



# **Shire of Nannup Local Planning Scheme No. 3 Scheme Amendment No. 19**

***Addressing Schedule 2 Deemed provisions for local planning schemes of the  
Planning and Development (Local Planning Schemes) Regulations 2015***

Prepared by Edge Planning & Property for the Shire of Nannup

[www.edgeplanning.com.au](http://www.edgeplanning.com.au)

November 2016

**RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME**

**SHIRE OF NANNUP LOCAL PLANNING SCHEME No. 3  
AMENDMENT No. 19**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amends the above Local Planning Scheme by:

1. Deleting the following Parts, clauses, sub-clauses and Schedules from the Scheme Text, as they have been superseded by the deemed provisions set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:
  - Part 2 in its entirety;
  - Part 4, Clauses 4.13.4.3, 4.13.9.2(b), 4.13.9.4, 4.13.10.2(c), 4.13.10.8, 4.13.12.1(c), and 4.13.12.2 to 4.13.12.10;
  - Part 5, Clauses 5.8.14.2(b), 5.8.14.6, 5.8.14.7, 5.8.14.8, 5.8.14.10 and 5.8.15;
  - Part 6, Clauses 6.2.3.3 to 6.2.3.6;
  - Part 7 in its entirety;
  - Part 8 in its entirety except portions of clause 8.2 which is to be inserted into Schedule A – Supplemental Provisions;
  - Part 9 in its entirety;
  - Part 10 in its entirety;
  - Part 11 in its entirety;
  - Schedules 5, 6, 7, 8, 9 and 14 in their entirety; and
  - Part 13, Clauses 13.1 to 13.8.
2. Deleting the following definitions from Schedule 1, as they have been superseded by the definitions in the deemed provisions set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:
  - advertisement;
  - amenity;
  - Building Code of Australia;
  - cultural heritage significance;
  - local government;
  - owner;
  - premises;
  - substantially commenced; and
  - zone.
3. Deleting the following definitions from Schedule 1:
  - Residential Planning Codes; and
  - Scheme Act.
4. Deleting reference to the following terms 'planning approval', 'planning consent', 'planning application', 'single dwelling' and 'Residential Planning Codes' throughout the Scheme and replace them with the corresponding terms

'development approval', 'development application', 'single house' and 'Residential Design Codes' throughout the Scheme.

5. Modifying Clause 5.8.14.5 through deleting 'Schedule 5' and replacing it with 'adopted local planning policy' and deleting:

'The exemptions listed in Schedule 5 do not apply to places, buildings, conservation areas or landscape protection zones which are either:

- i) listed by the National Trust;
- ii) listed on the register the National Estate and/or
- iii) listed in the local government's Heritage List pursuant to Clause 7.1 of the Scheme.'

6. Modifying Schedule 4 through deleting the following:

- SU3 – Conditions/Special Provisions 1 – deleting 'for the approval of the local government and Commission';
- SU4 – Conditions/Special Provisions 1 – deleting 'in accordance with Part 9 of the Scheme Text';
- SU5 – Conditions/Special Provisions 1 – deleting 'for the approval of the local government (and Commission if for subdivision). The Structure Plan is to address, but not be limited to, the following:
  - Proposed method of effluent disposal and its impact upon the environmental values of Higgins Swamp;
  - Development and effluent disposal (if not sewerage) to the water body; and
  - Extent of earthworks (eg: fill) required to accommodate proposed development';
- SU6 – Conditions/Special Provisions 2 – deleting 'The plan is to be prepared in accordance with the publication 'Planning for Bush Fire Protection Policy 2001';
- SU7 – Conditions/Special Provisions 1;
- SU8 – Conditions/Special Provisions 1;
- SU10 – Conditions/Special Provisions 1;
- SU11 – Lot 10 Balingup-Nannup Road – Conditions/Special Provisions 1 and in Conditions/Special Provisions 3 deleting ', associated with the Managers Residence as shown on the Structure Plan';
- SU11 – Nelson Location 853 Barrabup Road) Conditions/Special Provisions 1, 2 and 3;
- SU12 – Conditions/Special Provisions 1, 2 and 3 , Conditions/Special Provisions 4 deleting 'and considered under part 10 of this Scheme'; and in Conditions/Special Provisions 8 deleting 'as depicted on the Structure Plan'; and
- SU13 – Conditions/Special Provisions 1, 2 and 3.

7. Modifying Schedule 12 through deleting the following:

- SR1 – Condition 1;
- SR2 – Condition 1;
- SR3 – Condition 1;
- SR4 – Condition 1;
- SR5 – Condition 1;

- SR6 – Condition 1;
- SR7 – Condition 1;
- SR8 – Condition 1;
- SR9 – Condition 1;
- SR10 – Conditions 1 and 5;
- SR11 – Conditions 1 and 6;
- SR12 – Condition 1, in Condition 2 deleting 'as identified on the Subdivision Guide Plan referred to in Special Provision (1) relating to this land' and in Condition 2(d) deleting 'as indicated on the endorsed Subdivision Guide Plan';
- SR13 – Condition 1 and in Condition 12 deleting 'nominated on the Subdivision Guide Plan';
- SR14 – Conditions 1, 2 and 3, in Condition 6 deleting 'as depicted on the Structure Plan' and in Condition 7 deleting 'as depicted on the Structure Plan'; and
- SR15 – Conditions 1, 2 and 3, in Condition 5 deleting 'as depicted on the Structure Plan' and in Condition 6 deleting 'as depicted on the Structure Plan'.

8. Deleting Condition 3 in Schedule 13 for Special Residential Zone 1 (SRes1).

9. Modifying Schedule 16 through:

- deleting points 1, 2, 3 and 4 in Land Use Expectations;
- adding the following to Land Use Expectations 'When considering land use, due regard shall be given to the zones delineated in a Structure Plan adopted in accordance with the deemed provisions.';
- deleting '(in addition to Schedule 14)' for the heading of the third column;
- deleting 'proposed within the Structure Plan' in point 1 of the third column; and
- deleting points 2 and 3 of the third column.

10. Modifying Part 13 through:

- changing 'Fire Management Plan' to 'Bushfire Management Plan'; and
- deleting 'the Planning for Bush Fire Protection Guidelines (Edition 2), or any updates,' in Clause 13.9(c) and replacing it with 'Commission guidelines'.

11. Inserting the following provisions into Schedule A – Supplemental Provisions:

'These provisions are to be read in conjunction with the deemed provisions (Schedule 2) contained in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Clause 61 (1) (k) - the erection or extension of a single house on a lot if a single house is a permitted ('P') use in the zone where the R-Codes do not apply except where the proposal:

- (i) requires the exercise of a discretion by the local government under the scheme to vary the setback provisions of a specific zone;
- (ii) is outside an approved building envelope or within a building exclusion area;
- (iii) is within the Flood Risk Land Special Control Area;
- (iv) is within the Landscape Values Area; or

- (v) is on a lot or location which does not have access to a dedicated and/or constructed road.

Clause 61 (1) (l) - the erection or extension of an outbuilding, in a zone where the R-Codes do not apply except where the proposal:

- (i) requires the exercise of a discretion by the local government under the scheme to vary the setback provisions of a specific zone;
- (ii) is outside an approved building envelope or within a building exclusion area;
- (iii) is within the Flood Risk Land Special Control Area;
- (iv) is within the Landscape Values Area;
- (v) is on a lot or location which does not have access to a dedicated and/or constructed road; or
- (vi) is inconsistent with an adopted Local Planning Policy.

Clause 61 (1) (m) - the construction, replacement, maintenance or repair by a Government agency or statutory undertaking, of any equipment necessary to provide and maintain a public service.

Clause 61 (1) (n) - the development on land within any zone by the local government or Government agency for the purposes of roads, stormwater drainage, recreation areas, landscaping, gardening, bushfire hazard reduction, parking, amenities building, river bank stabilisation or beach rehabilitation. This includes the carrying out of development for the purpose of roads includes a reference to the winning of extractive material by the local government for the purpose of public road construction.

Clause 61 (1) (o) - the carrying out of any development by the local government in connection with the construction, reconstruction, improvement, maintenance, repair or widening (where the local government has acquired the land) of any road except the realignment or relocation of the road.

Clause 61 (1) (p) - incidental structures which include:

- (i) a dog house, domestic animal enclosure, bird enclosure or a cubby house which does not exceed 3.0 metres in height above natural ground level and does not have any part of its structure located within 1.0 metre of the boundary with an adjacent lot;
- (ii) a tree house which as a structure that does not exceed 3.0 metres in height, does not have a floor area greater than 4.0m<sup>2</sup> and is constructed in a tree on a lot used for residential purposes;
- (iii) a flag pole which does not exceed 6.0 metres in height above natural ground level;
- (iv) any pole, tower or device used solely for the purpose of providing outdoor lighting which is constructed on a lot used for residential purposes and no more than 6.0 metres in height above natural ground level;
- (v) swimming pools;
- (vi) landscaping;
- (vii) letter boxes;
- (viii) clothes lines;
- (ix) unless the building is within a Heritage Area or included within the Heritage List of the Scheme, the installation of solar panels where such structures do not protrude above the surface of the roof by more than 500mm or above the ridge of the roof of any building.

Clause 61 (1) (q) - the erection of a boundary fence except where otherwise required by the Scheme and where the fence is consistent with Local Planning Policies.

Clause 61 (1) (r) - the carrying out of works urgently required for public safety or for the safety or security of plant or equipment used in the provision of essential services.

Clause 61 (1) (s) - the use of land in a reserve, where such land is vested in the local government or vested in a Public Authority:

- (i) for the purpose for which the land is reserved under the Scheme; or
- (ii) in the case of land vested in a public authority, for any purpose for which land may be lawfully used by that authority.

Clause 61 (1) (t) - except for development to which the Residential Design Codes apply, the minor filling, excavation or re-contouring of land provided there is no more than 0.9 metres change to the natural ground level, it is not within flood risk land or except where otherwise required by the Scheme.

Clause 61 (1) (u) - except for development to which the Residential Design Codes apply, retaining walls less than 0.9 metres in height unless the site is located in or referred to in a Local Planning Policy which specifically addresses requirements for retaining walls.

Clause 61 (1) (v) - rainwater tanks.

Clause 61 (1) (w) - aquaculture proposals involving the use of existing dams where no structural works are proposed.

Clause 61 (1) (x) - effluent disposal systems where they comply with Scheme requirements and relevant legislation, air conditioning systems and LPG gas tanks for domestic purposes where they comply with relevant legislation.

Clause 61 (1) (y) - satellite dishes and other domestic telecommunication installation unless it does not comply with any relevant adopted standards outlined in a Local Planning Policy or is located within a Heritage Area.

Clause 61 (1) (z) - telecommunication infrastructure which is listed as low impact in the Telecommunications Low Impact Facilities Determination 1997 and subsequent amendments to that Determination.

Clause 61 (1) (za) - "agriculture – extensive" and " agriculture – intensive" in the Agriculture, Agriculture Priority 1 – Scott Coastal Plain and Agriculture Priority 2 zones.

Clause 61 (1) (zb) - "rural pursuit" in all zones where it is a "P" (permitted) use.

Clause 61 (1) (zc) - the construction of a dam.

Clause 61 (1) (zd) - the erection or placement of a temporary sea container and/or donga, where the structure would be consistent with the provisions of a Local Planning Policy.

Clause 61 (1) (ze) - agroforestry provided no more than 4 hectares of planting occurs on any lot or location.'

12. Amending the following clauses by removing the cross reference to the clause deleted by the amendment and replace them with cross reference to deemed provisions set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:
  - Clauses 3.3.1(b), 3.3.2(a), 4.3.2, 4.3.4, 4.4.2(b), 4.8(c), 4.9.2, 4.13.10.5(c), 5.6.2(a), 5.6.3(a), 5.8.2.1, 6.1, 6.2.4.3;
  - Schedule 4 SU9; and
  - Schedule 4 SU12.
13. Renumbering the remaining scheme provisions and schedules sequentially and update any cross referencing to the new clause numbers as required.
14. Updating the Table of Contents.

The amendment is a basic amendment in accordance with part (a), (c) and (e) of the basic amendment definition contained in Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Dated this ..... day of .....  
20.....

.....  
CHIEF EXECUTIVE OFFICER

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<b>Attachment</b>		
1	<i>Shire of Nannup Local Planning Scheme No. 3 text showing proposed amendments in highlight and strikeout</i>	



## PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

LOCAL GOVERNMENT	Shire of Nannup
DESCRIPTION OF LOCAL PLANNING SCHEME	Shire of Nannup Local Planning Scheme No. 3
TYPE OF SCHEME	District Scheme
SERIAL NO. OF AMENDMENT	19
PROPOSAL	Ensure consistency with Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and address minor administrative errors.

## REPORT BY THE SHIRE OF NANNUP

### 1. INTRODUCTION

The purpose of this Amendment is to modify the *Shire of Nannup Local Planning Scheme No. 3* (LPS3) text to ensure consistency with the 'deemed provisions' in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the 'Regulations') and to address minor administrative errors.

The amendment is a basic amendment in accordance with part (a), (c) and (e) of the basic amendment definition contained in Regulation 34 of the Regulations.

### 2. BACKGROUND

The Regulations were gazetted on 25 August 2015. The Regulations, made under the *Planning and Development Act 2005* (the 'Act'), govern the way in which local planning strategies, local planning schemes and structure plans are prepared and amended.

Schedule 2 of the Regulations titled 'Deemed provisions for local planning schemes' apply to all planning schemes and prevail over schemes including LPS3. The deemed provisions are 'read into' schemes automatically under Section 257B of the Act. Provisions in LPS3, which are inconsistent with the deemed provisions, ceased to apply as of gazettal of the Regulations.

The deemed provisions address a range of matters including uniform processes and procedures to schemes, such as structure plan preparation and the development assessment. The deemed provisions apply automatically to all schemes when the Regulations come into operation and cannot be altered, varied or excluded.

Section 73(2A) of the Act allows for a scheme to include supplemental provisions, provided those supplemental provisions are consistent with or not already covered by the Regulations.

The local government has audited LPS3 to determine which provisions are now superseded by the deemed provisions. This basic amendment is now pursued to remove provisions which have been replaced by the deemed provisions.

### **3. PURPOSE OF AMENDMENT**

The Amendment removes provisions, terms and definitions from LPS3 that are superseded by the Regulations. The Amendment also introduces the supplemental provisions schedule and moves relevant provisions from Clause 8.2 into Schedule A. Additionally, the Amendment also address minor administrative errors and modifies 'Residential Planning Codes' to 'Residential Design Codes'.

A number of the provisions being deleted are cross referenced elsewhere in LPS3. The Amendment updates these cross references to reference the deemed provisions. With the deletion and movement of a number of LPS3 provisions, those provisions which remain in LPS3 will need to be renumbered.

Attachment 1 outlines proposed modifications to the LPS3 text with new sections highlighted and deleted sections in strikeout.

### **4. CONCLUSION**

The proposed amendments to the LPS3 text address Schedule 2 of the Regulations. The support of the WAPC and the approval of the Minister for Planning are respectfully requested.

*Planning and Development Act 2005*

**SHIRE OF NANNUP**

**LOCAL PLANNING SCHEME No. 3**

**AMENDMENT No. 19**

That the Shire of Nannup, under and by virtue of the powers conferred upon it in that behalf by the *Planning and Development Act 2005*, hereby amends the above Local Planning Scheme by:

1. Deleting the following Parts, clauses, sub-clauses and Schedules from the Scheme Text, as they have been superseded by the deemed provisions set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:
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  - Part 8 in its entirety except portions of clause 8.2 which is to be inserted into Schedule A – Supplemental Provisions;
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  - Building Code of Australia;
  - cultural heritage significance;
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  - premises;
  - substantially commenced; and
  - zone.
3. Deleting the following definitions from Schedule 1:
  - Residential Planning Codes; and
  - Scheme Act.
4. Deleting reference to the following terms 'planning approval', 'planning consent', 'planning application', 'single dwelling' and 'Residential Planning

Codes' throughout the Scheme and replace them with the corresponding terms 'development approval', 'development application', 'single house' and 'Residential Design Codes' throughout the Scheme.

5. Modifying Clause 5.8.14.5 through deleting 'Schedule 5' and replacing it with 'adopted local planning policy' and deleting:

'The exemptions listed in Schedule 5 do not apply to places, buildings, conservation areas or landscape protection zones which are either:

- iv) listed by the National Trust;
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- deleting 'the Planning for Bush Fire Protection Guidelines (Edition 2), or any updates,' in Clause 13.9(c) and replacing it with 'Commission guidelines'.

11. Inserting the following provisions into Schedule A – Supplemental Provisions:

'These provisions are to be read in conjunction with the deemed provisions (Schedule 2) contained in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Clause 61 (1) (k) - the erection or extension of a single house on a lot if a single house is a permitted ('P') use in the zone where the R-Codes do not apply except where the proposal:

- (i) requires the exercise of a discretion by the local government under the scheme to vary the setback provisions of a specific zone;
- (ii) is outside an approved building envelope or within a building exclusion area;
- (iii) is within the Flood Risk Land Special Control Area;
- (iv) is within the Landscape Values Area; or

- (v) is on a lot or location which does not have access to a dedicated and/or constructed road.

Clause 61 (1) (l) - the erection or extension of an outbuilding, in a zone where the R-Codes do not apply except where the proposal:

- (ix) requires the exercise of a discretion by the local government under the scheme to vary the setback provisions of a specific zone;
- (x) is outside an approved building envelope or within a building exclusion area;
- (xi) is within the Flood Risk Land Special Control Area;
- (xii) is within the Landscape Values Area;
- (xiii) is on a lot or location which does not have access to a dedicated and/or constructed road; or
- (xiv) is inconsistent with an adopted Local Planning Policy.

