

JINDEE

# JINDEE LOCAL STRUCTURE PLAN

JINDEE, WESTERN AUSTRALIA

JANUARY 2013

PART 1



"I have a vision for Jindee. It's a place where life meets ocean in a very special way. The link between the village and the water is immediate and direct. Jindee is built on a human scale so social life, the environment and the local economy all work together as a harmonious whole. It's not exclusive; it's a warm, welcoming, relaxed place that is open to everyone.

Jindee is memorable. It embraces the topography of the coast; sitting atop dunes and rolling down to the ocean. Its unique architecture reflects a time before air conditioning and its landscaping is coastal and traditional, urban and natural. Jindee is a high and low density mix of urban, suburban and natural areas. Above all, Jindee is a place to enjoy."


*Fiona Roche*

Managing Director

Estates Development Group

*where life meets the ocean  
in a very special way*





The vision for Jindee is to create a community lifestyle and coastal village premised on close interaction with the surrounding beach and natural landscape. It will provide diversity of housing types and higher densities than elsewhere in the district. Priority will be given to pedestrians and cyclists. Jindee will be a focus for community life and have an intricately crafted structure of well connected central places.

Jindee will have a distinctive sense of place, firmly grounded in its natural ecology and designed according to the time tested principles of timeless urbanism, resulting in the organic evolution of a community which will ultimately achieve the ideal balance between human and natural habitats.





Title:	Jindee Local Structure Plan
Project:	Jindee, Western Australia
Prepared for:	Estates Development Company
Reference:	EDC JIN
Status:	Final
Version:	Revision 4
Date of Release:	January 2013

**PROJECT TEAM**

The project team comprises highly qualified and experienced consultants from a range of disciplines. The team’s collective contributions inform a development concept which provides an outstanding response to the unique opportunities presented by the site. The team comprises:

<b>Estates Development Company</b>	Project Management + Property Development
<b>Studio LFA</b>	Masterplanning, Urban Design + Architecture
<b>Roberts Day</b>	Masterplanning, Urban Design + Statutory Planning
<b>Duany Plater-Zyberk and Company</b>	Urban Design, Visioning and Facilitation
<b>Blackwell &amp; Associates</b>	Landscape Design
<b>Bruce Aulabaugh</b>	Traffic + Transport Analysis
<b>RPS</b>	Environmental Analysis
<b>Wood &amp; Grieve</b>	Civil Engineering + Servicing
<b>MP Rogers &amp; Associates</b>	Coastal Engineering
<b>Vinten Browning</b>	Marketing & Advertising
<b>Edward McDonald Ethnoscience</b>	Aboriginal Heritage
<b>Fugro Surveying</b>	Mapping & Surveying

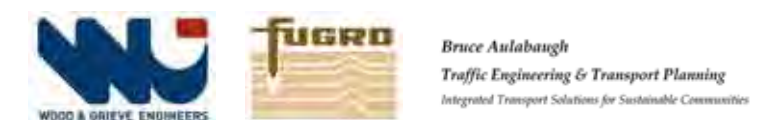
**DISCLAIMER & COPYRIGHT**

This document was commissioned by and prepared for the exclusive use of Estates Development Company. This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of EDC, Studio LFA or Roberts Day.





studio LFA robertsday



*Ethnoscience*







# PART 1

# STATUTORY PROVISIONS









PART 1

# CONTENTS

- 1.0 STRUCTURE PLAN AREA
- 2.0 STRUCTURE PLAN CONTENT
- 3.0 INTERPRETATION
- 4.0 OPERATION
- 5.0 RELATIONSHIP WITH SCHEME + POLICIES
- 6.0 TRANSECT ZONES AND RESERVES
- 7.0 SUBDIVISION - STANDARDS AND CONTROLS
- 8.0 DEVELOPMENT AND USE – STANDARDS AND CONTROLS
- 9.0 DETAILED AREA PLANS
- 10.0 AMENDMENTS TO AGREED LOCAL STRUCTURE PLAN
- 11.0 REPORTS AND STRATEGIES

TABLES

- TABLE 1: VARIED DPS 2 LAND USE DEFINITIONS
- TABLE 2: JINDEE LAND USES NOT DEFINED IN DPS 2
- TABLE 3: TRANSECT ZONE DESCRIPTIONS
- TABLE 4: LOT SIZE RANGE
- TABLE 5: STRATEGIC OPEN SPACE SCHEDULE
- TABLE 6: LAND USE
- TABLE 7: STRATEGIES, PLANS AND SCHEDULES

PLANS

- Plan 1 - Jindee Agreed Local Structure Plan
- Plan 2 - T2 ‘Protected Natural Living Area’.

SCHEDULES

- Schedule 1 – Jindee Design Code
- Schedule 2 – Approved DAPs







APPROVED MODIFICATIONS TO LOCAL STRUCTURE PLAN

	VERSION NUMBERS	DETAILS OF MODIFICATION	DATE APPROVED BY COUNCIL	DATE APPROVED BY WAPC
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				



JINDEE LOCAL STRUCTURE PLAN  
LOT 9036 + PT LOT 3054  
MARMION AVENUE, JINDEE  
CITY OF WANNEROO

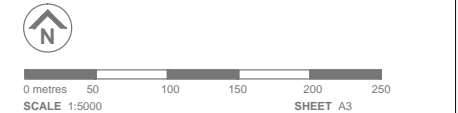
CLIENT  
ESTATES DEVELOPMENT COMPANY  
PROJECT  
JINDEE

REFERENCE NUMBER	DRAWING NUMBER	ISSUE	YYMMDD
EDC JIN	RD1 009	C	121018

- LSP (PLAN 1) NOTES:
1. The LSP is to guide future urban development with the objective of identifying appropriate locations for building types and densities and to provide flexibility for a diversity of lot sizes.
  2. The final allocation of Transect Zones and corresponding residential densities and lot sizes shall be determined at subdivision application stage.
  3. Consistent with MRS Amendment 1152/41 and the Jindee Innovation Agreement, 2.0 hectares of land shall be reserved for regional beach parking. The location of reserved land shall generally be in accordance with the locations identified on the LSP and the parking requirements for land within these reserves shall factor in the shared use of regional beach parking for beach retail and beach use.

LEGEND

T R A N S E C T	T-6 URBAN CORE
	T-5 URBAN CENTRE
	T-4 GENERAL URBAN
	T-3 SUB-URBAN
	T-2 NATURAL LIVING
R E S E R V E	PARKS AND RECREATION (MRS)
	STRATEGIC OPEN SPACE
	PUBLIC PURPOSES (PRIMARY SCHOOL)
O T H E R	STRUCTURE PLAN AREA
	PRIMARY MOVEMENT NETWORK
	INDICATIVE FORESHORE PEDESTRIAN AND CYCLE LINK
	ACCESS POINTS TO SITE (as per LPP 3.8 Marmion Access Policy)
	REGIONAL BEACH PARKING
	AGREED LSP 71 AREA





1.0 STRUCTURE PLAN AREA

- 1.1
- The Jindee Agreed Local Structure Plan (LSP) shall apply to Lot 9036 and Lot 3054, being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (Plan 1).
- 1.2
- The Jindee Agreed LSP area includes Agreed Local Structure Plan No 71 (LSP 71). In the event of there being any variation or conflict between the provisions, standards or requirements of LSP 71 and this LSP, then the provisions, standards or requirements of LSP 71 shall prevail.

2.0 STRUCTURE PLAN CONTENT

- 2.1
- Part 1 – Statutory Provisions  
Contains the provisions, requirements and standards that have the effect as if included in the City of Wanneroo District Planning Scheme 2 (DPS 2), and includes Schedule 1 of Part 1 (the Jindee Design Code) which contains the following standards:
  - Calibrated SmartCode® Tables;
  - Design Approval Process;
  - Regulating Plan Series;
  - Urban Standards;
  - Thoroughfare Standards; and
  - Landscape Standards.
- 2.2
- Part 2 – Explanatory Section  
Contains supporting information to give context and explanation for the standards and controls in Part 1.
- 2.3
- Part 3 – Technical Reports  
Contains supporting technical information to support the proposed development.

3.0 INTERPRETATION

- 3.1
- Unless otherwise specified in Part 1, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the City of Wanneroo DPS 2 including any amendments gazetted thereto.

4.0 OPERATION

- 4.1
- In accordance with subclause 9.8.1 of the DPS 2, this LSP shall come into operation on the later date when it is either certified by the WAPC pursuant to subclause 9.6.3 or adopted, signed and sealed by the City of Wanneroo (Council) under subclause 9.6.5.
- 4.2
- The provisions contained within Part 1 of the LSP shall be administered by the WAPC and the City of Wanneroo, with the exception that the provisions of the Jindee Design Code, contained within Schedule 1 of Part 1, shall only be administered by the City of Wanneroo.

5.0 RELATIONSHIP WITH THE SCHEME AND POLICIES

- 5.1
- Pursuant to Clause 9.8 of the DPS 2:
  - (a) The provisions, standards and requirements specified under Part 1, including Schedule 1, of this LSP shall have the same force and effect as if it were a provision, standard or requirement of DPS 2. In the event of there being any variation or conflict between the provisions, standards or requirements of DPS 2 and the provisions, standards or requirements of this LSP, then the provisions, standards or requirements of this LSP shall prevail;
  - (b) Any other provision, standard or requirement of this LSP that is not otherwise contained in DPS 2, shall apply to the land as though it is incorporated into DPS 2, and shall be binding and enforceable to the same extent as if part of DPS 2;
  - (c) Part 2 of the LSP includes justification for the proposed development and the regulatory and implementation framework; and provides a detailed analysis of the provisions contained in Part 1. Part 2 should be used as a reference guide to assist in the interpretation of the statutory provisions contained in Part 1.
- 5.2
- Pursuant to Clause 3.25.3 of DPS 2, the standards and requirements of the Residential Design Codes do not apply to the LSP area.



5.3 Table 1 lists land use definitions that shall apply to Jindee and that are varied from DPS 2 definitions.

TABLE 1: VARIED DPS 2 LAND USE DEFINITIONS

bed and breakfast:	means an owner-occupied lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.
child care centre:	means premises used for the daily or occasional care of children in accordance with the Child Care Services (Child Care) Regulations 2006 as amended and may include a kindergarten or pre-primary.
civic building:	means a building designed used or intended to be used by any Commonwealth, State or Local Government department or authority, not-for-profit organisations or private business for the purpose of an office, hall or library, or a centre for cultural, recreational or social purposes, or for any other community service dedicated to arts, culture, education, recreation, health, government, transit, and municipal parking, or for a use approved by the City of Waneroo and may include buildings developed by the proponent for the use of the Jindee community.
consulting rooms:	means premises used by no more than three (3) health consultants at any one time for the investigation or treatment of human injuries or ailments, general health and well-being, and for general outpatient case.
convenience store:	means any land and/or building used for the retail sale of convenience goods being those goods commonly sold in supermarkets, delicatessens and newsagents but including the sale of petrol and petroleum products and motor vehicle accessories and operated during hours which include but which may extend beyond normal trading hours and providing associated parking.
mast or antenna:	means any mast, aerial, satellite dish and other associated equipment used for the transmissions or reception of radio or television signals or for other electronic communications.
reception centre:	means premises used for functions on formal or ceremonial occasions or for conference or business purposes, but not for unhosted use for general entertainment purposes. May include smaller meeting facilities attached to hotels and catering facilities.
restaurant:	means any premises, including a café, where the predominant use is the preparation, sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988 as amended. The expression may include the sale of food for consumption off the premises, where it is incidental to the business, but does not include drive through facility. The term may include an outdoor eating area.
showroom:	means premises used to display, sell by wholesale or retail, or hire automotive parts and accessories, camping equipment, electrical light fittings, equestrian supplies, floor coverings, furnishings, furniture, household appliances, party supplies, liquor sales, swimming pools or any other goods of a bulky nature.
telecommunications infrastructure:	means land used to accommodate infrastructure associated with a telecommunications network and includes any line, equipment, apparatus, tunnel, duct hole and pit, but does not include antennas, towers or satellite dishes.

5.4 Table 2 lists land use definitions for uses that are not defined in DPS 2.

TABLE 2: JINDEE LAND USES NOT DEFINED IN DPS 2

adult entertainment:	means premises which: (a) provide entertainment (such as strip club premises); or (b) sell or show restricted material (such as adult bookshops and adult novelty stores).
artisan studio:	means a premises occupied by an artisan(s) for the crafting and sale of items that may be functional or decorative including clothing, jewellery, pottery, textiles, food products and household items and which does not adversely affect the amenity of adjoining lots (refer 'adverse impact in general').
betting agency:	means an office or totaliser agency established under the Totaliser Agency Board Betting Act 1960 (as amended).
cinema / theatre:	means any land or building(s) where the public may view a motion picture(s) or theatrical production(s), and may include more than one cinema screen, other minor and subsidiary amusements, and/or sale of foodstuffs and drinks.
civic structure:	means any structure used within a civic or regional reserve for shade, community gatherings, or as part of a landscape design feature and may include public art and fountains or bus shelters.
civic use:	means land or premises which are predominantly provided for use by the public.
cottage industry:	means a trade or industry producing art and craft goods which does not fall into the definition of a home business (category 1, 2 or 3) and which does not adversely affect the amenity of the adjoining lots (refer 'adverse impact in general').
drive through facility:	means a facility where patrons remain in automobiles including fast food and car washes (car wash may only be considered for approval if attached to a service station), but does not include book and video drops and drive through bottleshops attached to a hotel where it is concealed from the street.
electrical substation:	means land used for the assembly of equipment in an electric power system through which electrical energy is passed for transmission, distribution, interconnection, transformation, conversion or switching.
general commercial:	means premises used for commercial or business purposes and includes, but is not limited to an auction room, bank, dry cleaning premises, laundromat, consulting rooms, hairdressers, beauty salon, medical centre, veterinary consulting rooms, veterinary hospital (if use does not adversely affect the amenity of adjoining lots) and take-away food outlet (not including drive through facilities).
general entertainment:	means land or buildings, open to the public or used for recreation and entertainment activities, including indoor playground facilities and amusement machines, but does not include adult entertainment and night clubs.
inn:	means premises used for purpose of short-term lodging and comprising up to 12 accommodation rooms.
kiosk:	means a small enclosed structure, often freestanding and open on one side or with a window, used as a booth to retail a product (i.e. newspaper, food items) or offer a service (i.e. tourist information).



...cont **TABLE 2: JINDEE LAND USES NOT DEFINED IN DPS 2**

laboratory facility:	means land building(s) or a portion of a building equipped for scientific experimentation or research.
museum:	means a building, place or institution devoted to the acquisition, conservation, study, exhibition and educational interpretation of objects.
neighbourhood retail:	means a retail use in a predominantly residential area located on a corner ground floor shopfront location (which may or may not be attached to a dwelling) and may include a corner store, newsagency, art store, bookstore, display gallery or any other uses that services the needs of the local neighbourhood, with an area not exceeding 100m2 gross floor area.
parking structure:	means a building comprising one or more storeys to accommodate above grade car parking.
retail:	means premises used to sell goods by retail, hire goods, or provide services, and includes, but not limited to, a bakery, convenience store, dry cleaning premises, costume hire, department store, hardware store, beauty parlour, hairdresser, liquor store, neighbourhood retail, lunch bar, pharmacy, shop, supermarket, take-away food outlet (not including drive through fast food), video hire, but does not include restricted premises and showroom/ bulk retail outlets.
residential:	means a building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis.
serviced accommodation:	means one or more self-contained dwellings which are used exclusively to provide short term accommodation and may be serviced or cleaned by the owner or manager of the apartment, or agents.
short term accommodation:	means accommodation that may be occupied for a continuous maximum period of three months within any one 12 month period, and is not subject to residential tenancy agreements within the meaning of the Residential Tenancies Act 1987. Includes youth hostels and serviced apartments and existing dwellings that are predominantly used for the purpose of providing short-term accommodation to tourists. Some forms of specialised accommodation, such as student accommodation for educational establishments, may be occupied for longer terms than three months.
specialised retail:	means “big-box” retail and shopping centres/shopping malls with parking lots on the street frontage or a common parking area that surrounds the development.
surface parking lot:	means premises used primarily for the parking of private vehicles or taxis whether open to the public or not but does not include any part of a public road which is used for the through movement of traffic or premises on or in which vehicles are displayed for sale or premises set aside to meet a specific parking requirement. The term includes the land required on site for access and maneuvering to enable vehicles to gain access to car parking bays.
youth hostel:	means a budget-oriented style of accommodation that accepts individual travelers or groups for short-term stays and that may provide common areas and communal facilities.

6.0    **TRANSECT ZONES + RESERVES**

- 6.1    The LSP map (Plan 1) outlines land use, transect zones and reserves applicable within the LSP area. The Transect Zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into DPS 2.
- 6.2    In addition to the Metropolitan Region Scheme (MRS) Parks and Recreation reservations, Plan 1 of this LSP allocates the following Transect Zones and Reserves to the LSP area:  

Transect Zone 2 – Natural Living (T2)  
Transect Zone 3 – Sub-Urban (T3)  
Transect Zone 4 - General Urban (T4)  
Transect Zone 5– Urban Centre (T5)  
Transect Zone 6– Urban Core (T6)  
Reserve (R) - local reserves

- 6.3    The character of each Transect zone shall be consistent with the descriptions set out in Table 3 below:

**TABLE 3: TRANSECT ZONE DESCRIPTIONS**

T-2 Natural Living	Shall consist of lots that are of sufficient size to enable the retention of natural features such as vegetation or topography. These areas shall be more ‘natural’ in character than ‘urban’ or ‘sub-urban’. Setback shall be larger and more variable, and road treatments shall be mostly informal including open swales with natural drainage and informal landscaping consisting of multiple species in naturalistic clusters.
T-3 Sub-Urban	Shall consist of low density residential areas, adjacent to higher zones that contain some mixed use activity. Planting shall be naturalistic and setbacks varied from shallow to relatively deep. Larger lot sizes and irregular thoroughfare alignments may be included to accommodate natural site conditions.
T-4 General Urban	Shall consist of medium density residential areas and a component of mixed use activity. It shall accommodate a wide range of building types including detached dwellings, terraces and apartments. The character is to be formal including smaller setbacks, raised kerbs, regular road patterns and landscaping consisting of single species and regularly spaced.
T-5 Urban Centre	Shall consist of higher density buildings that accommodate a mix of uses including retail, offices, terraces and apartments. It shall have a tight network of streets, with wide footpaths, raised kerbs, regular street tree planting and buildings set close to the footpaths.
T-6 Urban Core	Shall consist of the highest density and height, with the greatest variety of uses and public buildings of regional importance. It shall have larger blocks, regular street tree planting, and buildings set close to wide footpaths.

- 6.4    A person shall not use, commence or carry out development on a local reserve unless it is consistent with this LSP or approved DAP, and shall be in accordance with the character of the relevant Transect Zone.



7.0 SUBDIVISION - STANDARDS AND CONTROLS

Subdivision Compliance

7.1 Subdivision of land shall generally be in accordance with Plan 1 of the LSP.

Dwelling Targets

7.2 The LSP is to achieve a minimum of 1,305 dwellings within the LSP area.

7.3 Subdivision of the LSP area is to achieve a minimum average density of 22 dwellings per site hectare across the LSP area.

Density Control

7.4 Table 4 defines the lot size ranges that apply to specific Transect Zones within the LSP. Lot size areas are to be consistent with the lot size ranges.

7.5 A Subdivision Control Plan is to be submitted at the time of subdivision to the WAPC and shall indicate the lot size applicable to each lot within the subdivision and shall indicate any lot(s) that may be subject to re-subdivision. The Subdivision Control Plan shall be generally consistent with the LSP and the lot size ranges identified in Table 4.

7.6 The Subdivision Control Plan is to include a Dwelling Yield Schedule indicating how the defined lot sizes are consistent with the target dwelling yield for the LSP and how the target dwelling yield can progressively be achieved within the LSP area.

7.7 Approval of the Subdivision Control Plan shall be undertaken at the time of determination of the subdivision application by the WAPC. The approved Subdivision Control Plan shall then form part of the Part 1 Statutory Provisions of this LSP and be used for the determination of future subdivision applications. An amendment to the Subdivision Control Plan shall require an amendment to the Agreed LSP.

7.8 A Subdivision Control Plan is not required where the WAPC considers that the subdivision is for one or more of the following:-

- (a) the amalgamation of lots;
- (b) consolidation of land for “superlot” purposes to facilitate land assembly for future development;
- (c) the purposes of facilitating the provision of access, services or infrastructure; and/or
- (d) land which by virtue of its Transect Zone or reservation under the LSP cannot be developed for residential purposes.

Public Open Space

7.9 The provision of a minimum of 10% public open space being provided in accordance with the WAPC’s Liveable Neighbourhoods. Public open space is to be provided generally in accordance with Plan 1 and Table 5, with an updated public open space schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the City of Wanneroo.

TABLE 4: LOT SIZE RANGES BY TRANSECT ZONE

T-2 Natural Living	600m² – 4,000m²
T-3 Sub-Urban	180m² -1500m²
T-4 General Urban	180m² – 1200m²
T-5 Urban Centre	180m² +
T-6 Urban Core	180m² +

TABLE 5: STRATEGIC OPEN SPACE SCHEDULE

Public Open Space Area	Total Area (Ha)
Area 1	3.0 ha
Area 2	1.0 ha
Area 3	0.6 ha
Area 4	0.7 ha
Area 5	1.3 ha
Area 6	0.4 ha
TOTAL AREA	7.0 ha



8.0 DEVELOPMENT AND USE - STANDARDS AND CONTROLS

Development and Land Use

- 8.1

Development within the LSP area shall be assessed, implemented and enforced in accordance with the standards and requirements of this Part including Schedule 1 – Jindee Design Code, and as provided and refined through the relevant DAP.
- 8.2

Land use permissibility within the LSP area shall be in accordance with the adjacent Table 6 - Land Use Table.
- 8.3

If the use of land for a particular purpose is not specifically mentioned in Table 6 and cannot reasonably be determined as falling within the interpretation of one of the use categories the Council may:

(a)

determine that the use is consistent with the objectives and purposes of the particular Transect Zone and is therefore permitted; or

(b)

determine that the proposed use may be consistent with the objectives and purposes of the Transect Zone and thereafter follow the “D” procedures of Clause 6.6.2 of DPS 2 in considering an application for planning approval; or

(c)

determine that the use is not consistent with the objectives and purposes of the particular zone and is therefore not permitted.
- 8.4

All applications for development and use of land shall be made in accordance with the requirements of DPS 2.

Development of Local Reserves

- 8.5

The proponent, in consultation with the Council, may prepare a local planning policy to facilitate development of local public open space and thoroughfare reserves that is consistent with the design intent of the LSP.

TABLE 6: LAND USE TABLE

	R	T2	T3	T4	T5	T6
a. RESIDENTIAL						
Home Business Categories 1	x	P	P	P	P	P
Home Business Categories 2 & 3	x	D	D	D	D	D
Residential	x	P	P	P	P	P
Retirement Village	x	x	D	D	D	D
b. LODGING						
Bed & Breakfast (up to 5 rooms)	x	P	P	P	D	D
Hotel/Resort	x	x	x	D	P	P
Inn (up to 12 rooms)	x	D	D	D	P	P
Serviced Apartments	x	x	D	P	P	P
Short Term Accommodation	x	x	D	P	P	P
Youth Hostel	x	x	x	x	D	D
c. OFFICE						
Artisan Studio	D	D	D	D	D	D
Office	x	D	D	D	P	P
d. RETAIL & COMMERCIAL						
Adult Entertainment	x	x	x	x	x	x
Betting Agency	x	x	x	D	D	D
Display Home Centre	x	P	P	P	P	P
General Commercial	x	x	x	D	P	P
General Entertainment	x	x	x	x	D	D
Kiosk	D	x	x	D	P	P
Liquor Store	x	x	x	D	D	D
Market (Retail)	D	x	x	D	D	D
Neighbourhood Retail	x	D	D	P	x	x
Public Exhibition Facility	D	x	x	D	P	P
Restaurant	D	D	D	D	P	P
Retail	x	x	x	D	P	P

	R	T2	T3	T4	T5	T6
e. CIVIC						
Cinema/Theatre	D	x	x	x	P	P
Civic Use	P	D	D	D	D	D
Civic Structure	P	D	D	D	D	D
Club	D	x	x	D	D	D
Museum	D	x	x	x	P	P
Parking Structure	D	x	x	D	P	P
Place of Assembly	D	x	D	D	D	D
Reception Centre	x	x	x	x	D	D
Surface Parking Lot	P	x	x	P	P	P
f. INDUSTRY						
Cottage Industry	x	D	D	D	D	D
Electric Substation	D	D	D	D	D	D
Hire Service	x	x	x	D	D	P
Laboratory Facility	x	x	x	x	x	D
Mast or Antenna	D	D	D	D	D	D
Plant Nursery	x	x	x	D	D	D
Telecommunications Infrastructure	D	D	D	D	D	D
Warehouse	x	x	x	x	D	D
g. CAR BASED						
Drive Through Facility	x	x	x	x	x	D
Drive Through Food Outlet	x	x	x	x	x	D
Motor Vehicle Repairs	x	x	x	x	x	D
Service Station	x	x	x	x	x	D
Showroom	x	x	x	x	x	D
Specialised Retail	x	x	x	x	x	D
h. CIVIC SUPPORT						
Funeral Parlour	x	x	x	x	D	D
Nursing Home	x	x	x	x	D	D
i. EDUCATION						
Childcare Centre	D	x	D	D	D	D

R= Reserve (local reserve vested in CoW). Local reserve locations determined at subdivision stage.

(Calibrated from SmartCode v9.2)



9.0 DETAILED AREA PLANS (DAP)

- 9.1

A DAP is required to be prepared by the proponent and approved by Council in accordance with Clause 9.14 of DPS 2 prior to an application for development approval within the LSP area.
- 9.2

Notwithstanding Clause 9.1, Council may approve development and/or use of land within the LSP area in the absence of an Agreed DAP where Council is satisfied that the proposed development or use of land is of a scale and permanence that would not prejudice the:

(a)

intent and objectives of the Agreed LSP;

(b)

timely provision of infrastructure and services to the LSP area; and/or

(c)

development of land surrounding the DAP that is consistent with the Agreed LSP.
- 9.3

A DAP may be prepared for an entire stage of subdivision or for individual street blocks. In determining a suitable DAP boundary, the proponent shall have regard for the following:

(a)

the intent/differentiating nature of the area;

(b)

streetscape coherence and continuity. In this regard, DAP boundaries should generally occur mid-block so that the DAP provisions are coordinated on both sides of the street or public open space;

(c)

that the size of the area is sufficient to deliver the intended character of the Transect Zone; and

(d)

ownership and staging of development.
- 9.4

A DAP shall prescribe the following controls for each lot where applicable:

(a)

building setbacks;

(b)

minimum and maximum building heights;

(c)

required car parking locations;

(d)

required outbuildings, ancillary buildings and/or ancillary units;

(e)

maximum footprint for outbuildings, ancillary buildings and/or ancillary units;

(f)

loading and unloading areas, storage yards

- and rubbish collection enclosures;
- (g)

pedestrian, cyclist and vehicular access to and through lots, including path and crossover locations;
- (h)

building envelopes and building zones for T2 lots;
- (i)

nominated build-to-lines as required;
- (j)

permissible building types;
- (k)

frontage types;
- (l)

building dispositions;
- (m)

fencing, external stairs and wall requirements (including location and height of retaining walls);
- (n)

the requirement for a plinth and associated design standards, including the height of the plinth and where the height is to be measured from;
- (o)

Australian Height Datum (AHD) levels and AHD locations for each lot from which the prescribed minimum and maximum heights of the building is to be measured;
- (p)

any other requirements deemed necessary to control the detailed design of development on land within the DAP area.
- 9.5

Clause 9.14.5(c) of DPS 2 shall not apply to a DAP within the LSP area.
- 9.6

Any provision, standard or requirement in an Agreed DAP shall be given the same force and effect as if it was a provision, standard or requirement of the Agreed LSP. In the event of any inconsistency or conflict between an Agreed DAP and the LSP, the provision of the LSP shall prevail.

