 storeys
Minimum Primary Street setback[2,3,4]	**ground & 1st storey** 4m **all other storeys** 6m		**Ground, 1st & 2nd storey:** 4m **all other storeys:** 5m		**ground, 1st, 2nd & 3rd storey** 2.5m **all other storeys** 5.5m	**ground & 1st storey** nil **2nd & 3rd storey** 4m **all other storeys** 6m
Minimum Secondary Street setback[7,4]	1.5m					
Minimum Side Setback[3,5,10]	as per R-Codes		**single/grouped dwelling** as per R-Codes	**multiple dwelling** **<u>where adjoining R60</u>** **ground storey:** 2m **1st & 2nd storey:** 3m **all other storeys:** 5m **<u>where adjoining R160, R-AC3 or R-AC1</u>** **ground storey:** 2m **all other storeys:** 3m	**multiple dwelling/mixed use** **ground, 1st, 2nd & 3rd storey** nil **all other storeys** 6m **Single/grouped dwelling** as per R-Codes R80 standards	**multiple dwelling/mixed use** **ground & 1st storey** Nil **2nd & 3rd storey** 3m **all other storeys** 5m **Single/grouped dwelling** as per R-Codes R80 standards
Rear Setback[7,10]				**multiple dwelling** **<u>where Adjoining R60</u>** **ground, 1st & 2nd storey:** av 4m; min 3m **all other storeys**: 6m **<u>where adjoining R160, R-AC3 or R-AC1</u>** min 3m; av 4m	**multiple dwelling/mixed use** min 6m, which shall include public vehicle access across the lot **Single/grouped dwelling** as per R-Codes R80 standards	**multiple dwelling/mixed use** **ground, 1st & 2nd storey** 6m **all other storeys** 9m **Single/grouped dwelling** as per R-Codes R80 standards
Boundary walls[8,9,10]	max 1 storey (3.5m) max of 2/3 of the length of the boundary behind the front setback line located a minimum 3m behind primary street setback line permitted to 1 lot boundary **OR** 2 lot boundaries[6]				max 4 storeys (13m) unlimited length permitted to 2 side boundaries	max 2 storeys (7m) unlimited length permitted to 2 side boundaries

1. These additional building heights may be considered where 2 hours of solar access per day on 21 June, between 10am and 4pm, is maintained for all affected rear properties and where vehicle access is provided via a secondary street (with no vehicle access to Stirling Highway) and the development achieves a certified 5-star Green Star rating.
2. R40, R60 & R160 lots: The minimum primary street setback may be reduced by up to 2m provided the area of any building (including a garage or unenclosed balcony) encroaching into the setback area is compensated for by at least an equal area of open space (of which 50 per cent is provided as deep soil area) that is located between the setback area and a line drawn parallel to it at twice the setback distance.
3. Provisions of the R-Codes relating to the primary street setback of carports apply. Primary street setbacks referred to in Table B and Table 3.3a of the R-Codes Volume 1 are replaced by the setbacks within this Policy.
4. Setbacks along Stirling Highway are to be taken from the boundary after the road widening.
5. R160, R-AC1 & R-AC3 lots: Service areas (such as lifts and stairs) may protrude into the side setback areas a maximum width (parallel to the lot boundary) 12m.
6. Boundary walls may be built up to 2 lot boundaries where a minimum 20 per cent of the site area is provided as deep soil area.
7. For the purpose of assessing average setbacks, lot boundary walls and patios are to be included. Refer to Appendix 1 – Rear Averaging Methodology.
8. Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.
9. Walls may be built up to a lot boundary where it abuts an existing or simultaneously constructed wall of equal of greater proportions. For R40, R60 and R160 lots the wall is to be located a minimum 3m behind the primary street setback line.
10. Boundary setbacks will also be determined by provisions for building separation, deep soil areas and visual privacy within R-Codes Vol. 1 and Vol. 2, and building separation provisions of the National Construction Codes. (see 5.3 of this Policy for further building separation guidance).

7 HAMPDEN-HOLLYWOOD PRECINCT

7.1 Hampden-Hollywood Precinct Map

Figure 2 – Hampden-Hollywood Precinct Map

7.2 Desired Future Character Statement

Overview
New development and associated land uses within the Hampden-Hollywood Precinct will respond to their location within the UWA-QEII Specialised Activity Centre, while also catering to the needs of the local community. The Precinct will provide diverse housing options for residents. New development will contribute to high amenity and attractive streetscapes, retaining the Precinct's leafy green character by enhancing and prioritising tree canopy and landscaping. Built form and landscaping will be designed to provide appropriate transitions from areas of higher density to areas of lower density. New development will utilise a palette of high-quality, natural materials, and diverse architectural styles to create a contemporary interpretation of the prevailing streetscape elements and materiality.