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- (v) swimming pools;
- (vi) landscaping;
- (xv) letter boxes;
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- (ix) unless the building is within a Heritage Area or included within the Heritage List of the Scheme, the installation of solar panels where such structures do not protrude above the surface of the roof by more than 500mm or above the ridge of the roof of any building.

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Clause 61 (1) (s) - the use of land in a reserve, where such land is vested in the local government or vested in a Public Authority:

- (i) for the purpose for which the land is reserved under the Scheme; or
- (ii) in the case of land vested in a public authority, for any purpose for which land may be lawfully used by that authority.

Clause 61 (1) (t) - except for development to which the Residential Design Codes apply, the minor filling, excavation or re-contouring of land provided there is no more than 0.9 metres change to the natural ground level, it is not within flood risk land or except where otherwise required by the Scheme.

Clause 61 (1) (u) - except for development to which the Residential Design Codes apply, retaining walls less than 0.9 metres in height unless the site is located in or referred to in a Local Planning Policy which specifically addresses requirements for retaining walls.

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Clause 61 (1) (y) - satellite dishes and other domestic telecommunication installation unless it does not comply with any relevant adopted standards outlined in a Local Planning Policy or is located within a Heritage Area.

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Clause 61 (1) (zc) - the construction of a dam.

Clause 61 (1) (zd) - the erection of placement of a temporary sea container and/or donga, where the structure would be consistent with the provisions of a Local Planning Policy.

Clause 61 (1) (ze) - agroforestry provided no more than 4 hectares of planting occurs on any lot or location.'

12. Amending the following clauses by removing the cross reference to the clause deleted by the amendment and replace them with cross reference to deemed provisions set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:
  - Clauses 3.3.1(b), 3.3.2(a), 4.3.2, 4.3.4, 4.4.2(b), 4.8(c), 4.9.2, 4.13.10.5(c), 5.6.2(a), 5.6.3(a), 5.8.2.1, 6.1, 6.2.4.3;
  - Schedule 4 SU9; and
  - Schedule 4 SU12.
13. Renumbering the remaining scheme provisions and schedules sequentially and update any cross referencing to the new clause numbers as required.
14. Updating the Table of Contents.



**COUNCIL RECOMMENDED/SUBMITTED FOR APPROVAL**

Supported for submission to the Minister for Planning for approval by resolution of the Shire of Nannup at the ..... Meeting of the Council held on the ..... and the Common Seal of the Shire of Nannup was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

**WAPC RECOMMENDED/SUBMITTED FOR APPROVAL**

.....

DELEGATED UNDER S.16 OF  
THE PLANNING AND DEVELOPMENT ACT 2005

DATE.....

**APPROVAL GRANTED**

.....

MINISTER FOR PLANNING  
S.87 OF THE PLANNING AND DEVELOPMENT ACT 2005

DATE.....







**Jane Buckland**

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**From:** Miller, Isabelle <Isabelle.Miller@lands.wa.gov.au>  
**Sent:** Wednesday, 9 November 2016 9:59 AM  
**To:** Jane Buckland  
**Subject:** Amendment of Reserve 40288, Johnston Road Jalbarrabup  
**Attachments:** 20160905 Enquiry Crown Land - Request for Amalgamation of Reserve 43352 ....pdf

Your ref:

Our ref: 00531-1995 Job 163852

**Amendment of Reserve 40288, Johnston Road Jalbarrabup**

Hi Jane,

The Department of Lands has no objection to the proposal, subject to your confirmation on the points below:

1. Reserve 43352 (Lot 4977) to be cancelled and amalgamated into the adjoining portion of reserve 40288 being Lot 4837.  
Please advise if you would prefer;
  - a. Cancel reserve 43352 but retain and include Lot 4977 into the adjoining portion of Reserve 40288 (Lot 4837) thereby having two lots; or
  - b. Amalgamate Lot 4977 with Lot 4837 (Reserve 40288), thereby creating one lot.
2. Agree to the purpose of reserve 40288 being changed to "Public Recreation and Emergency Services Site" and that a condition can be placed on the Management Order so that *"the power to lease is granted only for the provision of fire brigade and associated emergency services"*.
3. A suitable graphic will be required for both options (a or b). Please provide confirmation that you agree to pay the survey costs and other associated fees for a new graphic. The estimated cost of survey is \$1500. Please provide your nominated surveyor.

If you agree to the above conditions, please advise us if you will need to prepare a Council Resolution.

Thank you,

Isabelle Miller | A/Assistant State Land Officer | South West and Great Southern  
Department of Lands | Level 11, 140 William St | Perth WA 6000  
T (08) 6552 4455 | F (08) 6552 4490  
E [isabelle.miller@lands.wa.gov.au](mailto:isabelle.miller@lands.wa.gov.au) | W [www.lands.wa.gov.au](http://www.lands.wa.gov.au)



Government of Western Australia  
Department of Lands

The Department of Lands has a new Post Office Box. PO Box 1221 West Perth WA 6872. Please update your records accordingly. Thank you

*DISCLAIMER: The information contained in this email (including attachments) is intended only for the use of the person(s) to whom it is addressed as it may be confidential and contain legally privileged information. If you are not the intended recipient you are hereby notified that any perusal, use, distribution, copying or disclosure is strictly prohibited. If you have received this email in error, please immediately advise us by return email and delete the email document.*

*This email and any attachments to it are also subject to copyright and any unauthorised reproduction, adaptation or*



## Enquiry - Crown land

### 1. Enquirer details

Incorporated entity name or individual name:	SHIRE OF NANNUP		
ABN:	43038160786	ACN:	
Indigenous Corporation No. (ICN):			

Postal Address:	PO BOX 11		
Locality/town:	NANNUP		
State:	WA	Postcode:	6275
E-mail Address:	NANNUP@NANNUP.WA.GOV.AU		
Mobile:		Telephone:	0897561018

Preferred contact	Email <input checked="" type="checkbox"/>	Mobile <input type="checkbox"/>	Telephone <input type="checkbox"/>	Mail <input type="checkbox"/>
-------------------	---	---------------------------------	------------------------------------	-------------------------------

Street address:	ADAM ST		
(If different to postal address):			
Locality/town:	NANNUP		
State:	WA	Postcode:	6275

Contact person details (if different to the above):			
Full name:	JANE BUCKLAND	Position:	DEVELOPMENT SERVICES OFFICER
Mobile:		Telephone:	0897561018
E-mail Address:	JANE@NANNUP.WA.GOV.AU		

### 2. Land details

Refer to Crown land enquiry guide for instructions.	
2.1 Street address and description of land referred to in this enquiry:	
RESERVE 43352 (LOT 4877 ON DEPOSITED PLAN 181954) JOHNSTON RD, JALBARRAGUP & RESERVE 40288 (LOT 4837 ON PLAN 15851) JOHNSTON RD, JALBARRAGUP	
2.2 Area and size of land enquired (approximate boundary and area, in m <sup>2</sup> or ha):	
1210SQM (RES43352) & 4.6054HA (RES40288)	
2.3 Local government the Crown land is within (drop down selection):	
Shire of Nannup	<input checked="" type="checkbox"/>
2.4 Have you sought comment or advice from the local government?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Please provide details:	
NOT APPLICABLE AS APPLICANT IS THE SHIRE OF NANNUP	



## 2. Land details (continued)

2.5	Title search attached	Yes <input checked="" type="checkbox"/>	<a href="https://www.landgate.wa.gov.au/corporate.nsf/web/Certificate+of+Title">https://www.landgate.wa.gov.au/corporate.nsf/web/Certificate+of+Title</a>
2.6	Landgate map attached	Yes <input checked="" type="checkbox"/>	<a href="https://www.landgate.wa.gov.au/bmvi/app/mapviewer">https://www.landgate.wa.gov.au/bmvi/app/mapviewer</a>
2.7	Alternatively utilise a GIS Map service such as Google Maps and obtain a Parcel Identification Number (PIN) where no title exists. .....		

## 3. Purpose of request for land enquiry

Brief detail regarding the nature of the enquiry and the purpose for which the Crown land is required:	
Yes, evidence attached	<input type="checkbox"/>
THE SHIRE OF NANNUP REQUESTS THAT RESERVE 43352 BE AMALGAMATED INTO ADJOINING RESERVE 40288 AND THAT THE PURPOSE OF RESERVE 40288 THEN BE AMENDED TO THE DUAL USES OF "PUBLIC RECREATION" AND "BUSH FIRE BRIGADE DEPOT". ..... .....	

## 4. Lessee, management body and consent

Registered lessee, management body or other:	
BOTH RESERVES ARE VESTED WITH THE SHIRE OF NANNUP .....	
Has their consent or support of this application been sought for your proposed use of this land:	
Yes, evidence attached	<input checked="" type="checkbox"/>
NOT APPLICABLE AS APPLICANT IS THE SHIRE OF NANNUP .....	

## 5. Detail of proposal

Detail of a business case*, concept or development proposal including details of any stages or timelines. These would assist assessment of your enquiry, please attach or detail:	
Yes, evidence attached	<input checked="" type="checkbox"/>
THE CURRENT DARRADUP BUSH FIRE BRIGADE WHICH IS LOCATED ON RESERVE 43352 HAS GRADUALLY ENCROACHED ON THE ADJOINING RESERVE 40288 THROUGH VARIOUS EXTENSIONS TO THE DEPOT AND ASSOCIATED INFRASTRUCTURE. THE BRIGADE REQUIRES ADDITIONAL SPACE TO EXPAND THEIR DEPOT TO THE WEST. THE SHIRE BELIEVES THAT THE AMALGAMATION OF THE TWO RESERVES AND THE COMBINING OF THEIR USES IS A GOOD OUTCOME FOR THE JALBARRAGUP COMMUNITY AND AN EFFICIENT USE OF PUBLIC AND RATEPAYER RESOURCES. .....	

\*Note: If your proposal is for irrigated agriculture, please complete Section 3 with details of your concept, as a detailed business case and development proposal is not applicable at this time. For irrigated agricultural projects, the Department of Lands will be following the Land Tenure Pathway for Irrigated Agriculture (LTPIA) available here, and a detailed project proposal will be required at a later stage.



## 6. Additional information

- The list below is indicative only and there may be additional approvals, permits and licences required.
- The enquirer is to provide as much information as possible to facilitate assessment of this enquiry.
- The enquirer is to attach all documentation (including approvals, permits, licences, project plans, agreements) that may assist in the assessment of this enquiry.
- Indicate below the documents that are attached, and number the attachments accordingly.

### Attachments

1. ☐ Applicant (evidence of authorisation to act for incorporated entity)
2. ☒ Land Details
  - 2.1 ☐ Street description
  - 2.2 ☐ Area and size of land enquired
  - 2.3 ☐ Local government name
  - 2.4 ☐ Local government consultation
  - 2.5 ☒ Landgate title search
  - 2.6 ☒ Landgate cadastral map and reference
  - 2.7 ☐ PIN location identifier
3. ☐ Purpose of request for land enquiry
4. ☒ Lessee, management body and consent
5. ☒ Detail of proposal
6. ☐ Any other additional information that will assist with this enquiry (please list and detail):

6.1 ☐ .....

6.2 ☐ .....

6.3 ☐ .....

6.4 ☐ .....

6.5 ☐ .....

6.6 ☐ .....

6.7 ☐ .....

6.8 ☐ .....

6.9 ☐ .....

Notes: .....

.....

.....

.....

.....





## 7. Declaration

By signing and submitting this document, the enquirer understands and agrees that:

- The information provided is complete, true, accurate and correct to the best of my/our knowledge.
- The Department of Lands (the department) may seek information from the enquirer or third party/ies in assessing and responding to the enquiry. For that purpose the department may be required to release information submitted in this enquiry to other agencies or parties. Should the additional information supplied contains confidential information or information subject to commercial in confidence, clearly identify that material and the nature of the confidentiality. If no confidentiality is indicated the department reserves the right to provide the information to other agencies.
- If the department supports a grant of tenure following assessment of the enquiry, the enquirer shall pay all costs associated with the grant. These costs may include, but may not be limited to:
  - costs of negotiating and compensating native title parties and other existing land holders;
  - applying for and approval of other statutory requirements;
  - purchase price, lease rental, easement or license fees;
  - survey and plan preparation costs; and
  - GST on any of the above.
- The department is not responsible for obtaining any approvals for, or in connection with, this enquiry, except for any required to be obtained by the department under any written law.
- The submission of this enquiry does not in itself grant any right to access Crown land, and the department reserves the right to decline assessing the enquiry in detail, to grant the enquiry subject to conditions, or not to grant the enquiry.
- The enquirer acknowledges that the provision of funding evidence in the form of a bank guarantee or other financial substantiation of the application may be required, and that insurance and indemnity arrangements may be further required to satisfy the department, dependent on the assessment of each enquiry.
- The department will not be liable for delay and/or costs borne by the enquirer through submission of this enquiry, or in providing additional information that is required so that the department can assess the enquiry, of itself or as a result of any refusal to grant the enquiry or to grant it on conditions that are unacceptable to the enquirer. The department has a duty to consider applications and enquiries relating to Crown land in the best interests of the State.

Signature of enquirer or authorised person: \_\_\_\_\_

Name of enquirer or authorised person: \_\_\_\_\_

Position of enquirer/authorised person: \_\_\_\_\_

Date: \_\_\_\_\_

PETER CLARKE

Chief Executive Officer

30 August 2016

## OFFICE USE ONLY

### Method of receipt:

- ☐ Email (proposals@lands.wa.gov.au)
- ☐ Letter
- ☐ Fax
- ☐ Other (detail).....

☐ Sufficient information provided.

☐ Insufficient information provided.

☐ Acknowledgement of receipt letter sent.

Date: \_\_/\_\_/\_\_

☐ Further information required letter sent.

Date: \_\_/\_\_/\_\_

Objective ID: \_\_\_\_\_

Date received: \_\_\_\_\_

Officers Name: \_\_\_\_\_



WESTERN



AUSTRALIA

REGISTER NUMBER <b>4837/P15851</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

RECORD OF QUALIFIED CERTIFICATE  
OF

VOLUME  
**LR3145**FOLIO  
**954**

## CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893  
AND THE LAND ADMINISTRATION ACT 1997

## NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE of WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

## LAND DESCRIPTION:

LOT 4837 ON PLAN 15851

STATUS ORDER AND PRIMARY INTEREST HOLDER:  
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: SHIRE OF NANNUP

(XE F831064 ) REGISTERED 20 MARCH 1995

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:  
(SECOND SCHEDULE)

1. F831064 PART RESERVE 40288 FOR THE PURPOSE OF PUBLIC RECREATION REGISTERED 20.3.1995.  
F831064 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 20.3.1995.

- Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
(2) Lot as described in the land description may be a lot or location.  
(3) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.  
The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

## STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: P15851.  
PREVIOUS TITLE: LR3102-606.  
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
LOCAL GOVERNMENT AREA: SHIRE OF NANNUP.  
RESPONSIBLE AGENCY: DEPARTMENT OF LANDS (SLSD).

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 4837/P15851

VOLUME/FOLIO: LR3145-954

PAGE 2

NOTE 1: K185813 CORRESPONDENCE FILE 00995-1987-01RO

WESTERN



AUSTRALIA

REGISTER NUMBER <b>4977/DP191954</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

**RECORD OF QUALIFIED CERTIFICATE  
OF  
CROWN LAND TITLE**

UNDER THE TRANSFER OF LAND ACT 1893  
AND THE LAND ADMINISTRATION ACT 1997

VOLUME **LR3102** FOLIO **533**

**NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE of WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 4977 ON DEPOSITED PLAN 191954

**STATUS ORDER AND PRIMARY INTEREST HOLDER:  
(FIRST SCHEDULE)**

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** SHIRE OF NANNUP

(XE F831063 ) REGISTERED 1 JANUARY 1995

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:  
(SECOND SCHEDULE)**

1. F831063 RESERVE 43352 FOR THE PURPOSE OF BUSH FIRE BRIGADE DEPOT REGISTERED 1.1.1995.  
F831063 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. WITH POWER TO LEASE FOR ANY TERM NOT EXCEEDING 21 YEARS. REGISTERED 1.1.1995.

- Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
Lot as described in the land description may be a lot or location.  
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.  
(3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3102-533 (4977/DP191954).  
PREVIOUS TITLE: LR3102-700.  
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
LOCAL GOVERNMENT AREA: SHIRE OF NANNUP.  
RESPONSIBLE AGENCY: DEPARTMENT OF LANDS (SLSD).

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 4977/DP191954

VOLUME/FOLIO: LR3102-533

PAGE 2

NOTE 1: A000001A CORRESPONDENCE FILE 995 / 1987.

NOTE 2: LAND PARCEL IDENTIFIER OF SUSSEX LOCATION 4977 ON SUPERSEDED PAPER  
CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 4977 ON DEPOSITED PLAN  
191954 ON 31-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

NOTE 3: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE  
OF TITLE.