10.0 AMENDMENTS TO AGREED LOCAL STRUCTURE PLAN

- 10.1

Amendments to the LSP are permitted pursuant to Clause 9.7 of the DPS 2.
- 10.2

Notwithstanding Clause 9.7 of DPS 2, an amendment to the Jindee Design Code (Schedule 1) that is minor in nature will not require the approval of the WAPC and may be approved by the Council without public advertising.
- 10.3

For an amendment to the Jindee Design Code to be considered minor, it shall be demonstrated to the Council that the proposed amendment:

(a)

is confined to the Jindee Design Code and does not impact on any other provision of Part 1 – Statutory Section of the LSP; and

(b)

does not have the potential to adversely impact on an adjoining landholding(s); and

(c)

does not affect the interest(s) of any authority or body providing or likely to provide services within the LSP area.
- 10.4

The Council shall determine the application for a minor amendment to the Jindee Design Code within 28 days of lodgement and shall:

(a)

approve the minor amendment as lodged; or

(b)

approve the minor amendment with conditions; or

(c)

make a finding that it is not a minor amendment and determine the proposed amendment in accordance with Clause 9.7 of DPS 2; or

(d)

refuse the minor amendment.
- 10.5

The Council shall provide written notice of its decision to the proponent within 7 days of the Council making a decision under Clause 10.4, including the reasons for its decision.

10.6

Should the proponent of a minor amendment to the Jindee Design Code be aggrieved by a decision made pursuant to Clause 10.4, the proponent may seek a reconsideration, or appeal ,the decisions in accordance with Clause 9.12 of DPS 2.

10.7

Following approval of a minor amendment to the Jindee Design Code by the Council, the proponent shall modify the Code, including any changes required by the Council, and forward three copies of the LSP to the Council within 14 days of receiving the decision from the Council.

10.8

The Council shall certify three (3) copies of the amended LSP within 14 days and forward one (1) copy to the Commission within seven (7) days of its certification.

10.9

The Agreed LSP, as modified, shall come into operation on the date certified by the Council.
- Jindee Coastal Village Agreed Local Structure Plan | © 2013 EDC, Studio LFA + Roberts Day



11.0 REPORTS AND STRATEGIES

- 11.1

Prior to subdivision or development, the Council will require the preparation and approval of the strategies, plans and schedules listed in Table 7 at the stage specified in that table.
- 11.2

Following approval of a strategy, plan or schedule by the relevant authority, the proponent shall forward three (3) copies of the updated strategy, plan or policy to the Council within 14 days of receiving the decision from the relevant authority.

TABLE 7: STRATEGIES, PLANS AND SCHEDULES

Documentation	Approval Stage	Approving Authority
Public Open Space Schedule in Accordance with Liveable Neighbourhoods	Subdivision (application)	WAPC
Subdivision Control Plan /Dwelling Yield Schedule	Subdivision (application)	WAPC
Fire Management Plan	Subdivision (clearance)	CoW, FESA
Foreshore Management Plan	Subdivision (clearance)	CoW, DEC, WAPC
Environmental Management Plan	Subdivision (clearance)	CoW
Car Parking Strategy for Parking Precincts	Subdivision (clearance) for areas located within a defined Parking Precinct	CoW
Advertising/ Signage Strategy	As required by developer/ CoW	CoW
Urban Water Management Plan	Subdivision (clearance)	CoW / Department of Water
Noise Assessment	LSP (approval)	CoW, DEC







# PART 1, SCHEDULE 1 JINDEE DESIGN CODE









# JINDEE DESIGN CODE CONTENTS

- 01 CALIBRATED TABLES + DESIGN APPROVAL PROCESS
- 02 REGULATING PLAN SERIES
- 03 URBAN STANDARDS
- 04 THOROUGHFARE STANDARDS
- 05 LANDSCAPE STANDARDS
- 06 DEFINITIONS









01

# CALIBRATED TABLES + DESIGN APPROVAL PROCESS

## INTRODUCTION

The Jindee Design Code is a Transect-based Form-Based Code (FBC) that provides a unified development control approach incorporating the sustainable planning principles of Smart Growth and Traditional Neighbourhood Design (TND).

This Code applies the Transect methodology as its organising principle. The Transect organises the human habitats at Jindee into a continuum of intensity ranging from the most natural through to the most urban. This is achieved through a series of Transect Zones which are applied to differentiate between intended forms of development within the various areas of the Jindee site. There are six Transect Zones classified by the relative physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within each Transect Zone. Five of these zones are applied to Jindee through this LSP. Standards for each Transect Zone are contained in this schedule to control the many elements that come together to create great places, including walking and cycling paths, built form and car parking placement, public space design, streets, landscape and lighting.

These standards are comprehensive and organised under the following sections:

- Regulating Plan Series – allocates Transect Zones and Reserves over Jindee and stipulates a range of design controls;
- Urban Standards – regulates the aspects of private buildings affecting the public realm within Transect Zones 2 - 6;
- Thoroughfare Standards – establishes design and engineering standards for vehicular and pedestrian way typologies that aim to cater for pedestrian comfort and safety, along with the safe and efficient flow of traffic. Thoroughfare design standards also respond to the Transect Zone within which they are located to contribute to the desired character and placemaking qualities of that zone.
- Landscape Standards – sets out landscaping standards for all public open space and thoroughfare types.

The Design Code is also complimented by Architectural Standards and a Pattern Book. The Architectural Standards prescribes detailed building design requirements. These requirements are aimed at achieving visually compatible buildings that embrace vernacular and contemporary building traditions appropriate to Jindee and the wider Perth region and its climate. The Pattern Book includes detailed design standards aimed at achieving the physical environmental characteristics intended for Jindee, including standards that address building architecture, public space design, thoroughfare design, landscaping, lighting and signage.

The Architectural Standards and Pattern Book sit outside the LSP and will be administered by the proponent.

## CALIBRATION PROCESS

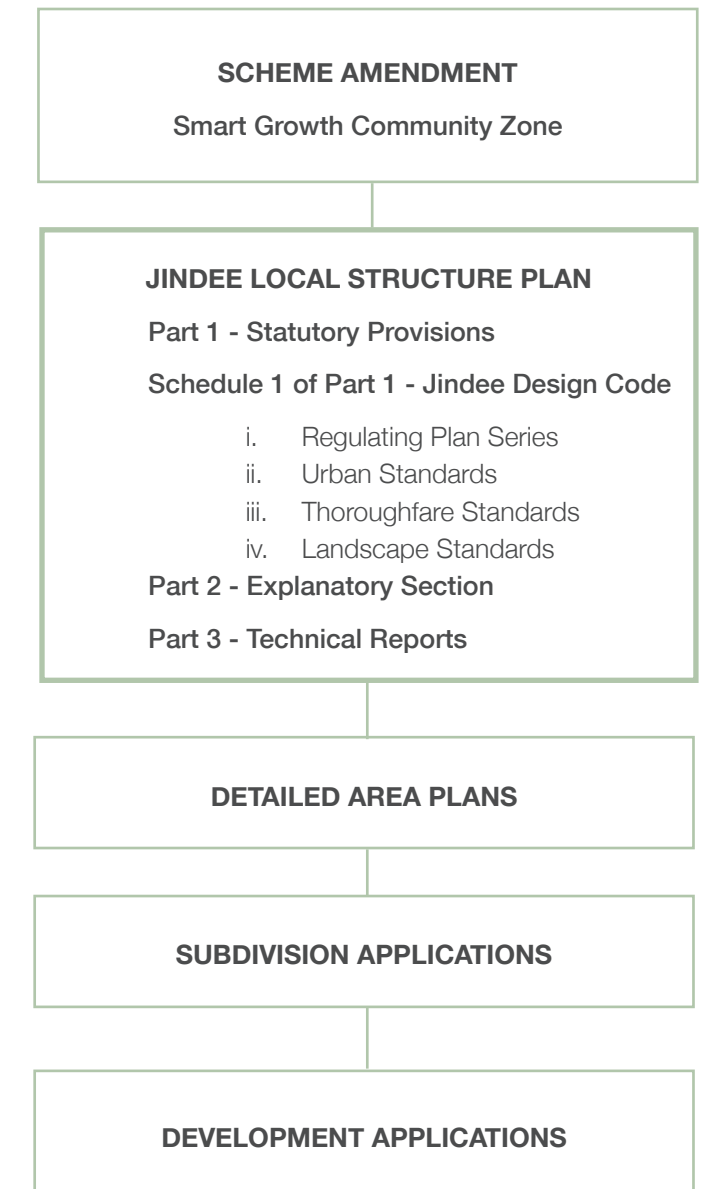
The Schedule 1 standards and controls are modelled on SmartCode®, a FBC developed by Duany Plater-Zyberk and Company. SmartCode® is a model development ordinance template used for planning and urban design that primarily addresses the physical form of building and embodiment of community.

SmartCode® is Transect-based in that it organises a community into a series of Transect Zones; each with its own character ranging from the most natural to the most urban. The different elements that make up an urban environment, including streets, landscape and built form, are coded and integrated to generate the intended character of a given Transect Zone.

SmartCode® is intended to be locally calibrated by coding the specific outcomes desired of a particular place to enable implementation of a project vision. This allows a customised approach to be applied to a site rather than the one-size-fits-all conventional approach.

The following calibrated tables provide the design parameters for the specific design requirements and controls included in the Regulating Plan Series, Urban Standards, Thoroughfare Standards and Landscape Standards of this schedule.

FIGURE 1: JINDEE PLANNING FRAMEWORK











The objective of the application of the Transect approach is to:

- (a) establish the Transect as the organising principle for the LSP to enable the classification of urban development according to the intended urban intensity, ranging from the most urban to the most natural of environments; and
- (b) ensure the regulation of all design elements is consistent with the character of each Transect Zone and associated urban intensity.

The adjacent table is calibrated from SmartCode® for Jindee and provides a summary of the general character intended for each Transect Zone.

TABLE 1: TRANSECT ZONE DESCRIPTIONS			
	<p><b>T-1 NATURAL RESERVE</b> T-1 Natural Reserve Zone shall consist of lands approximating or reverting to a natural condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. Typical buildings are limited to civic functions.</p>	<p>General Character: Lot Range: Building Placement: Frontage Types: Typical Building Height:</p>	<p>Natural landscape Not applicable Not applicable Not applicable Not applicable</p>
	<p><b>T-2 NATURAL LIVING</b> T-2 Natural Living Zone shall consist of lots that are of sufficient size to enable the retention of natural features such as vegetation or topography. These areas shall be more 'natural' in character than 'urban' or 'sub-urban'. Road treatments shall be mostly informal including open swales with natural drainage and informal landscaping consisting of multiple species in naturalistic clusters.</p>	<p>General Character: Lot Range: Building Type: Building Placement: Typical Building Height: Typical Frontage Types: Open Space Type:</p>	<p>Larger lots retaining natural landscape features such as vegetation or topography 600 - 3,000m2 Predominantly detached dwellings, Larger and variable front and side setbacks 1 to 2 storeys Common Yard, Verandah &amp; Fence Playground, Close, Passage and Path, Common, Green, Square</p>
	<p><b>T-3 SUB-URBAN</b> T-3 Sub-Urban Zone shall consist of low density residential areas, adjacent to higher zones that contain some mixed use. Home occupations / business and outbuildings are allowed. Planting is naturalistic and setbacks vary from shallow to relatively deep. Larger lot sizes and irregular thoroughfare alignments may be included to accommodate natural site conditions.</p>	<p>General Character: Lot Range: Building Type: Building Placement: Typical Building Height: Typical Frontage Types: Open Space Type:</p>	<p>Medium to larger sized lots accommodating dwellings and landscaped gardens 180 - 1,500m2 Predominantly detached dwelling Large and variable front and side setbacks 1 to 3 storeys Common Yard, Verandah &amp; Fence Park, Green, Playground, Close, Passage, Path, Square and Common</p>
	<p><b>T-4 GENERAL URBAN</b> T-4 General Urban Zone shall consist of medium density residential areas and a component of mixed use activity. Home occupation / business and outbuildings are allowed. It shall include a wide range of building types including detached dwellings, terraces and apartments. The character is to be formal including smaller setbacks, raised kerbs, regular road patterns and landscaping consisting of single species regularly spaced.</p>	<p>General Character: Lot Range: Building Type: Building Placement: Typical Building Height: Typical Frontage Types: Open Space Type:</p>	<p>Mix of house types including detached dwellings, townhouses, small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of regular pedestrian activity 180 -1,200m2 Mixture of building types: including but not limited to detached dwellings, terraces, loft buildings, loft houses, apartment houses, floor buildings and mixed use buildings Shallow to medium front and side setbacks 1 to 6 storeys Verandah &amp; Fence, Terrace and/ or Light Court, Forecourt, Stoop, Projections, Shopfront. Square, Green, Playground, Park, Common, Promenade, Passage and Path</p>
	<p><b>T-5 URBAN CENTRE</b> T-5 Urban Centre Zone shall consist of higher density mixed use buildings that accommodate retail, offices, terraces and apartments. It shall have a tight network of streets, with wide footpaths, raised kerbs, regular street tree planting and buildings set close to the footpaths.</p>	<p>General Character: Lot Range: Building Type: Building Placement: Typical Building Height: Typical Frontage Types: Open Space Type:</p>	<p>Shops mixed with townhouses, larger apartments, offices, lodging, workplaces, and civic buildings; predominantly attached buildings; trees within the thoroughfare reserve; substantial pedestrian activity 180m2+ Predominantly apartments and mixed use buildings Shallow setbacks or none; buildings oriented to street, attached buildings form a continuous street wall 2 to 8 storeys Verandah &amp; Fence, Terrace and/ or Light Court, Forecourt, Stoop, Projections, Shopfront, Arcade and Gallery Plaza, Square, Green, Playground, Common, Promenade, Passage and Path</p>
	<p><b>T-6 URBAN CORE</b> T-6 Urban Core Zone shall consist of the highest density and height, with the greatest variety of uses and civic buildings of regional importance. It shall have larger blocks; regular street tree planting; and buildings set close to wide footpaths.</p>	<p>General Character: Lot Range: Building Type: Building Placement: Typical Building Height: Typical Frontage Types: Open Space Type:</p>	<p>Medium to high-density mixed use buildings, for a range of uses including retail, residential, commercial, entertainment, civic and cultural; trees within the thoroughfare reserve; highest pedestrian and transit activity 180m2+ Predominately apartments, commercial buildings and mixed used buildings Shallow setbacks or none; buildings oriented to street; attached buildings form a continuous street wall 1 to 8 storeys Terrace and/ or Light Court, Forecourt, Stoop, Projections, Shopfront, Arcade and Gallery Plaza, Square, Playground, Park, Square, Passage and Path</p>

BUILDING DISPOSITION

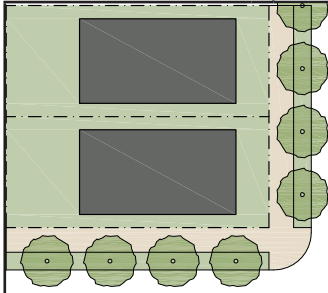
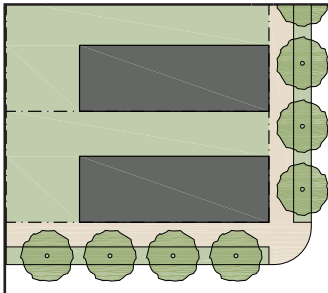
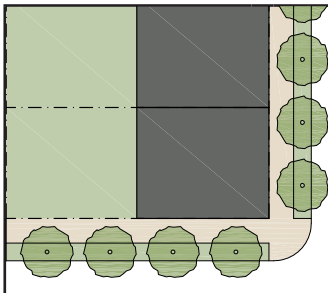
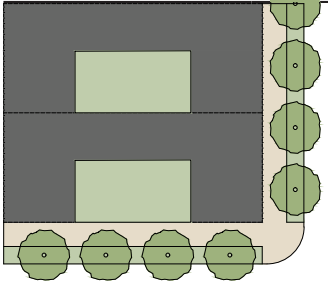
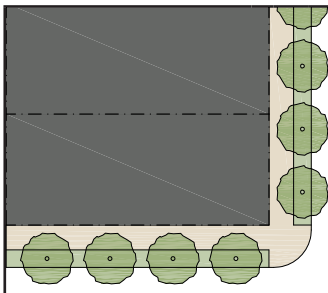
The Building Disposition table illustrates the indicative location of the building relative to lot boundaries.

The extent to which a building's disposition completes the frontage contributes to the urbanity of the streetscape. Accordingly, the Rearyard, Courtyard and No-Yard building dispositions, which extend across the full frontage, are generally suitable for the higher T4 to T6 zones. As the T6 zoned land is located along Marmion Avenue and development will depend on surrounding development, flexibility in regard to building disposition is provided to T6 lots.

The Urban Standards prescribe which of these building dispositions are permitted or prohibited for each building type contained within the Urban Standards.

Building dispositions do not apply to civic buildings which are specialised in nature and may adopt quite varied design responses depending on their location and function.

TABLE 2: BUILDING DISPOSITION

PLAN	
LOT PRIVATE FRONTAGE	ROAD RESERVE PUBLIC FRONTAGE
<b>Edgeyard:</b> A building that occupies the centre of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences, courtyard walls or garden walls and a well-placed backbuilding and/or outbuilding. (specific types: Villa, House, Cottage, Apartment House)	 <div>T2 T3 T4 T6</div>
<b>Sideyard:</b> A building that occupies one side of the lot with the setback to the other side. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a sideyard house abuts a neighbouring sideyard house, the type is known as a twin or double house. Energy costs, and sometimes noise, are reduced by sharing a party wall in this disposition. (specific types: House)	 <div>T3 T4 T6</div>
<b>Rearyard:</b> A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous principal elevation steadily defines the public thoroughfare. The rear elevation may be articulated for functional purposes. In its residential form, this type is the terrace house. Its commercial form with above ground residential, allows the rear yard to accommodate substantial parking. (specific types: Terrace, Loft House, Apartment Building, Commercial Building)	 <div>T4 T5 T6</div>
<b>Courtyard:</b> A building that may occupy the boundaries of its lot or building envelope while internally defining one or more private patios. This type permits systematic climatic orientation in response to the sun or the breeze. Energy costs, and sometimes noise, are reduced by sharing a party wall in this disposition. (specific types: House, Villa, Cottage Terrace)	 <div>T3 T4 T5 T6</div>
<b>No-Yard:</b> A building that occupies the boundary of its lot usually bounded by a public thoroughfare or adjoining lot. This is the most urban of types, as it is able to shield the private realm from all sides. This building disposition is typically used in narrow lots to mask surfaces and/or deck car parks on irregular blocks. (specific types: Loft Building, Apartment Buildings, Flex Buildings, Commercial Buildings)	 <div>T4 T5 T6</div>

(Calibrated from SmartCode v9.2)



RESIDENTIAL PARKING / GARAGE  
DISPOSITION FOR DETACHED  
DWELLING AND APARTMENT HOUSE  
TYPOLOGIES

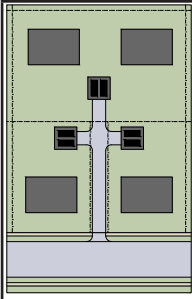
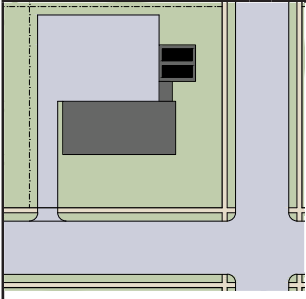
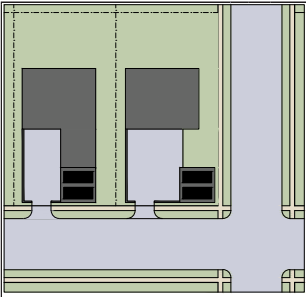
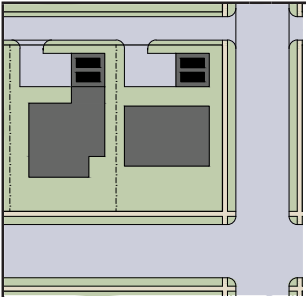
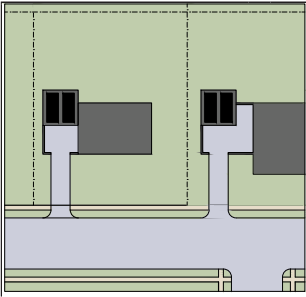
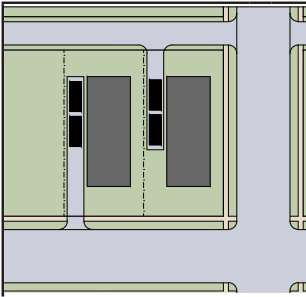
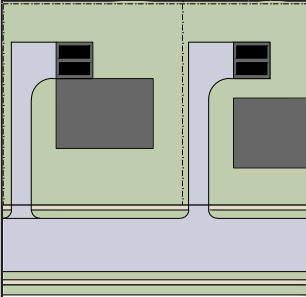
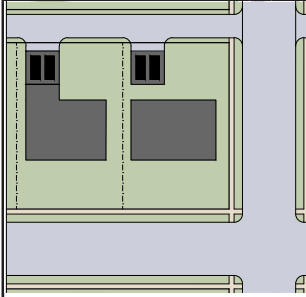
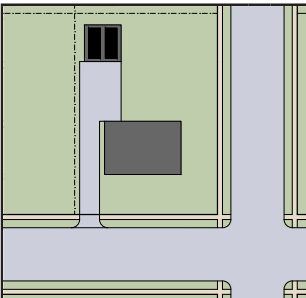
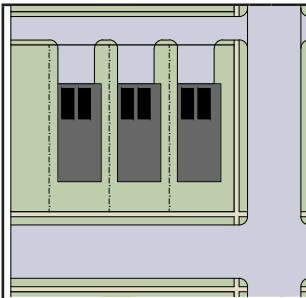
The Garage Disposition table illustrates the general positioning of garages relative to the lot and principal buildings for all detached dwelling and apartment house building typologies, located in the T2-T5 Transect Zones. In addition, the information presented in the table defines potential parking formations created by combining the garages with parking courts or driveways. In all cases parking may also be integrated within the main structure of the building or be located underground as permitted by the topography.

The permissibility of each disposition for the relevant building type is outlined in the Urban Standards.

The parking/ garage dispositions do not apply to higher density building types such as Flex Buildings, Loft Houses, Loft Buildings, Apartment Buildings and Commercial Buildings. For these building types, site access, garaging and car parking will be defined in the DAPs for the lot. Notwithstanding this, the Urban Standards for these building typologies indicate preferred locations for car parking and garaging servicing these buildings.

Garage dispositions do not apply to civic buildings throughout the plan. Civic buildings are specialized in nature and may adopt a varied design approach dependant upon their location and function.

TABLE 3: GARAGE DISPOSITION TABLE

<p><b>Flag Direct:</b> This disposition may be used in conjunction with a specialized lot configuration known as a flag lot. In this configuration a lot located behind other lots is accessed by a driveway connecting to the main thoroughfare.</p>		<div>T2</div> <div>T3</div> <div>T4</div>	<p><b>Front Rear Court:</b> An outbuilding is placed at the rear of the lot with access provided through a parking court. A driveway is accessed from the main thoroughfare at the front of the lot and is positioned along the principal building leading to the parking court at the rear of the lot.</p>		<div>T2</div> <div>T3</div> <div>T4</div>
<p><b>Front Forecourt:</b> An outbuilding is placed towards the front of the lot, to the side, in front or adjacent to the principal building. A parking court connects the principal building with the outbuilding at the front of the lot. Access to the parking court is provided from the main thoroughfare with access to the outbuilding being provided through the parking court. Direct access to the outbuilding is denied from the main thoroughfare.</p>		<div>T2</div> <div>T3</div>	<p><b>Rear Side Court:</b> An outbuilding is positioned to one side of the lot. Vehicular entrances are provided through an alley or lane in a parking court adjacent to the outbuilding. Access to the outbuilding is provided through a parking court. This configuration denies direct access to the outbuilding from the alley or lane.</p>		<div>T2</div> <div>T3</div> <div>T4</div>
<p><b>Front Side Court:</b> An outbuilding is positioned to one side of the lot adjacent to the principal building, and may be attached or detached to the principal building. A parking court is positioned in front of the outbuilding, next to the principal building serving as a connection between the two. The parking court and outbuilding are both accessed from the main thoroughfare at the front of the lot.</p>		<div>T2</div> <div>T3</div>	<p><b>Front / Rear Side Stack:</b> In this disposition no outbuilding is present. A driveway, approximately one car's width is placed to one side of the principal building. The driveway is accessed through either the main thoroughfare at the front of the lot or through an alley or lane at the rear of the lot, or where no lane is present from the thoroughfare at the front of the lot.</p>		<div>T2</div> <div>T3</div> <div>T4</div>
<p><b>Front Side Direct:</b> On larger lots, an outbuilding is placed behind the principal building to one side. Access to the outbuilding is provided by a driveway along the same side of the lot connecting to the main thoroughfare at the front of the lot.</p>		<div>T2</div> <div>T3</div> <div>T4</div>	<p><b>Rear Direct:</b> An outbuilding may be placed at the rear of the lot behind the principal building, or the garage may be incorporated under the same roof as the principal building. An alley or lane provides access to a short driveway leading to the outbuilding. There is no parking court in this disposition. Additional shared parking areas may be provided in underground garages as well for high density building types.</p>		<div>T2</div> <div>T3</div> <div>T4</div> <div>T5</div>
<p><b>Front Mid Court:</b> An outbuilding is placed towards the rear of the lot forming a parking court with the principal building located at the front of the lot. A driveway beginning at the main thoroughfare is located along one side of the principal building providing access to the parking court.</p>		<div>T2</div> <div>T3</div> <div>T4</div>	<p><b>Rear Back Court:</b> In this disposition no outbuilding is present. An alley or lane provides access to a parking court located along the rear lot boundary. Additional shared parking areas may be provided in underground garages for high density building types.</p>		<div>T2</div> <div>T3</div> <div>T4</div> <div>T5</div>

STREETSCAPE - PUBLIC FRONTAGES

The public frontage is the section of the thoroughfare reserve between the lot line and the vehicular lanes and includes elements such as paths, planting, lighting, kerbing, swales and parking. In certain areas, elements of the building facades, such as awnings and colonnaded arcades may overlap the footpath.

Together, the public frontage and the vehicular lanes form the thoroughfare reserve. The thoroughfares for Jindee have been assembled within the range of frontage types permitted by each Transect Zone.

In formulating the public frontage types for Jindee, the public streetscapes and the private frontages were considered together. This ensures the application of compatible proportion and design treatments to all elements including buildings, street planting, paths, kerbing, furniture and pavement widths.

The objective is to ensure that the public frontage types are compatible with the Transect Zones and contribute to the immersive character of the public realm. For example, the road type permissible within the Natural Reserve T1-Zone may incorporate open swales, naturalistic clusters of diverse tree species and no kerbing, whilst the mixed-use street frontage suits the more urban T5-T6 Zones, featuring raised kerbs, generous footpaths, tree grates for regular planting and on-street car parking.

TABLE 4: PUBLIC FRONTAGES

PLAN		
LOT PRIVATE FRONTAGE	ROAD RESERVE PUBLIC FRONTAGE	
<b>(RD) Road:</b> This frontage has open swales drained by infiltration and a walking or bicycle path along one or both sides as well as yield parking. The landscaping consists of multiple species planted in naturalistic clusters.		T1
		T2
		T3
<b>(ST) Street:</b> This frontage has raised kerbs, drained by inlets and footpaths separated from the travel lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allee or staggered, with the exception that a street with a road reserve width of 12 metres or less may be exempt from tree requirements.		T3
		T4
		T5
		T6
<b>(DR) Drive:</b> This frontage may have raised kerbs or swales, drained by inlets and a variety of footpath widths or a paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single species aligned in a regularly spaced allee or staggered when in T4 and T5; and landscaping of multiple species planted in naturalistic clusters when in T2 and T3.		T2
		T3
		T4
		T5
<b>(AV) Avenue:</b> This frontage has raised kerbs drained by inlets and wide footpaths. It may be separated from the vehicular lanes by a narrow continuous planter or tree wells with grates with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced allee along the verge and a central median if present.		T4
		T5
		T6
<b>(MS) Mixed-use Street:</b> This frontage has raised kerbs drained by inlets and very wide footpaths along both sides separated from the vehicular lanes by tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible.		T4
		T5
		T6
<b>(BV) Boulevard:</b> This frontage has open swales drained by inlets and footpaths along both sides, separated from the vehicular lanes by continuous planters and medians. The landscaping consists of multiple species planted in naturalistic clusters.		T3
		T4
		T5
		T6

(Calibrated from SmartCode v9.2)



STREETSCAPE - PRIVATE FRONTAGES

The private frontage is the privately owned land between the front elevation of a building (within the private realm) and the front lot boundary (the boundary between the private and public realm).