Residential sub-precinct form
New dwellings in the residential sub-precinct will perform a key role in transitioning from the high-density urban environment expected along Hampden Road, Monash Avenue and Leura Street, towards the lower density residential R10 and R12.5 areas to the west. New dwellings will address the street and laneways with courtyards, balconies, low fences, and front gates to reinforce the existing residential character and promote passive surveillance. New developments should fit comfortably within the existing leafy streetscapes, with generous street setbacks that strike a balance between the prevailing street setbacks and the expectations of the density code.

Setbacks and landscaping
Street and rear (laneway) setbacks will accommodate deep soil areas for tree retention and provision. Vehicle access and parking will be designed to minimise visual impact to the street and maximise space for deep soil areas and trees within the street setback area and verge. Substantial areas of landscaping will be integrated with the new developments to soften the interface with the street and surrounding properties, and to provide an attractive outlook for residents of the developments.

The existing mature trees on Lot 276 (No. 15 Hampden Road) should be retained and incorporated as part of a landscaped alcove or alfresco area.

Locating boundary walls to either the southern or eastern boundary of lots will assist in maintaining an open streetscape and consolidated areas of open space and deep soil areas. Larger areas of usable open space created by moving the boundary wall to one consistent setback will provide more access to sunlight and solar access to habitable rooms on adjoining properties.

Mixed use development form
New developments within the Mixed use zone will contribute to the creation of attractive and green streetscapes and interact with the street to enhance the pedestrian environment. Active land uses on the ground storey within this zone will connect the private and public realms, interfacing with the street through open unobscured frontages and/or alfresco dining options. A diversity of dwelling types which provide for a range of household configurations is encouraged on the upper storeys. A uniform rear setback will maintain the provision of vehicle access and servicing at the rear and will provide opportunities for trees and deep soil areas. The street interface of new developments will contribute positively to the public realm and provide opportunity for passive surveillance of the street. On-structure planting is encouraged to add greenery and soften any built form.

New single houses and grouped dwellings are not appropriate along Hampen Road or Monash Avenue given the density and proximity to the hospital precinct.

Hampden Road will continue to be a bustling, mixed use main street environment, with the sub-precinct accommodating the most intense built form within the Precinct. The north-south orientation is conducive to optimal urban design outcomes and developments shall be designed to the human scale. Taller elements are encouraged to be set back from the street, including provision of rooftop terraces and gardens at varying levels throughout. New development should address both Hampden Road and Hampden Lane. Pedestrian linkages from Hampden Road to Hampden Lane will promote activation and interest, using landscape features and improved connectivity within the Precinct.

New mixed use development with less active ground storey uses and medical related uses are anticipated along Monash Avenue to support Hollywood Hospital and QEII Medical Centre. New development is to address and be massed towards Monash Avenue to minimise building bulk and impacts on the R60 properties to the south of Micrantha Lane.

Leura Street
Future development on Leura Street should reflect its proximity to Hampden Road and R60 lots the west, with new developments to address Leura Street and Hampden Lane. A reduction in building height for development along Leura Street will assist in providing a transition from development on Hampden Road to the lower density residential development to the west.

7.3 Primary Controls – Hampden-Hollywood Precinct								
	R40	**R60**		**R160**		**Hampden Rd R-AC3**	**Monash Ave R-AC3**	**Leura St R-AC3**
Building Height	as per R-Codes	as per R-Codes		as per R-Codes		6 storeys		5 storeys
Minimum Primary Street setback[1,2]	4m	**single/grouped dwelling** 4m	**multiple dwelling** **ground & 1st storey** 4m **all other storeys** 5m	**single/grouped dwelling** 4m	**multiple dwelling** **ground & 1st storey** 4m **all other storeys** 6m	**ground & 1st storey** nil[3] **2nd, 3rd & 4th storey** 4m **all other storey** 6m		**ground & 1st storey** 2m **2nd & 3rd storey** 4m **all other storeys** 6m
Minimum Secondary Street setback	1.5m	1.5m		1.5m		1.5m	**ground & 1st storey** 1.5m **all other storeys** 3m	
Minimum Side Setback[2,7]	as per R-Codes	as per R-Codes		**single/grouped dwelling** as per R-Codes	**multiple dwelling** **northern lot boundary** 3m **southern lot boundary** **ground storey** nil **all other storeys** 1.5m	**multiple dwelling/mixed use** **ground, 1st & 2nd storey** nil[4] **all other storeys** 3m **Single/grouped dwelling** as per R-Codes R80 standards		
Rear Setback[7]	as per R-Codes	as per R-Codes		**single/grouped dwelling** as per R-Codes	**multiple dwelling** min 3m	min 3m	**ground – 4th storey** min 3m **all other storeys** 4.5m	min 3m
						Single/grouped dwelling as per R-Codes R80 standards		

Boundary wall[5,6,7]	1 storey (3.5m) southern side only located a min 2m behind the primary setback line	1 storey (3.5m) southern lot boundary only for east/west lots eastern lot boundary only for north/south lots located a min 2m behind primary setback line	1 storey (3.5m) southern boundary of parent lot only located a min 2m behind the primary setback line	max 3 storeys (10m) up to 2 side boundaries only