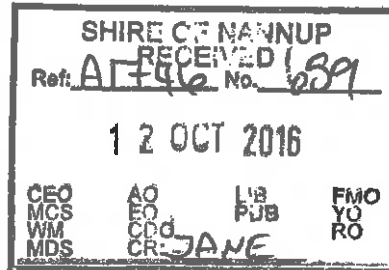
REF 8601-16

7 October 2016

Shire of Nannup  
PO Box 11  
NANNUP WA 6275

**Attention: PLANNING DEPARTMENT**

Dear Sir or Madam,

**Re: PROPOSED TWO STOREY MULTI RESIDENTIAL & COMMERCIAL COMPLEX**

Veen's Design Group on behalf of our clients, Karamfiles Builders, wish to lodge for Planning Approval for the Proposed Multi Residential & Commercial Complex on Lot 100 Warren Rd, Nannup. Please find attached all required documents for assessment.

We are aware of the Local Planning Scheme 3 and understand the importance of integrating the materials and facade with the main street. We have specified face brick, weatherboard, grey Colorbond with a roof pitch between 25-30 degrees and modest glazing.

If you have any queries regarding this application please do not hesitate to contact either myself or the office.

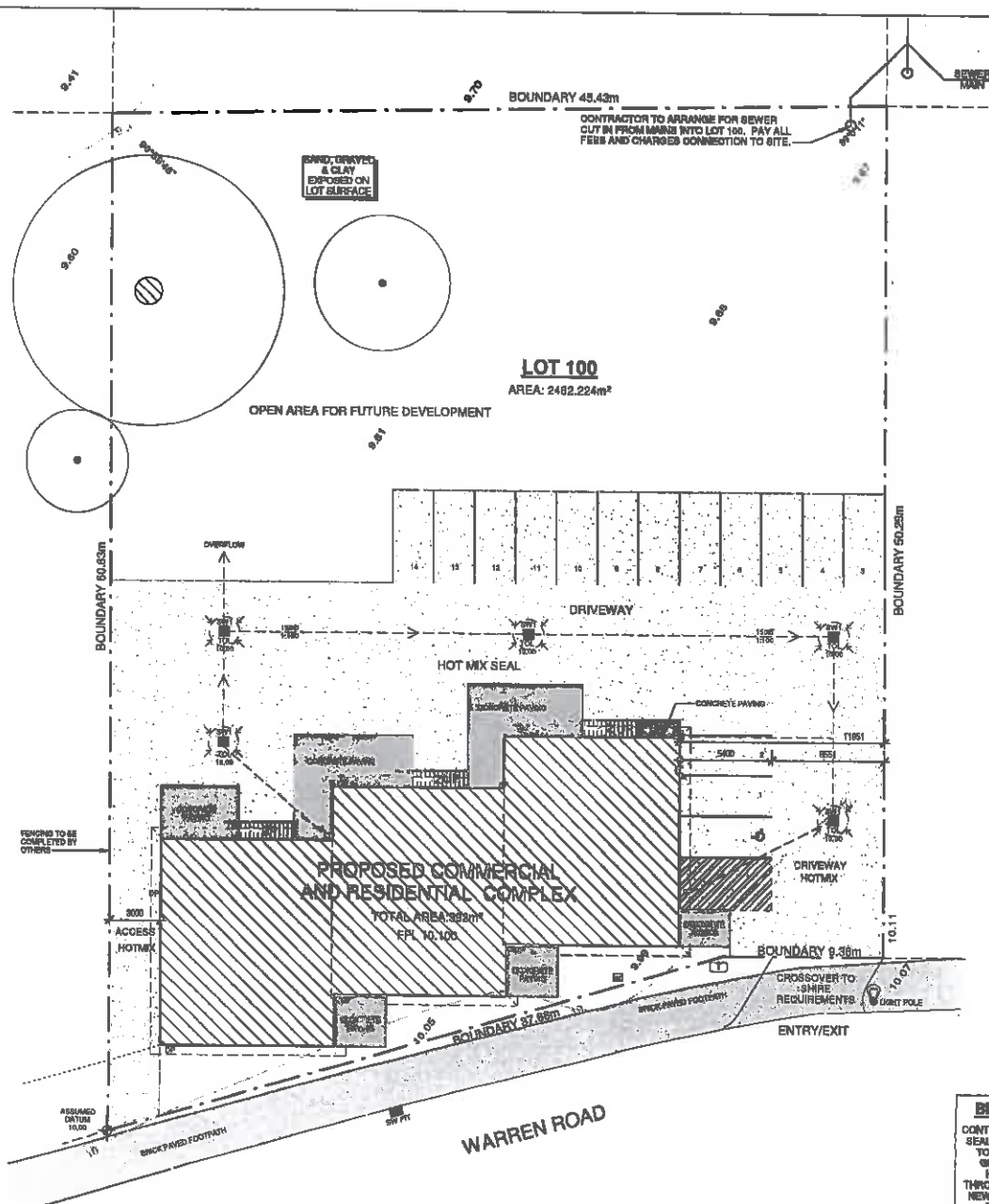
Thank you in anticipation.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Melissa Aroozoo'.

**Melissa Aroozoo**  
**Masters of Architecture**  
On behalf of Veen's Design Group





#### PARKING CALCULATION

TOTAL PARKING REQUIREMENT UNDER TP8 No.7 IS 1 BAY PER 70m² GFA

NET LETTABLE AREA	238.6 m²
1 BAY PER 50m²	4.77
NO. OF BAYS REQ'D	4.77
NO. OF BAYS PROVIDED	5

#### CONSULTING ROOMS

NO. OF PRACTITIONERS	1
NO. OF BAYS REQ'D	3

#### UNIT (RESIDENTIAL)

NO. OF BAYS REQ'D	6 (2 PER UNIT)
TOTAL NO. OF BAYS	14 BAYS

#### STORMWATER CALCULATION

IMPERVIOUS DRAINAGE AREAS:	
TOTAL ROOF AREA	435.70 m²
TOTAL SEALED AREA	789.84 m²
TOTAL	1225.54 m²

STORAGE VOLUME:  
TOTAL REQUIRED VOLUME OF STORAGE AT 1.5m PER 60.0m² OF AREA.

TANK SIZE	VOLUME	NO. OFF.	TOTAL VOLUME
SW1 1800 x 1200	3.05 m³	5	15.25 m³
SW2 7	0.00 m³	0	0.00 m³
SW3 7	0.00 m³	0	0.00 m³
SW4 7	0.00 m³	0	0.00 m³

TOTAL ON SITE STORAGE 15.25 m³  
NEAR PARKING GRADED BACK TO NATURAL GROUND FOR DRAINAGE



#### GENERAL NOTES

BUILDER MUST CHECK AND CONFIRM EXISTING LINES ON SITE PRIOR TO COMMENCING ANY WORK. REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT AND SEEK INSTRUCTION PRIOR TO PROCEEDING.

BUILDER MUST VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK ON THE PRODUCTION OF ANY SHOP DRAWINGS. REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT AND SEEK INSTRUCTION PRIOR TO PROCEEDING.

ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH THE MOST CURRENT BUILDING REGULATIONS AND RELEVANT A.C.O. CODES AND AUSTRALIAN STANDARDS INCLUDING AMENDMENTS.

THE AUTHORIZED REQUIREMENTS OF LOCAL AUTHORITIES AND OTHER STATUTORY AUTHORITIES ARE TO BE COMPLIED WITH.

BUILDER TO ALLOW FOR ALL FEES TO OBTAIN SHOP DRAWINGS.

DO NOT SCALE DRAWINGS.

THIS DESIGN IS COPYRIGHT AND SHALL NOT BE REPRODUCED WITH OUT THE WRITTEN PERMISSION OF VEENS DESIGN GROUP.

#### BITUMEN SEALED AREA'S

CONTRACTOR TO NOTE THAT ALL HOTMIX SEAL IS NEW WORK AND SHALL BE LAID TO AREA AS SHOWN MIN 100 THICK GRAVEL COMPACTED TO 80%. ALL HOTMIX TO BE MIN. 20mm THICK THROUGHOUT. GRADE ALL FALLS TO ALL NEW STORMWATER PITS AND GRATES. FINISH HOTMIX UP TO KERBSIDE.



**veens**  
DESIGN GROUP

Suite 1/20 Coney Street Bundamba QLD 4282  
P 08 6751 9220 | admin@veensdesign.com.au  
F 08 6751 7027 | veensdesign.com.au

No.	Description	Date
A	CLIENT REVIEW	25.08.16
B	ISSUE FOR D.A.	07.10.16
D	PARKING REVISION	28.10.16

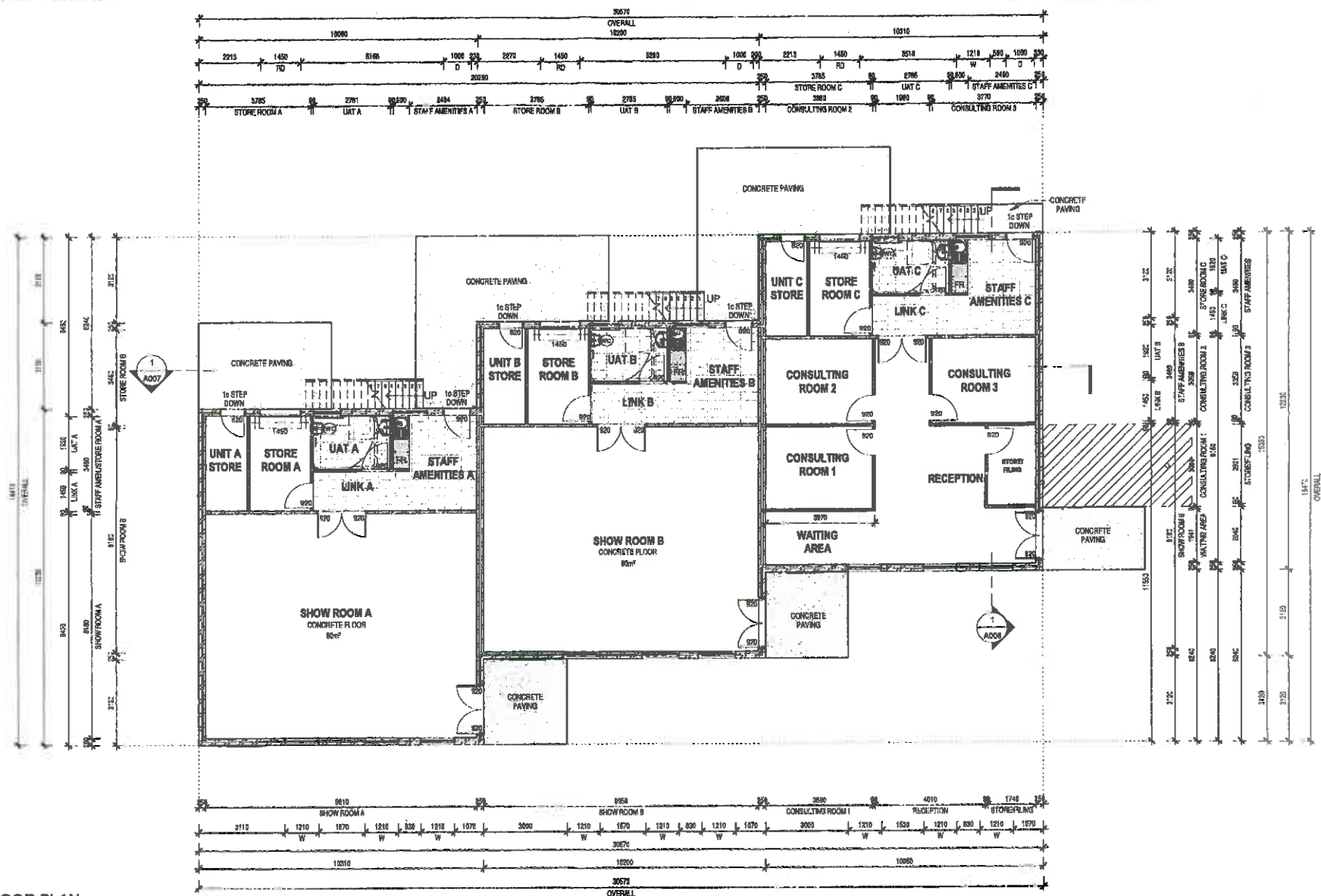
#### Project Name

COMMERCIAL & RESIDENTIAL COMPLEX  
TO LOT 100, NO. 54 WARREN ROAD,  
NANNUP FOR KARAMFILES BUILDERS

#### SITE PLAN

Project number	MM01-16	Sheet Number		Current Revision	
Date	SEPTEMBER 2016		A002		D
Drawn by	MA				
Checked by	RV	Scale			1:200 ON A2 SHEET

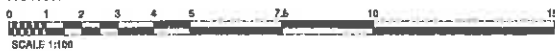




1 GROUND FLOOR PLAN

1:100

NORTH



Suite 1/28 Carey Street Burbury NSW 6230  
P 08 6721 3096 | info@veensdesign.com.au  
F 08 6721 2527 | veensdesign.com.au

No.	Description	Date
A	CLIENT REVIEW	29.09.16
B	ISSUE FOR D.A.	07.10.16
C	ISSUE FOR B.L.	14.10.16

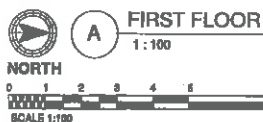
**Project Name**

**COMMERCIAL & RESIDENTIAL COMPLEX  
TO LOT 100, NO. 54 WARREN ROAD,  
NANNUP FOR KARAMFILES BUILDERS**

**GROUND FLOOR PLAN**

Project number	8901-18	Sheet Number	A003	Current Revision	C
Date	SEPTEMBER 2016	Scale	1:100 ON A2 SHEET		
Drawn by	MA				
Checked by	HV				

15/09/2016 13:25:27



Suite 1/20 Carsey Street Bunbury WA 6230  
P 08 9721 2326 | [admin@veenedesign.com.au](mailto:admin@veenedesign.com.au)  
F 08 9721 2327 | [veenedesign.com.au](http://veenedesign.com.au)

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**COMMERCIAL & RESIDENTIAL COMPLEX  
TO LOT 100, NO. 54 WARREN ROAD,  
NANNUP FOR KARAMFILES BUILDERS**

Project number	8801-18	Sheet Number	Current Revision
Date	SEPTEMBER 2016	A004	C
Drawn by	MA		
Checked by	RV	Scale	1 : 100 ON A2 SHEET

地址: 2000 年 12 月 1 日 2000 年 12 月 1 日 2000 年 12 月 1 日  
 12 月 1 日 2000 年 12 月 1 日 2000 年 12 月 1 日 2000 年 12 月 1 日  
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 12 月 1 日 2000 年 12 月 1 日 2000 年 12 月 1 日 2000 年 12 月 1 日

[illegible][illegible]

any further information, please contact the author at [andrew@maths.ox.ac.uk](mailto:andrew@maths.ox.ac.uk).

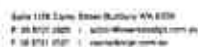
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doi:10.1017/S0022292412001709

THIS DESIGN IS COPYRIGHTED AND SHALL NOT BE REPRODUCED WITHOUT THE WRITTEN AUTHORIZATION OF ARTIST MANAGEMENT.



ACHTUNG



**Project Name**  
COMMERCIAL & RESIDENTIAL COMPLEX  
TO LOT 100, NO. 54 WARREN ROAD,  
NANNUP FOR KARAMFILES BUILDERS

Project Number	9401-15	Sheet Number	Current Revision
Date	SEPTEMBER 2015	<b>A005</b>	<b>C</b>
Drawn by	MA		
Reviewed by	MA	Scale	1" = 30' (SEE SHEET)

## GENERAL NOTES

BUILDER MUST CHECK AND CONFIRM EXISTING LEVELS ON SITE PRIOR TO COMMENCING ANY WORK. REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT AND SEEK INSTALLATION PRIOR TO PROCEEDING.

BUILDER MUST VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK OR THE PRODUCTION OF ANY SHOP DRAWINGS. REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT AND SEEK INSTALLATION PRIOR TO PROCEEDING.

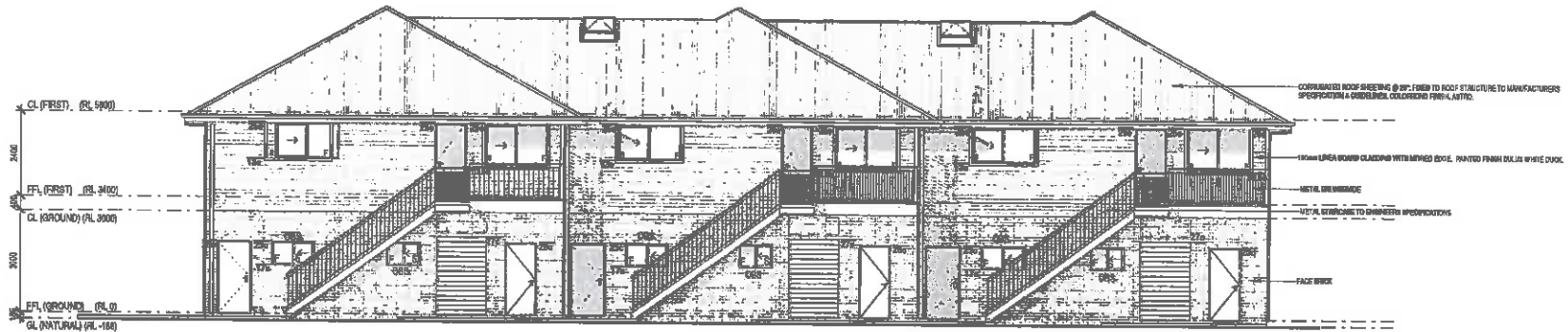
ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH THE BEST CURRENT BUILDING REGULATIONS AND RELEVANT ALG CODES AND JERUSALEM STANDARDS INCLUDING ASSEMBLIES.