The combination of the private frontage, the public streetscape and thoroughfare type will determine the character of the majority of the public realm.

The private frontage types range in character from natural to urban. This is achieved through a combination of the various design elements, including depth of setbacks and architectural features such as fences, steps, verandahs, galleries and colonnades.

Each of the nominated frontage types is assigned to appropriate Transect Zones. For instance, the Common Yard frontage, incorporating a deep setback, front garden and unfenced front yard, is compatible with the lower T2-T3 zones, whereas the Arcade frontage, featuring a colonnade that overlaps the footpath with habitable spaces above, is suited to the T5-T6 Zones.

The private frontage can influence social behaviour and safety. For instance, reduced setbacks and verandahs create opportunity for informal social exchanges between neighbours and increases casual surveillance. Notably, blank walls and parking lots do not appear as permissible frontage types due to their adverse impact on pedestrian amenity.

Jindee has been designed consistent with Crime Prevention Through Environmental Design (CPTED) principles by ensuring the built form incorporates private frontages that allow for casual social interaction, building types that allow for passive surveillance of the public realm, and landscape design that considers both form and function.

Private frontages are independent of building type and discretion is needed in the combination of frontage type and building type. Therefore, acceptable combinations are controlled in the Urban Standards which designates the private frontage types shown adjacent as either permitted or prohibited for each building type.

The ability for frontage encroachments (Gallery, Arcade and Shopfront) to extend into the public realm as illustrated in the adjacent table is necessary to achieve protected and shaded pedestrian spaces in the higher Transect Zones.

TABLE 5: PRIVATE FRONTAGES

<b>Common Yard:</b> a frontage wherein the principal elevation is set back substantially from the frontage line. The front yard created may remain unfenced and is visually continuous with adjacent yards, supporting a common landscape.
<b>Verandah &amp; Fence:</b> a frontage wherein the principal elevation is set back from the frontage line with an attached verandah permitted to encroach. A verandah may be one, two, or three storeys and only include open air space. A fence may occur at the frontage line to maintain the demarcation of the yard. The depth of the verandah is dependant on the housing typology and the building disposition. Refer to relevant DAP and Architectural Standards. However a verandah of 1.0 metre to 2.4 metres has historic precedence in Perth.
<b>Projection/ Bay Window:</b> a frontage type wherein the principal elevation is setback from the frontage line with a building projection permitted to encroach. A verandah must attach to the side of the projection along the full width of the building at that location. The width of the projection is to reflect the golden mean, or golden ratio, of the width of the total frontage. The extent of encroachment of the building projection is to be only slightly greater than the depth of the verandah. A bay window is a space projecting outwards from the main walls of a building and forming a bay in a room.
<b>Terrace and/ or Light Court:</b> a frontage wherein the principal elevation is set back from the frontage line by an elevated terrace and/ or a sunken light court. This type buffers residential use from urban footpaths and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes in higher Transect Zones.
<b>Forecourt:</b> a frontage wherein a portion of the principal elevation is close to the frontage line and the central portion is set back. The forecourt created may be suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourt may overhang the footpaths.
<b>Stoop:</b> a frontage wherein the principal elevation is aligned close to the frontage line with the first storey elevated from the footpath sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground floor residential use. Bay windows may also encroach at ground and/or upper floor.
<b>Shopfront:</b> a frontage wherein the principal elevation is aligned close to the frontage line with the building entrance at footpath grade. This type is conventional for retail use or other commercial uses. It has a substantial glazing on the footpath level and an awning that may overlap the footpath to the maximum extent possible.
<b>Gallery:</b> a frontage wherein the principal elevation is aligned close to the frontage line with an attached verandah overlapping the footpath. This type is conventional for retail use or other commercial uses and usually overlaps the whole width of the footpath.
<b>Arcade:</b> a frontage wherein the principal elevation is a colonnade that overlaps the footpath with a habitable space above, while the principal elevation at footpath level remains at the frontage line. This type is conventional for retail use and other commercial uses. The Arcade should be no less than 4 metres wide and may be one (1),two (2) or three (3) storeys in height.

SECTION	PLAN
LOT PRIVATE FRONTAGE	ROAD RESERVE PUBLIC FRONTAGE
	<div>T2 T3</div>
	<div>T2 T3 T4 T5</div>
	<div>T2 T3 T4 T5 T6</div>
	<div>T3 T4 T5 T6</div>
	<div>T4 T5 T6</div>
	<div>T3 T4 T5 T6</div>
	<div>T4 T5 T6</div>
	<div>T4 T5 T6</div>
	<div>T5 T6</div>

(Calibrated from SmartCode v9.2)

VEHICULAR LANE DIMENSIONS

The design of thoroughfares requires an understanding of many variables along the Transect. It is important to establish a clear understanding of the urban environment that is proposed to be created in order to ensure that the design elements of thoroughfares, including: lane widths; parking configuration; design of verges and footpaths; and vehicular speed expectations, support the level of urbanity proposed.

This table informs the assembly of each thoroughfare, starting with the rudimentary element - the travel lane.

This table has been calibrated specifically for Jindee to enable the preparation of the Thoroughfare Standards. Travel lane width is a principal determinant of traffic speed. While pedestrian safety is a consideration in the design of all thoroughfares, it has precedence above all other design considerations in the higher Transects where there will be greatest pedestrian traffic.

Tables i and ii assigns parking and travel lane widths to Transect Zones. The Design Average Daily Traffic (ADT) is the determinant for each of these sections. The most typical assemblies are shown in Table 7. Specific requirements for truck and transit bus routes and truck loading shall be determined as required. Table iii establishes required turn radius and kerb return radius.

Tables i and ii are supported by road design graphics and provisions that outline the design parameters for intersection design, effective turning radius and kerb return radius. These parameters are essential in creating a more compact, pedestrian orientated environment by reducing crossing distances and vehicular speed.

Intersection Design, Design Vehicle, Effective Turn Radius & Kerb Return Radius.

The following provision sets out the parameters and methodology for intersection design based on a specified design vehicle and whether it crosses the road centreline when executing the turn manoeuvre.

1. For turns between arterial routes and neighbourhood connectors the design articulated vehicle (outside turning path radius of 12.5m), without crossing the centreline of the street being entered (figure 5.4 AS 2890.2, 2002);
2. For turns between arterial routes and access streets the design articulated vehicle (outside turning path radius of 12.5m) using any part of the access street pavement (figure B5 in AS 2890.2, 2002) and the design single unit truck using the correct side of the access street pavement;
3. For turns between neighbourhood connector or access street and an access street, the design heavy rigid vehicle (outside turning path radius 12.5m), using any part of the pavement (figure 5.3 in AS 2890.2, 2002); and
4. For turns between all streets except laneways, the B99 design car (outside turning path radius 8m), using the correct side of the pavement only (figure B4 in AS 2890.2, 2002).

For any of the above (where relevant), the design vehicle is not to cross the arterial road centreline when turning in or out of an access street.

The adjacent table shows typical resulting effective turn radius and kerb return radius for a range of intersections (categorised by on-street parking arrangements and travel lane width). This data was compiled from vehicle swept path drawings for the design vehicle manoeuvres specified in paragraphs 1-4 above.

The results shown for kerb return radius are only applicable to situations where the Thoroughfare Standards specify on-street parking ‘without embayments’. In those circumstances where on-street parking is ‘embayed’, the kerb return radius is greater than shown (and usually just less than the effective turn radius).

TABLE 6: VEHICULAR LANE DIMENSIONS

i. DESIGN SPEED		TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Very low	(< 30 km/hr)	5.5 m (two way)	P	P	P	D	D	
Low	(30-40 km/hr)	5.5 m (two way)	P	P	P	P	D	D
Moderate	(40-50 km/hr)	6 m (two way)	P	P	P	P	P	P
Moderate	(40-50 km/hr)	7 m (two way)	P	P			P	P
High	(50-60 km/hr)	7.4 m (two way)	P	P			P	P

ii. DESIGN SPEED		PARKING LANE WIDTH						
Low	(30-40 km/hr)	(angled) 5.5 m				P	P	P
Low-Moderate	(30-50 km/hr)	2.3 m <sup>*1</sup>				P	P	
Moderate	(40-50 km/hr)	2.5 m			P	P	P	
High	(50-60 km/hr)	2.7 m					P	P

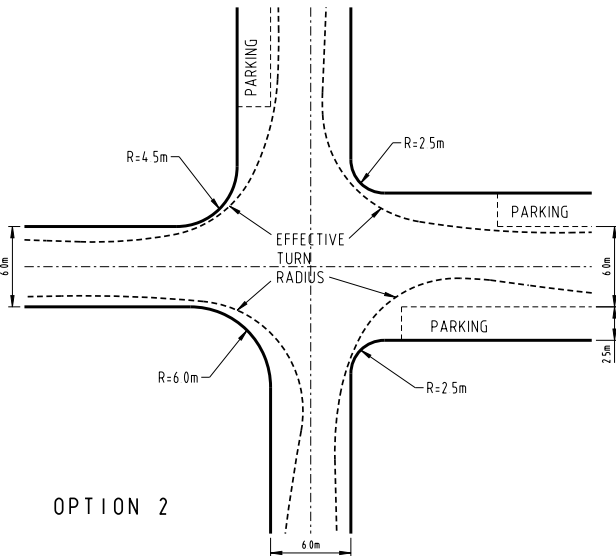
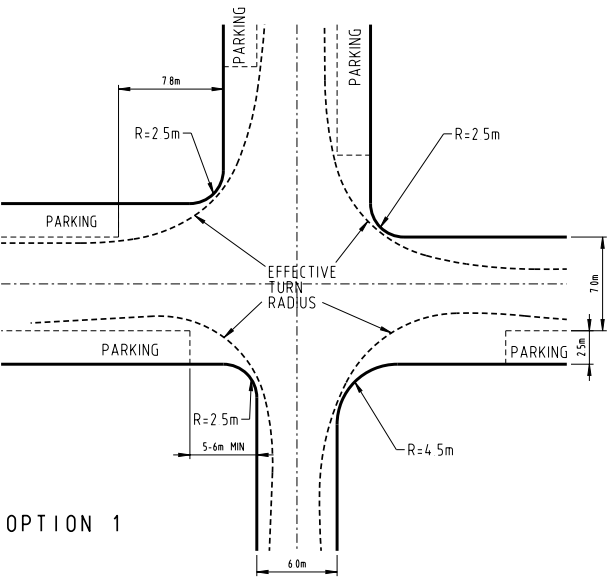
iii. INTERSECTION KERB RADII SUMMARY

TURNING FROM ROAD WITH	MIN LANE WIDTH	TURNING TO ROAD WITH	MIN LANE WIDTH	EFFECTIVE TURN RADIUS	KERB RETURN RADIUS
Parking both sides	3.5m	Parking both sides	3.0m	9.0m	2.5m
Parking both sides	3.5m	Parking one side	3.0m	10.5m	2.5m
Parking both sides	3.5m	Parking neither side	3.0m	10.5m	2.5m
Parking one side	3.5m	Parking one side	3.0m	10.5m	4.5m
Parking one side	3.5m	Parking neither side	3.0m	10.5m	4.5m
Parking neither side	3.0m	Parking neither side	3.0m	11.5m	6.0m

P - PERMITTED

D - DISCRETIONARY

Note\*1: 2.3m wide parking lane width applies to Thoroughfares primarily enfronted by uses/development that attracts a low parking turnover.





VEHICULAR LANE & PARKING ASSEMBLIES

This table shows lane widths, parking provision and kerb radii based on the projected design speeds for the various Transect Zones. The majority of thoroughfare types include on street parking. This is not only important for driver convenience, but also buffers pedestrians on footpaths from road traffic. For Transect based planning, the priority determinant should be design speed, as this alone can have a significant impact on the pedestrian viability. The table also details pedestrian crossing time; an essential factor in creating pedestrian orientated environments. This table is used in conjunction with Table 6 and has been calibrated specifically for Jindee to enable the preparation of the Thoroughfare Standards.

1.

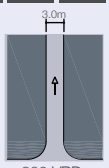
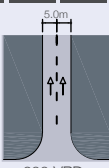

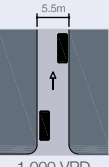
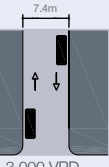
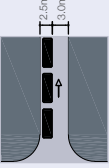
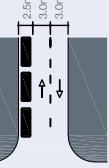
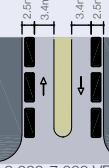
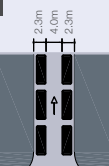
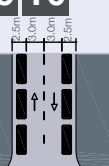
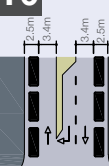

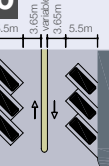
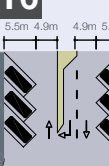
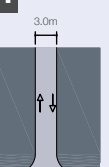
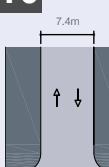
The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled for Thoroughfares.
2.

Pedestrian crossing time calculations do not include additional distance created by kerb radii.
3.

Design speed shall be as follows: 30km/hr or less (very low); 30-40km/hr (low); 40-50km/hr (moderate); 50km/hr and above (high).
4.

Where parking is shown at 2.5m allowance is made for a 400mm door opening to the edge of travel lane.

TABLE 7: VEHICULAR LANE & PARKING ASSEMBLIES

	ONEWAY MOVEMENT		TWO WAY MOVEMENT		
a. NO PARKING	T1	T2 T3	T1	T2 T3	
					
b. YIELD STREET WITH PARKING	T3	T4	T3	T4	
					
c. PARKING ONE SIDE PARALLEL	T3	T4	T4	T5	T4 T5 T6
					
d. PARKING BOTH SIDES PARALLEL	T4		T4	T5 T6	T5 T6
					
e. PARKING BOTH SIDES DIAGONAL	T5	T6	T5	T6	T5 T6
					
f. PARKING ACCESS			T3	T4	T5 T6
					


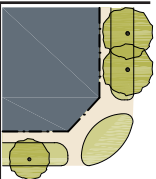

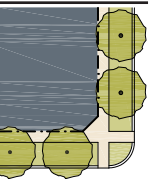
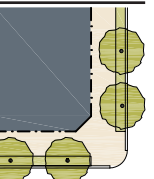
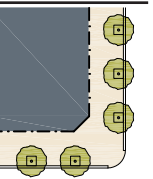
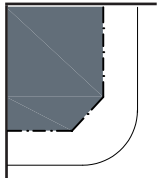
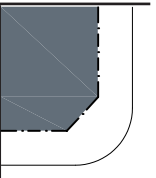
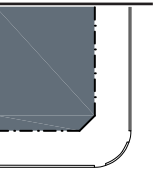
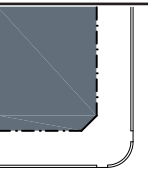

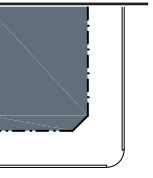
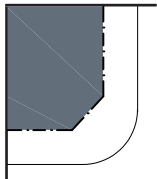
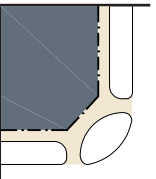
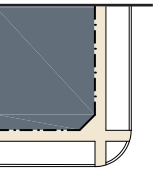
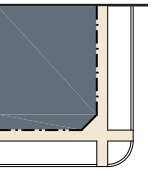

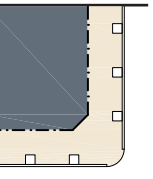

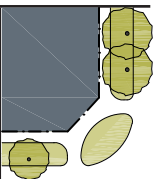

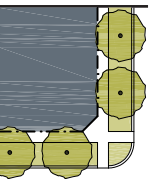
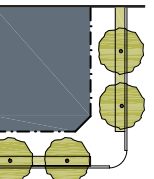
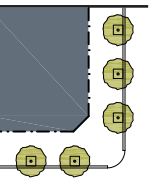
## PUBLIC FRONTAGES - SPECIFIC

This table provides further detail in regard to the design of the public realm and prescribes dimensions for the public frontage elements (kerbs, footpaths/shared use paths and planters) relative to specific thoroughfare types. It forms the basis for the development of the thoroughfare types contained in the Thoroughfare Standards.

The dimension of the kerb radius is important. It refers to the physical kerb radius only and takes into account the presence (or absence) of parked cars. In the more urban Transect Zones, where there are more pedestrians, the kerb return radius should be tighter to slow the speed of vehicles and shorten the pedestrian crossing distance.

The planting pattern and species selection is detailed in the Thoroughfare Standards.

### TABLE 8: PUBLIC FRONTAGES - SPECIFIC

	NATURAL / SUBURBAN / URBAN					
Public Frontage Type	RD	RD & ST	ST-DR-AV	ST-DR-AV-BV	MU-DR-AV-BV	MU-DR-AV-BV
<p><b>a. Assembly:</b> The principal variables are the type and dimension of kerbs, footpaths, planters and landscape. Lot truncations may not be provided.</p> <p><b>Total Width</b></p>						
	4.8 - 7.5 metres	3.5 - 7.5 metres	3.5 - 5.5 metres	3.5 - 5.5 metres	4.0 - 7.3 metres	4.0 - 10.0 metres
<p><b>b. Kerb:</b> The detailing of the edge of the vehicular pavement, incorporating drainage. Lot truncations may not be provided.</p> <p><b>Type</b></p>						
	Open Swale	Open Swale	Raised Kerb	Raised Kerb	Raised Kerb	Raised Kerb
<p><b>c. Footpath:</b> The pavement dedicated exclusively to pedestrian activity. Lot truncations may not be provided.</p> <p><b>Type</b></p> <p><b>Width</b></p>						
	Path Optional N/A	Path 1.5 - 2.4 metres	Footpath 1.2 - 5.0 metres	Footpath 1.2 - 5.0 metres	Footpath 1.5 - 6.0 metres	Footpath 1.5 - 10.0 metres
<p><b>d. Planter:</b> The layer which accommodates street trees and other landscape.</p> <p><b>Arrangement</b></p> <p><b>Species</b></p> <p><b>Planter Type</b></p> <p><b>Planter Width</b></p>						
	Clustered Multiple Continuous Swale 2.0 - 5.0 metres	Clustered / Varies Multiple Continuous Swale 2.0 - 5.0 metres	Varies Varies Continuous Planter 1.5 - 7.4 metres	Varies Varies Continuous Planter / Tree Grate 1.5 - 7.4 metres	Varies Single Continuous Planter / Tree Grate 1.2 - 7.4 metres	Varies Single Tree Grate 1.2 - 7.4 metres
<p><b>e. Landscape:</b> The recommended plant species.</p>	Shall be calibrated for Jindee and detailed in the Thoroughfare Standards, Detailed Area Plan and/or Landscape Plan required for subdivision works.					
<p><b>f. Lighting:</b> The recommended public lighting.</p>	Shall be calibrated for Jindee and detailed in the Detailed Area Plan or Engineering drawings approved by Council for subdivision.					

(Calibrated from SmartCode v9.2)

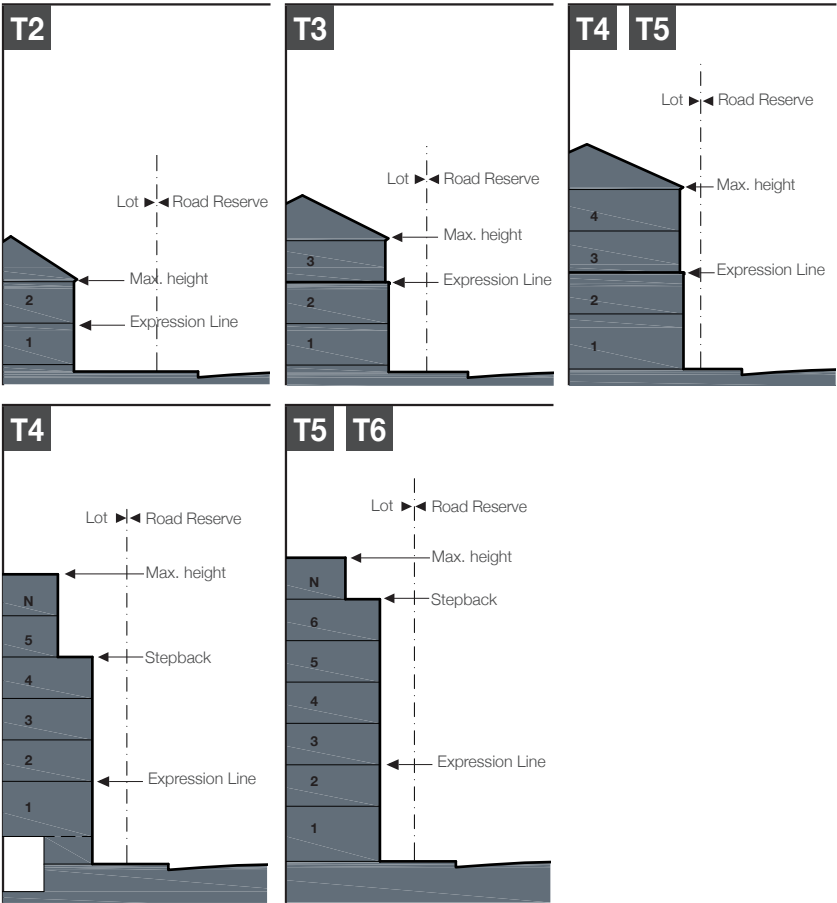
RD - ROAD  
ST - STREET  
DR - DRIVE  
AV - AVENUE  
BV - BOULEVARD  
MU - MIXED USE STREET



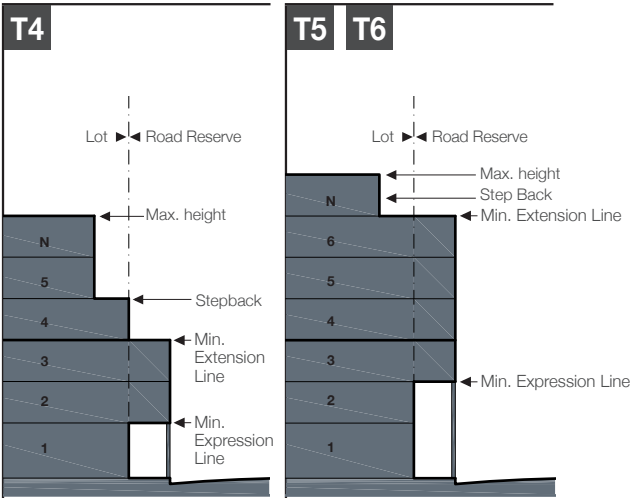
BUILDING CONFIGURATION

This table shows the building configuration options that may be applied for different building heights for each Transect Zone. The configurations have been calibrated for the Jindee LSP and are included in the Urban Standards for each building type. Building height will be measured from the datum provided for each lot in the relevant DAP. More than one datum point may be assigned to each lot.

TABLE 9: BUILDING CONFIGURATION



Stepbacks/Arcade Heights. The diagrams below show Arcade frontages. Diagrams above apply to all other frontages.



\* N = Maximum height as specified in Urban Standards Summary.

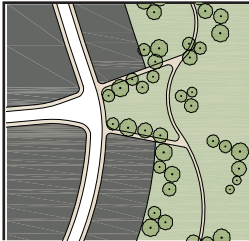

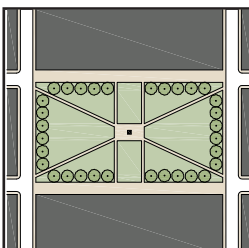
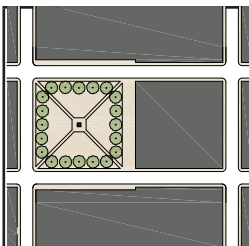
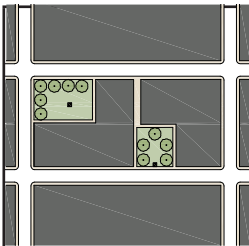
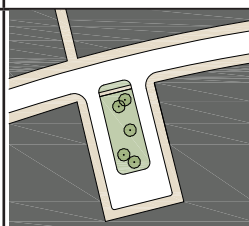

(Calibrated from SmartCode v9.2)

PUBLIC OPEN SPACE STANDARDS

The adjacent table sets out the hierarchy of public open space types that may exist in the Jindee community. The public open space types may be located adjacent to any of the assigned Transect Zones in the table.

This table forms the basis for the development of the Landscape Standards which provide a more detailed explanation of the vision for public spaces within Jindee.

TABLE 10: PUBLIC OPEN SPACE STANDARDS

<b>a. Park:</b> A natural reserve available for general recreation. Its landscape shall consist of both naturalistic areas and areas for passive recreation. There may also be scope for structured recreation. Landscape treatments shall include paths/trails, woodland planting, shade structures, seating, etc.		T1 T2 T3 T4
<b>b. Green:</b> An open space available for unstructured recreation. A green may be spatially defined by landscaping. Its landscape shall consist of small areas of lawn, groundcovers and trees, naturalistically disposed with overlaid structures such as path networks, planting bed layouts and the like.		T2 T3 T4 T5
<b>c. Square:</b> An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, small areas of lawns, groundcovers and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares.		T2 T3 T4 T5 T6
<b>d. Plaza:</b> An open space available for civic purposes and commercial activities. A Plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement with trees or shade structures. Plazas should be located at the intersection of important thoroughfares.		T4 T5 T6
<b>e. Playground:</b> An open space designed and equipped for the recreation of children. Playground areas may range from small scale shaded sand boxes and enclosed play spaces dedicated to child-age recreation to formal playgrounds outfitted with recreation equipment integrated within open space to allow for more advanced activity. Playgrounds shall be interspersed within residential areas and may be placed within a block.		T2 T3 T4 T5 T6
<b>f. Close:</b> An intimate open space bounded by well defined frontages that facilitate lots into irregular configurations for desired design outcomes. The space may be used as a garden, and may limit through-traffic whilst connecting pedestrian paths.		T2 T3
<b>g. Common:</b> An intimate open space bounded by well defined frontages. They may be oddly shaped tracts of land usually located at the intersection of thoroughfares within the road reserve.		T2 T3 T4 T5








(Calibrated from SmartCode v9.2)



PUBLIC LIGHTING

Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows seven common types. More specific lighting details may be provided in the DAPs and detailed engineering drawings.








TABLE 11: PUBLIC LIGHTING

	T1	T2	T3	T4	T5	T6
Bollard		▪	▪	▪		
Pipe		▪	▪	▪		
Post			▪	▪	▪	
Column				▪	▪	▪
Double Column					▪	▪
Cable				▪	▪	▪
Mounted		▪	▪	▪	▪	▪

PUBLIC LANDSCAPING

This table shows six common types of street tree shapes and their appropriateness within the Transect Zones. The shape of the canopy must integrate with the extent of setback along the thoroughfare. Further detail such as site appropriate plant species are provided in the Thoroughfare Standards, Landscape Standards and will be refined in the DAPs and landscape plans submitted for Council approval. Plant and tree selection shall support the function required of the built urban environment, including providing an adequate canopy to provide shade and promote pedestrian movement and activity.

TABLE 12: PUBLIC LANDSCAPING

	T1	T2	T3	T4	T5	T6
Pole		▪	▪	▪	▪	▪
Oval		▪	▪	▪		
Ball		▪	▪	▪	▪	▪
Pyramid		▪	▪	▪		
Clustered		▪	▪	▪		
Vase		▪	▪	▪		
Umbrella		▪	▪	▪	▪	▪

(Calibrated from SmartCode v9.2)

The Design Code provides clear design parameters for future growth to ensure adequate control over development to achieve high quality built form outcomes.

In determining any application for development approval, the CoW will apply the Code in conjunction with any other provision of Part 1 of the LSP; DPS 2; and any relevant Planning Policy adopted for the Jindee coastal village.

In the event of any inconsistency or conflict between any provision, requirement or standard of DPS 2 or any adopted Council Policy, the Agreed LSP (inclusive of the Jindee Design Code) shall prevail.

The Design Code provides specific design standards for both the public and the private realms. The Code is largely prescriptive in nature to achieve a highly coordinated design outcome and built environment that is consistent with the intended Transect Zone character. Subdivision will be assessed against the Part 1 - Statutory Section provisions.