1. R40, R60 & R160 lots: The minimum primary street setback may be reduced by up to 2m provided the area of any building (including a garage or unenclosed balcony) encroaching into the setback area is compensated for by at least an equal area of open space (of which 50 per cent is provided as deep soil area) that is located between the setback areas and a line drawn parallel to it at twice the setback distance.
2. Provisions of the R-Codes relating to the primary street setback of carports apply. Primary street setbacks referred to in Table B and Table 3.3a of the R-Codes Volume 1 are replaced by the setbacks within this Policy.
3. A nil primary street setback is required to Hampden Road, except where a deep soil area or landscaped alcove is provided within the setback area.
4. Where a side setback greater than nil is proposed for properties along Hampden Road, it must accommodate deep soil areas, activation or provide a meaningful pedestrian connection to Hampden Lane or Micrantha Lane.
5. Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.
6. Walls may be built up to a lot boundary where it abuts an existing or simultaneously constructed wall of equal or greater proportions. For R40, R60 and R160 lots the wall is to be located a minimum 2m behind the primary street setback line.
7. Boundary setbacks will also be determined by provisions for building separation, deep soil and visual privacy with R-Codes Vol. 1 and Vol. 2, and building separation provisions of the National Construction Codes. (see 5.3 of this Policy for further building separation guidance).

8 NEDLANDS STIRLING HIGHWAY ACTIVITY CORRIDOR (NSHAC) – RESIDENTIAL PRECINCT

8.1 Nedlands Stirling Highway Activity Corridor – Residential Precinct Map

Figure 3 – Nedlands Stirling Highway Activity Corridor – Residential Precinct Map

8.2 Desired Future Character Statement

Overview

The NSHAC Residential Precinct shall facilitate a transition from high-density development along the Highway to lower-density residential neighbourhoods of Nedlands. The Precinct will spread north and south from Stirling Highway, facilitating residential development around an existing busy urban corridor. The residential streets of the Precinct will consist of local, leafy streets designed for walking, providing respite from the traffic and busyness of the highway. Future development will encourage public realm interfaces that provides comfortable and attractive pedestrian journeys through the neighbourhood.

Landscaping, setbacks and built form

Local streets will function as the green 'ribs' of the greater NSHAC Precinct. Trees, especially well-established mature trees, will be preserved wherever possible. Trees are a critical part of the material heritage and identity of place in the Precinct, and their presence is highly valued by the local community. The retention of significant existing trees and provision of new trees and landscaping is expected to maintain the green and leafy tree canopy that characterises the Precinct. New developments should fit comfortably within the existing leafy streetscapes, achieved through generous street setbacks, striking a balance between the prevailing street setbacks and density code. Built form should be reflective of the traditional separated dwellings and highly landscaped and tree-filled front yards. The existing detached streetscape character will be retained by minimising the impact of boundary walls on the street. Crossovers shall be at a minimum, with shared crossovers utilised wherever possible to reduce the impact of vehicle access points and hardstand on the streetscape.

Environmental and cultural sustainability is important in the establishment of quality-built form. New development will be of a form and scale that is appropriate to the contemporary vision for the Precinct as a medium-rise and higher density residential, near-City urban neighbourhood. New development shall also be appropriate for its density, with underdevelopment of R160 lots discouraged and having regard to potential large multiple dwelling developments directly abutting Stirling Highway.

The R160 lots south of Stirling Highway will be sympathetic to the lower density R60 lots to their south. The R160 lots fronting Jenkins Avenue between Bay Road (in Claremont) and Taylor Road will have a reduced multiple dwelling building height to reflect their location directly across the street from low density R12.5 lots. This will provide not only a transition of height, bulk and scale, but also reduce the effects of overshadowing to lots to the south.

Housing will exhibit quality design that reflects the existing, traditional patterns of development. Through these measures the future form of development and growth in the NSHAC Residential Precinct will create distinctive places to support a local neighbourhood feel.

8.3 Primary Controls – NSHAC Residential Precinct			
	R60	**R160**	
Building height	as per R-Codes	**single/grouped dwelling** as per R-Codes	**multiple dwelling** 5 storeys **OR** 4 storeys applicable to: • all R160 lots where it abuts R60 • all R160 lots north of Jekins Ave, between Bay Rd & Taylor Rd
Minimum Primary street setback[1,2,3]	**ground & 1st storey** 4m **all other storeys** 6m	**ground, 1st & 2nd storey** 4m **all other storeys** 5m	
Minimum Secondary street setback	**ground & 1st storey** 1.5m **all other storeys** 3m	**single/grouped dwelling** 1.5m	**multiple dwelling** **ground, 1st & 2nd storey** 3m **all other storeys** 4.5m
Minimum Side setback[3,4,5,11]	as per R-Codes	**single/grouped dwelling** as per R-Codes	**multiple dwelling** **ground, 1st & 2nd storey** 1.5m **all other storeys** 3m
Rear setback[11]	as per R-Codes	**single/grouped dwelling** as per R-Codes	**multiple dwelling** av 6m; min 3m[6,7]
Boundary walls[9,10,11]	• max 1 storey • located 3m behind primary setback and excluding rear setback • to one side boundary **OR** • 2 (where a min 20% deep soil areas is provided OR 15% deep soil area where a significant existing tree is retained on site[8])	• max 1 storey • located 3m behind primary setback and excluding rear setback to one side boundary **OR** • 2 (where a min 20% deep soil areas is provided OR 15% deep soil area where a significant existing tree is retained on site[8])	