THE AUTHORIZED RECOMMENDATIONS OF LOCAL AUTHORITIES AND OTHER STATUTORY AUTHORITIES ARE TO BE COMPLIED WITH.

BUILDER TO ALLOW FOR ALL FEES TO CHECK SHOP DRAWINGS.

DESIGN BY VEENS DESIGN GROUP

THIS DESIGN IS COPYRIGHT AND SHALL NOT BE REPRODUCED WITH OUT THE WRITTEN PERMISSION OF VEENS DESIGN GROUP.

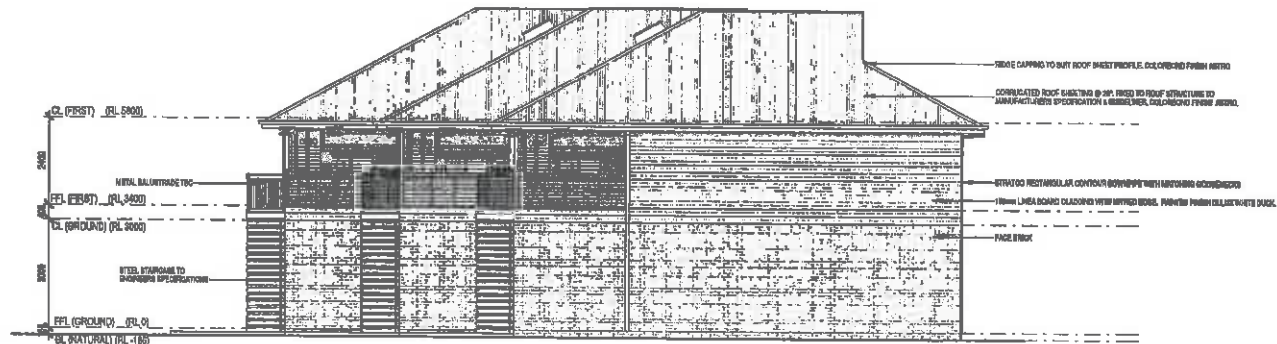


2 EAST ELEVATION

1:100

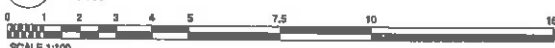


SCALE 1:100



1 SOUTH ELEVATION

1:100



SCALE 1:100

No.	Description	Date
A	CLIENT REVIEW	28.09.16
B	ISSUE FOR D.A.	07.10.16
C	ISSUE FOR S.L.	14.10.16

### Project Name

COMMERCIAL & RESIDENTIAL COMPLEX  
TO LOT 100, NO. 54 WARREN ROAD,  
NANNUP FOR KARAMFILES BUILDERS

### ELEVATIONS

Project number	2801-16	Sheet Number		Current Revision	
Date	SEPTEMBER 2016				
Drawn by	MA		A006		C
Checked by	RV	Scale			1:100 ON A2 SHEET

**Jane Buckland**

---

**From:** Chris Roycroft <chris@nannuprealestate.com.au>  
**Sent:** Wednesday, 9 November 2016 4:31 PM  
**To:** Jane Buckland  
**Cc:** reharni@nannuprealestate.com.au  
**Subject:** Development Application - Lot 100 Warren Road, Nannup

Dear Jane

In relation to the above application we would like to comment as follows:

Both Dr Kushdev Singh (for the last 18 months) and Sam from Karamfiles builders (since he was asked to produce a design) have consulted with us as to the what is possible for Nannup or not. We have been part of the whole process and have worked closely with them both in trying to satisfy all needs. Karamfiles builders have built medical facilities previously in Manjimup and are very experienced in these kinds of builds and this is why they were approached.

The size of shops was taken directly from enquiries we have had for retail premises and the fact that accommodation is being offered with them is also a direct result from enquiries we have had. Failure to provide accommodation along with shops makes them difficult to rent as new incoming shop owners need somewhere to live initially before fully settling down and perhaps buying separate accommodation down the track.

Currently, there is only one very small shop for rent in Nannup and which has two serious prospective tenants for it at present. We expect it to have a contract signed on it shortly and the shop has only been for lease for just over a month. There are no other shops available. This means whichever party is not successful has no shop to rent because there is nothing left on the market.

Since the opening of the Mowen Road, Nannup shopkeepers have managed to improve their margins and the town has become far more vibrant. Recently, several commercial properties have exchanged ownership namely: 33 Warren Road, Lot 500 Forrest Street and the Post Office has just gone under offer. This shows a positive trend for commercial growth in Nannup CBD.

Apart from a local doctor probably being very welcome in the town, two new shops in the area between Adam Street and Kearney Street would help improve trade in that area of town.

Kind Regards

Chris & Kim

*Chris Roycroft*

Principal/Licensee

**T/A Nannup Real Estate**

Member of REIWA's Rural Network Committee

1/36 Warren Road, NANNUP WA 6275

**Licensed Real Estate & Business Agent**

T 9756 1177 F 9756 1141

M 0428 320 837





SHIRE OF NANNUP	
RECEIVED	
Ref: <del>7130</del>	No. 723
A174b	
7 NOV 2016	
CEO MCS WM MDS	AO EO CDO CR: JANE
LIB PUB	FMO YO RO

3 Cross St Nannup

31 10 16

Development Services Officer  
Jane Buckland

Thank you for yours of 26<sup>th</sup> Oct.

I have no objection to the revised plan for lot 100  
Warren Road.

I do fear there may be some objections from those  
who seek to preserve "our uniqueness".

I knew Nannup seventy or eighty years ago  
when most of the buildings conformed to an  
overall aged weather board grey, but at the  
same time the twenty odd business buildings  
in the main street were well maintained, provided  
a living for their owners, and employment for  
another fifty or so others in addition two or three  
registered nurses, two probationers and four domestics.

We had a resident doctor and private consulting  
rooms. Also a weekly dental service in a suitably  
equipped surgery at the hotel.

The population at that time? No more than we have  
today, but Nannup was a well equipped and well  
serviced town with butchers, bakers, barbers,  
drapers, shoe repairs and four general stores.

We cannot let a town slowly deteriorate because  
some want to cling to the "charm" of the past.

Please foster development wherever possible.

Deserted and derelict buildings as well as occupied  
and ~~decrepit~~ decrepit properties will never foster  
progress, no matter how many "Strategic Plan"  
surveys you roll out. Sincerely E E Hepp

## OPTION 2

SHIRE OF NANNUP  
RECEIVED

Ref: \_\_\_\_\_ No. \_\_\_\_\_

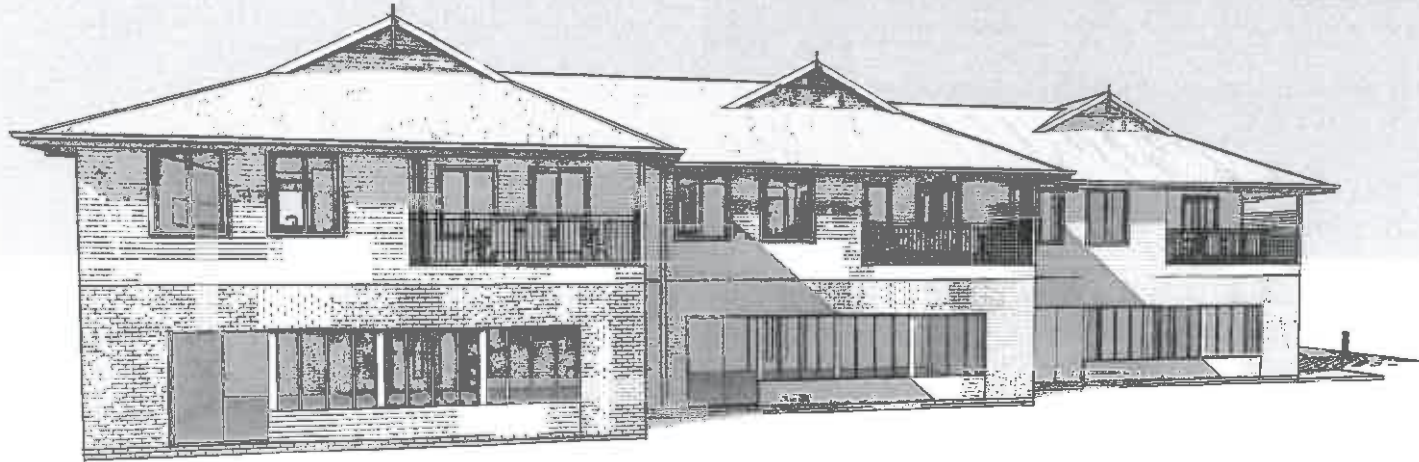
- 9 NOV 2016

CEO  
MCS  
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MDS

AO  
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Attachment 12.6.4

**4.13.10.5 Building Envelopes**

- (a) All development is to be sited within the building envelope shown on the approved structure plan.
- (b) Where, for the purpose of retaining natural flora, sound environmental reasons or the physical constraints of a site dictate, the local government may approve an alternative building envelope.
- (c) The local government, in considering an application for an alternative building envelope shall follow the procedures under sub-clause 9.4 prior to considering Planning Approval to the application.

**4.13.10.6 Building Setbacks**

Where a lot does not have an identified building envelope, all buildings shall be setback a minimum of 20 metres from all boundaries.

**4.13.10.7 Fencing**

Boundary fencing within the zone shall be post and minimum four strand wire, 1.0 to 1.3 metres high, or post and ring lock or similar approved by the local government. Solid fencing such as super six or pickets shall not be permitted on boundaries and shall only be permitted in proximity to buildings where the local government determines that it will not adversely affect the amenity of the area.

**4.13.10.8 Subdivision**

Subdivision within the zone is to be generally in accordance with the structure plan adopted by Council for the specific zone. No further subdivision of land within the zone, contrary to that shown on the approved structure plan, shall be supported.

**4.13.10.9 Special Provisions**

Schedule 12 sets out any special provisions applicable to the land to assist in achieving the objectives of the zone.

**4.13.11 Town Centre Zone****4.13.11.1 Specific Objectives of the Zone**

- (a) To provide for the development or redevelopment of land within the zone for a broad range of uses which the local government considers is appropriate to the town centre serving the residents and visitors.
- (b) To encourage new development within the zone to achieve a high standard in relation to the historic character of Nannup to assist in promoting the town centre in terms of its own distinctive identity and attraction.
- (c) To promote townscape improvement in accordance with any adopted Townscape Plan.

#### 4.13.11.9 Building Setbacks

- (a) Development may be provided with a nil setback to any street frontage within the zone.
- (b) Development may be provided with a nil setback to the side and rear boundaries of the subject land provided that the site does not adjoin any land used or zoned for residential purposes, in which case the development shall be setback in accordance with the Residential Planning Codes.

#### 4.13.11.10 Development Standards

- (a) For the purpose of maintaining the existing streetscape, character and heritage significance of the Town Centre Zone, the local government may:
  - (i) Require that on-site car parking bays be located at the rear of the development;
  - (ii) Require that access to car parking areas be provided from a secondary or rear street or right of way, where available; and/or
  - (iii) Reduce the required number of on-site car parking bays.
- (b) Notwithstanding clause 5.2, the development of land for residential purposes within the Zone is to conform to the provisions of the Residential Planning Codes with respect to the R20 density code, except where land is connected to a reticulated sewerage network, the R30 density code is to apply.
- (c) In considering an application for approval to demolish a building within the zone, the local government may:
  - (i) Defer consideration of the application until it has received and approved an application for subsequent development of the site; or
  - (ii) Approve the application, subject to conditions including the retention, maintenance, reinstatement and re-positioning of any part of the building proposed to be demolished.

#### 4.13.12 Future Development Zone

##### 4.13.12.1 Special Objectives of the Zone:

- (a) To designate land considered to be generally suitable for future development purposes and to prevent such land being used or developed in a manner which could prejudice its possible;
- (b) To provide for the sustainable development of land in an orderly manner with appropriate levels of physical infrastructure and human services;
- (c) To require, as a pre-requisite to subdivision and development, the preparation and approval by the local government together with the endorsement by the Western Australian Planning Commission of a Structure Plan in accordance with the provisions of Schedules 14 and 16 of the Scheme.

##### 4.13.12.2 Map Designation & Interpretation For the purpose of clause 4.13.12, unless the context otherwise requires:

## SCHEDULE 11 – CAR PARKING REQUIREMENTS

Development	Minimum Number Of Spaces
Attached House	2 spaces per dwelling
Caravan Park	1.25 spaces per unit, bay or tent site
Child Care Centre	1 space per employee plus 2 extra spaces for the picking up and setting down of persons
Consulting Rooms	3 spaces per practitioner
Grouped Dwelling	2 spaces per dwelling
Hospital	1 space per patient and bed
Hotel	1 space per bedroom plus 1 space per 25m <sup>2</sup> of retail floor area
Industry	1 space per 100m <sup>2</sup> of floor area
Office	1 space per 30m <sup>2</sup> gross floor area
Place of Assembly	1 space per 4 persons accommodated
Public Worship	1 space per 4 persons accommodated
Restaurant	1 space per 25m <sup>2</sup> of retail floor area
Retail/Commercial/Office (within the Town Centre zone)	1 space per 35m <sup>2</sup> of gross leasable area
Retail Nursery	1 space per 100m <sup>2</sup> of gross floor space
Service Station	2 spaces per service bay
Shop	1 space per 25m <sup>2</sup> of retail floor area
Showroom	1 space per 50m <sup>2</sup> of floor area
Tavern	1 space per 25m <sup>2</sup> of retail floor area
Vehicle Sales Premises	1 space per 200m <sup>2</sup> of site area
Warehouse	1 space per 100m <sup>2</sup> of gross floor space

**Note:** Refer to Part 5 of the Scheme Text.



<b>Policy Number:</b>	LPP 008
<b>Policy Type:</b>	Local Planning Policy
<b>Policy Name:</b>	<b>Nannup Mainstreet Heritage Precinct</b>
<b>Policy Owner:</b>	Chief Executive Officer

**Authority:** Shire of Nannup Local Planning Scheme No. 3

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## OBJECTIVE

To guide the development within the defined heritage district to ensure that the existing character of the precinct is not diminished by development applications that does not reflect the Shire of Nannup's aspirations.

## DEFINITIONS

As contained within the attached guidelines.

## POLICY

The Nannup Main Street Heritage Precinct is defined within the attached document titled "Nannup Mainstreet Heritage Precinct Guidelines – Amended August 2008".

The objectives as outlined in the guidelines are to ensure all new developments and redevelopment within the Mainstreet Heritage Precinct should contribute positively to the heritage values and townscape quality of Nannup.

The guidelines outline the requirements to achieve the objectives and are an integral part of this policy.

The local government will also have regard to other Scheme requirements relating to the Heritage Area.

<b>Related Policies:</b>	LPP 019 Heritage Conservation
<b>Related Procedures/ Documents</b>	Nannup Mainstreet Heritage Precinct Guidelines – Amended August 2008 <a href="#">LPP008 Nannup Main Street Heritage Area LPP No. 8 Nov 2010.pdf</a>
<b>Delegation Level:</b>	CEO, Executive Officer, Building Surveyor, Development Services Officer
<b>Adopted:</b>	OM 22 April 2010.
<b>Reviewed:</b>	OM 28 January 2016

# **NANNUP MAIN STREET HERITAGE AREA**

## **LOCAL PLANNING POLICY No. 008**



**Shire of Nannup**

**Adopted as a Local Planning Policy  
by the Shire of Nannup 28 October 2010**

## **1.0 BACKGROUND**

During the period 1885 to 1914 there was a considerable increase in settlement activity within the Blackwood River region. As the area was opened up by roads and railways, small towns developed, and with them came opportunities for business. The settlement of Nannup was officially declared a townsite in 1890.

The main occupations of the early pioneers were sheep and cattle raising on pastoral leases, catching wild horses and timber cutting. The latter activity was undertaken both to clear land for grazing, and to cater for the growing timber industry. The timber trade grew rapidly with a growing demand – both locally and internationally – for railway sleepers and telegraph poles.

Nannup's main street (Warren Road) has developed slowly without much redevelopment, and consequently there has been little disturbance of its essential character. The basic spatial elements of this character are small commercial and residential buildings set on large lots, with areas around the buildings left open, and generally containing some small outbuildings and large mature trees (often deciduous and non-native to the area).

The town's character is enhanced by the gentle winding nature of its main street, the remarkable cohesion of the street's built form, and the surrounding hilly topography which allows differing views of mature trees and various rural activities.

## **2.0 PURPOSE OF THE POLICY**

The Nannup community is concerned about conserving, enhancing and appropriately developing the physical, cultural and aesthetic environment of its central commercial area and main street. The community is seeking to enhance the existing built fabric, the social and business viability of the town, and to ensure that future development is in keeping with these goals and the recognised character of the town.

Warren Road has a number of buildings of cultural heritage significance, and several more of moderate heritage value. Scattered amongst these are some original, modest commercial and residential buildings of varying historic character. The main street is noteworthy due to the relatively intact nature of its building stock from the early part of the 20<sup>th</sup> century.

Warren Road may not be directly comparable to the main streets of York, Bridgetown or Northampton in the number of high value heritage buildings each contains. However the collective worth of the existing heritage buildings – large and small – and the absence of any really intrusive buildings, distinguishes Warren Road as an important Heritage Area, and one well worth protecting and enhancing.

This Policy is therefore intended to provide applicants, landowners, business operators and residents with the framework to be used by the Shire in assessing land use and development proposals in the Main Street Heritage Area.

The development guidelines contained in this Policy are not intended to create a “time capsule” and stifle new development. Rather, they set out to guide and encourage new contemporary development and redevelopment, and to ensure that the important heritage values, and unique timber town character of Nannup, will be preserved for the enjoyment of future generations.

