

Local Planning Policy No. 2 Streetscapes

Adopted:	26 April 2017 (Resolution 480)
Last reviewed:	
Legal Authority	Division 2 – Local Planning Policies of Part 2 – Deemed provisions for local planning schemes of <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>

1. POLICY OBJECTIVES

The Objectives of the Policy are to:

- Enhance the character of local streets through the delivery of an urban street tree canopy; and
- Encourage attractive streetscapes and enhance neighbourhood amenity.

2. POLICY APPLICATION

This policy applies to all land within the City of Kwinana Town Planning Schemes No. 2 and No. 3 (TPS2 and TPS3).

This policy applies to:

- Applications for Local Structure Plans;
- Subdivision applications; and
- Local Development Plans.

3. DEFINITIONS

The terms used in this policy are defined as follows:

Access street:

A street providing predominantly residential access where the local environment is dominant, traffic speeds and volumes are low and pedestrian and cycle movements are facilitated.

Carriageway:

The area within the road reserve, measured from kerb face to opposite kerb face that is provided for the movement or parking of vehicles.

Corner Lot:

A lot with access to a Primary and Secondary Street as defined by State Planning Policy 3.1 Residential Design Codes.

Laneway:

A narrow local access street without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging, and where alternative vehicle access is needed for lots fronting busy streets or parks.

Local Street:

The local network of, access streets and neighbourhood connectors that serve the neighbourhood.

Lot:

Has the same definition as given in State Planning Policy 3.1 Residential Design Codes.

Neighbourhood connector:

A local access street that provides the lower order sub-arterial network, servicing and linking neighbourhoods and activity centres. They spread local traffic loads, act as a bus route, have a predominantly residential frontage, have frequent connection points to local streets and are typically traffic-calmed to limit noise and facilitate pedestrian use.

Road Reserve:

The land set aside for a road and verge and usually vested in a public authority.

Standard Lot:

A Lot with one street frontage.

Verge:

That part of the road reserve between the carriageway and the boundary of adjacent lots.

4. MINIMUM REQUIREMENTS

4.1 Street Trees

4.1.1 Number of street trees in residential streetscapes:

- Standard Lot – minimum one tree per lot.
- Corner lot – minimum of one tree on the primary street and two trees on the secondary street.

4.1.2 Street Trees are to be a minimum size of 90L at the time of planting unless the City is satisfied that a smaller tree size is acceptable due to availability of stock or other specific reasons. The use of smaller stock is at the discretion of the City.

4.1.3 Tree species selected in accordance with the City's Preferred Street Tree Species List.

4.1.4 All trees planted in road reserves are to be on standard alignments as set out in the Utility Providers Code of Practice.

4.1.5 The retention of existing trees in the verge is guided by Local Planning Policy 1: Landscape Feature and Tree Retention.

4.2 Landscaping

4.2.1 The City will only consider maintaining medians and verges along neighbourhood connector or higher order roads as per Liveable Neighbourhood's road hierarchy. These verges and medians are to be landscaped using appropriate water wise low maintenance treatments that provide a suitable interface for the adjoining land use, contribute to the amenity of the development area, are appropriate in size and scale at maturity for the street type and verge/median, do not obstruct sightlines and are environmentally suitable.

4.2.2 All irrigated and non-irrigated landscape works installed by the developer which are intended to be handed over to the City, inclusive of street tree planting, are to be

maintained and watered by the developer at the developer's cost for a minimum of 2 years after landscape practical completion is awarded by the City.

- 4.2.3 Prior to Street Tree/Landscape Practical Completion being awarded by the City, a 2 year maintenance agreement is to be entered into between the developer and the City.

The maintenance agreement will require the developer to be responsible for all horticultural practices required to ensure the survival of the tree, such as, but not limited to pest management, watering, fertilising and pruning.

Notwithstanding the Maintenance Agreement, in the case where a subdivider plants street trees under this policy, the City will seek to protect the tree via its Street Tree Protection Strategy. The City will not require that the street tree be replaced by the subdivider should it be removed, damaged / die by interference by a third party (eg; as part of building works for a dwelling, or, by the property purchaser). It will be necessary however that the subdivider does demonstrate to the City that the damage or removal is not due to the action or negligence of the subdivider or its contractors.