1. The minimum primary street setback may be reduced by up to 2m provided the area of any building (including a garage or unenclosed balcony) encroaching into the setback area is compensated for by at least an equal area of open space (of which 50 per cent is provided as deep soil area) that is located between the setback areas and a line drawn parallel to it at twice the setback distance.
2. Where a corner lot has been subdivided and a common property driveway at the rear of the lot serves two or more dwellings, the front setback may be reduced by 2m with no further front setback dispensation.
3. Provisions of the R-Codes relating to the primary street setback of carports apply. Primary street setbacks referred to in Table B and Table 3.3a of the R-Codes Volume 1 are replaced by the setbacks within this Policy.
4. Where a lot sides onto a laneway, minimum side setback provisions apply in place of secondary street setback provisions.
5. Service areas (such as lifts and stairs) may protrude into the side setback areas a maximum width (parallel to the lot boundary) 12m.
6. Rear setbacks may be reduced by up to 1m where a significant existing tree is retained within the setback area and deep soil area requirements are still met. Arboriculturist report to be provided to be provided to demonstrate the building location will not harm the long term viability of the tree.
7. For the purpose of assessing average setbacks, lot boundary walls and patios are to be included. Refer to Appendix 1 – Rear Averaging Methodology.
8. Arboriculturist report to be provided to be provided to demonstrate the building location will not harm the long term viability of the tree.
9. Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.
10. Walls may be built up to a lot boundary where it abuts an existing or simultaneously constructed wall of equal or greater proportions and located a minimum of 3m behind the primary street setback line.
11. Boundary setbacks will also be determined by provisions for building separation, deep soil and visual privacy with R-Codes Vol. 1 and Vol. 2, and building separation provisions of the National Construction Codes. (see 5.3 of this Policy for further building separation guidance).