All new development should avoid historicism, and instead contribute positively to Nannup’s streetscapes to ensure the very features for which the town is admired are conserved.

### **3.0 APPLICATION OF THE POLICY**

The Policy applies to land use and development within the area shown within the broken line on **Figure 1** (see over page).

### **4.0 THE POLICY & THE SHIRE OF NANNUP LOCAL PLANNING SCHEME**

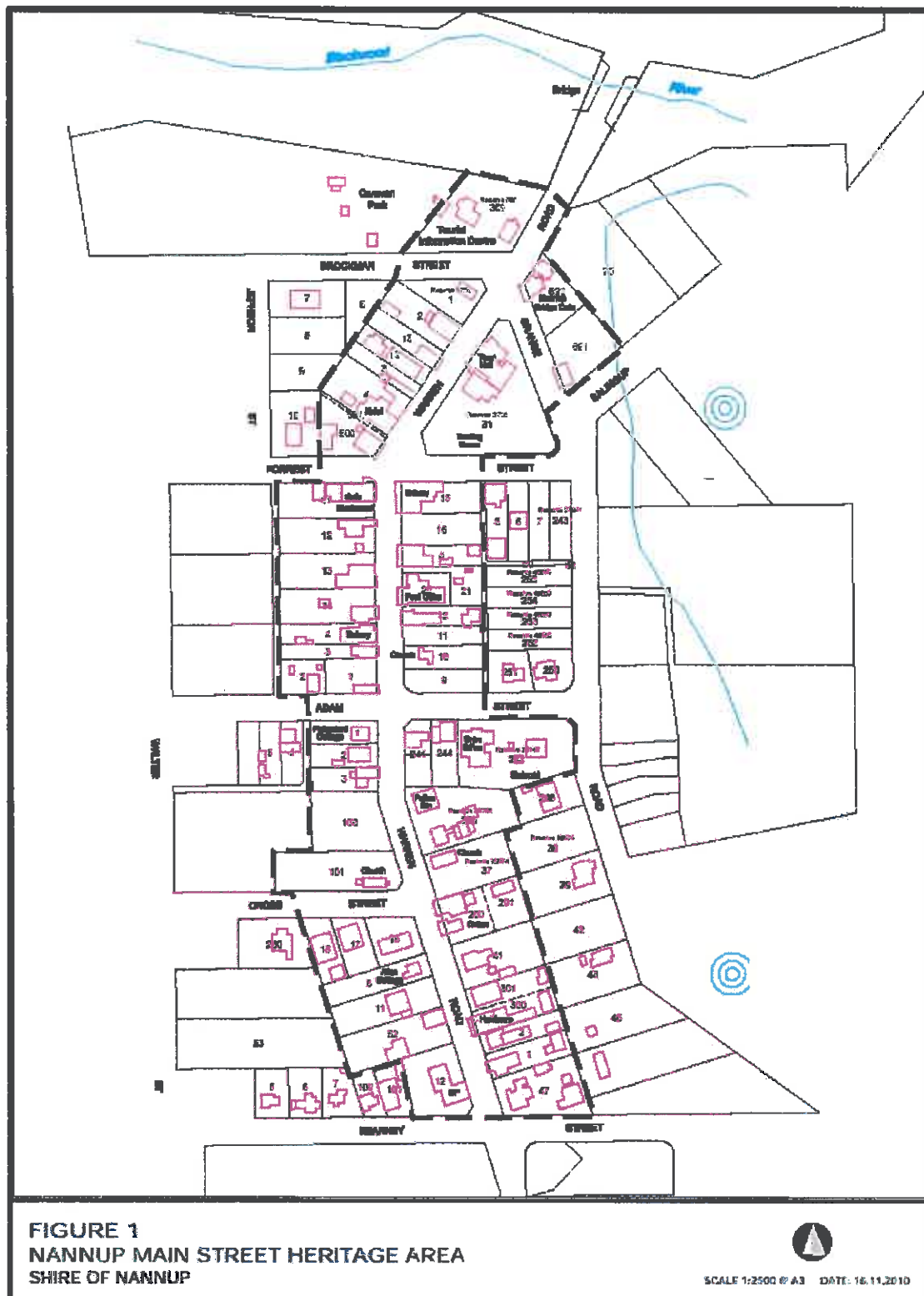
All development within the Policy area is subject to the Shire of Nannup’s Local Planning Scheme No. 3.

Council’s Local Planning Scheme (Section 7.2) provides for the designation of “Heritage Areas”. This Local Planning Policy and its development guidelines underpin the objectives for development within the Nannup Main Street Heritage Area.

Land owners should be aware of other relevant parts of the Local Planning Scheme, in particular Section 4.13.11 relating to the Town Centre Zone.

### **5.0 POLICY OBJECTIVES**

- To conserve and protect the cultural heritage significance of the Nannup Main Street Heritage Area;
- To ensure that new buildings, and alterations and additions to existing buildings, can be accommodated within the Area without adversely affecting the Area’s significance and amenity;
- To encourage development which is compatible, complementary and sympathetic with the existing heritage significance, character and appearance of the Nannup Main Street Heritage Area; and
- To provide improved certainty to landowners and the community about the planning processes for development within the Area.





## **6.0 FURTHER INFORMATION**

The Council's town planning and building staff should be consulted at the earliest stage of planning for new development. This will ensure that you are fully briefed on the Shire's objectives for the area in which you are proposing to develop, and that you have a common understanding of the interpretation of the requirements of the Shire's various planning documents.

For further information please contact the Shire and speak to its planning staff on tel. (08) 9756.1018.

## **7.0 APPLICATIONS FOR PLANNING APPROVAL**

Development within the Nannup Main Street Heritage Area requires Planning Approval in accordance with Clause 8.1 of the Shire of Nannup's Local Planning Scheme No. 3.

All applications for planning approval must be made on the form prescribed in Schedule 6 of Local Planning Scheme No.3, and the form must be completed and signed by both the owner of the land and the applicant.

## **8.0 DEVELOPMENT GUIDELINES**

### ***Town Character***

The Nannup community perceives the character of the town as contained in two major interlinking themes, which are:

- A “Garden Village”, and
- A working timber town, originating primarily in the thirty years either side of 1900.

These concepts are to be used in a complementary manner as design parameters, and the main source of design inspiration for future development.

### ***Objectives***

All new development and redevelopment within the Nannup Main Street Heritage Area should contribute positively to the recognised heritage values and established townscape quality of Nannup’s main street.

The Council requires that all proposals for new development and additions to existing development within the Heritage Area shall:

- add to the range of services and facilities available to the town residents and its visitors;
- ensure through appropriate design that the strong “Garden Village” character, and “working timber town” identity/role of the town is preserved, particularly in regard to development size, form, height and scale;
- be compatible with existing development, particularly in regard to building materials, shop front design, front setbacks, the use of colour, the application of advertising signage and the location and form of fencing;
- enhance the existing overall visual appearance of the Heritage Area;
- improve the provision of weather protection for pedestrians; and
- build upon the existing strong sense of community, and improve the economic viability of the town.

### ***Land Uses***

Land uses are directly controlled through Part 4 of Local Planning Scheme No. 3.

## **PLACES OF HERITAGE SIGNIFICANCE**

The Shire of Nannup Municipal Inventory (Feb. 1996) records a number of places within the Nannup Main Street Heritage Area as having varying degrees of cultural heritage significance.

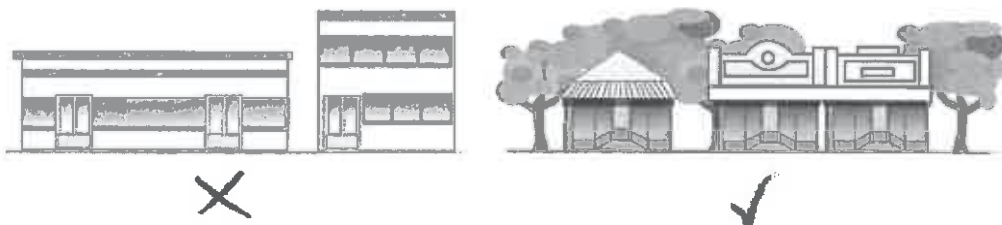
Some other places within the Area have lesser heritage significance, but nevertheless contribute to the town's overall heritage quality. Applicants are advised to discuss

heritage aspects with Shire staff at the earliest stage of planning and/or design development.

“Development” is defined under the Town Planning and Development Act and Heritage Act, and includes demolition, erection, construction or alteration of any building or structure or the land, the carrying out of excavation works, or the like. In the case of places registered by the Heritage Council of Western Australia, development includes anything likely to change the character or external appearance of any building, or irreversible alteration to the fabric.

## **BUILDING FORM**

The form that a building takes is greatly influenced by the use which it houses. If the proposed use of a new building is compatible with neighbouring uses, then it is much more likely that the form of that building can also be “neighbourly”.



Generally the emphasis of building form should be vertical or compact, rather than wide, low buildings which have a horizontal emphasis to their form and detailing.

Where large frontages are planned, the façade should be broken up by vertical elements, and where possible new floor levels, window positions and sizes, and verandahs, should complement those of adjacent buildings.

Although shops will wish to display their goods effectively, modern shop fronts with aluminium frames and floor to ceiling glass are not appropriate, and will not be encouraged in new developments. They should certainly not be included in alterations to existing historic buildings.

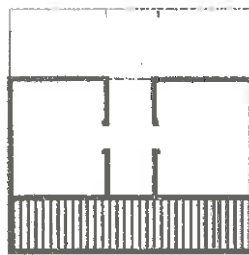
Additions or alterations to existing shop fronts in the Heritage Area should follow traditional window-door-verandah-gable forms in size, proportion and placement. The heights of these elements, especially the gable or parapet ends, the verandahs and the dwarf wall under the display window should follow those of adjacent original shop fronts.

## **PLAN FORM**

The shapes of traditional plan forms in Nannup are characteristically simple. They are composed of basic rectangle and square combinations and are usually symmetrically

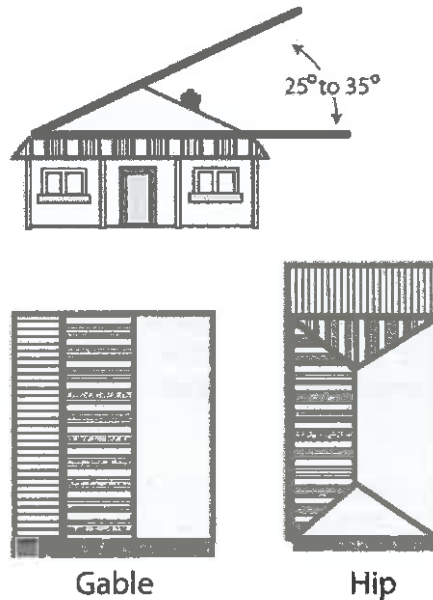
arranged around a central front door. Plans for new developments should reflect this where possible. Complex plans with walls that step in and out are not acceptable.

As is often the case with older commercial buildings, the front door may be recessed slightly from the remainder of the front façade, with the external entry floor abutting the footpath paved with decorative feature tiles or mosaics.



## ROOF FORM

Main roofs in the Heritage Area have characteristically been clad with custom orb profile sheeting (i.e., corrugated iron – not tiles), and pitched between 25 and 35 degrees. The design configuration of the roof should be simple with rectangular plans and a combination of hipped or gabled roofs.



## BUILDING HEIGHT

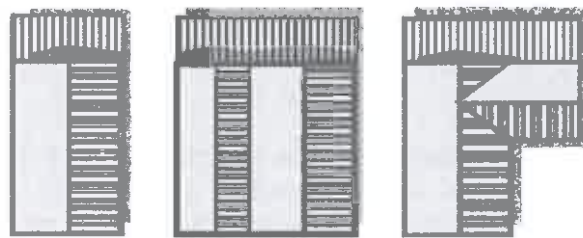
Apart from the Nannup Hotel, buildings within the Heritage Area are single storey. This can mean about 4 to 6 metres in height. Two storey buildings may be permitted where

the function of the proposed building makes it unavoidable. Three storey buildings will not be permitted.

## **ALTERATIONS & ADDITIONS**

In altering and extending existing buildings in the Heritage Area, all of the general principles outlined for new development in these Development Guidelines shall be applied.

In making additions, care needs to be taken of the impact the changes may have on the building being extended, and on the character of the street as a whole. There are some simple ways in which additions can be carried out to reduce their impact, and some examples are illustrated below.



Existing Plan

Addition

Addition

In carrying out external alterations to existing buildings, the principles established in these Development Guidelines in respect of materials, colour schemes and building details should be taken into consideration.

It is highly desirable that an architect with heritage conservation skills be engaged to assist in major alterations to existing heritage buildings. Advice should also be sought from the Heritage Council of WA.

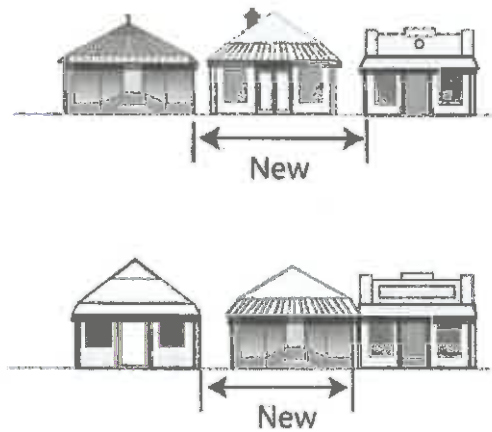
## **INFILL DEVELOPMENT**

This is a very important form of development because of its immediate relationship with, and impact upon, existing buildings and the streetscape.

Infill development does not need to imitate traditional buildings in every detail, but it should at least respect and reflect the scale, form, materials and emphasis of surrounding buildings.

Infill commercial development should seek to provide continuity and harmony with the existing streetscape by continuing the parapet height or gable height, the verandah height, window and door format, dado and stringing lines of adjacent traditional buildings.



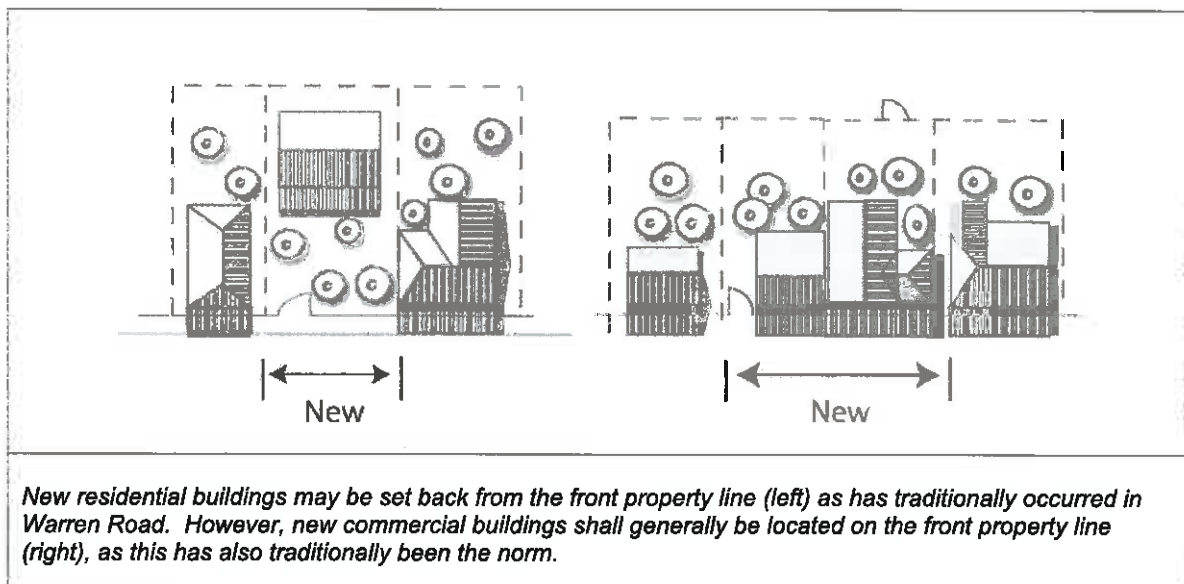


Building construction should be limited to a palette of sympathetic materials such as weatherboard, red/orange bricks and/or rendered finished masonry, and steel custom orb sheeting.

If a dwelling is to be constructed within the Heritage Area, it should be compatible and complementary in style, form, scale, materials and location on the site with existing dwellings in the immediate locality. The construction of suburban-style project homes or kit homes within the Heritage Area is not appropriate, and will not be approved.

## SETBACKS

Generally, new commercial buildings shall be located on the front property boundary, unless the function of the building demands that some part of it be set back. Residential buildings may be set back from the front boundary.



Applicants should be aware that Council will need to be strongly convinced of any need to set a commercial building or part of a commercial building back from the front property line.

It is accepted that access to the rear of developments may need to be provided at the side of buildings, but side setbacks should ideally be kept to a minimum to facilitate continuity of frontages in the northern part of the Heritage Area.

All garages or carports are to be situated at the rear of commercial buildings with access from the rear of the property unless otherwise approved by Council.

Any garage or carport associated with a residential property shall be set back to the side of, or behind, the dwelling it serves, and in any event shall be set back a minimum of five metres from the front property line, and where located at the side of the dwelling shall face the main street. The front fence must contain an enclosing gate on the front property line where vehicular access is gained from the street, and the gate must be compatible in style, scale and materials with the rest of the front fence. (See "Fences & Garden Walls")

A garage or carport shall be designed in a manner consistent with the style of the existing dwelling or commercial building with which it is associated, except where this would be detrimental to achieving the desired streetscape.