DAPs will be prepared for lots to establish detailed design controls for the development and use of land. The CoW may refuse development applications that do not meet the requirements of the Agreed LSP (inclusive of the Design Code) and/ or any relevant DAP.

The following provisions apply to the preparation and consideration of DAPs, in addition to the relevant provisions set out in DPS 2 and Part 1 - Statutory Section of this LSP.

DETAILED AREA PLANS

1. The purpose of a DAP prepared for land within the LSP area is to:
- (a) establish controls for the detailed elements of design and development to realise the design intent for Jindee;

(b) refine the provisions of this LSP, and specifically the controls prescribed in the Urban Standards of the Design Code as they relate to a specific lot or lots within the LSP area;

(c) promote and reinforce the diversity and distinctiveness of the various Transect Zone environments and give certainty of development outcomes through the application of detailed and prescriptive design controls; and

(d) enable Council to prescribe the requirement for development approval and provide detailed standards to guide Council’s assessment of applications for development approval.

2. In addition to the requirements outlined in the Part 1 - Statutory Provisions, DAPs may prescribe the following controls:
- (a) site specific design responses including requirements for terminated vistas, passages, controlled frontages, and limitations on the number of corner articulations or any other element controlled through the Control Plan;

(b) required expression or extension lines;

(c) requirement and design detail for a raised basement;

(d) allocated floorspace areas for commercial/ retail floor space;

(e) permitted building encroachments;

(f) visual privacy and noise attenuation requirements;

(g) thoroughfare design including dimensions of pavement, parking, verge treatments, paths and road reserve widths;

(h) indicative landscaping including garden location(s) for each building;

(i) proposed spacing and tree species for each thoroughfare and a recommended alternative species should the preferred species require replacement;

(j) drainage requirements;

(k) placement and design of signs and lighting;

(l) design controls for civic spaces and civic buildings;

(m) any other requirements that are consistent with the Schedule 1 Jindee Design Code standards that are deemed necessary to control the detailed design of development on land within the DAP area.
3. Public advertising of a DAP or an amendment to a DAP pursuant to Clause 9.14.4 of DPS 2 is not required unless the DAP or amendment includes a provision(s) that is inconsistent with a provision(s) of this LSP.

4. In order to streamline the delivery of development at Jindee, an Agreed DAP may make provision for any of the variations to the LSP set out in Table 13 - ‘Variations to LSP Permitted through a DAP’.

5. Any variation proposed through a DAP does not require an amendment to the LSP pursuant to Clause 9.7 of DPS 2 and Clause 10.0 of the Part 1 Statutory Section.



TABLE 13: VARIATION TO LSP THAT MAY BE APPROVED THROUGH A DAP

Element of Design Code	Variation to LSP that may be approved through a DAP
1. Regulating Plan Series Transect Plan Control Plan Open Space Plan	(a) Modifications to the alignment of local thoroughfare network, lot layout and local open space configurations of the Transect Plan.  (b) Modifications to the design elements regulated through the Control Plan.
2. Urban Standards	(a) Modifications to the Building Typology Plan by allocation of an additional building type(s) to a lot(s) provided that the building type is permitted under the Urban Standards for the applicable Transect Zone.  (b) Changes to the building standards included in the General Provisions and the standards applicable to each building type, including but not limited to: building setback, minimum and maximum building height and number of storeys, and site coverage standards  (c) Allocation of a new building type to a lot(s) that is in addition to the building types regulated in the Urban Standards  (d) Variations to the base and reciprocal parking standards
3. Thoroughfare Standards	(a) Assignment of a different thoroughfare type for local streets to a thoroughfare(s) that is either derived from the existing typologies in the Thoroughfare Standards or that is a new typology.
4. Landscape Standards	(a) Change to an open space typology assigned to a public open space area, provided the revised public space type complements the character of the adjacent Transect Zone(s)  (b) Changes to the locations/number of playgrounds  (c) An addition(s) to the tree species list

### DEVELOPMENT APPROVAL

An applicant for development approval must demonstrate that the proposed development meets the requirements of the Agreed LSP (inclusive of the Jindee Design Code) and any approved DAP. The applicant shall also address the requirements of the Architectural Standards and any other design provisions administered separately by the proponent as established in the contract of sales agreements between the proponent and purchaser.

A review and assessment process for all development is required to be undertaken by the Jindee Town Architects' Office prior to lodgement with the City to ensure development achieves the required high quality architectural and built form outcomes.

Each application for development approval will be assessed on its merits and the approval of a particular design solution will not set a precedent for other developments.

### Approval Process

The following steps outline the design formulation, submission and approval process required for development within Jindee, and may be further refined through the DAP:

#### 1.0 Pre Development Application Process

- 1.1 Applicant presents design concepts for consideration by the Town Architects' Office.
- 1.2 The Town Architects' Office assesses the application against the releveant povisions of the Agreed LSP, approved DAP, and any development requirement of the proponent.
- 1.3 Town Architects' Office provides a written response to the applicant either endorsing the design concepts for lodgement with the CoW or seeking additional information or modifications for further consideration.
- 1.4 If changes required, applicant revises plans and submits final design concept to Jindee Town Architect's Office for endorsement.
- 1.5 The Town Architects' Office may support variations from a DAP for proposed development if the application falls within the spirit and intent of the Agreed LSP and the relevant DAP. The Town Architects' Office shall include in its statement the reasons for its decision to support any a variation.
- 1.6 When steps 1.1 to 1.5 are complete, an Application for Development Approval and/ or Building Permit, can be made to the CoW accompanied by the Town Architects' Office statement of endorsement.

#### 2.0 Development Application/ Building Permit Submission

- 2.1 Applications for Development Approval or applications for a Building Permit at Jindee shall be endorsed by the Town Architects' Office prior to being lodged with and determined by the Council.
- 2.2 In the event of the CoW requiring a modification to the development application and/or building licence that reuslts in a design change, the Council shall consult with the Town Architects' Office for comment,

### 3.0 Development of Public Spaces and Public Buildings

- 3.1 Applications for the development of a public open space or for a civic building on a local reserve or land within a Transect Zone shall be considered by the Town Architects' Office prior to determination by Council and be subject to the same steps outlined in 1.1 – 1.4 above.
- 3.2 The Town Architects' Office shall provide a statement to the Council outlining if the proposal is supported, or not, and relevant justification if refusal is recommended, or if modifications are required.
- 3.3 In considering the application, the Council is to have due regard to:
  - i. the ultimate purpose intended for the public space or applicable Transect Zone;
  - ii. the Town Architect's Office statement;
  - iii. the provisions of the Agreed LSP and the applicable DAP; and
  - iv. those matters of Policy that the Council considers are relevant to the application.

### 4.0 Jindee Design Code Review

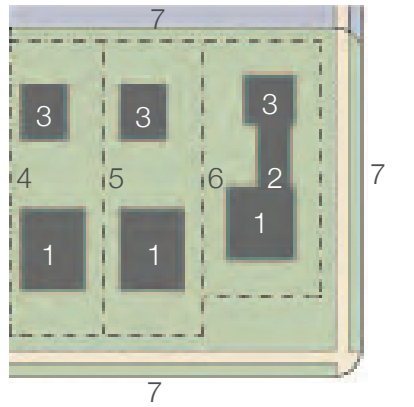
- 4.1 To ensure that the Jindee Design Code remains an effective and useful document throughout the life of the project, review and revision of the Code shall be undertaken by the Proponent, every five years, or as required, after the approval of the Agreed LSP and Schedule 1 – Jindee Design Code.

### LOCAL PLANNING POLICIES

A Local Planning Policy may be prepared for all or part of the LSP area to provide further detail in the assessment and implementation of subdivision and development of land and to guide ongoing operational and management aspects of the Jindee project. The provisions of a Local Planning Policy adopted for Jindee shall be consistent with Part 1 of the LSP and any relevant DAP.

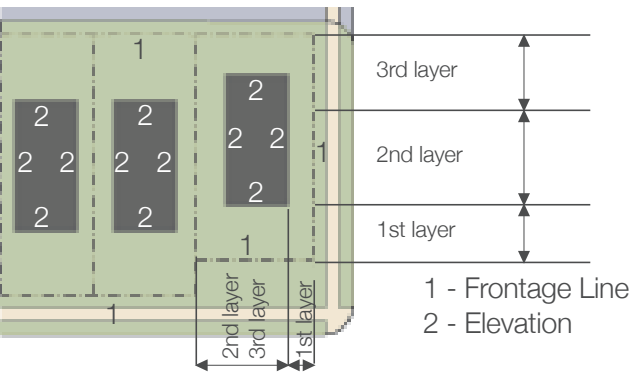


LOT & BUILDING DESCRIPTIONS



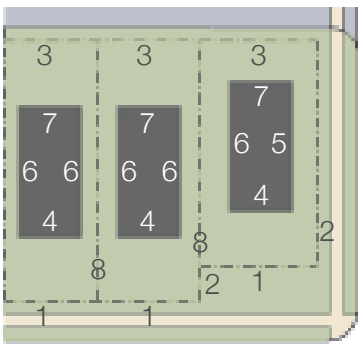
- 1 - Principal building
- 2 - Backbuilding
- 3 - Outbuilding
- 4 - Interior Lot
- 5 - Corner Lot
- 6 - Edge Lot
- 7 - Thoroughfare

LOT LAYERS (example only)



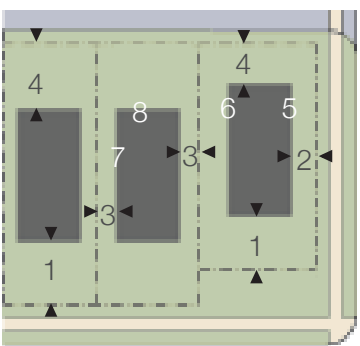
- 1 - Frontage Line
- 2 - Elevation

FRONTAGE & LOT LINES



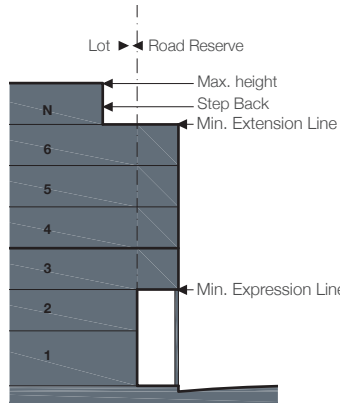
- 1 - Principal Frontage Line
- 2 - Secondary Frontage Line
- 3 - Rear Frontage Line
- 4 - Principal Elevation
- 5 - Secondary Elevation
- 6 - Side Elevation
- 7 - Rear Elevation
- 8 - Lot Line

SETBACK DESIGNATIONS

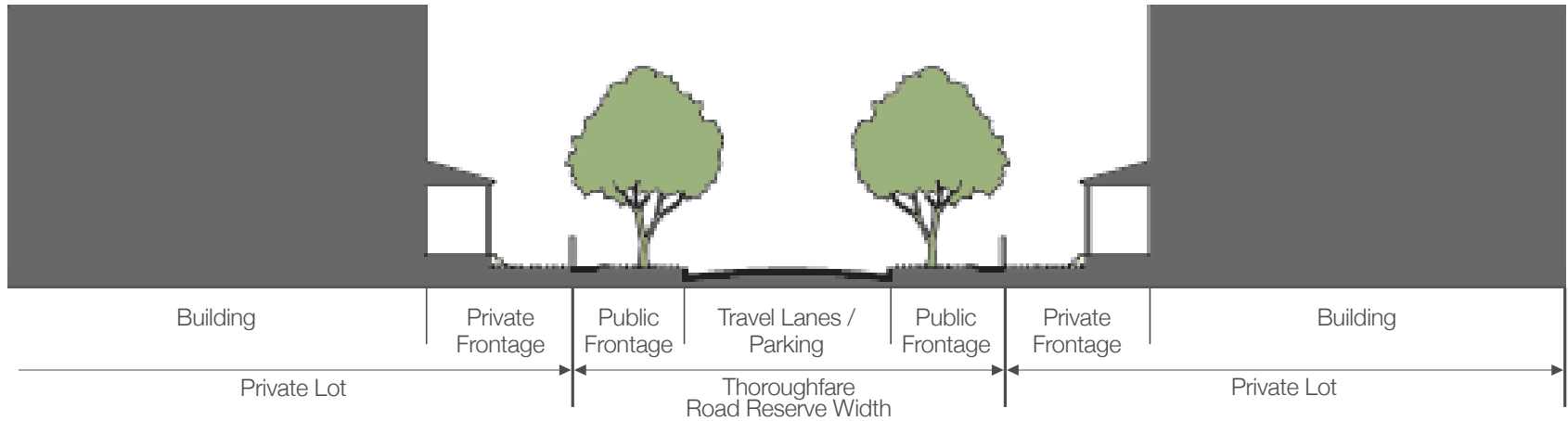


- 1 - Principal Setback
- 2 - Secondary Setback
- 3 - Side Setback
- 4 - Rear Setback
- 5 - Principal Setback Line
- 6 - Secondary Setback Line
- 7 - Side Setback Line
- 8 - Rear Setback Line

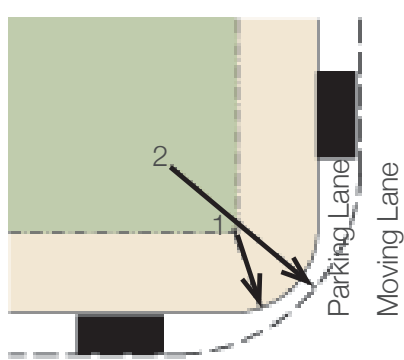
BUILDING HEIGHT



THOROUGHFARE & FRONTAGES



TURNING RADIUS



- 1 - Radius at the kerb
- 2 - Effective turning Radius ( $\pm 2.5m$ )







02

# REGULATING PLAN SERIES



REGULATING PLAN SERIES

The Regulating Plan Series consists of the following plans that guide and coordinate the design controls over land and development at Jindee:

Transect Plan – identifies Transect Zones, reserves and the thoroughfare network.

Control Plan – regulates locations where specific design responses are required or recommended.

Public Open Space Plan – identifies the types and distribution of public open space.

Further details regarding the use and operation of these plans is provided in the remainder of this chapter.

TRANSECT PLAN

The Transect Plan allocates Transect Zones and reserves to the Jindee site. Subdivision and development is to accord with design controls applicable for each Transect Zone allocated on this plan. There are five Transect Zones within Jindee, and four reserves consisting of MRS Parks and Recreation, public open space, public purposes (primary school) and car parking.

The Transect Zones start at T2 as the MRS Parks and Recreation reserves will effectively take the place of the T1 Natural Reserve Zone.

T2 Natural Living

Consists of lots that are of sufficient size to achieve the retention of vegetation and topography, and accommodates lower intensity residential functions. T2 areas are more ‘natural’ in character than ‘urban’ or ‘sub-urban’ zones. Road treatments are informal with no kerbs, larger radii and open swales to collect run-off. Raised kerbs may be provided at certain locations to direct runoff. Landscaping is organic and informal, consisting of multiple species in naturalistic clusters.

T3 Sub-Urban

Is most reflective of conventional suburban development and lot sizes, consisting of low-density residential areas, adjacent to higher zones that contain some mixed-use activity. Planting is naturalistic and setbacks relatively deep. Street blocks are larger and roads irregular to accommodate natural conditions.

T4 General Urban

Consists of a mixed use, but still primarily residential, urban fabric. It has a wide range of building types including houses, terraces and apartments. It is more formal in character, including reduced setbacks, raised kerbs, regular road patterns and single species landscaping, regularly spaced.

T5 Urban Centre

Consists of higher density mixed use buildings focussed on the coastal foreshore that accommodates retail, offices, terraces and apartments. It has a dense network of streets, alleys and lanes with wide footpaths, raised kerbs, tight turning radii, regular street tree planting and buildings set close to footpaths. Building frontages are aligned and there is a greater proportion of hardscape public open space areas such as squares and plazas.

T6 Urban Core

Consists of the land adjacent to Marmion Avenue. It has larger blocks and thoroughfares, regular tree planting and wide footpaths, and will accommodate a range of uses that compliment the Brighton District Centre, located opposite the T6 Zone along Marmion Avenue.

Reserves

Reserves dedicated for public use (local reserves) are designated on the Transect Plan and may be allocated for public open space, car parking or public purposes. Public open spaces and any civic buildings located within these spaces should be designed to proactively promote the creation of a well defined public realm that supports desired local transect character.

The design of the local open spaces is controlled through the Landscape Standards, whereas the design of civic buildings that will define certain open spaces is intentionally not coded in the Urban Standards. This is to allow an adequate measure of creativity in the design of civic buildings to yield architectural expression that has a prominent place in the community's identity. This is in contrast to private buildings which are to be closely regulated to achieve streetscape coherence.

The MRS Parks and Recreation reserves will have a character that is consistent with the Natural Reserve (T1) Transect Zone of Smart Code®. The T1 Zone usually encompasses land that is to be retained in its natural state, where buildings are limited to civic functions.

The regional beach parking is accommodated in five (5) large at grade parking areas, and will be owned by the Crown and vested with the City. These parking areas will service both the Jindee Regional Beach and coastal village land.





## TRANSECT ZONES

### TRANSECT ZONES

- T6 Urban Core
- T5 Urban Centre
- T4 General Urban
- T3 Sub-Urban
- T2 Natural Living

### RESERVES

- MRS Parks and Recreation Reserve
- Civic Space
- CP Regional Car Parking

NOTE: Land identified as Civic Space includes areas of land included in the public realm that does not form a part of the 10% POS provision required at subdivision stage. Areas included in the 10% POS provision are identified on the Public Open Space Plan in the Regulating Plan Series.

## CONTROL PLAN

The Control Plan regulates locations where specific design responses are required to implement the Jindee vision. It identifies design elements such as private frontages or stipulates where thoroughfare types may be ‘required’ or ‘recommended’.

‘Required’ elements are non-negotiable and are to be reflected in DAPs and development applications. ‘Recommended’ elements are strongly encouraged and should only be omitted with adequate justification as part of the DAP.

The role of the DAPs is to provide further detail on the type of design responses that are required to address the specifications of the Control Plan.

The design elements of the Control Plan fall into the following categories:

### Private Frontages

- Shopfront - locations where it is recommended that a building provide a shopfront at footpath level along the entire length of its private frontage.
- Arcade Frontage - locations where it is recommended that a building supported by columns overlap the footpath to provide permanent cover. The Arcade frontage is combined with and complements the shopfront designation.
- Gallery Frontage - locations where it is recommended that a building provide a permanent cover cantilevered over the footpath. The gallery frontage designation combines with and complements the shopfront designation.

### Thoroughfares

- Passage - locations where passages are either required or recommended. passages are to be designed as narrow pedestrian thoroughfares or mews. They are to be bounded by commercial buildings, nightlife entertainment and/or well designed residences that can activate and provide surveillance to these spaces. In many instances, the orientation of passages focus on designated terminated vista sites.
- Paths - locations where paths are either required or recommended. Paths are to be designed as pedestrian thoroughfares of a natural character and may traverse a park, reserve area or the T2 dunal lots. This differentiates paths from footpaths and shared paths which are to be located within the public frontage of thoroughfares. Like passages, many nominated paths end at terminated vista sites.

### Specified Design Response

- Terminated Vista - alerts the designer that they are designing for a site that warrants a specific design response to address a terminating vista. Well designed terminated vistas will provide useful visual reference points and landmarks for orientation and place-making. Design responses to terminated vista designations may vary and will depend on the location. They could for instance be an architectural design feature (i.e. window treatment, architectural articulation), landscape element (i.e. significant tree) or public art. Well designed civic buildings are also appropriate vista terminators. The visual prominence of these locations symbolically conveys the relative importance of civic buildings. Civic buildings may be open structures, gazebos, or community buildings. The DAPs will give further design direction regarding appropriate design responses to the designated terminated vista sites.
- Control Frontage - locations where the public and private frontages are required to be coordinated to enhance the lot corner or edge condition. This is controlled by nominating a ‘build to line’ in the DAP which results in a predictable urban form outcome by prescribing the precise frontage setback of a building as opposed to the range of possible locations that minimum setbacks allow.





- CONTROL LEGEND
- recommended shopfront
  - recommended arcade
  - recommended gallery
  - required passage
  - recommended passage
  - required path
  - recommended path
  - recommended control frontage
  - terminated vista
  - site boundary

PUBLIC OPEN SPACE PLAN

A total of 11.61ha of local open space will be provided at Jindee. Complementing these local public open space areas is an additional 11.8 ha of Regional Open Space (ROS) reserved in the MRS as ‘Parks and Recreation’ and a significant coastal foreshore reserve immediately west of Jindee that has a dual recreation and conservation function.

In addition to these public open space areas, the wider public realm, including the network of thoroughfares, promenades, passages and paths, will be designed to be used and enjoyed by the community and in this way constitute a significant part of the public realm.

The provisions of SmartCode® are similar to that of Liveable Neighbourhoods, Edition 3 (LN3) in requiring a range of public open space types from small local parks and playgrounds to neighbourhood parks and larger active public open space areas. However, SmartCode® requirements go further than LN3 in recognising that the design of public open space areas need to be compatible with the urban intensity and character of surrounding development.

In regard to the character and type of public open space required for each new community, SmartCode® requires:

1.

A wide distribution of public open spaces throughout the community, with spaces to be designed and provided according to their location in the Transect (i.e. Plazas and Squares are more appropriate in T4-T6 areas that are more urban, whereas Greens and Parks are more appropriate in suburban locations, typically T3 areas).
2.

The general character and planting patterns and species within public open spaces are to complement the level of urban intensity of the adjacent Transect Zone.

In addition to providing areas that typically constitute public open space under WAPC and Council policies, a greater range of public open space types will be provided at Jindee, ranging from larger greens and parks through to high quality, urban spaces such as plazas and civic squares. This diversity of spaces will cater for both active and passive recreation and be within walking distance of all residents. The cumulative effect will be:

- a total land area allocated as public open space that exceeds the typical 10% requirement of conventional residential subdivisions;
- a broader range and greater number of spaces than typically provided in conventional subdivisions, dispersed throughout the Jindee community and accessible to all residents (squares, plazas, greens, parks, closes and playgrounds);
- the development of high quality public open spaces that reflect the character of the adjacent Transect Zones;
- the provision of 3 ha of active public open space adjacent to the Jindalee Primary School, and a number of local parks and neighbourhood parks distributed throughout the community;
- additional smaller spaces comprising meeting places and local playgrounds;
- areas located within thoroughfare reserves, providing destination points or terminating vistas; and
- the inclusion of a network of ‘closes’, providing access to lots from higher trafficked thoroughfares, resulting in safer streets and effective lot design. Closes will be designed to promote community interaction and provide informal gathering places.

A network of pedestrian access ways (refer Passage and Path typology of Landscape Standards), appropriately designed in accordance with CPTED principles is also incorporated to further enhance connectivity of the movement network, particularly within the T2 zones where the road network is limited by topographic constraints.











The background of the slide is a photograph of a light-colored, possibly white, wall. There are three large, irregular brown stains on the wall. One stain is on the left side, another is at the top right, and a third is at the bottom right. The stains have a rough, textured appearance, suggesting they might be made of a porous material like mud or dried organic matter.

03

# URBAN STANDARDS



The Urban Standards provide guidance on elements such as building types, the disposition of buildings on lots, setback encroachments and parking arrangements. Collectively, these elements contribute to defining the overall form of the built environment to achieve the following objectives:

- Buildings that contribute to harmonious streetscapes using an architectural style within the vernacular of traditional and contemporary Western Australian coastal development;
- A diversity of building types capable of accommodating a range of functions, income levels and household compositions;
- Placement of building types compatible with the character of the Transects and adjacent thoroughfares and public open spaces;
- Buildings that contribute to the physical definition of the public realm, including thoroughfares and public open spaces;
- Buildings that give their inhabitants a clear sense of geography and climate through passive solar site-responsive design.

The controls incorporated into the Urban Standards are complemented by the Architectural Standards and Jindeo Pattern Book, which address the more detailed aspects of the built form to achieve visual compatibility between building types. This will create an attractive streetscape character consistent with the coastal setting and the design objectives of each Transect. The Architectural Standards and Pattern Book are regulated by the developer, not Council, and are therefore not included in this document.

## TRANSECT ZONE SUMMARY TABLE

The Transect Zone Summary Table sets out the following design parameters for each Transect Zone:

- lot area ranges;
- maximum lot coverage;
- principal building setbacks;
- minimum and maximum building heights ;
- permissible building types;
- permissible building dispositions;
- permissible frontage types;
- permissible garage dispositions.

Specific standards are detailed for each building type and will be further refined and prescribed through DAPs.

N A T U R A L I I I I I I I I I I I T R A N S E C T I I I I I I I I I I I I I I I U R B A N



LOT					
Lot Area	600m² min. 3,000m² max.	180m² min. 1,500m² max.	180m² min. 1,200m² max.	180m² min.	180m² min.
Lot Coverage	Refer Building Envelope in DAP	75% max.	90% max.	90% max.	95% max.

## TYPICAL PRINCIPAL SETBACK

refer Building Envelope	3-6m	2-4m	0-3m	0m+
-------------------------	------	------	------	-----

*Required setbacks further refined for each building typology and prescribed in DAPs. Setbacks may be reduced where design response is required.*

## BUILDING HEIGHT

Principal Building	2 storeys max.	3 storeys max.	6 storeys max.	8 storeys max.	8 storeys max.
Outbuilding	2 storeys max.	2 storeys max.	3 storeys max.	3 storeys max.	not applicable

## BUILDING TYPE

Villa	permitted	permitted	prohibited	prohibited	prohibited
House	permitted	permitted	permitted	prohibited	prohibited
Cottage	prohibited	permitted	permitted	prohibited	prohibited
Terrace	prohibited	prohibited	permitted	permitted	prohibited
Apartment House	permitted	permitted	permitted	permitted	prohibited
Loft Building	prohibited	prohibited	permitted	permitted	permitted
Flex Building	prohibited	prohibited	permitted	permitted	permitted
Loft House	prohibited	prohibited	permitted	permitted	permitted
Apartment Building	prohibited	prohibited	prohibited	permitted	permitted
Commercial Building	prohibited	prohibited	prohibited	prohibited	permitted

## BUILDING DISPOSITION

Edgeyard	permitted	permitted	permitted	prohibited	permitted
Sideyard	prohibited	permitted	permitted	prohibited	permitted
Rearyard	prohibited	prohibited	permitted	permitted	permitted
Courtyard	prohibited	permitted	permitted	permitted	permitted
No Yard	prohibited	prohibited	permitted	permitted	permitted

## FRONTAGE TYPE

Common Yard	permitted	permitted	prohibited	prohibited	prohibited
Verandah & Fence	permitted	permitted	permitted	permitted	prohibited
Terrace and/or Light Court	prohibited	permitted	permitted	permitted	permitted
Forecourt	prohibited	prohibited	permitted	permitted	permitted
Stoop	prohibited	permitted	permitted	permitted	permitted
Projections/ Bay Window	permitted	permitted	permitted	permitted	permitted
Shopfront	prohibited	prohibited	permitted	permitted	permitted
Gallery	prohibited	prohibited	prohibited	permitted	permitted
Arcade	prohibited	prohibited	prohibited	permitted	permitted

*These frontage types are further refined for each building typology.*

## GARAGE DISPOSITION

Flag Direct	permitted	permitted	permitted	prohibited	prohibited
Front Forecourt	permitted	permitted	prohibited	prohibited	prohibited
Front Side Court	permitted	permitted	prohibited	prohibited	prohibited
Front Side Direct	permitted	permitted	permitted	prohibited	prohibited
Front Mid Court	permitted	permitted	permitted	prohibited	prohibited
Front Rear Court	permitted	permitted	permitted	prohibited	prohibited
Rear Side Court	permitted	permitted	permitted	prohibited	prohibited
Front / Rear Side Stack	permitted	permitted	permitted	prohibited	prohibited
Rear Direct	permitted	permitted	permitted	permitted	permitted
Rear Back Court	permitted	permitted	permitted	permitted	permitted



## LAND USE

Land Use permissibility is detailed in Table 6 of the Part 1 Statutory Provisions. Land use at Jindee will be regulated in a similar way as it is under conventional town planning schemes. The Land Use table, however, groups land uses into broader categories than typically used in town planning schemes. This is to provide a more flexible and less regulated approach to land use, recognising that to a large extent the built form will self regulate land use intensity and function.