9 WARATAH PRECINCT

9.1 Waratah Precinct Map

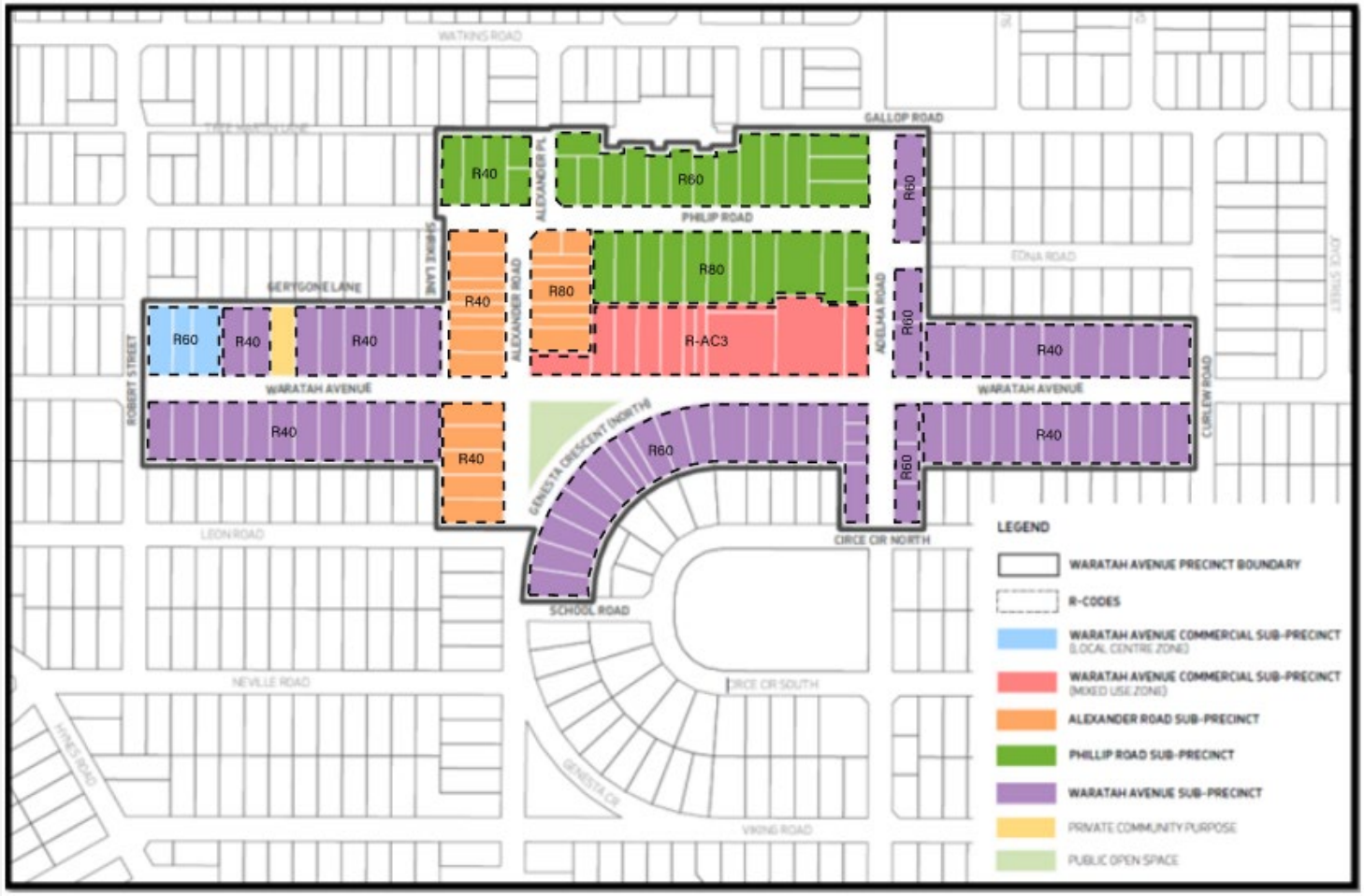


Figure 4 – Waratah Precinct Map

9.2 Desired Future Character Statement

Overview
The Waratah Precinct will provide diverse housing options for residents within attractive, high-quality streetscapes. The precinct's defining attribute is its leafy green character, which will be retained through enhancing and prioritising tree canopy and deep soil areas in new developments. New development will follow sustainable building design principles and will feature a palette of high-quality materials and finishes while reflecting the patterns of traditional development.

Streetscape and vehicle access
New development within the residential sub-precincts shall reflect the established generous street setbacks. There is an opportunity to maintain and enhance tree canopy within the front and rear setbacks, as well as using landscaping to soften interfaces between density codes. Significant deep soil area shall be provided within the front setback area, maximising soft landscaping and the capacity for mature trees to be retained and established. One single width crossover shall be permitted for development and vehicle access is to be from the rear laneway whenever possible to enhance the pedestrian friendly streetscape.

Alexander Road
New development in the Alexander Road sub-precinct shall acknowledge the existing pattern of narrow lot development and provide consistency of development along the streetscape. Boundary walls can be used to maximise the development potential on subdivided lots. Vehicle access for sites within the north-western portion shall be from the rear laneway to maintain the pedestrian friendly nature of Alexander Road.

Philip Road
The upper storey developments on Philip Road R80 sites should be massed centrally and away from the street, to ensure that larger developments sit comfortably within the streetscape and do not dominate the public realm. The R60 sites on the northern side of Philip Road shall take advantage of the northern aspect through generous upper storey setbacks.

Waratah Sub-precinct
The Waratah sub-precinct shall provide for a diversity of dwelling types and configurations that provide for a range of household types. New development on Genesta Crescent shall include generous front and rear setbacks, reflecting the existing built form. Development on Adelma Road shall include moderate street and rear setbacks, reflective of the emerging built form character created by the subdivision of single lots into multiple smaller lots. New development should replicate the fine grain nature of development that is creating an emerging character consisting of townhouses that address Adelma Road.

Land uses
Land uses within the Mixed Use and Local Centre zones will suit the scale and function of the Waratah Precinct as a local centre for the surrounding residential area. Active uses will be located at the street level with clear glazing and wide openings creating ease of movement between private and public realms. The casual demarcation between the private and public realms will enhance the pedestrian environment on Waratah Avenue, promoting a vibrant and active local centre. Appropriate uses that promote activity during the evening hours are encouraged, such as small bars and restaurants, creating a lively option for residents to socialise within a safe, suburban setting. Non-active uses may be located above street level, contributing to the

activation of the area by drawing in staff and customers.

Mixed use development

New development in the Mixed Use zone will assist in creating a high-quality public realm by interacting with the Nedlands Community Centre and Genesta Park, and maintain and enhance any heritage significance of existing buildings. Development in the Mixed Use and Local Centre zones shall be stepped down to interface sensitively with the surrounding residential sub-precincts. Significant landscaping, deep soil and on-structure plantings are encouraged, particularly on the western and northern areas of lots and should seek to enhance the existing tree canopy cover. Enhancing the tree canopy cover and leafy green environment will add to the 'boulevard' feel along Waratah Avenue, encouraging a comfortable pedestrian experience and a natural connection between the Local Centre and Mixed Use zones of the Precinct. Street setbacks for new development shall be consistent with existing new developments. Vehicle access shall be from the rear laneway wherever possible to promote a safe, pedestrian-friendly boulevard.