Images 1 & 2: Examples of water wise landscaping in the verge

4.3 Footpaths

- 4.3.1 Footpaths and dual use paths shall be located adjacent to the lot boundary.
- 4.3.2 Where a developer has preference to install footpaths/dual use paths adjacent to the kerb, the road reserve width shall be such that street trees are able to be installed on their standard alignment as per the Utility Providers Code of Practice with a minimum 1m clearance from the path edge to the tree.

4.4 Visitor Parking for Laneway Lots/Embayment Parking

- 4.4.1 Embayment parking is only to be provided on roads classified as neighbourhood connectors or higher order roads, and those streets designated as bus routes.
- 4.4.2 All streets with embayed on-street parking are to have a tree island every two bays.
- 4.4.3 For all access streets, carriageway parking is permitted to allow for additional street tree and verge planting.



Image 3: On-street parking allowing for a street tree in front of each lot

4.5 Fencing

- 4.5.1. Cohesive and consistent fencing is to be constructed by the developer along the front boundaries of all of the proposed lots with vehicle access from a rear laneway.
- 4.5.2. For all rear-loaded lots, a ground level height difference of between 300mm and 600mm between the front boundary and the street is encouraged.
- 4.5.3 Front fences within the primary street setback being visually permeable above 0.9m to a maximum height of 1.2m above natural ground level.
- 4.5.4 For secondary street boundaries, fencing shall be visually permeable above 1200mm behind the primary street setback, for a minimum length of 3m behind the truncation with a habitable room addressing the street.
- 4.5.5 Alternative materials to Colorbond is encouraged on the secondary street boundary e.g. Brick/Masonry.



Image 4: Cohesive and consistent front boundary fencing installed by the developer

4.6 Built form

- 4.6.1 Dwelling diversity:
Where more than 2 dwellings are adjacent and constructed by the same purchaser, diversity in the front facade is encouraged; in colour, material and architectural features. Substantial repetition of the same facade treatment is to be avoided.
- 4.6.2 All Local Development Plans (LDPs) are to contain the following model provisions:

4.6.2.1 Garages

- a) Garages are not to be forward of the dwelling alignment. Garages may be aligned with the dwelling provided they do not exceed the dwelling setback line.
- b) Where lots have a frontage of 12 metres or less, garages may exceed 50% of the primary lot frontage to a maximum of 60% of the primary lot frontage.
- c) Where garages exceed 50% of the primary lot frontage, they shall comply with the following:
 - A clear indication of the dwelling entrance.
 - The dwelling entrance shall be the dominant feature of the facade, and shall include a projecting portico or veranda with a minimum depth of 1.5 metres.
 - Garages are to be set back at least 0.5 metres behind the dwelling alignment.
- d) For any single storey dwelling on a lot with a frontage less than 10 metres in width and where vehicle access is gained solely from the primary street, only a single width garage/carport (including tandem) is permitted.
- e) Double garages are permitted on lots less than 10m wide where dwellings are two storeys and where major openings to habitable rooms are provided on the primary street frontage.
- f) For all lots where a footpath adjoins the boundary, the garage must be setback a minimum 4.5m from that boundary.

4.6.2.2 Dwelling facade treatment

All dwellings to provide an appropriate, high quality design interface with the surrounding streetscape, through the use of at least three of the following architectural design features:

1. Articulation in dwelling facade (i.e. varied wall setbacks);
2. A minimum of two building materials, colours and/or finishes (E.g. render, brick, cladding);
3. Major habitable room openings incorporating large windows to provide surveillance;
4. Roof forms that incorporate gables;
5. A balcony, portico, or verandah; or
6. A built in planter box.

4.6.2.3 Room ceiling height

The front elevation of a single storey dwelling will have greater presence when the ceiling height of rooms is greater than the standard 2.4m. For lots where vehicle access is gained solely from a rear laneway or right-of-way, the ceiling height for rooms located on the front elevation shall be minimum 32 vertical brick courses (2.7m).