## **OPEN SPACE & LANDSCAPING**

As has been stated previously, it is strongly recommended that commercial buildings be located on the front boundary. Therefore the scope for planting at the front of the building, (other than on the footpath within the public domain) will be limited or impossible. Therefore, in order to maintain the town's rural character, the planting of taller-growing trees to the side and rear of buildings will be encouraged. This will help provide the buildings with a setting and a backdrop when seen from the street, in keeping with the existing character of the Heritage Area.

Existing street trees should be protected and retained in the course of any new development. Opportunities for new street tree plantings should be actively pursued. It is preferable to locate new street trees on the extended alignment of side boundaries, so shops and their advertising will not be unduly obscured by the tree canopies.

## **MATERIALS & DETAILS**

The most common original building material for walls within the Heritage Area is weatherboard. Red/orange bricks, and/or rendered finished masonry are also widespread. Some stone has been used, mostly associated with fencing. Custom orb ("corrugated iron" or zincalume) is a traditional material that is used widely for roofing, and for some walls.

Modern decorative bricks, pale-coloured bricks or tumble-finished bricks should be avoided, as should fibro cement planks and sheeting, and steel sheeting other than custom orb profile.

A broad representation of "Development Character" is illustrated in an Appendix to this Policy. It gives examples of appropriate colours for Nannup, and suggested approaches to material selection.

## **VERANDAHS & AWNINGS**

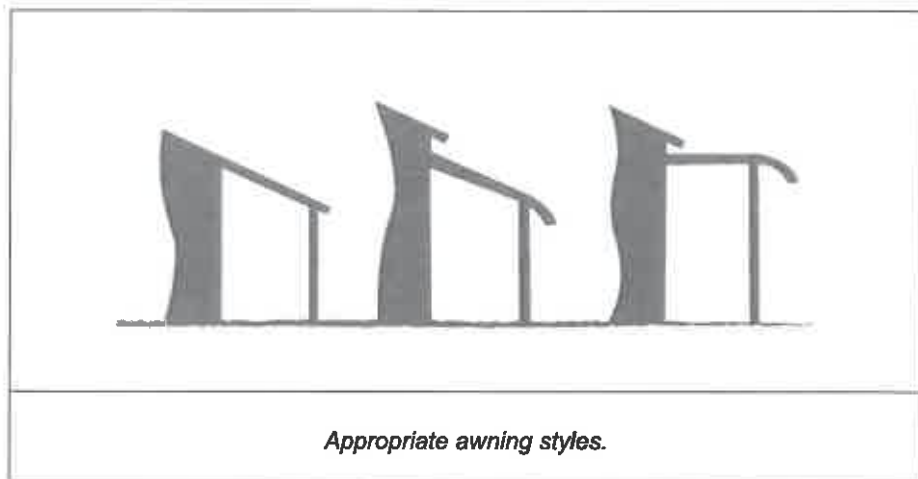
Verandahs and awnings provide shade and protection from the weather for footpaths and ground level shopfronts. Their provision on new buildings where the intended use of the proposed building makes it feasible will be strongly encouraged, especially where continuity with adjacent verandahs or awnings will result.

Roll-down blinds attached to the front edge of verandahs or awnings are useful for sun protection, and can double as advertising spaces. (See "Outdoor Advertising & Signage")

Both commercial and residential buildings in the Heritage Area have traditionally been built with verandahs or awnings. Those of commercial buildings have nearly all been located over the public footpath, with simple square profile "4x4" posts. Rustic "bush poles" for supports are not acceptable. If the posts are unprotected from vehicles they should be non-structural. If they can be adequately protected then they can be structural elements.

The addition of a verandah or awning to an existing building is acceptable, provided either that the building originally had a verandah or awning, or that one can be added without prejudicing the building's original character and details.

Where appropriate, additions and new buildings should follow precedent and adopt a veranda or awning style in keeping with local examples within the Heritage Area. Overly "bullnose"-style and concave verandahs and awnings are not a part of the Nannup streetscape and should be avoided.

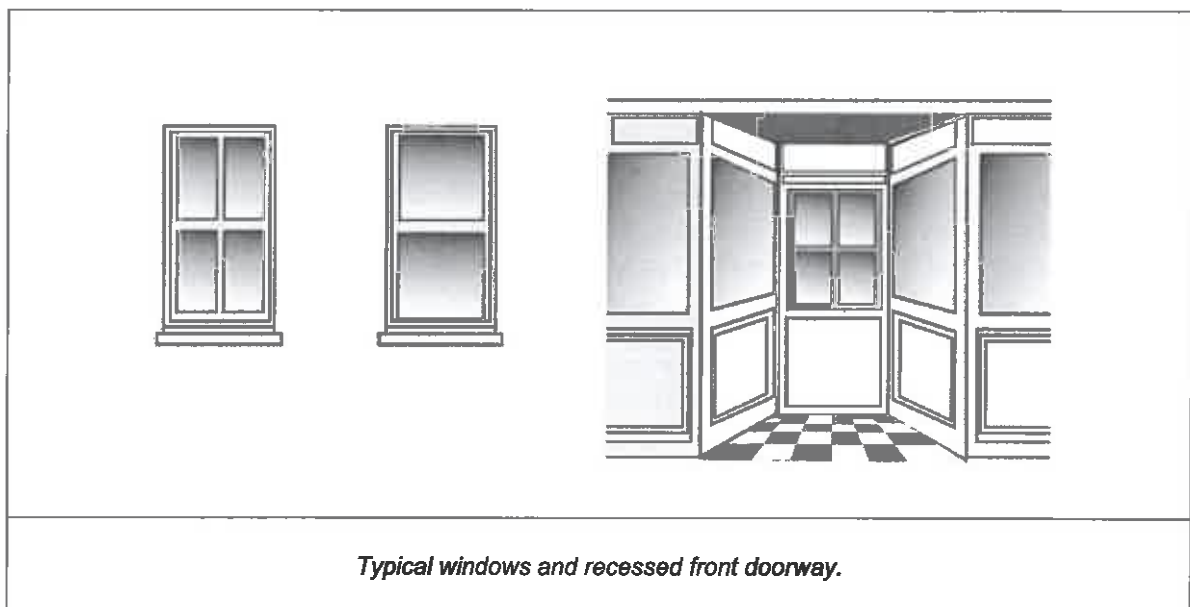


## WINDOWS & DOORS

Traditionally, most windows and doors of Nannup's heritage buildings are rectangular with a vertical emphasis. The shopfront windows may be multi-paned or square. Large "picture windows" and floor-to-ceiling sliding glass doors should be avoided. Most windows have sills, and frames are made of timber or copper.

Door and window frames of new buildings which are visible from the street may be of timber, or commercial quality box aluminium framed, or copper, or timber to match existing, or of a material and form to match the period of the building being restored.

Door openings should have a vertical emphasis. Timber doors with a plain flush panel or vertical boards are preferred, as are timber door frames.

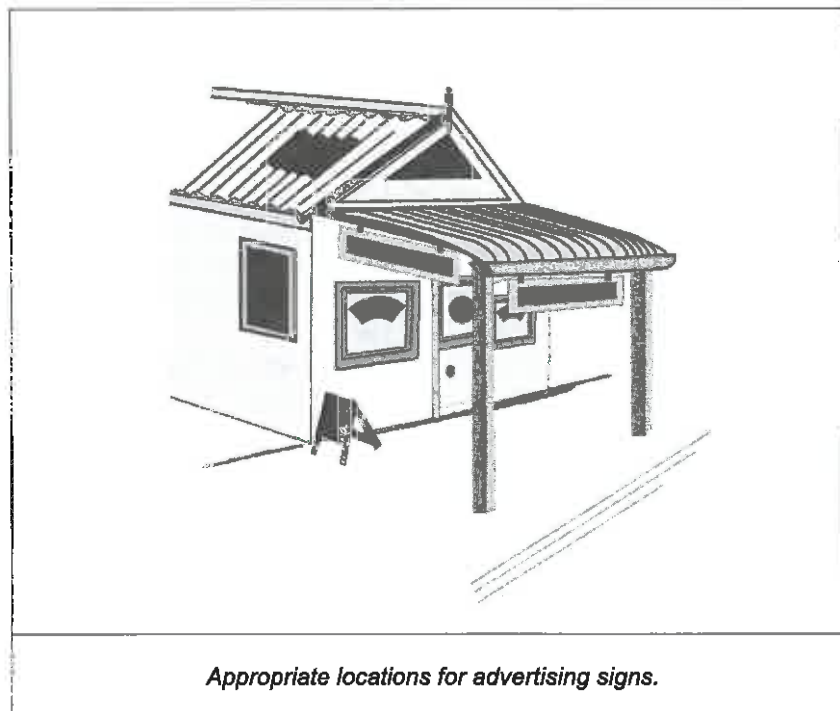


## OUTDOOR ADVERTISING & SIGNAGE

The type and form of advertising and other signage on buildings should be respectful in scale, form and style to the character of the building itself, and the Heritage Area as a whole. Town identification should be paramount in the wording of signs.

Advertising signage should ideally be confined to those areas of buildings illustrated below. While it is not necessary to adopt an “olde worlde” approach to signage, signs which at least respect the scale and form of traditional signs are preferred. In particular, the use of under-verandah signs and “shingles” is encouraged.

If necessary, signs can be externally illuminated. Internally illuminated, flashing and “chasing”-style signs are inappropriate in the Heritage Area, and will not be permitted.



Large hoarding-style signs on the flank walls of buildings are potentially inappropriate and intrusive and should be avoided. Roof-mounted signs are not permitted. Signs painted directly onto roofs, verandahs or awnings may be permitted.

Advertising signs on roll-down blinds on verandahs or awnings may also be permitted, but only where the blinds obscure signage on the windows, and any signage must only be of a type and size of those on the window(s) being obscured.

Bunting and permanent banners are not permitted.

All signage is to comply with the provisions of the Shire of Nannup's Local Planning Policy LPP.018 Sign Policy.



A-frame signs (sandwich boards) may be permitted, provided they do not have a surface area (each of two faces) of more than 0.5 sq.m, and in any event a maximum width of 600mm and a maximum height of 900mm measured from the ground.

Each business is restricted to one A-frame sign. The sign must be placed immediately adjacent to the kerb, or to the front wall of the business, and must not be placed in close proximity to other items (tables, chairs, rubbish bins, etc.), so as to create a “pinch-point” on the footpath, thereby restricting free pedestrian movement.

## **THE USE OF COLOUR**

As well as protecting and enhancing a building, its colour scheme can have a dramatic effect on the streetscape. A poor colour scheme can undermine architectural features and streetscape quality. This is particularly important in a small, visually cohesive town like Nannup. Buildings should therefore be painted to create a harmonious streetscape, while allowing for some individual expression.

The Shire of Nannup wants to encourage the application of a co-ordinated “palette” of colours to public buildings, privately-owned existing and new commercial buildings, and street furniture within the Main Street Heritage Area. These colours should be appropriate to the rural character and acknowledged heritage values of the town.

The use of natural colours appropriate to the Nannup locality is encouraged. These colours should reflect the hues of the local soils, rocks and vegetation.

However, where paint scrapings can determine original colours on older buildings, then these colours should be reinstated, or closely followed.

Previously unpainted brickwork on heritage buildings should not be painted over.

The preferred colours for roofing iron include zincalume in its natural state, or traditional red.

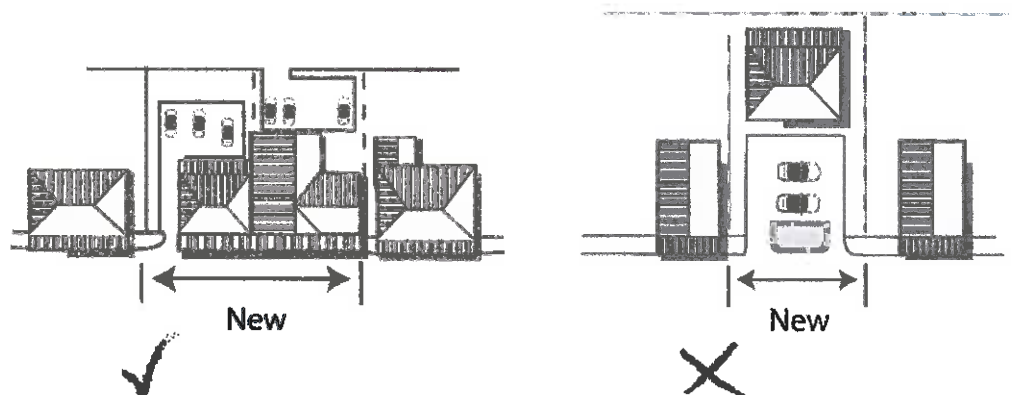
Appropriate colours for decorative elements (where they occur) such as cornices or moldings will be those which will provide either a darker or lighter contrast to the main colour of the building, either weatherboard, brick or render. Doors, windows, fascias and other trim can be contrasted in colours appropriate to the region’s natural environment.

The Shire may seek professional advice on colour schemes appropriate to Nannup.

A “Character Sheet” is available at the Shire offices which gives examples of appropriate colours for Nannup, and suggested approaches to material and colour selection.

## **PARKING PROVISIONS & VEHICLE ACCESS (Including Service Vehicle Access)**

Generally, private vehicle provision should be at the rear of buildings, or may be at the side. Open car parks at the front of buildings will not be permitted.

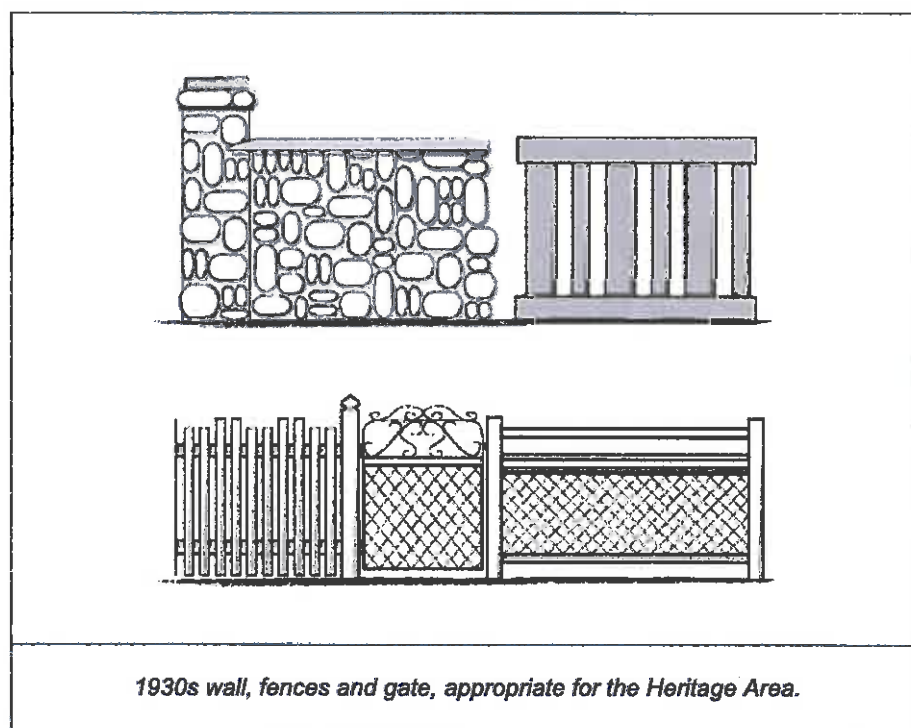


Where access to a rear car park is unavailable from the rear, access should be provided at the side of the building.

Service access shall preferably be provided to the side or rear of a commercial building. Service vehicle access shall be constructed so that vehicles using it may return to the street in a forward direction.

## FENCES & GARDEN WALLS

It is important that the character of Nannup is not compromised or lost by the intrusion of fence types and heights that would transform its country town tenor into that of a suburban subdivision.



Where commercial buildings are built up to or close to the front boundary, fences have generally not been provided. They are usually provided on residential lots, or on the front boundary of that part of a commercial lot which does not contain a building (e.g., to contain an outdoor eating area adjacent to a café).

Where front fencing has been provided it is low (0.8 to 1.2m) and built of a consistent palette of timber post and rail, simple timber pickets, and/or stone and rendered masonry. Front hedges of a similar height may also be acceptable. Gates should match the style and scale of the fence.

High fences, “super six” fibro cement, “timber lap” and treated pine fencing are all inappropriate for front fencing.

Different fences suit different property types. Generally the smaller (narrower) the lot, the more sophisticated the fence. Side fences beyond the front building line and rear fences can step up to approximately 1.8m. “Super six”-style fibro cement sheeting may be used as a fencing material for rear yards if its visual impact from the street(s) will be limited.

## **VACANT LAND**

Vacant sites within the Heritage Area should be maintained in good order. They should not be used to store materials, parked cars, or allowed to deteriorate or become a fire risk.

It is highly desirable for vacant sites to be fenced along the front boundary, in order to maintain a continuous “street wall” which helps to reinforce the visual impression that the town is healthy and prosperous. Even a basic picket fence can help to attract the attention of the passer-by, and distract him/her from the uninteresting view behind it.

## **ALFRESCO DINING**

“Alfresco” is an Italian word meaning “in the open air”. Nannup’s climate makes dining outdoors a pleasant pastime for much of the year, and the town’s food outlets are increasingly providing tables and chairs outside on road reserves for their patrons’ enjoyment.