9.3 Primary Controls – Waratah Precinct

	Alexander Rd		Philip Rd			Waratah Ave		
	R40	**R80**	**R40**	**R60**	**R80**	**R40**	**R60** (Adelma Rd)	**R60** (Genesta Cres & Waratah Ave)
Building height[3]	as per R-Codes	**single/grouped dwelling** as per R-Codes **multiple dwellings** 3 storeys[1]	as per R-Codes		**single/grouped dwelling** as per R-Codes **multiple dwelling** 4 storeys	as per R-Codes		
Minimum Primary street setback[2,4,5]	**ground & 1st storey** 5m **all other storeys** 6m		**ground & 1st storey** 4m **all other storeys** 6m			4m	3m	4m
Minimum Secondary street setback[5]	2m		2m	**ground & 1st storey** 2m **all other storeys** 3m		2m		
Minimum Side setback[4,10]	as per R-Codes	**single/grouped dwelling** as per R-Codes **multiple dwelling ground & 1st storey** 2m **all other storeys** 3m	**single/grouped dwelling** as per R-Codes **multiple dwelling ground & 1st storey** 2m **all other storeys** 3m			as per R-Codes		
Rear setback[6,10]	as per R-Codes	**single/grouped dwelling** as per R-Codes **multiple dwellings** av 6m min 3m	**single/grouped dwelling** as per R-Codes **multiple dwelling ground storey** av 6m; min 3m **all other storeys** 6m			as per R-Codes		
Boundary walls[7,8,10]	1 storey 2/3 the length of the lot boundary behind the front setback line 3m behind primary setback line 1 side boundary only **OR** 2 side boundaries[9]		1 storey 2/3 the length of the lot boundary behind the front setback line 3m behind primary setback line 1 side boundary only **OR** 2 boundaries[9]			1 storey 2/3 the length of the lot boundary behind the front setback line 3m behind primary setback line 1 side boundary only **OR** 2 side boundaries[9]		

	Mixed Use Zone – Waratah Ave (R-AC3) See Figure 5 below for map				Local Centre Zone – Waratah Ave (R60)
	Lots 384, 388, Lot 1 & 2: DP 26956 & No. 87 Waratah Ave	Lots 385, 386 & 387 Waratah Ave	Lot 8 Waratah Ave	Lot 396 Waratah Ave	Lots 337, 1, 3 & 4 Waratah Ave
Building height[3]	6 storeys				as per R-Codes
Minimum Primary street setback	**ground, 1st & 2nd storey** nil **all other storeys** 3m				**ground & 1st storey** nil to Robert St & Waratah Ave **all other storeys** 2m to Robert St & Waratah Ave
Minimum Secondary street setback	nil				nil
Side setback[6,10]	**ground, 1st & 2nd storey** Nil **all other storeys** Min 3m	**Lot 387** ground: eastern side setback 7m in accordance with part 9.4 of this Policy for the purpose of creating a laneway. **all other lots** as per R-Codes	**ground** western side 7m in accordance with part 9.4 of this Policy. eastern side as per R-codes	as per R-Codes	where abutting R60, lot setback for Lot 4 **ground, 1st & 2nd storey** Nil **all other storeys** 3m where abutting a lower density (R40 Lot 340) lot setback for Lot 4 av 5m; min 3m
Rear setback[6,10]	**Lot 384** as per R-Codes **all other lots** 7m – see Vehicle Access below.	as per R-Codes			average 3m
Boundary wall[7,8,10]	**abutting mixed use site** 3 storeys **abutting residential zoned site** as per R-Codes Vol. 1				max 1 storey max 2/3 the length of the lot boundary behind the front setback line
Vehcile Access	vehicle access to be from the laneway at the rear of the Waratah Avenue mixed use sites refer to part 9.4 of this Policy for additional guidance				no vehicle access permitted from Waratah Ave or Roberts Street