The permissibility of uses within each Transect Zone and local reserves are assigned the classifications of “P” (permitted), “D” (discretionary) and “X” (not permitted), which is consistent with the classifications applied in DPS 2. Uses not listed are to be dealt with in the same way as ‘D’ uses and may be approved provided Council is satisfied the use is consistent with the objective of the relevant Transect Zone or reserve.

## CAR PARKING

The required car parking for a site determines the degree to which a lot can accommodate a building or use, as well as the extent of change of use that can occur once development has taken place.

The methods for calculating car parking at Jindee will be dependent on whether a lot is located within or outside a Car Parking Precinct.

The required car parking and redevelopment potential for a lot located outside a car parking precinct is determined using the following standards:

- The Base Parking Standards (Table 15) are to apply to determine the parking requirements for a single use on a lot;
- The Reciprocal Shared Car Parking Percentages (Table17) are to apply to determine the required parking for two uses or more on a lot;
- Available on-street car parking may be used to satisfy the required parking for development or use on a lot.

The Base Parking Standards intentionally exempt retail tenancies of less than 140m2 in the T4, T5 and T6 zones from requiring on site car parking. This is to encourage the incubation of smaller, independent businesses that are conducive to urban vitality and reflect the pedestrian accessibility and available public parking (including street parking).

Where a proposed use is not covered by the Base Parking Standards, the required standard shall be established in the agreed DAP or by Council.

Lots within Car Parking Precincts will be subject to the requirements of an adopted Car Parking Strategy.

The Car Parking Strategy will define the precinct boundaries which will generally encompass the main mixed-use areas, including the coastal village, the central public space precinct (T4/T5 lots) and the Marmion Avenue precinct.

The Car Parking Strategy will establish a Shared Parking Ratio for the applicable parking precinct that will be applied to calculate the car parking requirements for all non-residential development and use within the same precinct. Residential development within a parking precinct is to be subject to the Base Parking Standards. In arriving at an agreed Shared Parking Ratio, regard is to be given to the potential for car parking reciprocity between land uses within the same precinct and the availability of off-site car parking, including public car parks and on-street parking.

Specific provisions relating to: the calculation of car parking; the criteria for variations to base parking standards; the requirement for a parking strategy for Parking Precincts; and provisions relating to cash-in-lieu for parking are detailed below. Further detail regarding the rationale behind the base parking standards and the shared parking ratio is provided in Part 2 of the LSP – Explanatory Section.

### Car Parking - General Provisions + Standards

1.

The objectives for car parking within the LSP area are to:

(a)

promote an efficient and flexible approach to the provision of car parking;

(b)

ensure the provision and design of car parking complements the urban design objectives of each Transect Zone;

(c)

ensure an adequate supply of car parking to support the development and use of land and buildings in the LSP area;

(d)

ensure provision of car parking reflects reciprocity of parking demand between uses, including where regional beach parking applies, the shared use of regional beach parking for beach retail and beach use; and

(e)

ensure on-street car parking is included in any assessment of the required car parking for the development or use of land to encourage the use of on street car parking and the activation of streets.
2.

The required car parking for development and/or use of land, shall be in accordance with the base requirements set out in 3-7 below unless the lot is located within a designated Parking Precinct, in which case the requirements of a Parking Strategy shall apply.
3.

The required parking for a lot with a single use shall be in accordance with Table 15 - Base Parking Standards.
4.

For a lot with two uses, the base parking standards may be adjusted by applying the reciprocal use percentages set out in Table 17 – Reciprocal Shared Car Parking.
5.

For a lot with three or more uses, the reciprocal use percentages of Table 17 shall be applied to the two uses that would require the most car parking bays had the base parking standards been applied. Car parking for the third and any additional use shall be calculated in accordance with the base parking standards set out in Table xx and shall be in addition to the required parking identified in respect of the two reciprocal uses.
6.

The base parking standards and reciprocal use parking standards set out in Tables 15 and 17 may be varied in a DAP subject to the Council being satisfied that the variation will maintain an adequate supply of car parking to support the related use and/or development.
7.

The Council may approve a reduction of car parking from the base parking standards of Table 15 as part of an application for the use and/or development of land subject to:

(a)

Council being satisfied that the reduction to the base parking standards would not result in any adverse impact on amenity of car parking for the related development and/or use; and

(b)

the applicant justifying, to the satisfaction of Council, a reduction in terms of:

i.

availability of car parking in the locality, including on-street car parking;
- Jindee Coastal Village Agreed Local Structure Plan | © 2013 EDC, Studio LFA + Roberts Day

	<div><div>ii. availability of public transport in the locality;</div><div>iii. availability of facilities for cyclists including bicycle parking, lockers and showers;</div><div>iv. any car parking surplus associated with existing use of the lot;</div><div>v. local traffic management and local Amenity including pedestrian amenity;</div><div>vi. any empirical assessment of car parking demand; and/or</div><div>vii. any other relevant consideration.</div></div>		<div><div>11. Shared Parking Ratios shall:<div><div>(a) be derived from the base parking standards of Table 15;</div><div>(b) reflect reciprocity of car parking between land uses, recognising that different uses within the same parking precinct generate peak parking demand at different times of the day; and</div><div>(c) reflect the availability of off-site parking, including on-street car parking.</div></div></div><div>12. The base parking standards shall not be reduced by more than 35% through the application of the reciprocal use percentages in the calculation of the shared parking ratio.</div><div>13. Notwithstanding clause 12 above, development and/ or use of land for residential purposes may utilise a separate parking standard derived from the base parking standards set out in Table 15.</div><div>14. In the event that the required parking for a particular use is greater than the number of car parking bays that have been allocated or required for the use of that site within the parking precinct or any parking strategy approved by Council, then Council may accept cash-in-lieu of the provision of any required parking on a per car bay basis, provided the Council is satisfied:<div><div>(a) there is adequate provision for car parking or a reasonable expectation that there will be adequate provision for car parking to service the related development and/or use;</div><div>(b) the cash-in-lieu funds can reasonably be used to finance additional off-site parking bays that the Council either has provided, or has a firm proposal to provide, in the vicinity of development and/or use.</div></div></div></div>	<div><div>15. The cash payment for cash-in-lieu of car parking shall be calculated having regard to the estimated cost of construction of the required parking bays and the value of the land area required to accommodate the actual bay(s), manoeuvring area(s) and associated car parking design requirements. A Licensed valuer appointed by Council and funded by the applicant shall determine the valuation for the land area.</div><div>16. Where in the opinion of an absolute majority of Council, there is sufficient car parking available to meet existing demand, then cash-in-lieu payments may be deferred for up to three (3) years subject to:<div><div>(a) a legal agreement that is arranged and funded by the applicant being entered into between the applicant and Council; and</div><div>(b) such agreement being recorded on the certificate of title(s) for the subject lot(s).</div></div></div><div>17. Where Council has agreed to defer payment, the contribution shall be calculated at the land values and construction costs at the time called upon for payment.</div><div>18. Any cash-in-lieu money received by Council pursuant to this clause shall be paid into appropriate funds to be used to provide public car parking in the locality or for reimbursing Council for any expenses incurred in providing public car parking facilities as deemed appropriate by Council.</div><div>19. Retail tenancies that compromise a maximum floor area of 140m2 within the T5 and T6 Zones are exempt from car parking requirements.</div></div>
8.	A Parking Strategy is required for designated parking precincts and shall: <div><div>(a) promote a flexible approach to the provision of car parking by adopting a shared parking ratio(s) for the related parking precinct;</div><div>(b) take into account on-street car parking available within the precinct and within 200 metres walking distance of the parking precinct;</div><div>(c) apply the shared parking ratio(s) to calculate the car parking requirement for the development and/or use of land within the same precinct; and</div><div>(d) be approved prior to the granting of final approval for any DAP for all or part of that Precinct.</div></div>			
9.	A parking strategy may include provisions for the transfer of car parking between lots within the same parking precinct subject to adequate justification being provided from the Proponent.			
10.	The parking precinct accommodating regional beach parking shall factor in the shared use of regional beach parking for beach retail and beach use.			



TABLE 15: BASE PARKING STANDARDS

LAND USE	T2/T3	T4	T5/T6
RESIDENTIAL			
Residential dwelling	2 bays/ dwelling Apartment House: 1 bay/single bedroom unit 1.5 bays / 2 bedroom unit 2 bays / 3+ bedroom unit	1 bay per 1 bedroom dwelling 1.5 bays / 2 bedroom dwelling 2 bays / 3+ bedroom dwelling Single bedroom Loft Building may provide parking off site, including on street parking Visitor parking: 10% of required spaces	1 bay / 1 bedroom dwelling 1.5 bays / 2 bedroom dwelling 2 bays / 3+ bedroom dwelling Single bedroom Loft Building may provide parking off site, including on street parking Visitor parking: 10% of required spaces <sup>1</sup>
Retirement Housing	0.5 bays/ unit	0.5 bays/ unit	0.5 bays/ unit
Nursing Home	1 bay/ 5 beds	1 bay/ 5 beds	1 bay/ 5 beds
Live/Work, Home Business, Home Office	None other than that required for residential component	None other than that required for residential component	None other than that required for residential component
LODGING			
All lodging	0.5 bay / bedroom	0.5 bay / bedroom	0.5 bay / bedroom
OFFICE			
Office	1 bay/ 90 m² NLA	1 bay/ 45 m² NLA	1 bay/ 45m² NLA
RETAIL/COMMERCIAL			
Shop / Retail / Commercial	none other than required for residential component or provided on-street	1 bay/ 25m² NLA Retail / Commercial space, under 140m² NLA are exempt from on-site parking requirements.	1 bay/ 25m² NLA Retail / Commercial spaces under 140m² NLA are exempt from on-site parking requirements
Restaurant	n/a	1 bay/ 4 seats (excluding outdoor dining)	1 bay/ 4 seats (excluding outdoor dining)
CIVIC / EDUCATION			
Civic Uses including cinema; community hall; place of assembly; reception centre; conference facility	No parking required for civic facility licensed for up to 150 people Above 150 people: 1 bay per 4 seats	No parking required for civic facility licensed for up to 150 people Above 150 people: 1 bay per 4 seats	No parking required for civic facility licensed for up to 150 people Above 150 people: 1 bay per 4 seats
Education	As determined by education service provider	As determined by education service provider	As determined by education service provider
INDUSTRY			
All	n/a	n/a	industry: 1 bay/ 50m² NLA warehousing: 1 bay/100m² NLA
AUTOMOTIVE			
Drive through food outlet	1 bay / 4 seats	1 bay/4 seats	1 bay / 4 seats
Showroom	1 bay / 30m2	1 bay / 30m2	1 bay / 30m2

Notes: 1.) Visitor Car Parking may be provided on-site or off-site, including on street parking.  
2.) Excludes beach related retail.  
3). Car Parking calculations that result in a fraction shall be rounded up to the nearest integer.

TABLE 16: BEACH PARKING STANDARDS

This table identifies the car parking standards for Local and Regional Beach Parking.

BEACH PARKING			
Local Beach Parking (low intensity)	0.6 bays per linear metre of usable bathing beach	0.6 bays per linear metre of usable bathing beach	0.6 bays per linear metre of usable bathing beach
Regional Beach Parking (high intensity) <sup>1</sup> :	1.2 bays per linear metre of usable bathing beach	1.2 bays per linear metre of usable bathing beach	1.2 bays per linear metre of usable bathing beach
(2m² NLA of retail floor space per linear metre of Regional Beach may be provided without additional car parking in recognition of reciprocal use between beach retail and beach use.)			

Notes: 1.) Subject to an approved Car Parking Strategy, a minimum of 2m² NLA of retail floor space per linear metre of Regional Beach may be provided without additional car parking in recognition of reciprocal use between beach retail and beach use.  
2). Car Parking calculations that result in a fraction shall be rounded up to the nearest integer.

TABLE 17: RECIPROCAL SHARED CAR PARKING PERCENTAGES

For Land outside the defined parking precinct, the following reciprocal car parking percentages shall be applied to the base parking standards (Table XX) to calculate the required parking for the following combination of land uses.
Car Parking Occupancy Percentage
(a) Retail – 85% Residential - 97%
(b) Retail – 86% Office – 100%
(c) Retail – 100% Lodging – 70%
(d) Office – 92% Residential – 80%
(e) Office – 72% Lodging – 92%
(f) Residential – 100% Lodging - 100%
The Required Parking shall be arrived at by applying the following formula.
Base Parking Standard x Car Parking Occupancy % = Required Parking for Use



T5

T4

T3

T2

(Source: Studio LFA)





TYOLOGY PLAN

A range of different building types have been developed for Jindee that are assigned to Transect Zones in the Urban Standards. Detailed design controls for each of these nominated building types are also included in the Standards.

The Typology Plan assigns typical building types to each of the lots to be created at Jindee. The allocations are aimed at achieving a degree of diversity of built form across the community that supports desired Transect Zone and harmonious streetscape character.

Building types permitted for each lot will be assigned in the DAPs. Additional building types may be introduced through the DAP process.



TYOLOGY ZONES

T2	<b>Zone 1:</b> Building Typologies T2 Villa, T2 House, T2 Apartment House
T3	<b>Zone 2:</b> Building Typologies T3 Villa, T3 House, T3 Apartment House
T3	<b>Zone 3:</b> Building Typologies T3 House, T3 Cottage
T4	<b>Zone 4:</b> Building Typologies T4 House, T4 Cottage, T4 Apartment House
T4	<b>Zone 5:</b> Building Typologies T4 Cottage, T4 Terrace
T4	<b>Zone 6:</b> Building Typologies T4 Terrace
T4	<b>Zone 7:</b> Building Typologies T4 House, T4 Terrace, T4 Apartment House
T4	<b>Zone 8:</b> Building Typologies T4 Loft Building, T4 Flex Building
T5	<b>Zone 9:</b> Building Typologies T5 Loft House, T5 Terrace
T5	<b>Zone 10:</b> Building Typologies T5 Flex Building, T5 Loft Building, T5 Loft House, T5 Apartment Building, T5 Apartment House, T5 Terrace
T6	<b>Zone 11:</b> Building Typologies T6 Flex Building, T6 Loft Building, T6 Loft House, T6 Apartment Building, T6 Commercial Building

Note: Building typologies required on each lot will be provided for in the relevant DAP and will accord with the Urban Standards. The DAP may vary the building type nominated on this Typology Plan.



### BUILDING ENCROACHMENT

1. There are two types of building encroachments being public and private.
2. A public encroachment is an encroachment into the public realm and includes, but is not limited to frontages such as galleries with either single and multiple storey verandahs, arcade frontages and shopfronts.
3. Public encroachments for an arcade type frontage, or other frontage types that incorporate private building floorspace above public spaces, may be created by the provision of a right-of-way, air rights or other method accepted by the Council.
4. Shopfronts, gallery and arcade frontages that encroach into the public realm should extend over the footpath and may encroach on a horizontal plane to within 0.6 metres of the kerb, unless otherwise prescribed in a DAP.
5. The abovementioned rights will be granted at no cost to either the CoW or applicant, other than legal costs which shall be borne by the applicant, and the most appropriate method shall be used, depending on the circumstances.
6. All other encoachments are private encroachments. These are the structural element of a building that extends into the prescribed setback and may include the encroachment of private frontage types such terraces, light courts, projections/ bay windows, verandahs and stoops. They may encroach into the 1st layer of a lot and there may be other encroachments into setbacks. The type and extent of permissible encroachments for each lot will be provided for in the relevant DAP. For shopfront, gallery and arcade type frontages that are located within a private lot, an easement granting public access will need to be created.



### SETBACKS

7. Setback ranges typical to each Transect Zone are provided in Table 14 Urban Standards Summary Table. The Urban Standards also prescribe setback range for each building type. Actual setbacks and, if required, build-to-lines, for each lot will be prescribed in the relevant DAP, unless the building disposition or building type permits building to the lot line.

### DESIGN ELEMENTS

8. Additional design requirements may be prescribed for elements such as frontages, passages, or designated terminated vista lots.

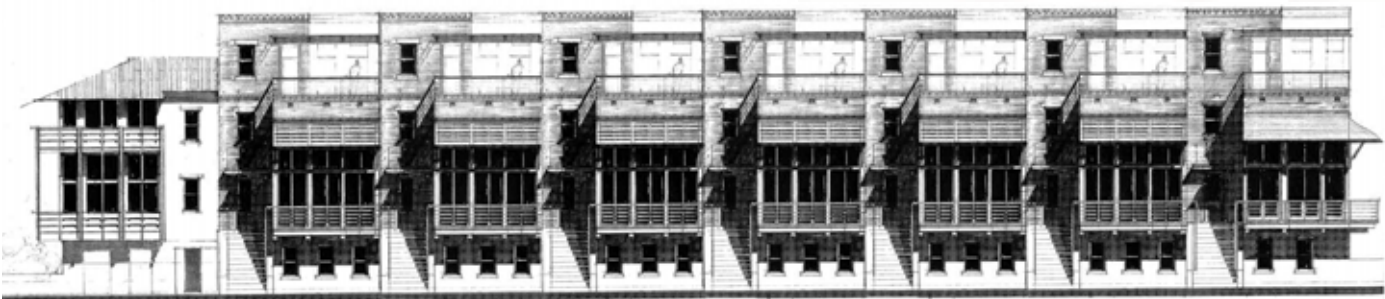
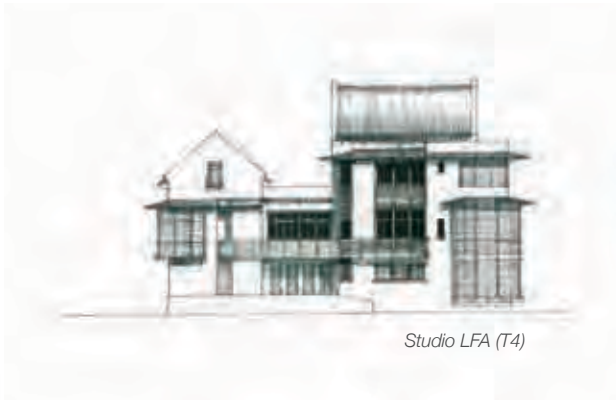


### BUILDING HEIGHT

9. Height is measured in storeys from the datum point, which is specified for a lot in the relevant DAP. The datum point will be expressed as a height above sea level as measured by the Australian Height Datum (AHD), and may take into account the height of a required plinth. A DAP may prescribe more than one datum point fo one individual lot.
10. The plinth is the portion of a building that sits between the ground floor and the ground level at the principal setback line. The height of a plinth will be prescribed in the DAP. A plinth is not included in the measurement of height of a building, which is measured from the datum point, as prescribed in the DAP.
11. The purpose of a plinth is to elevate a dwelling to achieve a design outcome that is responsive to site topography and that of adjoining lots. The plinth may form part of, and be integrated within the site's retaining.
12. Storeys should not exceed 6.0m in height from finished floor to ceiling, except where stated in the DAPs. Internal lofts or mezzanines do not count as a separate storey.
13. Height limits do not apply to habitable raised basements, masts, clock towers, chimneys, water tanks or elevator bulk heads. A tower is a portion of any building that may exceed the height limit, however, all towers are subject to the Architectural Standards and their permitted size on any lot will be defined in the DAPs.

### PARKING STRUCTURES AND SCREENING OF SERVICE/ LOADING AREAS

14. The level that a parking structure and / or garage may protrude above ground level will be determined in the relevant DAPs and shall not count as a storey regardless of its relationship to habitable spaces.
15. Where it is not possible to screen a loading and/or service area behind a building façade, a streetscreen is required along a frontage line. The streetscreen shall be between 1.0 metre and 2.5 metres in height and have openings no larger than necessary to allow vehicle and pedestrian access.



SUMMARY

T1 Natural Reserve consists of natural areas identified as Parks and Recreation under the Metropolitan Region Scheme (MRS). Buildings are limited to public or civic functions and are therefore not coded in the Urban Standards.





T2 NATURAL LIVING - GENERAL PROVISIONS

T2 Natural Living consists of larger lots along the two east-west dunal ridges that traverse the site. The lot areas will be determined within this area through the DAPs as they will require detailed on-site surveys and topographical analysis. The aim, where possible, is to retain the natural coastal vegetation. Planting is naturalistic and setbacks vary from shallow to relatively deep. Blocks are larger and roads irregular to accommodate natural conditions. Building types are freestanding. Ancillary buildings, neighbourhood retail, artisan studios, home business and lodgings like a bed & breakfast or an inn may also be permitted.

General standards to all building types permissible in T2 Natural Living

1. No development should occur on a lot unless it is in accordance with the respective DAP for that lot. This restriction does not apply to civil construction and development undertaken by the proponent as this is subject to other approval processes.
2. Building envelopes should be located on the most degraded part of each lot unless prevented by topographical or other constraints. Aerial photographs together with ground truthing will be used to identify the most degraded areas and the positioning of the building envelopes.
3. Lot configurations shall aim, where possible, to retain natural coastal vegetation.
4. Where natural coastal vegetation cannot be retained due to required earthworks, the landscape character shall be recreated with similar native vegetation species.
5. Retaining walls should not exceed 3.5 metres in height, unless as part of subdivision works by the proponent. DAPs may prescribe the requirement and location of retaining walls as required.
6. Roof terraces are encouraged for all building types.

7. Ancillary buildings & units shall:
  - comprise a maximum total floor area of 60m<sup>2</sup> (including storage) on the ground level;
  - be a maximum of two (2) storeys.A lot may have more than one ancillary unit.
8. Two or three lots may be amalgamated but cannot exceed the total lot size permitted for the T2 Zone. However, the disposition of buildings shall be in accordance with the Urban Standards.
9. In addition to the general requirements for DAPs, a DAP for a T2 lot shall prescribe:
  - the location of building envelopes and building zones;
  - access and position of outbuildings for a lot (to accord to the Parking / Garage Disposition Table);
  - building heights for a principal building or any outbuilding;
  - the type of fencing.

The following provisions specifically apply to the northern T2 Lots:

10. The total area occupied by all building envelopes shall not comprise more than 55% of the total land area of the northern T2 lots, less thoroughfare and reserves.

The following provisions specifically apply to the southern T2 Lots (Protected Natural Living Area):

11. The total area occupied by all building envelopes shall not comprise more than 30% of the total land area of the Protected Natural Living Area. The ‘land area’ shall be defined as the Protected Natural Living Area less thoroughfare and public open space reserves.
12. Development and clearing or disturbance of natural vegetation can only occur within the agreed building envelopes, building zones, thoroughfares and public open spaces.

13. All services and access to the principal building and/or outbuildings will be undertaken within the nominated building zone only to minimise native vegetation clearing.
14. Appropriate fencing will be detailed as part of the applicable DAP and shall allow, as far as practical, a corridor to assist the free passage of reptiles between the two regional reserves.



T2 VILLA

A T2 Villa is a single-family residential type on a large lot typically with hilly topography.

Vehicular parking on a T2 Villa lot is facilitated through the use of garages, parking courts and driveways. See Garage Disposition Table (Code Calibration) for full explanation of dispositions.

Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings and units, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



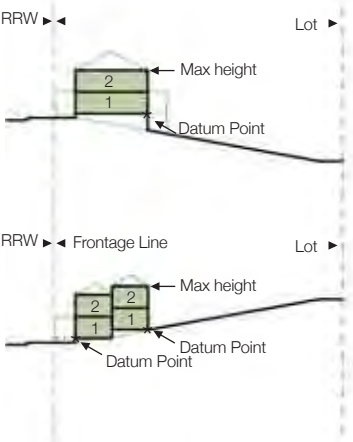
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT	
Lot Area	600m <sup>2</sup> min to 3,000m <sup>2</sup> max
Lot Coverage	T2 North: 55% T2 South: refer Protected Living Area Standards
Density	3 to 6 dwellings/ha
BUILDING HEIGHT *	
Principal Building	2 storeys max
Outbuilding	2 storeys max
SETBACKS - PRINCIPAL & OUTBUILDING (Interior Lot)	
Principal Setback	as per building envelope
Side Setback	as per building envelope
Rear Setback	as per building envelope
SETBACKS - PRINCIPAL & OUTBUILDING (Edge Lot, Corner Lot, Terminated Vista lot)	
Principal Setback	as per building envelope
Secondary Setback	as per building envelope
Side Setback	as per building envelope
Rear Setback	as per building envelope
Building Disposition (within the specified Building Envelope of Protected Natural Living Area Lots)	
Edgeyard	permitted
Sidyard	prohibited
Rearyard	prohibited
Courtyard	prohibited
No-Yard	prohibited

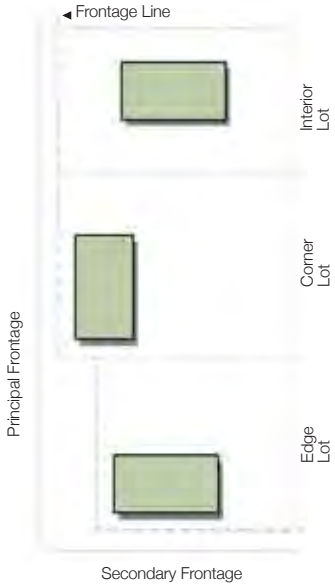
Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

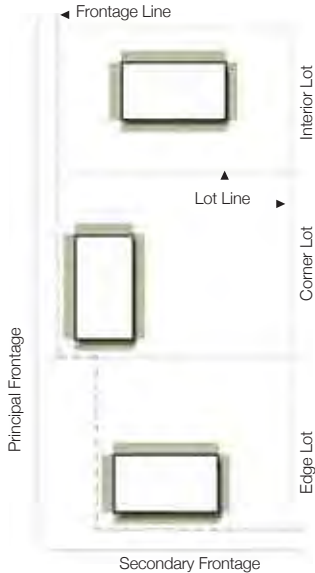
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	permitted
Verandah & Fence	permitted
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

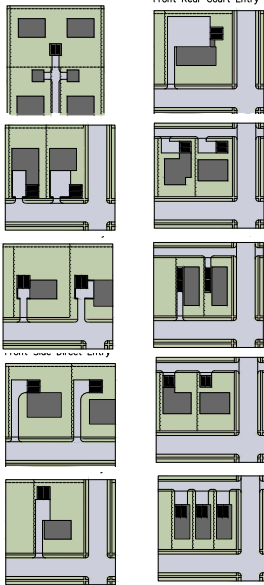
\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	permitted
Front Side Court	permitted
Front Side Direct	permitted
Front Mid Court	permitted
Front Rear Court	permitted
Rear Side Court	permitted
Front/Rear Side Stack	permitted
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.





## T2 HOUSE

A House is a single-family residential type on a lot served by both a front street and a lane.

A wall or fence shall be placed along the property lot line, and may be attached to the building’s principal elevation on the principal frontage. The location and height of garden walls and fences shall be determined through the DAPs.

Irregular shaped lots may exceed the maximum lot size of 800m2, however the building disposition shall remain the same.

Vehicular parking on a T2 House lot is facilitated through the use of garages, parking courts and driveways. Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



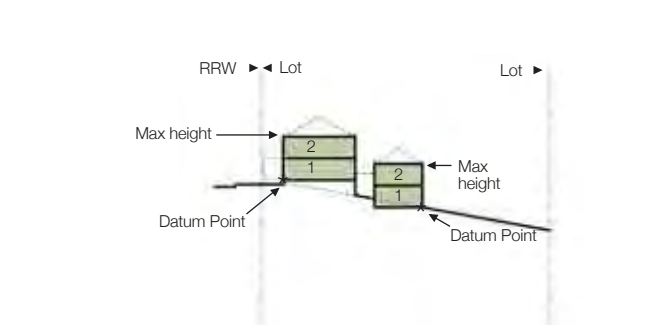
\*Lots where building types may be permitted to be refined in DAPs.