Image 5: Good examples of dwelling facade treatments

5 ASSESSMENT & APPROVAL

This section sets out the streetscape and landscaping requirements that must be addressed at each stage of the planning framework including Local Structure Planning stages, Subdivision applications and Local Development Plans.

5.1 Local Structure Plan

5.1.1 A Landscape Masterplan (LMP) will be required in support of a Local Structure Plan and should generally include the following:

- Indicative areas of irrigated garden bed proposed to be handed over to the City of Kwinana.
- Indicative areas of dry garden bed proposed to be handed over to the City of Kwinana.
- Indicative areas of turf proposed to be handed over to the City of Kwinana.
- Indicative number and indicative locations of bores.
- Indicative proposed planting palettes.
- Indicative number, locations and species of all proposed street trees to be installed.
- Indicative existing trees proposed to be retained.
- Indicative locations of footpaths and service alignments and setbacks between street tree planting locations and footpaths/services.
- Any other information required to demonstrate the proposed streetscape concept.

5.2 Subdivision

5.2.1 For residential subdivision applications that propose to create local streets or laneways the City will request the applicant to demonstrate how the requirements of this Policy can be met.

5.2.2 To ensure the requirements of this Policy can be met, residential subdivisions that propose to create local streets, laneways and/or residential lots with narrow frontages (14 metres and less) Council may recommend the following conditions to the Western Australian Planning Commission:

Local Development Plan being prepared and approved for lots shown on the plan dated [INSERT VALUE] (attached) that address the following:

- a. Street tree locations;
- b. Crossover locations;

to the satisfaction of the Western Australian Planning Commission.
(Local Government)

5.3 Subdivision Clearance

5.3.1 To satisfy engineering conditions imposed on subdivisions, landscape and irrigation detailed design drawings shall be submitted to the City for approval. The detailed design drawings are to include all streetscape elements, including landscaping, location, size and species of all street trees and location and alignment of services. Plans are to be provided for all four options below.

5.3.2 Street tree installation options

The City's preference for street trees is that they are installed by the developer immediately following the completion of subdivision works (Option 1) in order to maximize growth prior to housing development occurring, and to provide an immediate benefit to streetscape amenity. The City however acknowledges there may be instances where a developer is unable to provide street trees ahead of subdivision clearances and provides the following street tree installation options:

Option 1: Trees installed prior to subdivision clearance being issued by the Local Government:

- All street trees for the subdivision/stage to be installed prior to Civil Works Practical Completion being awarded by the City.
- Prior to Street Tree/Landscape Practical Completion being awarded by the City, a 2 year maintenance agreement is to be entered into between the developer and the City.
- The maintenance period shall commence after Street Tree/Landscape Practical Completion has been awarded.

Option 2: Street Trees installed post-subdivision clearance:

- Where the City permits street trees to be planted after Civil Works Practical Completion and subdivision clearance, a street tree early clearance bond will be required to be paid by the developer to the City to ensure that tree planting is completed in line with the City's requirements.
- The bond figure will be the cost of supplying and installing all trees plus a 25% contingency as approved by the City.
- Where the City agrees to this approach, the developer is to enter into an agreement with the City to ensure all trees within the stage are installed within 6 months of clearance being issued.
- All street trees for the stage are to be installed prior to Street Tree/Landscape Practical Completion being awarded by the City and the bond being returned.
- Prior to Street Tree/Landscape Practical Completion being awarded by the City, a 2 year maintenance agreement is to be entered into between the developer and the City.
- The maintenance period shall commence after Street Tree/Landscape Practical Completion has been awarded.

Option 3: Street Trees installed post- subdivision clearance within 18 months:

- The City may under certain circumstances permit street trees to be installed with front landscaping packages after the dwellings have been constructed.
- Where the City permits street trees to be planted with front landscaping packages, an early clearance bond will be required to be paid by the developer to the City to ensure that tree planting is completed in line with the City's requirements.
- The bond figure will be the cost of supplying and installing all trees plus a 25% contingency as approved by the City.
- Where the City agrees to this approach, the developer is to enter into an agreement with the City to ensure all trees within the stage are installed within 18 months of clearance being issued.