Alfresco dining facilities can add colour and vitality to the main street, but it is important that they do not obstruct pedestrian or vehicular movement, or interfere with activities carried on in adjoining premises. The establishment of appropriate alfresco dining areas is encouraged by the Shire of Nannup.

Alfresco dining areas can be established in association with most cafes, restaurants, hotels, bakeries or take away food outlets, provided that:

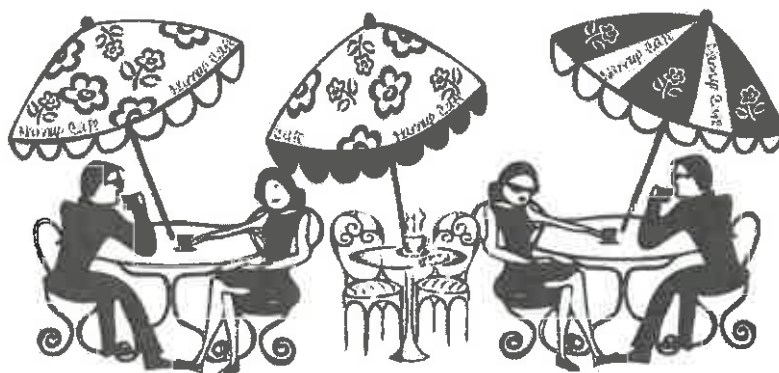
- they are located directly adjacent to the business;
- they do not obstruct pedestrian movement or obscure or restrict access to adjacent properties. A minimum of 1.5metres of footpath width must be kept clear for pedestrians in all areas; and

- alfresco dining furniture, alfresco plastic blinds and A-frame signs must not obstruct the visibility of vehicles or pedestrians either at road junctions or at driveways.

Street furniture offers the opportunity to provide colour and interest, and to enhance the image of the business. While the versatility and low cost of plastic furniture is recognised, other materials such as wood, steel and cast metals are more appropriate to the character of Nannup, and are also encouraged as they are less susceptible to discolouration and marking, and are available in a wide variety of styles.

All furniture and other structures are to be free-standing, and umbrellas must be provided with a secure base.

The business which establishes and carries on the alfresco dining establishment is responsible for cleaning the dining area at the close of business each day.



Structures which are part of the street furniture may bear commercial advertising, although the advertising can only relate to the establishment, or the goods sold within it.

## **FRANCHISES/CORPORATE IMAGES**

Any local, regional, state, national or international corporate body proposing a development in Nannup (including a petrol station, real estate agent, hardware store, supermarket, fast food store, chemist or similar retail/commercial enterprise) should be aware that every application for planning approval shall be assessed against this Policy. In particular, colour schemes and advertising will be critically assessed, and developments will not be permitted to adversely affect the town's established character, or subdue its rural image.

While an applicant's requirement to exhibit their company's standard logo is recognised and will be accommodated where possible, it is expected that restraint will be shown in the application of corporate colours, decoration and advertising.

In particular, the Shire will not allow the Policy objectives regarding building form to be compromised by the introduction of inappropriate suburban "drive-through" architecture.



## 9.0 DEFINITIONS

**Building Form** means the overall shape and volume of a building and the arrangement of its parts.

**Character** is essentially the combination of the public and private domains. Every property, public place or piece of infrastructure makes a contribution, whether large or small. It is the cumulative impact of all these contributions that establishes local character. The physical qualities of character in Nannup are diverse and include:

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

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

**Contemporary Design** means design styles that are of their time and that do not use the design elements of another time, such as historicism.

**Cultural Heritage Significance** has the same meaning given to the term in the "Heritage of Western Australia Act 1990", and means the aesthetic, historic, social and scientific values of a place for past, present or future generations.

**Development** has the same meaning given to the term in the "Town Planning Act".

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

**Heritage Areas** are precincts in which the relationship between the various built elements creates a special sense of place which is worth conserving. A Heritage Area may be a group of places that together form a precinct which is of cultural heritage significance notwithstanding that each place within the precinct does not itself have cultural heritage significance and which, in the opinion of Council, require special planning controls to conserve and enhance the cultural heritage significance of the Area under the provisions of the Shire's LPS3.

**Historic Character** means the combination of particular characteristics or special qualities of a place related to its period or style of construction.

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

**Infill Development** means a new building in an established and valued historic context. Good infill is sympathetic to its surroundings and context, and creates a new structure that enhances and complements the existing character. Infill should be distinguishable from the existing context but should look like a "well mannered neighbour".

**Municipal Inventory** means a list of places and structures which, in the opinion of Council, are, or may become, of cultural heritage significance. Local Governments are required under the "Heritage of Western Australia Act 1990" to prepare such a list. It is recognition of the heritage importance of the places and structures to the local community.

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

\* \* \*

Following: Appendix - "Development Character" sheet.





# Nannup Mainstreet Heritage Precinct

The Garden Village in a Working Timber Town



**WINDOWS AND DOORS**

- Vertical features of windows.
- Doors set in an alcove off the frontage.
- Carport or timber frame.



**FENCES AND WALLS**

- All to 0.2 metres high.
- Timber or stone.
- Decorative for the house.



**ROOFLINE FORM**

- Roof pitch between 20 and 30 degrees.
- Roofline set back in the front of the site.
- Roofline is a mix of gabled and hipped.
- Roofline is a mix of hipped and gabled.
- Roofline is a mix of hipped and gabled.
- Roofline is a mix of hipped and gabled.



**ADVERTISING**

- Painted signs.
- Appropriate for the scale and character of the building.
- Corporate signage respectful of Nannup's character.
- Use your product to your advantage.



**MATERIALS AND DETAILS**

- Timber or stone (timber only) on doors and windows.
- Timber or stone (timber only) on doors and windows.
- Timber or stone (timber only) on doors and windows.
- Timber or stone (timber only) on doors and windows.
- Timber or stone (timber only) on doors and windows.
- Timber or stone (timber only) on doors and windows.



**COLOURS**

- Red and green are the colours of choice on buildings where appropriate.
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## DEVELOPMENT CHARACTER

This illustrative character study is intended to be used with the Nannup Mainstreet Heritage Precinct Development Guidelines.

For Assistance and further information, please contact the Shire of Nannup on: (08) 9756 1018



## APPENDIX – "Development Character"

Policy Number:	LPP 013
Policy Type:	Local Planning Policy
Policy Name:	<b>Car Parking and Vehicular Access</b>
Policy Owner:	Chief Executive Officer

## OBJECTIVES

The objectives of this Policy are to:

1. complement the car parking and vehicular access provisions of the *Shire of Nannup Local Planning Scheme No. 3 (LPS3)*;
2. establish guidelines that will achieve the construction of well-designed car parking areas including providing appropriate access, circulation and manoeuvrability conditions, providing an appropriate number and adequate size of car parking bays to meet the needs of new development, and ensuring vehicular and pedestrian safety;
3. set out the requirements and standards for the development of vehicle parking areas associated with developments and land uses;
4. set out design and general construction standards for car parking spaces and manoeuvring aisles appropriate to differing situations;
5. provide for the management and convenience of vehicle parking for all developments and land uses at a scale and to a standard consistent with the amenity of a progressive town and district;
6. clarify when sealed crossovers are required for new subdivision and development;
7. improve the level of amenity and visual appearance of residential, commercial, industrial and other areas of the municipality through site development requirements;
8. outline the opportunities and limitations for variations to car parking and access requirements; and
9. set out the circumstances where landscaping for parking areas will be a requirement of planning approval.

## DEFINITIONS

In this Policy, the following definitions apply:

“Agriculture zone” – includes the Agriculture, Agricultural Priority 1 – Scott Coastal Plain, Agriculture Priority 2, Cluster Farming and Coastal Landscape zones.

“AS 2890 - Australian Standard AS/NZS 2890.1.2004 – Parking Facilities – Part 1 – Off Street Car Parking published by Standards Australia in 2004 and reissued incorporating Amendment No 1 in August 2005 (and any associated updates).

“Car Parking” - the provision of off-street parking spaces for cars in accordance with LPS3 and this Policy.

“Crossover” - a constructed traffic way connecting a public road to the private property boundary that connects with the internal site circulation driveway, parking manoeuvring aisle or domestic driveway and which may carry one or two-way traffic.

“Gross Floor Area” – in relation to a building means the aggregate of the total floor area of each level of the building including the thickness of external walls but excluding the space set aside for car parking or access thereto.

“Kerbed” - parking areas or spaces around which a barrier kerb is constructed to provide support for the surface of the car park and/or to separate parking areas from footpaths, landscaped areas or other spaces not designed to carry vehicles.

“Lined Out” - the marking out of each car parking space by painted lines and/or contrasting paving inserts or other means to identify each bay or the corners thereof to guide users as to manner in which the car park is intended to be used and to show the limits of each bay. The term also applies to the provision of directional arrows on the sealed surface denoting the direction of traffic movement within the car park.

“Manoeuvring Aisle” - the area at the rear of each car parking space used to manoeuvre vehicles into and out of such spaces all of which combined comprise an access driveway providing access to the individual bays.

“Off-Site Parking” - the provision of car parking accommodation on a different lot to that on which the new development that gives rise to the need for the parking accommodation is to occur.

“R Codes” - the *Residential Design Codes* adopted by the Western Australian Planning Commission including any updates.

“Reciprocal parking” - where parking facilities serve separate uses or a mixed use development and the parking demand generated by the various uses do not coincide.

“Sealed” - the use of impenetrable surfaces such as sprayed bitumen (two coat seal), bituminous concrete (hot-mix or asphalt), in-situ concrete, paving bricks or blocks, or pea gravel seal on a compacted gravel base.

### **Application of the Policy**

This Policy applies throughout the municipality and will be applied to Planning Applications and Subdivision Applications.

This Policy applies to all developments including new development, alterations or extensions to existing development, new site uses, additional uses, extension of uses or change of uses as considered appropriate by the local government.

## **Links to Local Planning Scheme and other documents**

This Policy relates to various requirements set out in LPS3, the Shire of Nannup Local Planning Strategy, the R Codes and relevant Australian Standards.

The provision of onsite parking is a requirement of LPS3 for new development and for various changes in land use (especially if the proposed use is expected to increase the demand for car parking spaces and/or lead to increased traffic impacts). The number of car parking spaces to be provided in relation to a range of different land use types is set out in Schedule 11 of LPS3.

## **POLICY**

### **1. General**

No development shall be occupied or a use commenced on a lot unless and until the on-site vehicle parking areas, associated access driveways and the crossover/s, as set out in the Planning Approval, have been constructed and completed, and the parking bays clearly defined or marked out to the specification and satisfaction of the local government. The local government will support performance bonds to assist in enabling earlier occupation for the development and/or use.

There is a presumption in this Policy in favour of parking areas and crossovers being sealed and suitably drained. Unless otherwise set out in this Policy or approved by the local government, car parking spaces, vehicular manoeuvring areas and access ways are to be sealed for new development within the Nannup townsite and in urban zones e.g. the Town Centre, Mixed Use, Industry, Residential and Future Development zones and for the Special Use Zone (within and adjoining the Nannup townsite).

There is a presumption in this Policy for crossovers to be sealed onto sealed roads in the Nannup townsite and for land zoned Residential and Special Residential outside the Nannup townsite.

Except for a single house and certain group dwelling proposals, all car parking spaces should be designed so vehicles can enter and leave the site in a forward direction. Additionally, car parking should be designed so that both ingress and egress from each space can be achieved in one movement.

Tandem car parking is not supported for commercial or industrial development. Although generally discouraged, the local government may permit tandem parking in some forms of residential development.

An existing building extended, with or without a change of land use, may be required to comply, wholly or partly, with the provisions of this Policy. The local government shall determine the extent of car parking required in each

case, having regard to the degree of extensions and the nature of the altered land use.

Where redevelopment of an existing approved building is proposed, then the gross floor area of the existing building will be deleted from the gross floor area of the new building for determining additional car parking requirements (i.e. provided that existing parking bay numbers are retained, additional parking is only required for new floor space established). This provision is therefore not intended as a control or means to achieve retrospective provision of car parking to service an existing development, provided the land use remains the same (there is no intensification of car parking and traffic).

An applicant shall have regard, as appropriate, for the on-site provision of parking for owners/operators, staff, customers, people with disabilities, in addition to loading spaces and special purpose bays.

The local government may through issuing planning approvals or making recommendations on subdivision applications, require applicants to provide reciprocal rights of access to facilitate parking and access arrangements with adjoining owners.

Where a Planning Application proposes access to a road under the control of Main Roads Western Australia (which means the State Government's lead agency that is responsible for managing highways and the primary road network should it be renamed), the location and standard of access are to be to the satisfaction of the local government and Main Roads Western Australia.

Stormwater from impervious surfaces is to be designed and managed in accordance with the *Decision process of stormwater management in Western Australia* (DoW 2009) using systems as outlined in the *Stormwater management manual for Western Australia* (DoW 2007-2009).

## 2. Location and Availability

In most situations, car parking will be provided on-site. On-site car parking should be situated in locations readily accessible to staff, clients, residents and visitors, as the case may be to the satisfaction of the local government.

The number of on-site car parking spaces required to be provided for a particular development/use is set out in Schedule 11 of LPS3 or in the R Codes. The local government reserves the right to define a car parking requirement for uses not detailed according to the merits of the particular development proposed.

Unless otherwise set out in LPS3, premises and/or proposals with more than one use will be determined on the basis of the floor area for the use.

Unless otherwise set out in LPS3, the car parking standard to be applied by the local government is gross floor area.



### **3. Residential Development**

The R Codes, adopted into LPS3, specify parking and access requirements for residential development together with the requirement to provide landscaping for parking areas where the number of parking bays is 6 or more. The local government will require compliance with the 'deemed-to-comply' provisions or will provide a discretionary decision based on the 'design principles' of the R Codes.

The R Codes stipulate that provision be made on-site for vehicles to be able to leave a residential site without reversing onto the street where the driveway serves five or more dwellings.

For land subject to the R Codes, garages and carports are to be sited in accordance with the 'deemed-to-comply' provisions or the local government will provide a discretionary decision based on the 'design principles' of the R Codes.

All parking for residential development, whether free-standing or as a component of retail/commercial development, shall be provided on-site.

### **4. Non-Residential Development**

LPS3 sets out the provision to be made for parking for various non-residential land uses. Except as otherwise provided in LPS3 and this Policy, the local government will expect compliance with these standards.

In the Town Centre and Mixed Use Zones, except for resident car spaces and staff car spaces expressly agreed to by the local government, all car parking areas must be freely available to the general public. Closure of car parks, at certain times, for reasons of security or other agreed reasons may be approved by the local government.

In the Nannup town centre, preference is given to creating a continuous commercial facade fronting the street (usually with a nil/zero setback from the front property boundary) making the use of the rear part of the site, behind the building, suitable for parking. Where rear service lanes are available, this arrangement is particularly convenient. Unless constrained by existing development, the local government expects that car parking will be located at the rear of commercial lots where a lot adjoins a service lane.

In the Town Centre and Mixed Use Zones, the local government will require the loading and unloading areas for new development to be designed to ensure that loading/unloading occurs on-site (not on the street) and vehicles are able to exit and re-enter the street both in a forward gear.

In the Industry Zone, where front setbacks are normally applied, parking areas combined with site landscaping can be provided close to the street for the convenience of visitors, customers and employees.



In the cases of uses not included in Schedule 11 of LPS3 or where requested by the applicant, the local government will determine the number of parking spaces to be provided in each case having regard to:

- the nature of the proposed use;
- the number of employers and employees likely to be employed or engaged with the proposed use of the land;
- the likely demand for visitor parking;
- the orderly, proper and sustainable planning of the area in which the development is to occur;
- the times of peak usage and opportunities to share parking; and
- any other matter considered relevant by the local government.

#### 5. Loading and Unloading Spaces

In addition to the provision of car parking spaces, the local government may also require loading and unloading to be provided on the subject land, where goods need to be despatched from or delivered to the premises by truck. The local government may require the provision of these spaces to be marked exclusively for the use of delivery and services vehicles.

Loading bays should be situated such that commercial vehicles can be positioned wholly within the bay when loading and that loading activities can occur without undue disruption to, or access to, other car parking spaces.

Parking dimensions for trucks and buses should be determined by using the swept path templates as appropriate.

The minimum dimensions to be provided for a sealed loading and unloading area should be at least 7 metres long and 3.5 metres wide with a minimum height clearance of 3.5 metres. Depending on the anticipated length of heavy haulage vehicles, the dimensions may need to be greater to ensure usability.

#### 6. Special Purpose Bays

In addition to the provision of car parking spaces, the local government may where relevant require the provision of:

- areas for parking of vehicles for people with disabilities;
- parking bays marked exclusively for the use of motor cycles, delivery and services vehicles, taxis, buses, coaches, courier services and for other relevant forms of motorised transport; and
- bicycle racks to promote sustainable transport.

All disabled parking bays are to be designed and constructed in accordance with *AS2890.1 – 1993 Carparking – Appendix C – Guidelines for the Provision of Parking Spaces for People with Disabilities* (or any updates).

The local government will determine the number of special purpose bays to be allocated for vehicles listed above and bicycles racks depending on the nature of the development.

## **7. Off-Site Parking**

Where parking cannot be provided on the lot the subject of the Planning Application, but where an opportunity exists to provide the required parking on adjoining or nearby land, the local government will consider whether or not to approve such an arrangement.