## GENERAL URBAN STANDARDS

LOT		
Lot Area	600m² to 3000m²	
Lot Coverage	T2 North: 55% T2 South: refer Protected Living Area Standards	
Density	3 to 6 dwellings/ha	
BUILDING HEIGHT *		
Principal Building	2 storeys max *	
Outbuilding	2 storeys max	
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)		
Principal Setback	as per building envelope	
Side Setback	as per building envelope	
Rear Setback	as per building envelope	
SETBACKS - PRINCIPAL BUILDING (Edge Lot)		
Principal Setback	as per building envelope	
Secondary Setback	as per building envelope	
Side Setback	as per building envelope	
Rear Setback	as per building envelope	
Building Disposition		
Edgeyard	permitted	
Sidyard	prohibited	
Rearyard	prohibited	
Courtyard	prohibited	
No-Yard	prohibited	

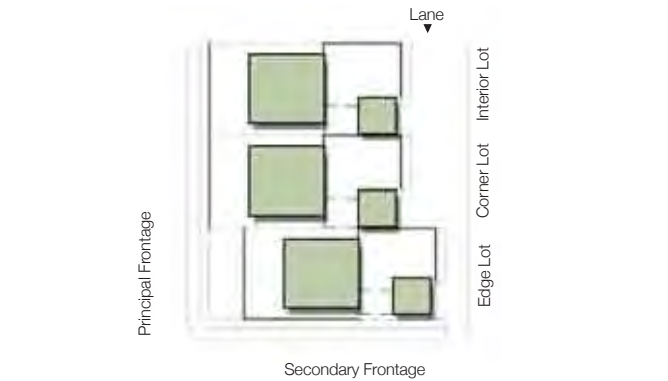
Specific urban standards for each lot will be detailed in the DAP.

## BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

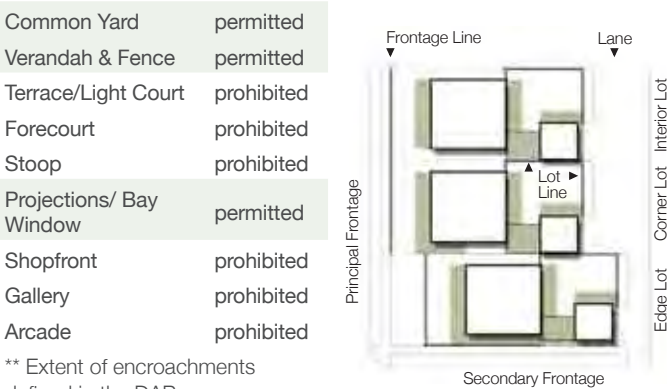
## TYPICAL BUILDING DISPOSITION



## PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	permitted
Verandah & Fence	permitted
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

\*\* Extent of encroachments defined in the DAP.



## PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	permitted
Front Side Court	permitted
Front Side Direct	permitted
Front Mid Court	permitted
Front Rear Court	permitted
Rear Side Court	permitted
Front/Rear Side Stack	permitted
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



T2 APARTMENT HOUSE

T2 Apartment House is a multi-family residential type on a large lot typically with hilly topography. This type accommodates multiple dwellings disposed above and beside each other. It must share the attributes of the housing types and building disposition for the lot in which it is built, such that it is not distinguishable as a multiple dwelling building from the single-family dwelling types permitted on the relevant lot within the T2 transect.

Vehicular parking on a T2 Apartment lot is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions. Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type, however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



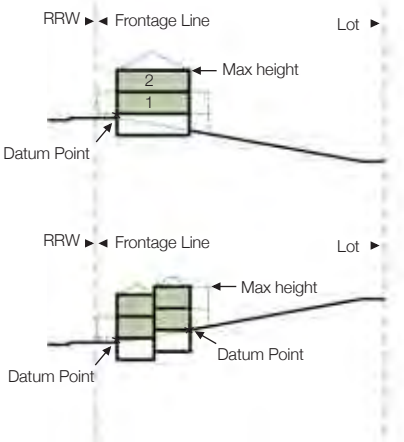
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT	
Lot Area	600m <sup>2</sup> min to 3,000m <sup>2</sup> max
Lot Coverage	T2 North: 55% T2 South: refer Protected Living Area Standards
Density	3 to 6 dwellings/ha
BUILDING HEIGHT *	
Principal Building	2 storeys max
Outbuilding	2 storeys max
SETBACKS - PRINCIPAL & OUTBUILDING (Interior Lot)	
Principal Setback	as per building envelope
Side Setback	as per building envelope
Rear Setback	as per building envelope
SETBACKS - PRINCIPAL & OUTBUILDING (Edge Lot, Corner Lot, Terminated Vista lot)	
Principal Setback	as per building envelope
Secondary Setback	as per building envelope
Side Setback	as per building envelope
Rear Setback	as per building envelope
Building Disposition (within the specified Building Envelope of Protected Natural Living Area Lots)	
Edgeyard	permitted
Sideyard	prohibited
Rearyard	prohibited
Courtyard	prohibited
No-Yard	prohibited

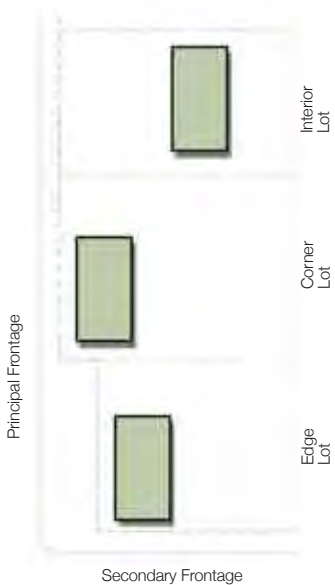
Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

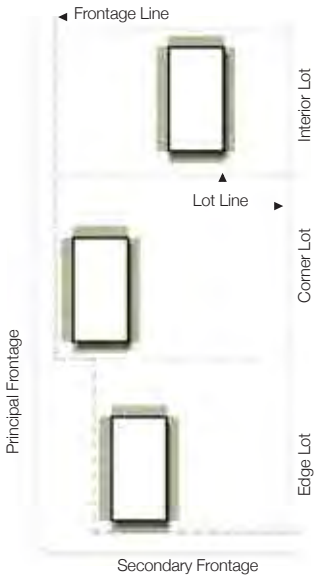
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	permitted
Verandah & Fence	permitted
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

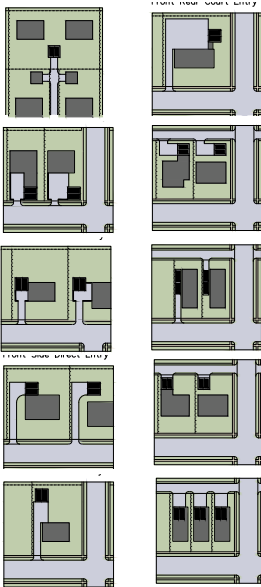
\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	permitted
Front Side Court	permitted
Front Side Direct	permitted
Front Mid Court	permitted
Front Rear Court	permitted
Rear Side Court	permitted
Front/Rear Side Stack	permitted
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.





## T3 SUB URBAN GENERAL PROVISIONS

The T3 Sub-Urban Transect Zone consists of low density residential areas, adjacent to higher Transect Zones. Planting is naturalistic and setbacks vary from shallow to relatively deep. Blocks are larger and roads irregular to accommodate natural conditions. Building types are freestanding. Ancillary buildings, neighbourhood retail, artisan studios a home office and lodgings like a bed and breakfast or an inn may also be permitted.

### General Standards for all building types in T3:

1. No development should occur on a lot unless it is in accordance with the respective DAP for that lot. This restriction does not apply to civil construction and development undertaken by the Proponent as this is subject to other approval processes.
2. The principal setback line for a lot should be set parallel to the frontage line or parallel to the tangent of a curved frontage line.
3. The secondary setback for an outbuilding on a lot should match the block face across a residential lane or path, unless topographic constraints justify a variation.
4. Buildings with sideyard dispositions along the same block frontage should have similar orientations. The location of buildings with sideyard and courtyard dispositions should not be mirrored, except if the type is intended to be a double house.
5. Buildings with a sideyard disposition along the same block face should be repeated in increments of three units, shall have the same principal setback and be separated by one or two building(s) of similar typology and orientation.
6. Two lots may be amalgamated but can not exceed the total lot size permitted for the T3 Zone. The disposition of buildings should comply with the Urban Standards.
7. Retaining walls should not exceed three (3) metres in height, unless as part of subdivision works by the proponent. DAPs may prescribe the requirement and location of retaining walls as required.

8. Roof terraces are encouraged for all building types.
9. Variations to setbacks may be granted for irregular shaped lots, including principal frontages on curvilinear shaped lots or lots less than twenty (20) metres in depth and to accommodate slopes greater than 10%.
10. In addition to the general requirements for DAPs, a DAP for a T3 lot shall prescribe the access and position of outbuildings for a lot (to accord to the Parking / Garage Disposition Table).



T3 VILLA

T3 Villa is a single-family residential type on a large lot typically with hilly topography.

Vehicular parking on T2 Villa 2 lots is facilitated through the use of garages, parking courts and driveways. Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage dsposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT		
Lot Area	500m² min to 1,500 m² max	
Lot Coverage	65% maximum	
Density	6 to 22 dwellings/ha	
BUILDING HEIGHT *		
Principal Building	3 storeys max	
Outbuilding	2 storeys max	
SETBACKS - PRINCIPAL & OUTBUILDING (Interior Lot)		
Principal Setback	min 3m	
Side Setback	min 2m	
Rear Setback	min 0.8m	
SETBACKS - PRINCIPAL & OUTBUILDING (Edge Lot, Corner Lot)		
Principal Setback	min 0.8m	
Secondary Setback	min 0.8m	
Side Setback	min 2m	
Rear Setback	min 0.8m	
Building Disposition		
Edgeyard	permitted	
Sidyard	prohibited	
Rearyard	prohibited	
Courtyard	prohibited	
No-Yard	prohibited	

Specific urban standards for each lot will be detailed in the DAP. Setbacks may be reduced to 0.8m for lots requiring a response to a specific design objective or ste consideration.

BUILDING HEIGHT\*

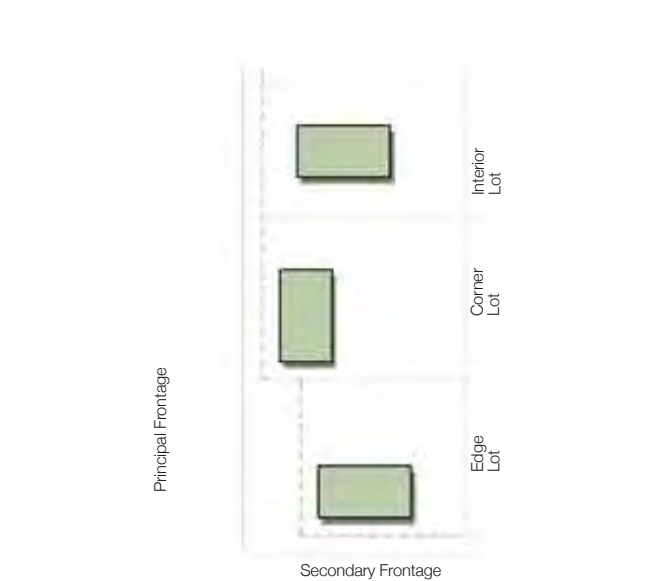
\* height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	permitted
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

\*\* extent of encroachments defined in the DAP.

TYPICAL BUILDING DISPOSITION



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	permitted
Front Side Court	permitted
Front Side Direct	permitted
Front Mid Court	permitted
Front Rear Court	permitted
Rear Side Court	permitted
Front/Rear Side Stack	permitted
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



## T3 HOUSE

A T3 House is a single-family residential type on a lot served by both a front street and a lane.

A wall or fence shall be placed along the property lot line, and may be attached to the building principal elevation on the principal frontage. The location and height of garden walls and fences shall be determined through the DAPs.

Vehicular parking on a T3 House lots is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions. Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



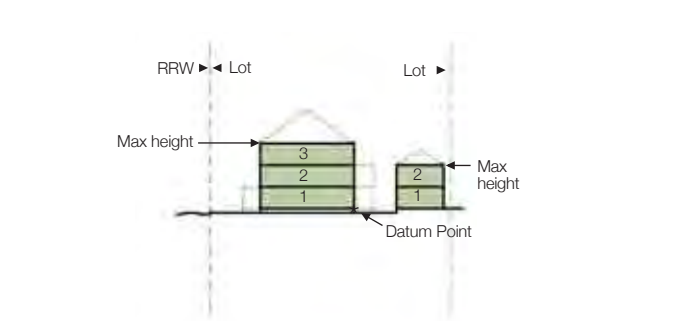
\*Lots where building types may be permitted to be refined in DAPs.

## GENERAL URBAN STANDARDS

LOT	
Lot Area	300m² to 1500m²
Lot Coverage	75% maximum
Density	16 to 22 dwellings/ha
BUILDING HEIGHT *	
Principal Building	3 storeys max
Outbuilding	2 storeys max
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 3m/ max 6m
Side Setback	min 1.0m
Rear Setback	min 0.8m
Setbacks for houses with side yard and court yard dispositions may be reduced to nil as prescribed in the DAP.	
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 0.8m
Secondary Setback	match block face or min 0.8m
Side Setback	min 1.0m
Rear Setback	min 0.8m
Setbacks for houses with sideyard and court-yard dispositions may be reduced to nil as prescribed in the DAP.	
Building Disposition	
Edgeyard	permitted
Sideyard	permitted
Rearyard	prohibited
Courtyard	permitted
No-Yard	prohibited

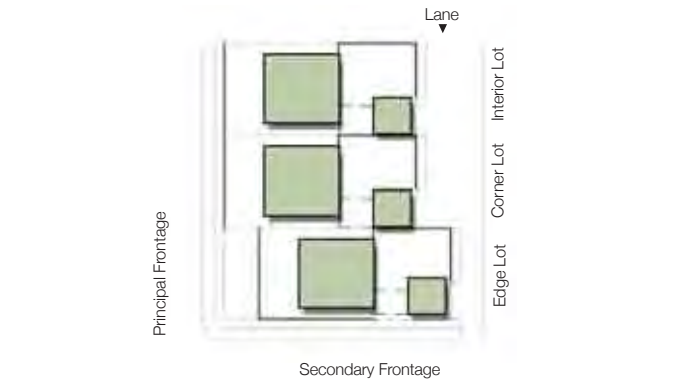
Specific urban standards for each lot will be detailed in the DAP. Setbacks may be reduced to 0.8m for lots requiring a response to a specific design objective or ste consideration.

## BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

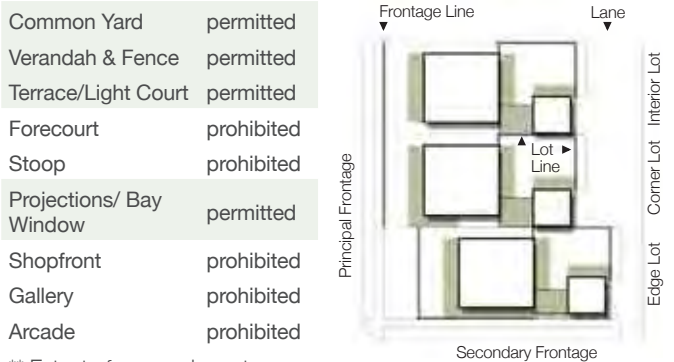
## TYPICAL BUILDING DISPOSITION



## PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	permitted
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

\*\* Extent of encroachments defined in the DAP.



## PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	permitted
Front Side Court	permitted
Front Side Direct	permitted
Front Mid Court	permitted
Front Rear Court	permitted
Rear Side Court	permitted
Front/Rear Side Stack	permitted
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



T3 COTTAGE

T3 Cottage is a single-family residential type on a lot served by both a front street and a lane.

A wall or fence shall be placed along the property lot line and may be attached to the building’s principal elevation on the principal frontage. The location and height of garden walls and fences shall be determined through the DAPs.

Vehicular parking on a T3 Cottage lot is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions. Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



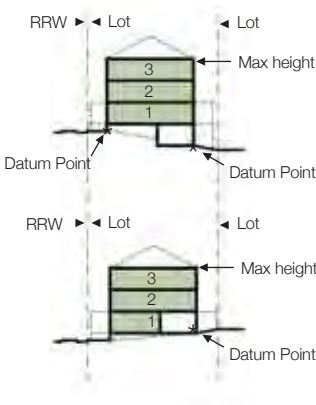
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT	
Lot Area	180m² to 400m²
Lot Coverage	75% maximum
Density	25 to 50 dwellings/unit/ha
BUILDING HEIGHT *	
Principal Building	3 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 3m / max 6m
Side Setback	min 1m / max 2m
Rear Setback	min 0.8m
Setbacks for houses with court yard dispositions may be reduced to nil as prescribed in the DAP.	
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 0.8m / max 6m
Secondary Setback	match Block Face or min 1m / max 3m
Side Setback	min 1m
Rear Setback	0.8m req
Setbacks for houses with courtyard dispositions may be reduced to nil as prescribed in the DAP.	
Building Disposition	
Edgeyard	permitted
Sideward	prohibited
Rearyard	prohibited
Courtyard	permitted
No-Yard	prohibited

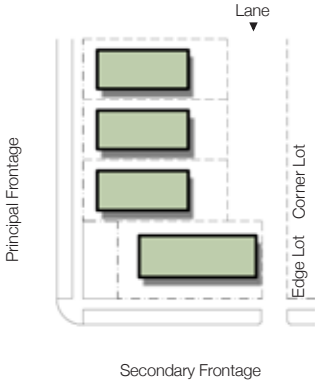
Specific urban standards for each lot will be detailed in the DAP. Setbacks may be reduced to 0.8m for lots requiring a specific response to a site or design consideration.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

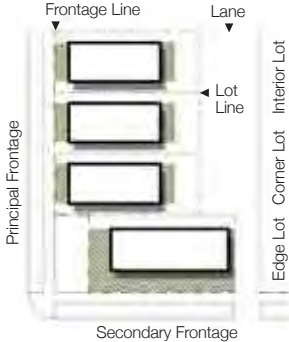
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

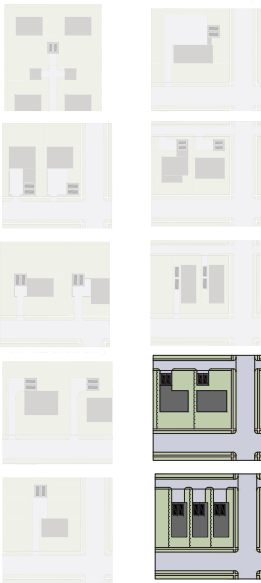
\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	prohibited
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	prohibited
Front Mid Court	prohibited
Front Rear Court	prohibited
Rear Side Court	prohibited
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.





T3 APARTMENT HOUSE

A T3 Apartment House is a multi-family residential type on a large lot typically with hilly topography. This type accommodates multiple dwellings disposed above and beside each other. It shares the attributes of the housing types and building disposition as a single family house and should not be distinguishable as a multiple dwelling.

Vehicular parking on a T3 Apartment House lot is facilitated through the use of garages, parking courts and drive ways. The use of parking courts is limited to certain dispositions. Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP



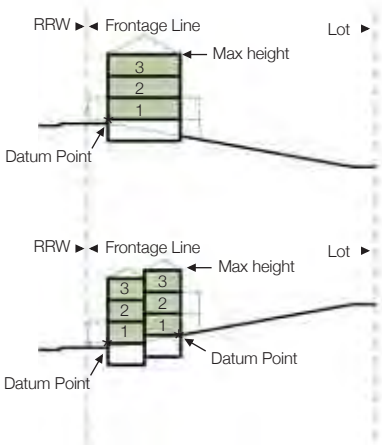
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT	
Lot Area	450m <sup>2</sup> min to 1,500m <sup>2</sup> max
Lot Coverage	75% maximum
Density	6 to 22 dwellings/units/ha
BUILDING HEIGHT *	
Principal Building	3 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL & OUTBUILDING (Interior Lot)	
Principal Setback	min 3m
Side Setback	min 2m
Rear Setback	min 0.8m
SETBACKS - PRINCIPAL & OUTBUILDING (Edge Lot, Corner Lot, Terminated Vista lot)	
Principal Setback	min 0.8m / max 4m
Secondary Setback	min 0.8m / max 4m
Side Setback	min 2m
Rear Setback	min 0.8m
Building Disposition (within the specified Building Envelope of Protected Natural Living Area Lots)	
Edgeyard	permitted
Sideward	permitted
Rearyard	prohibited
Courtyard	prohibited
No-Yard	prohibited

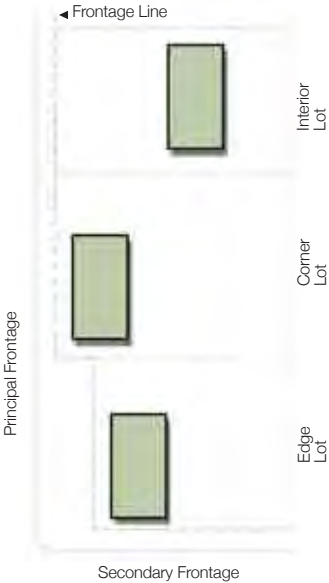
Specific urban standards for each lot will be detailed in the DAP. Set-backs may be reduced to 0.8m for lots requiring a specific response to a site or design consideration.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

TYPICAL BUILDING DISPOSITION

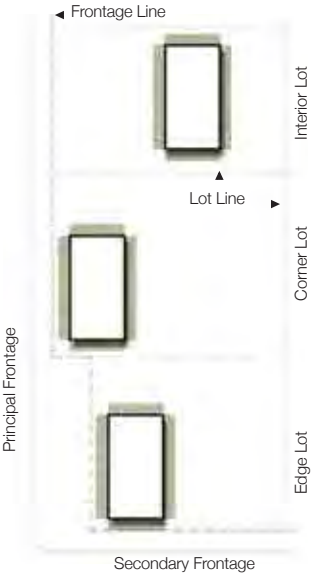


PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	permitted
Verandah & Fence	permitted
Terrace/Light Court	permitted

Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	permitted
Front Mid Court	prohibited
Front Rear Court	permitted
Rear Side Court	prohibited
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



T4 GENERAL URBAN - GENERAL PROVISIONS

The T4 General Urban Zone consists of medium density residential areas, adjacent to lower and/or higher zones. Building types are both freestanding and attached. Ancillary buildings and units, lodging and office functions are allowed and some building types allow for limited retail. Landscaping is regular and setbacks are shallow.

The T4 zone has a wide range of building types: house, cottage and terrace, as well as loft buildings, apartment houses and flex buildings. A wide range of building dispositions are also permitted: edgeyard, sideyard, courtyard and rearyard. Streets have kerbs and footpaths define medium-sized blocks. T4 General Urban Zones may transition over time into T5 Urban Centre Zones along any given corridor on a main thoroughfare.

General Standards for all building types in T4:

- 1. No development should occur on a lot unless it is in accordance with the respective DAP for that lot. This restriction does not apply to civil construction and development undertaken by the proponent as this is subject to other approval processes.
- 2. The principal setback line for a lot should be set parallel to the frontage line or parallel to the tangent of a curved frontage line.
- 3. The secondary setback for an outbuilding on an edge lot may match the block face across a residential lane or path, unless topographic constraints justify a variation.
- 4. Edge lots may have an accessory building and have a minimum of two (2) storeys when a lane is present.
- 5. Buildings with sideyard, courtyard and rearyard dispositions along the same block face may be repeated in increments of three units and should be separated by one or two building(s) with a similar typology and similar orientations.
- 6. The location of buildings with sideyard and courtyard dispositions should not be mirrored, except if the type is intended to be a double house.
- 7. Retaining walls should not exceed two (2) metres in height, unless as part of subdivision works by the proponent. DAPs may prescribe the requirement and

location of retaining walls as required.

- 8. Two lots may be amalgamated but cannot exceed the total lot size permitted for the T4 Zone.
- 9. Roof terraces are encouraged for all building types.
- 10. In addition to the general requirements for DAPs, a DAP for a T4 lot shall prescribe the access and position of outbuildings for a lot (to accord to the Parking / Garage Disposition Table).





T4 HOUSE

A T4 House is a single-family residential type on a lot served by both a front street and a lane.

Garages and/or surface parking shall be accessed from the lane.

Unless otherwise provided for in the DAP, a wall or fence shall be placed along the property lot line and may be attached to the building's principal elevation on the principal frontage. The location and height of garden walls and fences shall be determined through the DAPs.

Irregular lots may exceed the maximum lot size of 700m², however the building disposition shall remain the same.

Vehicular parking on T4 House lots is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

The required urban standards for each lot will be prescribed in the relevant DAP.



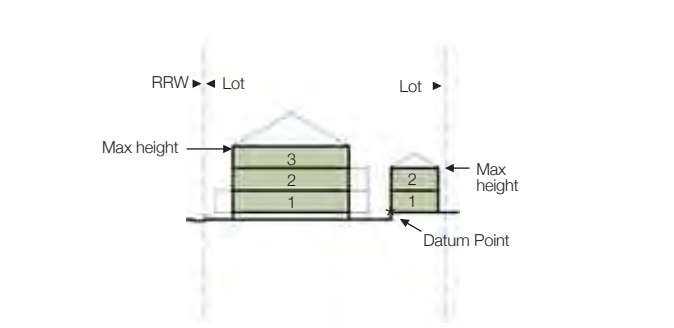
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT		
Lot Area	350m² to 700m² max (Note: Irregular lots may have a lot area of up to 800m²)	
Lot Coverage	75% maximum	
Density	20 to 30 dwellings/units/ha	
BUILDING HEIGHT *		
Principal Building	3 storeys max	
Outbuilding	2 storeys max / 2 storeys req for edge lots	
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)		
Principal Setback	min 2m / max 4m	
Side Setback	min 0.8m	
Rear Setback	min 0.8m	
	Setbacks for houses with sideyard and courtyard dispositions may be reduced to nil as prescribed in the DAP.	
SETBACKS - PRINCIPAL BUILDING (Edge Lot)		
Principal Setback	min 2m / max 4m	
Secondary Setback	match block face or min 2m / max 3m	
Side Setback	min 1m	
Rear Setback	0.8m	
	Setbacks for houses with sideyard and courtyard dispositions may be reduced to nil as prescribed in the DAP.	
Building Disposition		
Edgeyard	permitted	
Sideyard	permitted	
Rearyard	prohibited	
Courtyard	permitted	
No-Yard	prohibited	

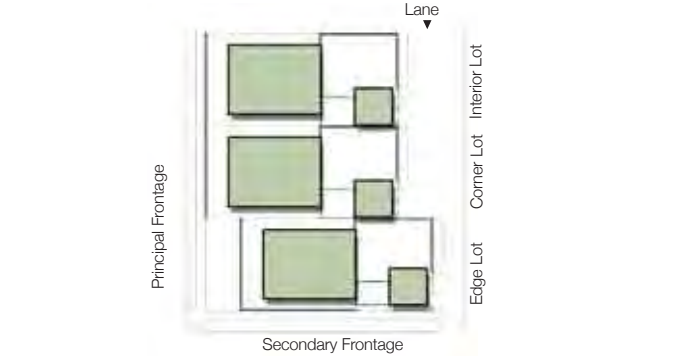
Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

\*\* Extent of encroachments defined in the DAP.

PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	prohibited
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	permitted
Front Mid Court	permitted
Front Rear Court	permitted
Rear Side Court	permitted
Front/Rear Side Stack	permitted
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.

T4 COTTAGE

T4 Cottage is a single-family residential type on a lot served by a lane.

A wall or fence shall be placed along the property lot line and may be attached to the building’s principal elevation on the principal frontage. The location and height of garden walls and fences shall be determined through the DAPs.

Vehicular parking on T4 Cottage lots is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions.

Parking may also be integrated within the principal structure or underground where topography allows.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.



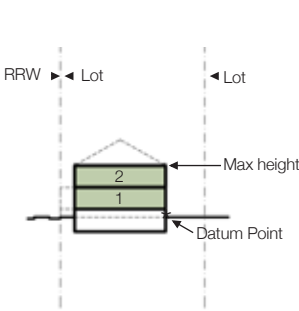
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT	
Lot Area	180m² to 300m²
Lot Coverage	85% maximum
Density	25 to 50 dwellings/unit/ha
BUILDING HEIGHT *	
Principal Building	2 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 2m
Side Setback	min 1m
Rear Setback	min 0.8m
Setbacks for houses with side and courtyard dispositions may be reduced to nil as pre-scribed in the DAP.	
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 2m
Secondary Setback	match block face or min 2m
Side Setback	min 1m
Rear Setback	0.8m req
Setbacks for houses with sideyard and court-yard dispositions may be reduced to nil as prescribed in the DAP.	
Building Disposition	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted
No-Yard	prohibited

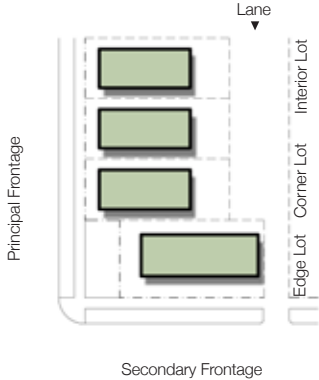
Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

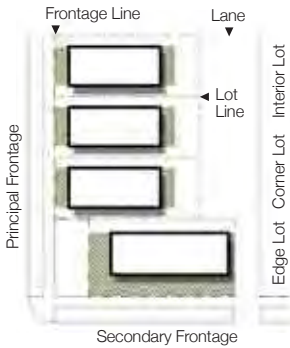
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

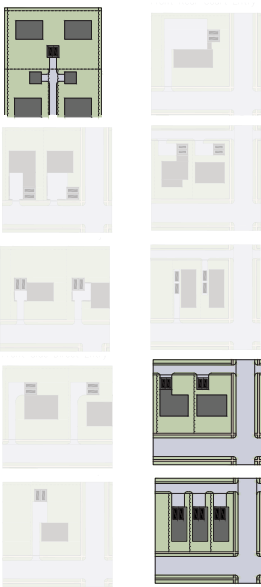
\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	permitted
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	prohibited
Front Mid Court	prohibited
Front Rear Court	prohibited
Rear Side Court	prohibited
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.