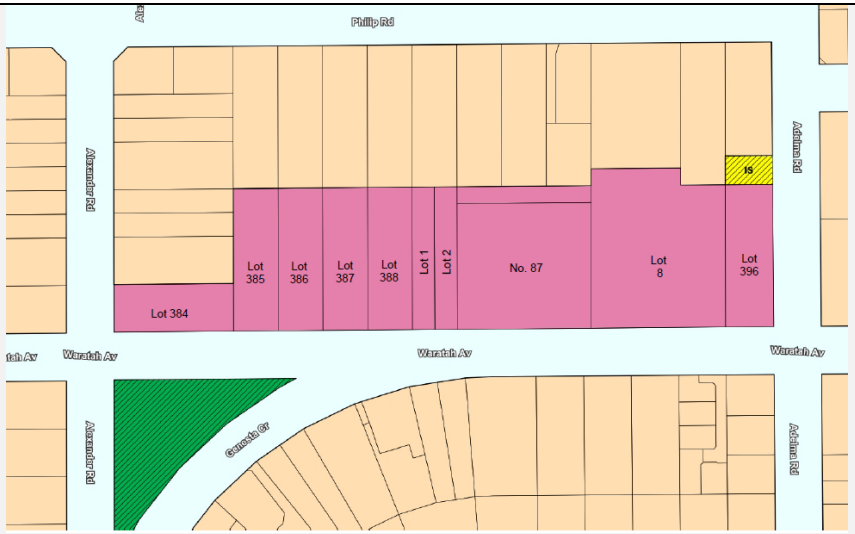


Figure 5: Mixed Use Zone

1. Additional storey can be considered where it is demonstrated that the proposal allows for 2 hours per day solar access on 21 June for existing solar panels and primary garden areas on neighbouring properties.
2. Minimum primary street setback may be reduced by up to 2m, provided the area of any building (including a garage or unenclosed balcony) encroaching into the setback areas is compensated for by at least an equal area of open space (of which 50 per cent is provided as deep soil) that is located between the setback area and a line drawn parallel to it at twice the setback distance.
3. On a development site where basement parking is proposed, additional building height of up to 1.5m may be considered by the City, where there is minimal adverse impact on the streetscape and amenity of adjoining properties.
4. Provisions of the R-Codes relating to the primary street setback of carports apply. Primary street setbacks referred to in Table B and Table 3.3a of the R-Codes Volume 1 are replaced by the setbacks within this Policy.
5. Reduced setbacks may be considered where a significant existing tree is retained on site. An Arboriculturist report is to be provided to demonstrate the building location will not harm the long term viability of the tree.
6. For the purpose of assessing average setbacks, lot boundary walls and patios are to be included. Refer to Appendix 1 – Rear Averaging Methodology.
7. Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code.
8. Walls may be built up to a lot boundary where it abuts an existing or simultaneously constructed wall of equal or greater proportions. For R40, R60 and R80 lots the wall is to be located a minimum 3m behind the primary street setback line.
9. Boundary walls may be built up to two side boundaries where a minimum 20 per cent deep soil area is provided OR 15 per cent deep soil area where a significant existing tree is retained on site.
10. Boundary setbacks will also be determined by provisions for building separation, deep soil and visual privacy with R-Codes Vol. 1 and Vol. 2, and building separation provisions of the National Construction Codes. (see 5.3 of this Policy for further building separation guidance).

9.4 Waratah Avenue Laneway

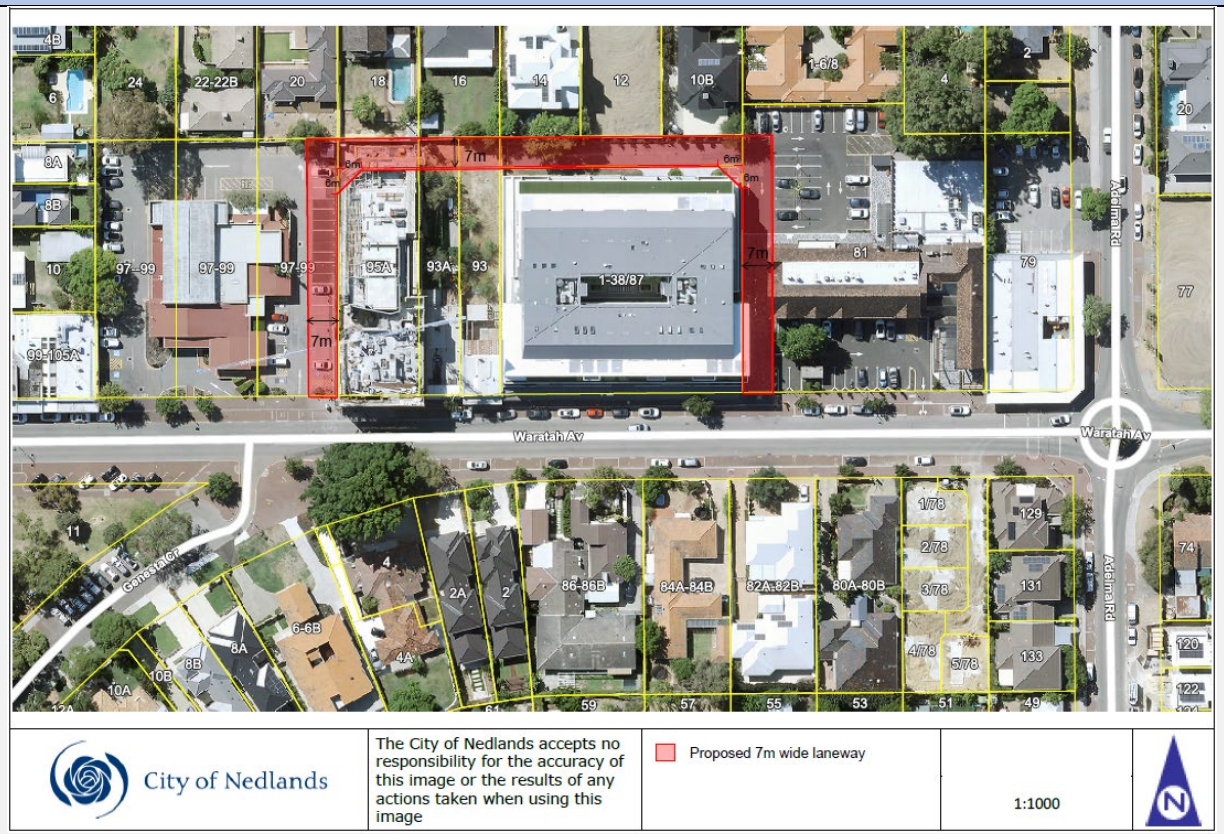


Figure 6 – Waratah Avenue Laneway
NOTE: Indicative map. Specification and route to be determined