- All street trees for the stage to be installed prior to Street Tree/Landscape Practical Completion being awarded by the City and the bond being returned.
- Prior to Street Tree/Landscape Practical Completion being awarded by the City, a 2 year maintenance agreement is to be entered into between the developer and the City.
- The maintenance period shall commence after Street Tree/Landscape Practical Completion has been awarded.

Option 4: Applicant provides payment to City of Kwinana who then takes responsibility for the installation and maintenance of the street trees.

- Payment is to be in accordance with the City's Fees and Charges Schedule, reviewed annually.
- Payment must be made prior to the City issuing clearance for each stage of subdivision.
- Installation will occur within 18 months of the payment.

5.3.3 Landscape Practical Completion

The developer is to contact the City to arrange a Practical Completion inspection once all landscape works have been completed as per the approved landscape and irrigation detailed design plans. The City will issue a Practical Completion Acceptance Certificate after the works are inspected and it is confirmed the landscaping and irrigation has been installed in accordance with the approved detailed design plans.

5.5 Landscape Handover

5.4.1 Unless Section 5.3.2 (4) applies, the City will accept handover of streetscapes two years from Practical Completion being issued by the City of Kwinana, subject to the following:

- a) the City being satisfied that the maturity of vegetation, density of planting, species selection and standard of infrastructure are consistent with that specified in the landscaping detailed design plans and Practical Completion conditions approved by the City;
- b) for at least 24 consecutive months prior to handover, the developer maintaining the streetscape to the same standard as it would otherwise be maintained by the City post-handover, including the tapering-off of vegetation from irrigation to ensure long-term survival;
- c) the developer providing the City with annual metered bore water usage data for any irrigated streetscape during the term of their maintenance period, to demonstrate compliance with the water license allocation for that area.

5.5 Local Development Plan

5.5.1 All local development plans are to contain model provisions included within this Policy.

5.5.2 All trees to be retained must be shown on the approved Local Development Plan (LDP).

5.5.3 All proposed street tree plantings to be shown on the approved LDP.

6. **STREET TREE PROTECTION STRATEGY**

The above policy provisions are to be accompanied by a Street Tree Protection Strategy

implemented by the City which focuses on the health and protection of street trees. Whilst it may vary over time, the strategy will focus on communications with new home owners to encourage maintenance and street tree protection, the application of statutory conditions and requirements to protect trees (particularly during building development), and regular inspections and monitoring to determine outcomes and compliance.

Access Street Examples



Provisions by Street type

Access Street - Front Loaded

- Footpath aligned to the lot boundary;
- Footpath to one side of the street;
- Street tree for each lot installed after subdivision works are complete or as adopted option;
- One 90L tree provided per lot, two trees on secondary street;
- Local Development Plan provisions for front elevation treatment.
- City to apply the Street Tree Protection Strategy;

Access Street – Front/Rear Loaded

- Footpath aligned to the lot boundary;
- Footpath to one side of the street - on laneway lot front boundary;
- Street tree for each lot installed after subdivision works are complete or as adopted option ;
- One 90L tree provided per lot, two trees on secondary street;
- Parking provided on street – not embayed parking;
- Fencing to be installed on laneway lot front boundary;
- Local Development Plan provisions for front elevation treatment.
- City to apply the Street Tree Protection Strategy;





Access Street – Rear/Rear Loaded

- Footpath aligned to the lot boundary;
- Footpath to both sides of the street;
- Street tree for each lot installed after subdivision works are complete or as adopted option;
- One 90L tree provided per lot, two trees on secondary street;
- Parking provided on street – not embayed parking;
- Fencing to be installed on laneway lot front boundary;
- Local Development Plan provisions for front elevation treatment.
- City to apply the Street Tree Protection Strategy.



Higher Order Access Streets and Internal Connector Roads

- City to prepare communications strategy for new landowners to encourage maintenance and tree retention compliance;
- Local Development Plan provisions for front elevation treatment.
- Fencing, Footpaths, Landscaping and Street Trees as per current standards.
- City to apply the Street Tree Protection Strategy.