## T4 TERRACE

A T4 Terrace is a single-family residential attached building on a lot served by both a front street and a lane.

A portion of the principal building along the frontage line may be at footpath level to allow for future transition into T5.

Irregular lots may exceed the maximum lot size of 300m2, however the building disposition shall remain the same.

Vehicular parking on terrace lots is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.



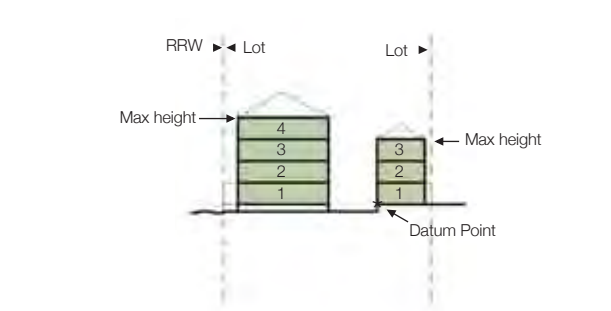
\*Lots where building types may be permitted to be refined in DAPs.

## GENERAL URBAN STANDARDS

LOT	
Lot Area	180m² to 300m² (approx 6.5-10m x 23m)
Lot Coverage	85% maximum
Density	25 to 55 dwellings/units/ha
BUILDING HEIGHT *	
Principal Building	4 storeys max
Outbuilding	3 storeys max
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 2m / max 5m
Side Setback	0m req
Rear Setback	min 0.8m
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 2m / max 5m
Secondary Setback	min 1m / max 4m
Side Setback	0m req
Rear Setback	0.8m req
Building Disposition	
Edgeyard	prohibited
Sidyard	prohibited
Rearyard	permitted
Courtyard	permitted
No-Yard	prohibited

Specific urban standards for each lot will be detailed in the DAP.

## BUILDING HEIGHT\*

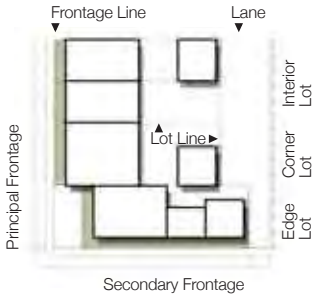


\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

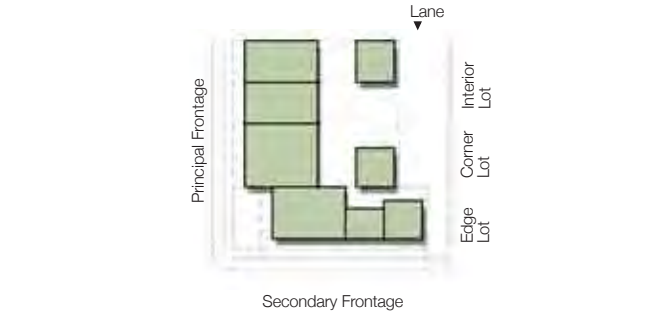
## PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	prohibited
Arcade	prohibited

\*\* Extent of encroachments defined in the DAP.



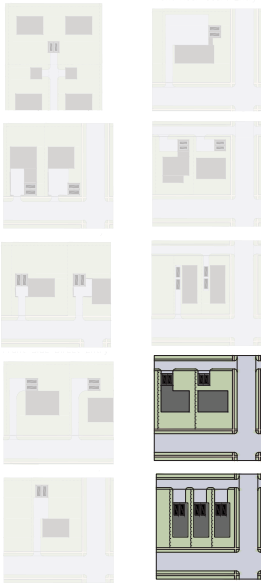
## TYPICAL BUILDING DISPOSITION



## PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	prohibited
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	prohibited
Front Mid Court	prohibited
Front Rear Court	prohibited
Rear Side Court	prohibited
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



### T4 LOFT BUILDING

A T4 Loft Building is a liner building attached to other building types comprised of multi-family units (with independent entries) on a narrow lot.

This building type occupies lots intended to screen large surface or deck car parks.

The individual unit widths vary from six (6) to nine (9) metres depending on the ground floor parking bays.

The minimum lot building depth is ten (10) metres and the maximum is fifteen (15) metres. This may include two (2) metres for circulation (raised or at ground) along the frontage, with six (6) metres in the rear for parking bays.

Parking is located on ground floor and shall be accessed from the lane and/or alley and may be used for public or private parking.

Height and specific controls related to parking placement of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.



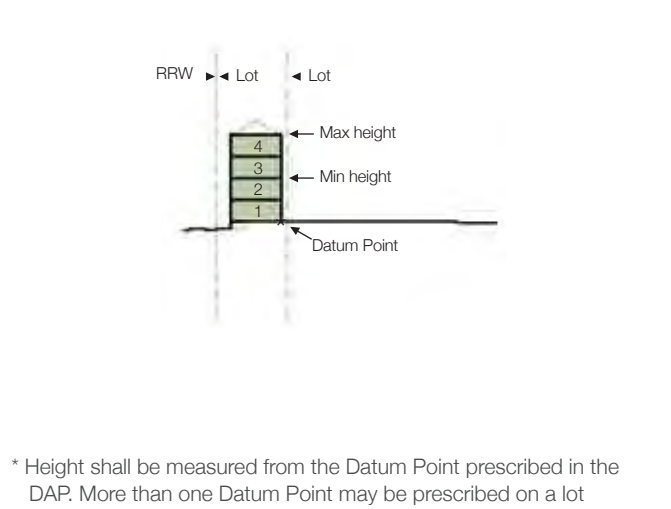
\*Lots where building types may be permitted to be refined in DAPs.

### GENERAL URBAN STANDARDS

LOT	
Lot Area	varies
Lot Coverage	90% maximum
Density	varies
BUILDING HEIGHT *	
Principal Building	2 storeys min - 4 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING	
Principal Setback	2m req
Secondary Setback	match blockface across lane or max 4m
Side Setback	0m req
Rear Setback	0.8m req
Building Disposition	
Edgeyard	prohibited
Sideyard	permitted
Rearyard	<b>permitted</b>
Courtyard	prohibited
No-Yard	<b>permitted</b>

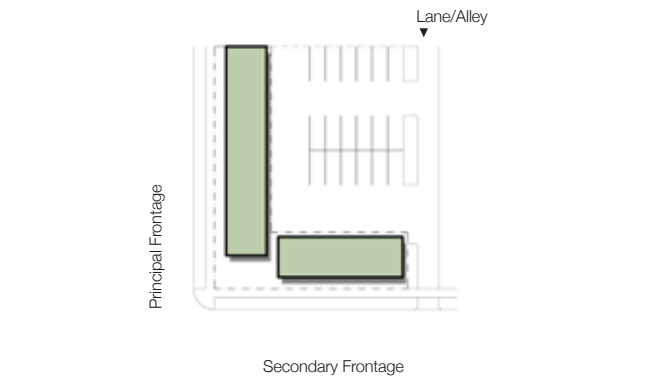
Specific urban standards for each lot will be detailed in the DAP.

### BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

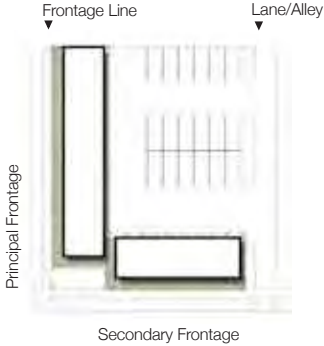
### TYPICAL BUILDING DISPOSITION



### PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	prohibited
Gallery	prohibited
Arcade	prohibited

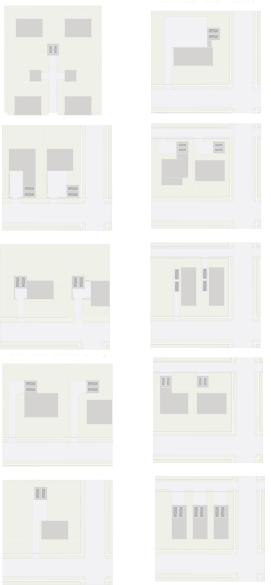
\*\* Extent of encroachments defined in the DAP.



### PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.





## T4 APARTMENT HOUSE

A T4 Apartment House is a multi-family residential building type (sharing a common entrance) attached to other building types. Garages and/or surface parking shall be provided in the rearyard or underground and be accessed from a lane.

A liner building masking the car parking shall be placed at edge lots as shown in the diagram.

Backbuildings may be attached, however outbuildings shall be detached a minimum of 4.0m from the principal building.

A portion of the principal building along the frontage line may be at footpath level to allow for future transition into T5.

Vehicular parking on a T4 Apartment House lot is facilitated through the use of garages, parking courts and driveways. The use of parking courts is limited to certain dispositions.

Parking may also be integrated within the principal structure or underground where topography allows. Shared parking areas may be provided in underground garages, surface lots, or in deck structures hidden from primary frontages.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.

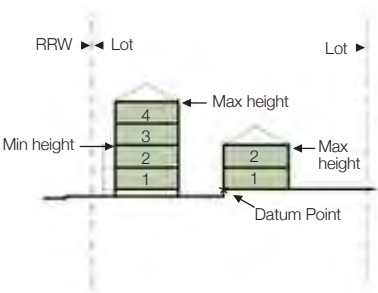
LOT	
Lot Area	600m² to 1,000m² (approx 20m x 30m)
Lot Coverage	80% maximum
Density	90 to 110 dwellings/units/ha
BUILDING HEIGHT *	
Principal Building	2 storeys min - 4 storeys max
Outbuilding	2 storeys max
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 3m / max 4m
Side Setback	0m req
Rear Setback	min 0.8m
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 3m / max 4m
Secondary Setback	match Block Face or max 4m
Side Setback	0m req
Rear Setback	0.8m req
Building Disposition	
Edgeyard	prohibited
Sideyard	prohibited
Rearyard	permitted
Courtyard	permitted
No-Yard	prohibited

Specific urban standards for each lot will be detailed in the DAP.



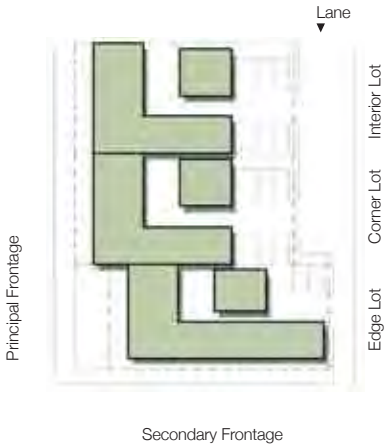
²s. \*Indicative location of building type - to be determined in DAP

## BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot

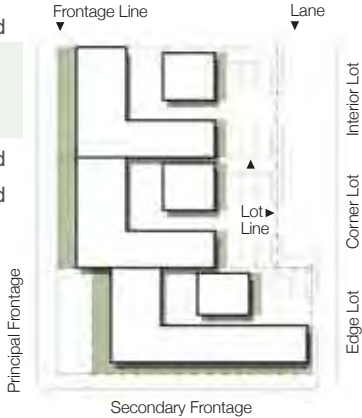
## TYPICAL BUILDING DISPOSITION



## PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	prohibited
Arcade	prohibited

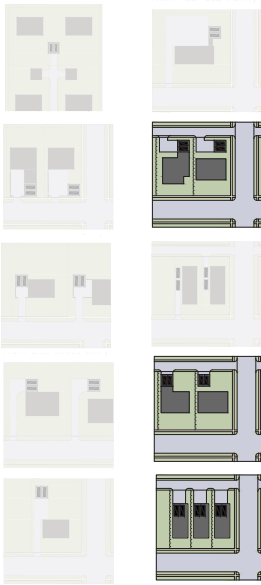
\*\* Extent of encroachments defined in the DAP.



## PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	prohibited
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	prohibited
Front Mid Court	prohibited
Front Rear Court	prohibited
Rear Side Court	permitted
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



T4 FLEX BUILDING

A T4 Flex Building 1 is a multi-family building that may be attached to other building types. This building type is typically used to mask surface, deck or underground car park areas on irregular blocks.

Each building should contain a variation of heights and stepped structures setback from the extension line. The extension line shall be a minimum of three (3) storeys. rooftop terraces are encouraged.

Any building frontage larger than sixty (60) metres shall be broken with a change of setback(s) and/or pedestrian access.

All interior parking must be concealed from street view.

A portion of the principal building along the frontage line may be at footpath level to allow for future transition into T5.

Parking shall be provided as surface parkings on deck structures or underground accessed from an alley when present. Height and specific controls related to parking placement of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.



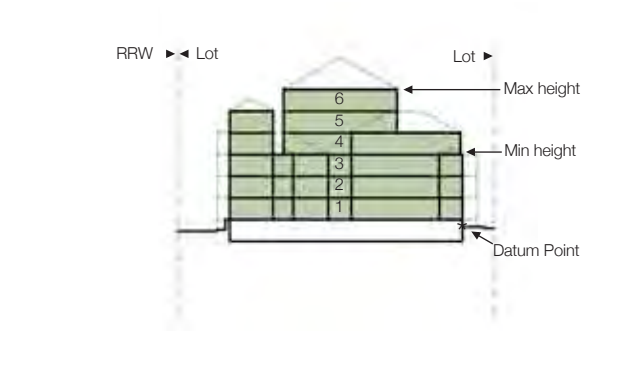
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT		
Lot Area	700m² to 1,200m²	
Lot Coverage	90% maximum	
Density	100 to 120 dwellings/units/ha	
BUILDING HEIGHT *		
Principal Building	3 storeys min - 6 storeys max	
Outbuilding	N/A	
SETBACKS - PRINCIPAL BUILDING		
Principal Setback	min 0.8m - max 4m	
Secondary Setback	min 0.8m / max 4m	
Side Setback	0m req	
Rear Setback	min 0.8m	
Building Disposition		
Edgeyard	prohibited	
Sideyard	prohibited	
Rearyard	permitted	
Courtyard	permitted	
No-Yard	permitted	

Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot>

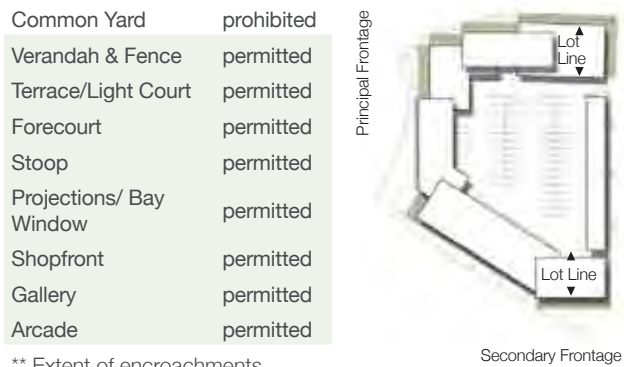
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	permitted
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.





## T5 URBAN CENTRE ZONE - GENERAL PROVISIONS

T5 Urban Centre Zone consists of higher density residential mixed use buildings that can accommodate retail, offices, and residential. It has a tight network of streets, raised kerbs, wide footpaths, regular street tree planting, and buildings set close to the footpaths, with most buildings attached. T5 Urban Centre Zones may transition over time into T6 Urban Core typologies along any given corridor on a main thoroughfare.

General Standards to all building types in T5:

1. No development should occur on a lot unless it is in accordance with the respective DAP for that lot. This restriction does not apply to civil construction and development undertaken by the proponent as this is subject to other approval processes.
2. The principal setback line for a lot should be set parallel to the frontage line or parallel to the tangent of a curved frontage line.
3. Loading docks and service areas may be permitted on frontages with approval and may be required to be screened.
4. Loft House principal elevations along the same block face should be repeated in increments of three units, should have the same principal setback and should be separated by one or two building(s) with a similar typology.
5. The ground floor of the buildings used for commercial uses and particularly for retail shall be the same grade as the footpath.
6. Buildings for residential purposes may be on a plinth.
7. Roof terraces are encouraged for all building types.
8. In addition to the general requirements for DAPs, a DAP for a T5 lot shall prescribe:
  - the minimum level difference that is required between the ground floor and adjacent footpath;
  - the access and position of outbuildings for a lot, if applicable, (to accord to the Parking / Garage Disposition Table).



T5 LOFT HOUSE

A T5 Loft House is a mixed use multifamily building type designed to accommodate residential and/or office space above a ground floor of retail or artisan use.

Surface parking is placed to the back of the principal building.

Garages and/or surface parking shall be accessed from the lane and/or alley. Edge lots shall screen parking from the street. The footpath and landscape treatment shall extend to the building edge.

Irregular lots may exceed the maximum lot size of 300m2, however the building disposition shall remain the same.

Specific controls related to parking placement of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

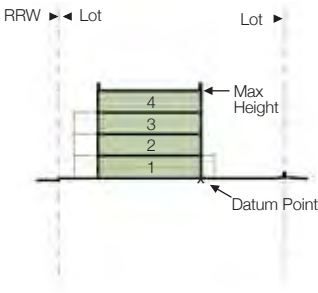
GENERAL URBAN STANDARDS

LOT	
Lot Area	180m² to 300m² (approx 6-10m x 30m)
Lot Coverage	90% maximum
Density	33 to 55 dwelling/units/ha
BUILDING HEIGHT *	
Principal Building	4 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 0.80m / max 3m
Side Setback	0m req
Rear Setback	min 0.8m
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	0m max
Secondary Setback	match block face or max 4m
Side Setback	0m
Rear Setback	0.8m req
Building Disposition	
Edgeyard	prohibited
Sidyard	prohibited
Rearyard	permitted
Courtyard	permitted
No-Yard	permitted

Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*

1. For ground floor commercial functions the permitted floor to ceiling height is a maximum of 7.6m.



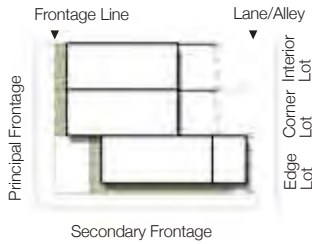
\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

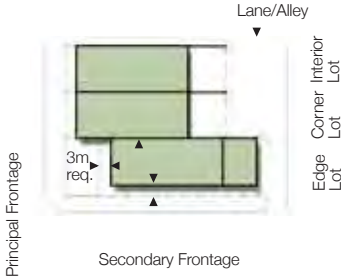
PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



TYPICAL BUILDING DISPOSITION



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.





T5 TERRACE

A T5 Terrace is a single-family building type designed to house residential and/or office space above a ground floor of retail or artisan use, on a lot served by both a front street and a lane.

Irregular lots may exceed the maximum lot size of 300m2, however the building disposition shall remain the same.

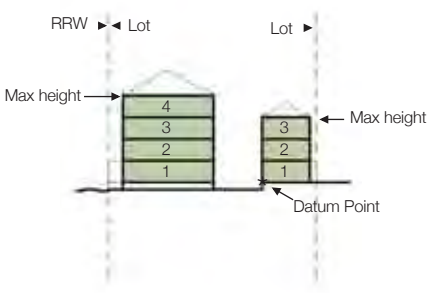
Vehicular parking on Terrace lots is accommodated within garages, parking courts and driveways. The use of parking courts is limited to certain dispositions.

Specific controls related to outbuildings, parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.

LOT	
Lot Area	180m² to 300m² (approx 6.5-10m frontages)
Lot Coverage	85% maximum
Density	25 to 55 dwelling/units/ha
BUILDING HEIGHT *	
Principal Building	4 storeys max
Outbuilding	3 storeys max / min 2 storeys for Edge Lots
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 2m / max 5m
Side Setback	0m req
Rear Setback	min 0.8m
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 2m / max 5m
Secondary Setback	min 1m/ max 4m
Side Setback	0m req
Rear Setback	0.8m req
Building Disposition	
Edgeyard	prohibited
Sideward	prohibited
Rearyard	permitted
Courtyard	permitted
No-Yard	prohibited

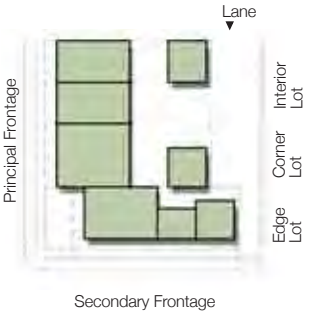
BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

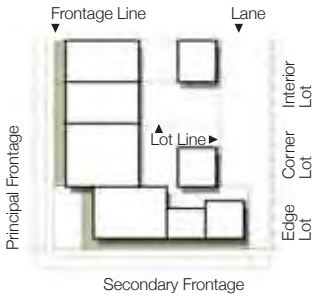
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	permitted
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	prohibited
Arcade	prohibited

\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	prohibited
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	prohibited
Front Mid Court	prohibited
Front Rear Court	prohibited
Rear Side Court	prohibited
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.



\*Lots where building types may be permitted to be refined in DAPs.

T5 APARTMENT HOUSE

A T5 Apartment House is a multi-family residential courtyard building type (sharing a common entrance) attached to other building types such as a liner building.

A liner building masking the parking shall be placed at edge lots as shown in the diagram. Garages and/ or surface parking shall be provided in the rear yard or underground and be accessed from a lane.

Backbuildings may be attached, however outbuildings shall be detached from the principal building by a minimum of four (4) metres.

Footpaths shall be located adjacent to the front building elevation. Specific controls related to parking placement and garage disposition of individual lots will be further outlined in the respective DAPs.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

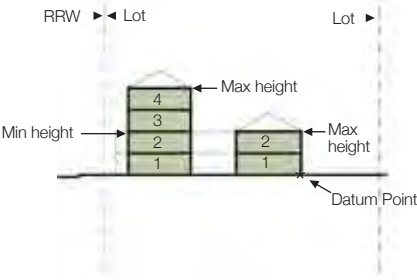
GENERAL URBAN STANDARDS

LOT	
Lot Area	600m² to 2,000m² (approx 20m x 30m)
Lot Coverage	80% maximum
Density	90 to 110 dwelling/units/ha
BUILDING HEIGHT *	
Principal Building	2 storeys min - 4 storeys max
Outbuilding	2 storeys max
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 3m / max 4m
Side Setback	0m req
Rear Setback	min 0.8m
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	min 3m / max 4m
Secondary Setback	match block face or max 4m
Side Setback	0m req
Rear Setback	min 0.5m
Building Disposition	
Edgeyard	prohibited
Sideyard	prohibited
Rearyard	permitted
Courtyard	permitted
No-Yard	prohibited

Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*

1. For ground floor commercial functions the floor to ceiling Height is permitted to a maximum of 7.6m.



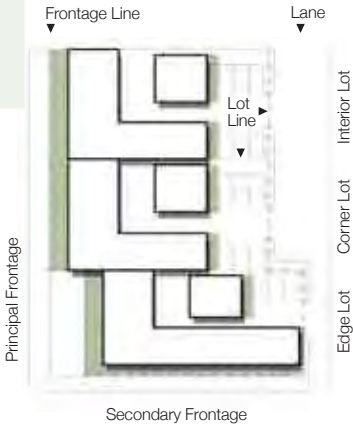
\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

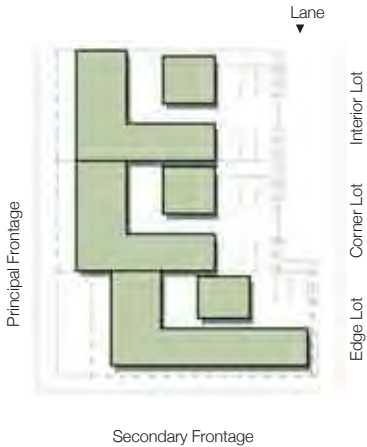
PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



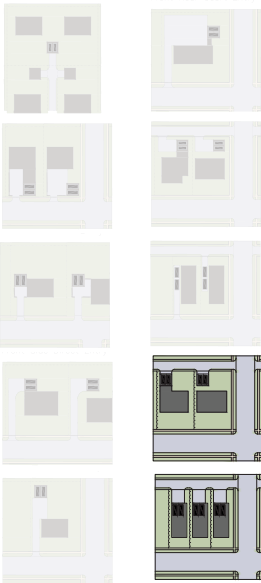
TYPICAL BUILDING DISPOSITION



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	prohibited
Front Fore Court	prohibited
Front Side Court	prohibited
Front Side Direct	prohibited
Front Mid Court	prohibited
Front Rear Court	prohibited
Rear Side Court	prohibited
Front/Rear Side Stack	prohibited
Rear Direct	permitted
Rear Back Court	permitted

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP. Refer to the Garage Disposition Table in the Code Calibration for full explanation of dispositions.





### T5 LOFT BUILDING

A T5 Loft Building is a mixed-use liner building type intended to house residential and/or office space above a ground floor of retail or artisan use.

This building type is to be designed to screen large surface or deck car parking. The building may be attached and/or detached to the car park structure if present.

The individual unit widths vary from six (6) to nine (9) metres depending on the ground floor parking bays.

The minimum lot depth is ten (10) metres, with a maximum of fifteen (15) metres. This may include two (2) metres for circulation along the frontage and/or six (6) metres in the rear for parking bays.

Footpaths shall be located adjacent to the front building elevation.

Parking is located underground and/or in a raised basement or surface parking lot and shall be accessed from the rear alley, surface carpark or car park deck structure as shown and may be used for public or private parking.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



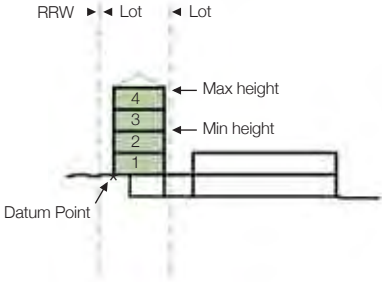
\*Lots where building types may be permitted to be refined in DAPs.

LOT		
Lot Area	varies	
Lot Coverage	90% maximum	
Density	varies	
BUILDING HEIGHT *		
Principal Building	2 storeys min - 4 storeys max	
Outbuilding	N/A	
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)		
Principal Setback	3m req	
Side Setback	0m req	
Rear Setback	0.8m req	
SETBACKS - PRINCIPAL BUILDING (Edge Lot)		
Principal Setback	3m req	
Secondary Setback	3m req	
Side Setback	0m req	
Rear Setback	0.8m req	
Building Disposition		
Edgeyard	prohibited	
Sidyard	prohibited	
Rearyard	prohibited	
Courtyard	prohibited	
No-Yard	permitted	

Specific urban standards for each lot will be detailed in the DAP.

### BUILDING HEIGHT\*

1. For ground floor commercial functions the floor to ceiling Height is permitted to a maximum of 7.6m.



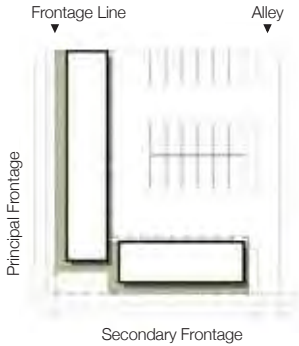
\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

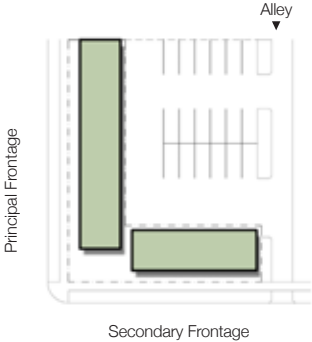
### PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



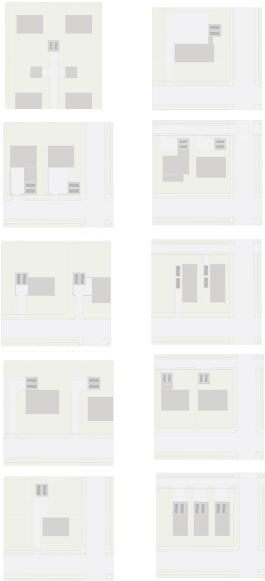
### TYPICAL BUILDING DISPOSITION



### PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.



T5 APARTMENT BUILDING

A T5 Apartment building is a mixed-use building that may be attached to other building types and may have commercial ground floor use sharing a common entrance.