The prerequisite to any such arrangement is that the proponent of the development that gives rise to the need to provide parking:

- has control over the land (which is not the subject of the Planning Application);
- can set in place legally binding provisions that will ensure that the land will continue to be available for parking while the development operates and/or in perpetuity; and
- will enter into a legal agreement with the Shire to maintain the land for parking purposes and not to sell, lease or otherwise dispose of the land unless other equivalent provision is made elsewhere to the satisfaction of the local government.

The local government may be prepared to accept car parking on adjoining or nearby land in the same ownership, provided that the adjoining or nearby land is:

- appropriately zoned; and
- amalgamated with lands the subject of the proposed development; or
- subject of appropriate title restrictions to ensure its continued availability for the car parking use.

Specific local government approval is required for any such arrangement. Applicants are required to provide relevant information for planning approval under LPS3 setting out the full details of the way in which the above requirements will be met. The costs of preparing and adopting legal agreements under this provision will be borne by the applicant.

## **8. Cash-in-lieu of Car Parking**

Clause 5.5 of LPS3 sets out the method of calculation of cash-in-lieu payments for car parking and vehicular manoeuvring. In summary, the payments relate to what it would have cost in terms of the land value along with sealing and draining the car parking spaces and vehicular manoeuvring areas.

The local government may accept a cash-in-lieu payment, in lieu of the provision of that required number of parking spaces and vehicular manoeuvring within any zone. Realistically, it is only expected that a cash-in-

lieu payment would apply in the Town Centre Zone or the Mixed Use Zone. The local government will consider cash-in-lieu of parking spaces on the lot as set in clause 5.5 of LPS3. Additionally, the applicant should demonstrate to the satisfaction of the local government that:

- the minimum vehicle parking requirements cannot reasonably be provided on the site, or
- in the interests of the town centre development, it would be better served by providing a portion or all of the vehicle parking requirement off site; and
- the surrounding parking facilities can accommodate the parking demand generated by the development to the satisfaction of the local government. This may require the preparation of a traffic/car parking management study by a suitably qualified professional.

Should the local government accept a cash-in-lieu payment, the following applies:

- the payment is not less than the estimated cost of constructing (sealing) and draining the car parking spaces and vehicle manoeuvring areas required by LPS3, R Codes or as determined by the local government, plus the value of the land which would have been occupied by the area required for parking and vehicular manoeuvring areas. Land values are determined through valuations provide by Landgate or by a licensed valuer at the developer's cost;
- the local government having purchased land for a car park, or having provided a public car park in close proximity, or have a firm commitment to do so; and
- payments made under this clause being paid into a special fund to be used for the provision of public car parking facilities and the local government using these funds to provide public car parks, including on-street and off-street, in the vicinity of the land in respect of which the parking requirement arose (typically in the Nannup town centre).

The local government can set cost per car parking bay is set out in the local government's annual review of land value in its adopted Fees & Charges Manual (although this generally will not include vehicular manoeuvring areas).

Where desirable to facilitate the conservation of a heritage place, or to enhance or preserve heritage values of a place included on the Municipal List or within a Heritage Precinct, a cash-in-lieu payment may be provided up to a maximum of 100% of the car parking and vehicular manoeuvring costs.

The local government will consider options from the proponent to offset costs and partially meet off site car parking requirements, such as the proponent constructing the bays itself on local government land and/or reserves subject to the location and the detailed design being approved by the local government.

## 9. Reciprocal Parking

The local government may consider reciprocal parking arrangements where it is convinced that the demand for parking by the uses proposed will not coincide. This is where the applicant can suitably demonstrate that various uses, within a single property, or where justified in adjoining or nearby properties, operate at different times of the day/evening or different days of the week, such that the same parking areas can be used by more than one land use. Any such relaxation will be dependent upon the local government being satisfied that the arrangement will prevail for the duration of the uses concerned.

Where reciprocal parking is proposed, the local government must be satisfied that:

- the parking facilities serving the proposed uses will be located on the one lot, or that parking arrangements are permanent (e.g. legal agreement, easement, registering appropriate caveats on title or any other formal arrangement that the local government may require); and
- parking demand in the immediate and long term can be satisfied; and
- no conflict will occur in the operation of the land uses for which the joint use of parking facilities is proposed; and
- the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities).

If land uses change, such that the parking area is in demand at the same time, then the local government may require revised parking arrangements to meet the changed circumstances to the satisfaction of the local government.

## 10. Modifying Development Standards and Requirements for Parking

Where, in the opinion of the local government, conditions are such as to render full compliance with the provisions of this Policy impractical, the local government may permit such departures as are considered to be warranted in the circumstances of the case.

Clause 5.6 of LPS3 allows the local government to modify the requirements of LPS3, including car parking standards, but may only do so where it is fully satisfied that:

- approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and
- the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.

In order for the local government to consider whether to modify a car parking requirement, it must determine that the above matters are met. It is also incumbent upon the local government to ensure that it acts in fairness and

equity between land owners and does not set an unreasonable precedent for similar applications from others.

Given the above, the local government will require the proponent to appropriately justify modifications to development standards and requirements for car parking provision.

The local government considers that the availability of adjoining and/or nearby on-street parking does not in itself constitute a reason to vary the Policy given circumstances and demands will change over time.

#### 11. Dimensions for Parking Spaces, Manoeuvring Aisles and Access Driveways

The dimensions for parking bays and manoeuvring aisles in differing locations are set out in AS 2890 and Austroads Part 11 (February 2008) and any associated updates. To provide general guidance to prospective developers and applicants, a table and diagram of parking spaces and manoeuvring areas are found in Attachments 1 and 2 to this Policy.

For more specific information, proponents of new development proposing a small number of car parking bays (usually less than 10) should contact the Shire to determine the dimensions that should be used for the parking and access in their particular instances to ensure compliance. For larger car parking areas, proponents are encouraged to seek professional design services.

The dimensions detailed in this Policy are generally minimum requirements. Individual circumstances may require the use of dimensions different from those specified in order to provide satisfactory access, manoeuvrability conditions e.g. topography or the provision of special purpose bays.

#### 12. Construction Standards for Parking Areas

There is a presumption in this Policy in favour of all parking areas being sealed, drained and line-marked to the satisfaction of the local government. With the exceptions set out below, all car parking areas, access driveways and crossovers will be required to be sealed, drained and as appropriate lined-marked or suitably defined to the satisfaction of the local government. The exceptions are parking for:

- development in Agricultural zones, the Special Residential Zone, the Special Rural Zone and other non-urban zones (although there is a requirement to seal crossovers that access sealed public roads);
- areas used for parking, circulation and manoeuvring of vehicles on Industry zoned land other than those areas required for customer parking, associated access ways and crossovers; and
- a single dwelling in the Residential Zone or areas classified as “Residential” in the Special Use Zone.

Car parking situated in yard areas or generally behind the front building line within the Industry Zone may be constructed to a suitable non-sealed standard e.g. gravel, subject to dust and drainage being effectively controlled. All car parking bays within front setbacks and/or associated with public use and/or showroom/front office use should be sealed and drained to the local government's satisfaction.

All car parking, vehicle access ways, loading and unloading bays and turning and manoeuvring areas in the Town Centre Zone and the Mixed Use Zone shall be sealed and drained to the specification and satisfaction of the local government.

Sealed car parking and vehicular access are required for home businesses and commercial uses in the Residential Zone or areas classified as "Residential" in the Special Use Zone.

Draining car parks may involve the provision of a sump connected to the local government's main drainage system or other arrangements to the satisfaction of the local government. The drainage design should seek to treat and detain water on-site so that as much water as possible will soak into the ground, with any surplus water being piped or directed off-site. The drainage shall not be connected to the local government's main drainage without the written authorisation of the local government and shall be constructed to the local government's satisfaction and standards.

Staff, resident and visitor car parking should be appropriately marked and/or signposted to the satisfaction of the local government.

For more detailed requirements on the construction of parking areas and width and construction of crossovers, these are set out in the adopted *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia.

### 13. Pedestrian Movement between Parking Areas and Buildings

The local government will seek to ensure there are safe and convenient routes for pedestrians, including disabled persons, between car parks and buildings on each development site.

### 14. Vehicular Access/Crossovers

The local government requires that points of entry to and exit from properties/car parking areas onto the street suitably address the safety of all road users, road geometry, sight lines and visibility. The respective positions of street furniture such as poles, street lamps and street trees will also be taken into account.

The width of any such access ways/crossovers will be determined by matters including the numbers of vehicles proposed within the car park and the frequency of movements into and from the land in accordance with AS2890.



Generally, crossovers will be required to accommodate simultaneous traffic movements into and out of the land.

Unless appropriately justified by the applicant and agreed to by the local government, parking areas should generally be designed to enable a vehicle to manoeuvre within the site. An exception is where no more than two vehicles bays are provided and where there are safe sight distances in both directions.

The local government will require crossovers to be suitably located (to maximise sight distances and safety), constructed and drained. Any gates and fencing are to be suitably located and designed to ensure there are sufficient areas to enable vehicles to park in the crossover and/or on the property without impeding traffic or compromising safety onto the adjoining road.

Where new development is proposed, the local government will require sealed crossovers onto existing sealed roads:

- within the Nannup townsite;
- for land zoned Residential and Special Residential outside the Nannup townsite; or
- for major development, in the opinion of the local government, and for commercial development outside of the Nannup townsite.

The above applies unless the proponent demonstrates exceptional circumstances to the satisfaction of the local government.

The local government will not require crossovers to be sealed for minor development from sealed roads in the Special Rural Zone and for areas outside the Nannup townsite, although there is a requirement for the crossover to be suitably located, constructed, drained and maintained.

If the road is gravel, the local government will allow an unsealed crossover which will need to be constructed and drained to the local government's satisfaction.

A vehicular driveway (ingress and/or egress) should:

- be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians/cyclists;
- have separate entry/exit if it is likely that it will be used simultaneously by vehicles both entering and leaving the site and obstruction to traffic in the street could occur;
- be located to the street with the lowest traffic volume; and
- be at least 6 metres from an intersection.

Road safety and turning radii will be taken into account in deciding the position of a crossover.

Dual crossovers should be provided, wherever possible and practical.

Crossovers/access to main roads are required to be located, designed and constructed to the specifications and satisfaction of Main Roads Western Australia.

The access way should be not less than 4 metres in width, but if the size or shape of the lot makes the provision of any access way of that width impractical or unreasonable, the local government may permit a narrower access way but in no case less than 3 metres in width.

Where laneway access is provided to the rear of a site in the Town Centre or Mixed Use Zones which is not sealed, this is to be generally upgraded through new development and subdivision to provide an effective servicing function. This should be read in conjunction with *Local Planning Policy No. 20 Developer and Subdivider Contributions*.

Where there is conflict between a proposed crossover and public utilities services, such as drainage pits and structures, services inspection pits, power or light poles, traffic medians and street trees, the local government may set the position of the crossover access onto the road, require its construction and/or repair and maintain the crossover as provided for under Schedule 9.1 (7.2) of the *Local Government Act 1995*.

Any alterations for the removal/relocation of the conflicting public utilities will be at the owner's cost and subject to the approval of the service authority concerned.

Owners/designers are advised to take into account local government services, public utility services and street trees.

The Council will contribute (or subsidise) half the cost of a standard crossover up to a maximum of \$800 (one crossover to a property) or as set by the Council's adopted Fees and Charges. This is subject to the crossover being deemed by the local government to conform to the local government specifications. This is subject to the following:

- the subsidy applies to only one crossover per lot;
- proponents must make application for their crossover in writing to the local government and gain necessary approval/s for the location and design prior to any works being undertaken;
- the subsidy is claimed within 6 months of completion of the crossover;
- the local government will not meet the cost of culverts, alteration to services or tree removal;
- reconstruction of an existing crossover to a property will not attract a subsidy;

- applicants/landowners who received planning approval incorporating a condition relating to constructing or upgrading a crossover are not eligible for a subsidy; and
- subdividers are not eligible for a subsidy for freehold (green title) or strata title lots.

As required, the crossover subsidy rates will be set annually by the local government through its adopted fees and charges.

The landowner is responsible for the maintenance of crossovers to the satisfaction of the local government.

The local government will request, where considered appropriate, that the Western Australian Planning Commission impose a condition requiring the subdivider to construct crossovers prior to the clearance of titles. In particular, the local government will require that crossovers are sealed where the crossover accesses a sealed road, and/or suitably constructs/upgrades a crossover where access is from an unsealed road. The local government will seek to ensure crossovers are appropriately located and constructed by subdividers.

#### 15. New public roads created through subdivisions

Where a subdivider proposes to create a new public road, the local government will require the road to be suitably designed by a professional engineer and then suitably constructed and drained to the satisfaction of the local government. The road is to be consistent with the *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia and/or *Liveable Neighbourhoods*.

Where the proposed lots are 3.99 hectares or less, the road/s need to be suitably sealed and drained by the subdivider to the satisfaction of the local government.

For lots that are between 4 and 9.99 hectares, the local government will require that a sealed road is provided where more than 5 lots are created. For lots that are between 4 and 9.99 hectares, where 4 or less lots are created or have the potential to be created from the road, the local government will consider unsealed roads unless there is steeper topography or other ground conditions that create safety issues and/or higher levels of on-going maintenance.

For lots that are 10 hectares or more, the local government will accept unsealed roads.

#### 16. Battleaxe access legs

The local government will require sealed battleaxe access legs for lots in the Town Centre and Mixed Use zones and generally in the Industry, Residential, Future Development zones and for the Special Use Zone (within and

adjoining the Nannup townsite) unless suitably justified by the applicant to the satisfaction of the local government.

The local government supports unsealed battleaxe access legs in other zones provided they are designed and constructed to enable year round access by two-wheel drive vehicles.

#### **17. Landscaping Parking Areas**

Car parking areas, particularly large parking lots, can be unattractive. The provision of landscaping can assist to reduce visual impacts. The use of shade trees and landscaping strips can assist provide visual relief from extensive areas of bitumen, or other forms of sealing or construction agreed to by the local government.

The local government will require that car park design and construction include adequate provision for suitable landscaping. This could include screen, feature and shade trees and shrubs as appropriate to the satisfaction of the local government.

In residential areas, the R Codes require landscaping proposals to be implemented where parking areas accommodate six or more vehicles.

For commercial and industrial developments in the Industry Zone, the local government will require at least 5% of the site area to be landscaped. The purposes of this landscaping are to:

- soften the impact of development;
- screen parking and other visually unattractive areas from view from the street; and
- improve the streetscape.

The local government will normally require the landscaping to be provided along the street frontage (as a minimum) to act as a screen for parking areas where they are located within the front setback.

Where an individual open car park contains 10 or more parking bays for a non-residential use, one parking bay in 10 shall be set aside and planted with trees and/or shrubs to provide shade and visual relief.

#### **18. Implementation**

The local government may require the lodgement of performance guarantees/bonds against the satisfactory construction, completion and establishment of car parking areas, vehicular access, crossovers and associated landscaping. To achieve effective implementation of planning conditions, the performance guarantee/bonds are to be paid prior to the issue of a Building Permit for new/expanded buildings or prior to occupation for a change of use.

The amount of the bond will be determined by the local government and can be set in its annual fees charges.

Crossover construction or reconstruction may be required as a condition of subdivision, development and/or as a condition of issue of Building Permit where it is deemed by the local government that the work is necessary.

The local government may construct the crossover, if not constructed by the owner/agent within 6 months of practical completion or occupation of the building, for which payment of a crossover bond has been made. Where the local government carries out the construction, the owner may not claim a subsidy.

## **ADMINISTRATION**

### Application Requirements

Applications for Planning Approval for new development should provide, in addition to the details of the proposed development, a plan/s at a suitable scale with dimensions shown, which sets out for the entire lot the subject of the application, the following:

- the area to be or already covered by buildings or other structures;
- details of land to be allocated to car parking and other parking;
- details of the position of all access driveways and access crossovers;
- details of pedestrian movement systems between the car park and the building/s; and
- areas to be provided for landscaping and shade trees.

In giving consideration to a Planning Application, the local government will require the applicant to:

- clearly indicate on the application form the type of land use that will operate from the land;
- the number of persons to be employed / involved in the operation of the land use; and
- other matters set out in this Policy.

Based on the above information, the local government as part of its development assessment will set out or estimate the expected parking needs of the proposed land use/development.

Related Policies:	LPP 020 Developer and Subdivider Contributions WRK 7 Crossovers
Related Procedures/ Documents	
Delegation Level:	CEO, Manager Infrastructure, Executive Officer, Building Surveyor, Development Services Officer

Adopted:	
Reviewed:	OM 28 November 2013 #9046 OM 24 September 2015 #9269



## Attachment 1 - Parking dimensions

Parking Angle	Width of Bay (m)	Length of Bay (m)	Depth of Bay (m)	Minimum Manoeuvring Depth (m)	Minimum Total Depth (m)
(a) One-Way Access					
90°	2.6	5.5	5.5	5.9	11.4
75°	2.6	5.5	6.0	5.3	11.3
60°	2.6	5.5	6.1	5.0	11.1
45°	2.6	5.5	6.1	3.6	9.7
30°	2.6	5.5	4.8	3.3	8.1
00° (parallel parking)	3.0	6.7	3.0	3.0	6.0
(b) Two-Way Access					
90°	2.6	5.5	5.5	6.0	11.5
75°	2.6	5.5	6.0	6.0	12.0
60°	2.6	5.5	6.1	6.0	12.1
45°	2.6	5.5	6.1	6.0	12.1
30°	2.6	5.5	4.4	6.0	10.4
00° (parallel parking)	3.0	6.7	3.0	6.0	9.0

## Attachment 2 - Explanatory figure for parking

Explanatory Figure for Parking