9.4.1 Laneways shall be provided where illustrated in Figure 6, including 6m by 6m truncations where identified.

9.4.2 Laneways shall have a width of 7m, including a 0.5m infrastructure and landscaping strip either side of the 6m wide carriageway, and with a finished level 150mm less than those of the adjoining properties along the entire boundary.

9.4.3 Where a laneway is required, it shall be constructed and drained at the proponent's cost to the specifications and satisfaction of the City of Nedlands prior to the creation of new titles (as a result of subdivision) or to the occupation of the new development (as a result of development approval), unless an alternative suitable arrangement is entered into. Necessary works will include bollard lighting and servicing strip.

9.4.4 The portion of easement for the creation of a laneway along the shared boundary of 81 and 87 Waratah Avenue shall be constructed of 1m width on Lot 1000 (No.87) Waratah Avenue and 6m width on Lot 8 (No.81) Waratah Avenue.

9.4.5 The proposed laneway at the rear of the mixed use properties facing Waratah Avenue shall be created entirely by the relevant property, with no portion being taken from existing adjacent residential properties on Philip Road.

9.4.6 Prior to the occupation of development, trees with a species and pot size to be specified by the City will be planted at 3m intervals within the infrastructure and landscaping strips to be maintained by the landowner in perpetuity. Where land is ceded to the City, a maintenance period of a minimum of 2 years from the occupation applies to the satisfaction of the City. Where laneway widening is identified on a site, suitable arrangements are to be made to the City's satisfaction ensuring that public access and maintenance is provided in perpetuity.

9.4.7 Setbacks to an identified laneway may be reduced to nil up through the third storey where adequate articulation is provided to reduce the impact of bulk and scale on rear properties.

9.4.8 Sites that are affected by an identified laneway may use the pre-ceded area (if relevant) in the calculation of plot ratio. Should this result in height and setback variations in order to achieve the plot ratio, small variations may be considered where supported by the City's Design Review Panel.

10 DEFINITIONS

10.1 For this Policy, the following definitions apply:

Word	Meaning
Ground storey	The storey of a building at pedestrian level at the primary street entrance.

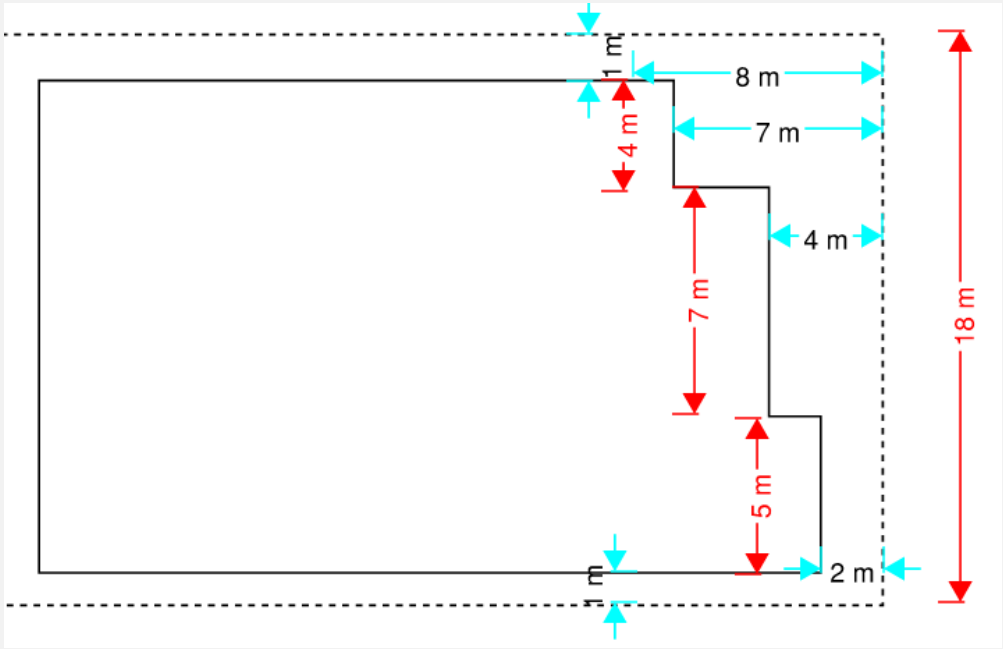
Council Resolution Number	PD56.08.24
Adoption Date	27 August 2024

11 APPENDIX

11.1 Rear Averaging Methodology

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

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



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