Each building shall contain a variation of heights and stepped structures setback from the extension line. The extension line shall be a minimum of three (3) storeys. Rooftop terraces are encouraged.

If a commercial use is present at ground level, the footpath, and landscape treatment shall extend to the front building edge.

Parking is to be surface parking or placed underground, or located within a raised basement and accessed from an alley when present.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will also be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

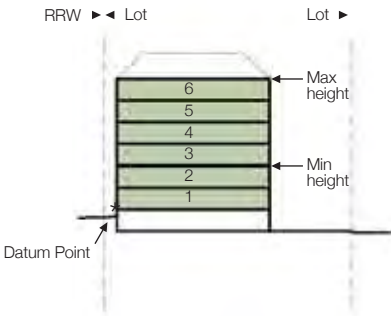
GENERAL URBAN STANDARDS

LOT	
Lot Area	600m² to 2,000m² (min 30m x 20m)
Lot Coverage	90% maximum
Density	100 to 130 dwellings/units/ha
BUILDING HEIGHT *	
Principal Building	2 storeys min - 6 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING	
Principal Setback	min 0m / max 4m
Secondary Setback	min 0m / max 4m
Side Setback	min 0m / max 3m
Rear Setback	min 0m
Building Disposition	
Edgeyard	prohibited
Sideyard	prohibited
Rearyard	permitted
Courtyard	permitted
No-Yard	permitted

Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*

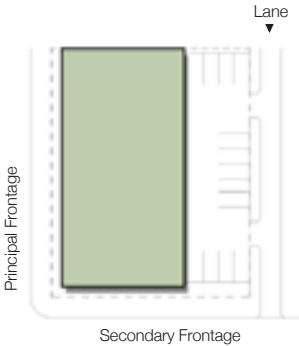
1. For ground floor commercial functions the floor to ceiling height is permitted to a maximum of 7.6m.



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	permitted
Forecourt	permitted
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.





### T5 FLEX BUILDING

A T5 Flex Building is a mixed-use building that may be attached to other building types.

This building type is typically used to mask surface, deck or underground car park areas on irregular blocks.

Each building shall contain a variation of heights and stepped structures setback from the extension line. The extension line shall be a minimum of three (3) storeys. rooftop terraces are encouraged.

Any building frontage wider than 60 metres shall be broken with a change of setback(s) and/or pedestrian access.

Parking shall be provided as surface parking, on deck structures or underground and be accessed from an alley when present. Interior block surface or deck parking may form part of the building’s parking requirements.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot, will be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

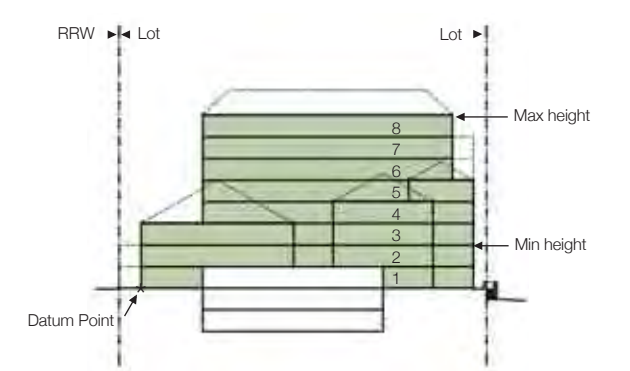
### GENERAL URBAN STANDARDS

LOT		
Lot Area	700m <sup>2</sup> to 12,000m <sup>2</sup> (min 30m x 20m)	
Lot Coverage	90% maximum (building footprint 3000m <sup>2</sup> max)	
Density	120 to 140 dwellings/units/ha	
BUILDING HEIGHT *		
Principal Building	2 storeys min - 8 storeys max	
Principal Building along Foreshore	2 storeys min - 6 storeys max	
Outbuilding	N/A	
SETBACKS - PRINCIPAL BUILDING		
Principal Setback	min 0m / max 4m	
Secondary Setback	min 0 / max 4m	
Side Setback	0m req	
Rear Setback	min 0m	
Building Disposition		
Edgeyard	prohibited	
Sideyard	prohibited	
Rearyard	permitted	
Courtyard	permitted	
No-Yard	permitted	

Specific urban standards for each lot will be detailed in the DAP.

### BUILDING HEIGHT\*

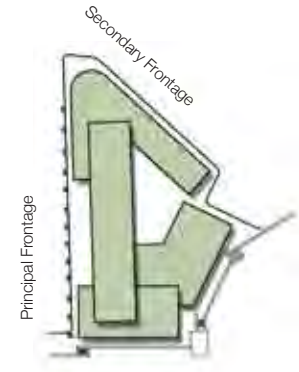
1. For ground floor commercial functions the floor to ceiling Height is permitted to a maximum of 7.6m.



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

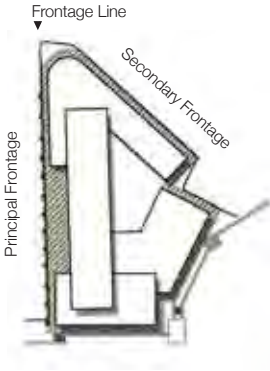
### TYPICAL BUILDING DISPOSITION



### PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	permitted
Forecourt	permitted
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



### PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.



### T6 URBAN CORE GENERAL STANDARDS

The T6 Urban Core zone consists of the highest density mixed use buildings that can accommodate a combination of retail, offices, and residential. Its viability relies on exposure to Marmion Avenue and its proximity to the Brighton District Centre. Building dispositions are flexible and may be either setback from the street or built close to the street. Street tree planting should be regular and allow for commercial exposure of buildings.

#### General Standards to all building types in T6:

1. No development should occur on a lot unless it is in accordance with the respective DAP for that lot. This restriction does not apply to civil construction and development undertaken by the proponent as this is subject to other approval processes.
2. The principal setback line for a lot should be set parallel to the frontage line or parallel to the tangent of a curved frontage line.
3. Loading docks and service areas may be permitted on frontages with approval and may be required to be screened.
4. Loft House principal elevations along the same block face should be repeated in increments of three units, should have the same principal setback and should be separated by one or two building(s) with a similar typology.
5. The ground floor of the buildings used for commercial uses and particularly for retail shall be the same grade as the footpath.
6. Buildings for residential purposes may be on a plinth.
7. Roof Terraces are encouraged for all building types.

8. In addition to the general requirements for DAPs, a DAP for a T6 lot may prescribe:
  - the minimum level difference that is required between the ground floor and adjacent footpath;
  - the access and position of outbuildings for a lot, if applicable, (to accord to the Parking / Garage Disposition Table).





T6 LOFT HOUSE

A T6 Loft House is a mixed use multifamily building type designed to house residential and/or office space above a ground floor of retail or artisan use. Loft House building types along the same block should be repeated in increments of a maximum of three units, should have the same principal setbacks and be separated by one or two buildings with a similar typology.

Parking is to be placed to the back of the principal building with tandem surface parking. Garages and/or surface parking shall be accessed from the lane and/or alley. Edge lots shall screen parking from the street.

The footpath and landscape treatment shall extend to the front building edge.

Irregular lots may exceed the maximum lot size of 300m2, however the building disposition shall remain the same.

Specific controls related to parking placement and garage disposition of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.



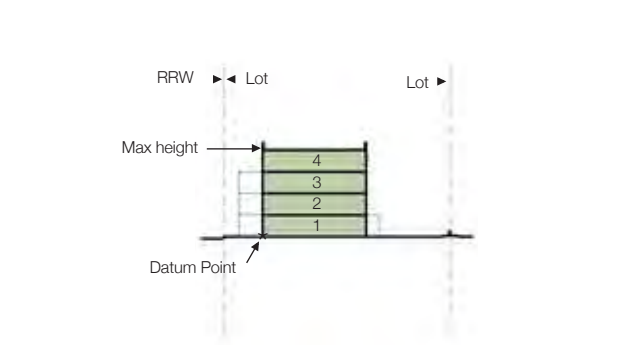
\*Lots where building types may be permitted to be refined in DAPs.

LOT	
Lot Area	(Varies) individual loft houses lots are typically 180m² to 300m² (approx 6-10m x 30m)
Lot Coverage	90% maximum
Density	33 to55 units/ha
BUILDING HEIGHT *	
Principal Building	max 4 storeys
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING (Interior Lot, Corner Lot)	
Principal Setback	min 0m / max 3m
Side Setback	0m req
Rear Setback	min 0m
SETBACKS - PRINCIPAL BUILDING (Edge Lot)	
Principal Setback	3m req
Secondary Setback	match block face or max 4m
Side Setback	0m
Rear Setback	0.8m req
Building Disposition	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted
No-Yard	permitted

Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*

1. For ground floor commercial functions the floor to ceiling Height is permitted to a maximum of 7.6m.



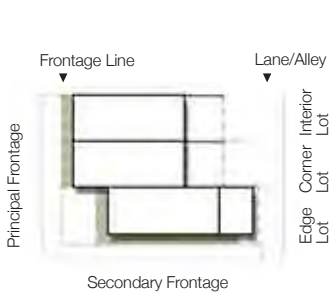
\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot.

Requirement for raised basement to be prescribed in the DAP

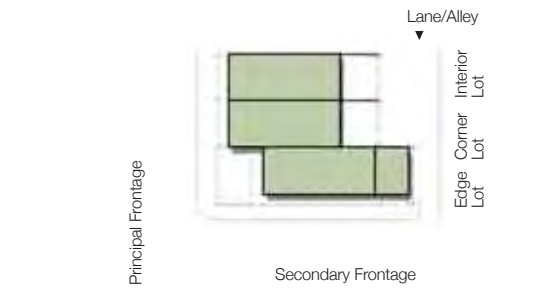
PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



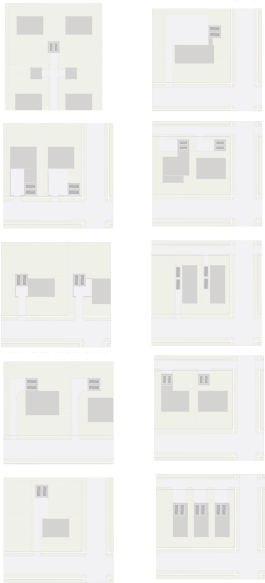
TYPICAL BUILDING DISPOSITION



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.



T6 APARTMENT BUILDING

A T6 Apartment Building 2 is mixed-use type that may be attached to other building types and may have a commercial ground floor use sharing a common entrance.

Each building shall contain a variation of heights and stepped structures setback from the extension line. The extension line shall be a minimum of three (3) storeys. Rooftop terraces are encouraged.

If a commercial use is present at ground level, the footpath and landscape treatments shall extend to the front building edge.

Parking is to be placed on the surface underground or located within a raised basement and accessed from an alley.

Height and specific controls related to parking placement of individual lots will be further outlined in the respective DAPs. The required urban standards for each lot will also be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

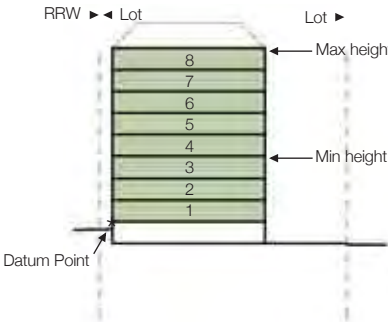
GENERAL URBAN STANDARDS

LOT		
Lot Area	Varies. Lot accommodating Apartment Building is typically 600m² to 1,000m² (min 30m x 20m)	
Lot Coverage	90% minimum	
Density	100 to 140 dwelling/units/ha	
BUILDING HEIGHT*		
Principal Building	3 storeys min - 8 storeys max	
Outbuilding	N/A	
SETBACKS - PRINCIPAL BUILDING		
Principal Setback	min 0m / max 4m	
Secondary Setback	min 0m / max 4m	
Side Setback	min 0m / max 3m	
Rear Setback	min 0m	
Building Disposition		
Edgeyard	permitted	
Sideyard	permitted	
Rearyard	permitted	
Courtyard	permitted	
No-Yard	permitted	

Specific urban standards for each lot will be detailed in the DAP.

BUILDING HEIGHT\*

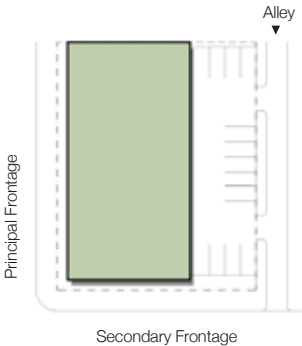
1. For ground floor commercial functions the floor to ceiling Height is permitted to a maximum of 7.6m.



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot>

Requirement for raised basement to be prescribed in the DAP

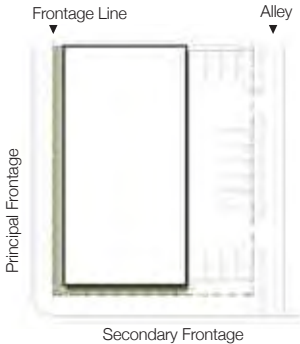
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	permitted
Forecourt	permitted
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.





## T6 LOFT BUILDING

A T6 Loft Building is a mixed-use liner building type intended to house residential and/or office space above a ground floor of retail or artisan use.

This building type is to be designed to screen large surface or deck car parking. The building may be attached and/or detached to the car park structure if present.

The individual unit widths vary from six (6) to nine (9) metres depending on the ground floor parking bays.

The minimum lot building depth is generally ten (10) metres, with a maximum of fifteen (15) metres. This may include two (2) metres for pedestrian circulation along the frontage and/or six (6) metres in the rear for parking bays.

Footpaths shall be located adjacent to the front building elevation.

Parking is located underground and/or in a raised basement or surface parking lot and shall be accessed from the rear alley or car park deck structure as shown and may be used for public or private parking.

These standards are typical for this building type however, may be modified to suit site conditions. The required urban standards for each lot will be prescribed in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

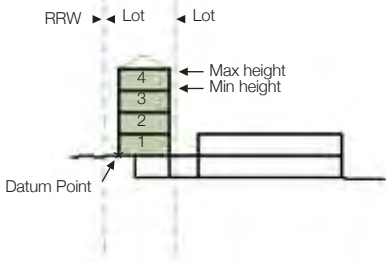
## GENERAL URBAN STANDARDS

LOT	
Lot Area	Varies
Lot Coverage	80%
Density	varies
BUILDING HEIGHT *	
Principal Building	3 storeys min - 4 storeys max
Outbuilding	N/A
SETBACKS - PRINCIPAL BUILDING	
Principal Setback	3m req
Secondary Setback	3m req
Side Setback	0m req
Rear Setback	0m req
Building Disposition	
Edgeyard	prohibited
Sideyard	prohibited
Rearyard	<b>permitted</b>
Courtyard	prohibited
No-Yard	<b>permitted</b>

Specific urban standards for each lot will be detailed in the DAP.

## BUILDING HEIGHT\*

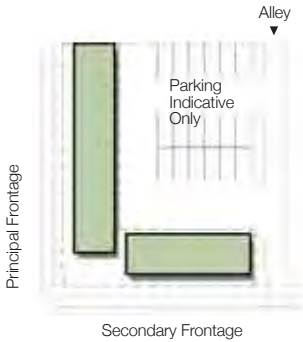
1. For ground floor commercial functions the floor to ceiling Height is permitted to a maximum of 7.6m.



\*\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot>

Requirement for raised basement to be prescribed in the DAP

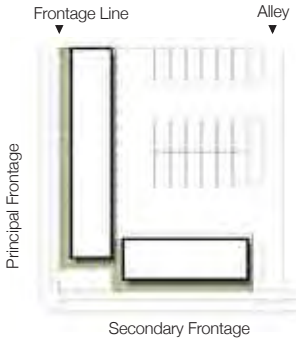
## TYPICAL BUILDING DISPOSITION



## PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	prohibited
Forecourt	prohibited
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

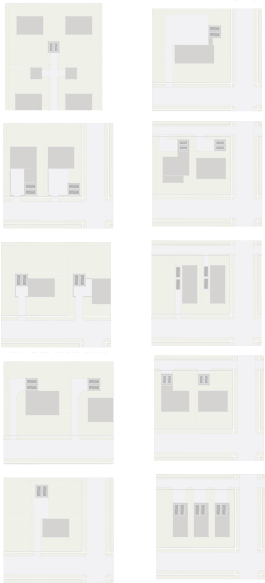
\*\* Extent of encroachments defined in the DAP.



## PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.



T6 FLEX BUILDING

A T6 Flex Building is a mixed-use building that may be attached to other building types.

This building type is typically used to screen surface, deck or underground car park areas on irregular blocks.

Each building shall contain a variation of heights and stepped structures setback from the extension line. The extension line should be a minimum of three (3) storeys. Rooftop terraces are encouraged.

Any building frontage wider than sixty (60) metres shall be broken with a change of setback(s) and/or pedestrian access.

Parking shall be provided as surface parking, on deck structures and/or underground and be accessed from an alley when present. Interior block surface or deck parking may form part of the building's parking requirements. The required urban standards for each lot will be prescribed in the relevant DAP.



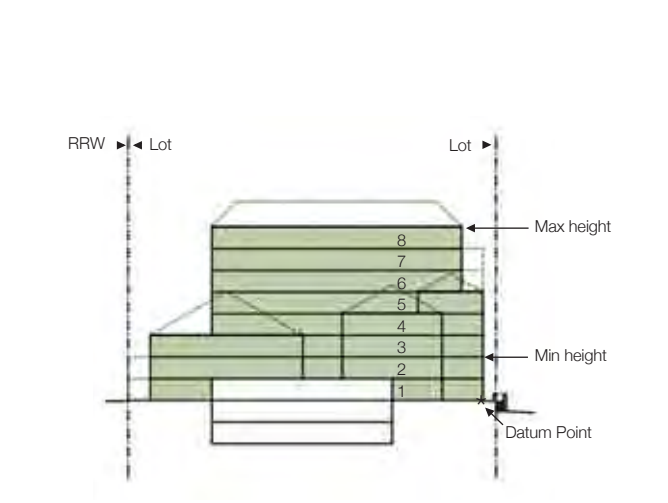
\*Lots where building types may be permitted to be refined in DAPs.

GENERAL URBAN STANDARDS

LOT		
Lot Area	1,200m² to 3,000m² (min 30m X 20m)	
Lot Coverage	95% maximum (building footprint 1200m² max)	
Density	varies 120 to 160 units/ha	
BUILDING HEIGHT *		
Principal Building	2 storeys min - 8 storeys max	
Outbuilding	N/A	
SETBACKS - PRINCIPAL BUILDING		
Principal Setback	min 0m / max 4m	
Secondary Setback	min 0m / max 4m	
Side Setback	0m req	
Rear Setback	min 0m	
Building Disposition		
Edgeyard	prohibited	
Sideyard	prohibited	
Rearyard	permitted	
Courtyard	permitted	
No-Yard	permitted	

Specific urban standards for each lot will be detailed in the DAP.

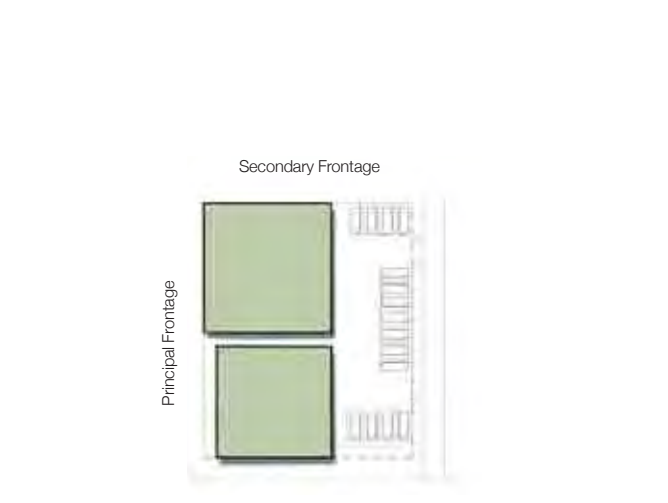
BUILDING HEIGHT\*



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot>

Requirement for raised basement to be prescribed in the DAP

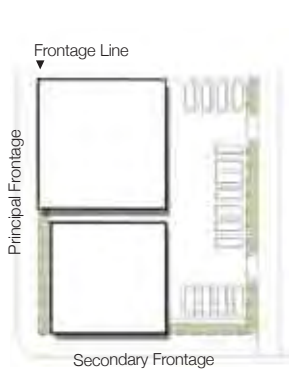
TYPICAL BUILDING DISPOSITION



PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	permitted
Forecourt	permitted
Stoop	permitted
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

\*\* Extent of encroachments defined in the DAP.



PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.





### T6 COMMERCIAL BUILDING

A T6 Commercial Building is a mixed-use type. Parking may be located in the front, back, on surface and/or underground accessed from the street or an alley.

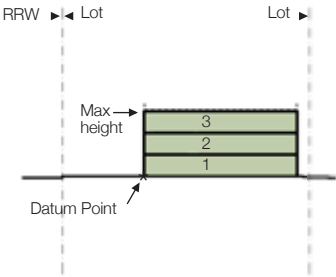
A portion of the building, no greater than 35m2, may exceed the height limit to provide for design elements that provide for a terminated vista or similar design features and will be detailed in the DAP subject to approval by the Town Architects’ Office.

The required urban standards for each lot will be prescribed in the relevant DAP.

LOT		
Lot Area	700m <sup>2</sup> to 7,000m <sup>2</sup>	
Lot Coverage	90%	
Density	varies	
BUILDING HEIGHT *		
Principal Building	3 storeys max *	
Outbuilding	N/A	
SETBACKS - PRINCIPAL BUILDING		
Principal Setback	min 0m	
Secondary Setback	min 0m	
Side Setback	min 0m	
Rear Setback	min 0m	
Building Disposition		
Edgeyard	permitted	
Sideyard	permitted	
Rearyard	permitted	
Courtyard	permitted	
No-Yard	permitted	

### BUILDING HEIGHT\*

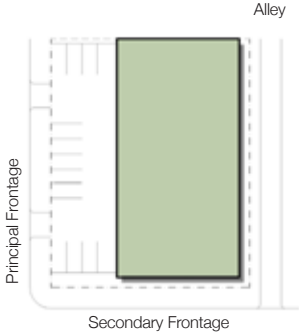
1. For ground floor commercial functions the floor to ceiling height is permitted to a maximum of 9.0m.



\* Height shall be measured from the Datum Point prescribed in the DAP. More than one Datum Point may be prescribed on a lot>

Requirement for raised basement to be prescribed in the DAP

### TYPICAL BUILDING DISPOSITION



Specific urban standards for each lot will be detailed in the DAP.

### PRIVATE FRONTAGES & BUILDING ENCROACHMENTS\*\*

Common Yard	prohibited
Verandah & Fence	prohibited
Terrace/Light Court	permitted
Forecourt	prohibited
Stoop	prohibited
Projections/ Bay Window	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

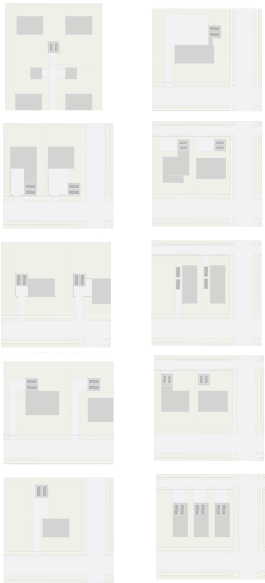
\*\* Extent of encroachments defined in the DAP.



### PARKING / GARAGE DISPOSITION\*\*\*

Flag Direct	n/a
Front Fore Court	n/a
Front Side Court	n/a
Front Side Direct	n/a
Front Mid Court	n/a
Front Rear Court	n/a
Rear Side Court	n/a
Front/Rear Side Stack	n/a
Rear Direct	n/a
Rear Back Court	n/a

\*\*\* The Garage Disposition shall be detailed for each lot in the relevant DAP.



\*Lots where building types may be permitted to be refined in DAPs.

RESERVES

The civic requirements for Jindee support the creation of a vibrant and diverse public realm that consists of civic/ public buildings and/or public open spaces appropriate to adjacent Transect Zones. The design of public open spaces and buildings is to proactively promote the creation of a well defined public realm that supports the character of Jindee. The design of public open spaces is controlled through the Landscape Standards.

The design of civic buildings is intentionally not coded in the Urban Standards, or the Architectural Standards prepared and administered by the developer. Designs and architectural standards for civic buildings are to be negotiated with the Town Architects’ Office and approved by the CoW having regard to local community aspirations and identity.

Civic buildings at Jindee are any building designed primarily for a public purpose and may be used by a government agency, not-for-profit or community based organisation or similar publicly oriented body or business. They may be used for a range of purposes including an office, hall, library, centre for recreational or cultural purposes or for any other community service, a cafe/ kiosk and may include buildings constructed and owned by the project for the use of the community. Civic buildings may be approved or adjacent to reserves and Transect Zones. The indicative location of civic buildings are identified on the adjacent plan.

Civic buildings shall reinforce local identity and community aspirations and will be distinctive and appropriate to the Transect in which they sit or are located adjacent to. It is acceptable for the design of civic buildings to be in contrast to the overall architectural style of the building types established through the Urban Standards, which prescribe a coherent and harmonious public realm. This consistent background urban fabric allows the civic buildings to be distinctive and elevates their importance in the community.

General Standards for public open spaces and civic buildings

- 1. The design of public open spaces is controlled through the Landscape Standards.
- 2. The location of public open spaces is depicted in the Regulating Plan Series (Public Open Space Plan).
- 3. Civic buildings are generally dedicated for a public purpose including for the purposes of culture, education, religion, and government.
- 4. Designs for civic buildings are to be negotiated with the Town Architects’ Office and approved by the CoW.
- 5. Civic building sites shall be located within or adjacent to a civic space, or at the axial termination of a significant thoroughfare.
- 6. A civic building located on a lot within a Transect Zone is exempt from complying with the building typology requirements of the Urban Standards.





END OF URBAN STANDARDS







04

# THOROUGHFARE STANDARDS

Context

Thoroughfares will be designed in context with the urban form and the desired design speed of the transect zone through which they pass. The public frontages of thoroughfares that pass from one transect zone to another should be adjusted accordingly. Alternatively the transect zone may transition mid-block (at Lane or lot line) retaining a single public frontage along its length.

Design Speed

Design speeds are controlled through the combined influence of road reserve width, lane width, tree alignment, height and setback of built form, landscaping, street parking, road alignment and intersection frequency. The design speed, in turn, affects the character of the thoroughfare and its quality for pedestrians and cyclists.

Speed at which the thoroughfare tends to be driven without the constraints of signage or enforcement:

- Very Low (less than 30km/hr)
- Low (30-40km/h r)
- Moderate (40-50km/h r)
- High (above 50km/hr)

Non-Vehicular Users

Thoroughfares are intended to accommodate the needs of pedestrians, cyclists and vehicles. The priority of a particular mode will shift according to Transect:

Within lower intensity zones (T1-T2), where there are fewer pedestrians and destinations within walking distance, design conflicts between vehicles and pedestrian will be decided in favour of the vehicle.

Within higher intensity zones (T3-T6), where there are more pedestrians and more destinations within walking distance, design conflicts between vehicles and pedestrians will be decided in favour of pedestrians.

Cyclists will be accommodated with shared paths or within the traffic lanes rather than separately designated on-road cycle lanes. This is generally safer for cyclists compared to on-street cycle lanes that cars may unknowingly traverse when entering/exiting on street parking bays and driveways or obstruct with opening doors. On-street cycle lanes also widen the overall width of the pavement and sense of space, increasing traffic speed.

Street Trees

The primary intent of the landscape treatment applied to thoroughfares will be to create shady, leafy, pedestrian friendly streets and paths. The street trees shall perform a vital role in creating the quality of life, environmental health and urban character intended for the Jindee community.

Visually, street trees will be used to soften and add natural character to the urban environment, providing colour, form and texture, as well as performing an architectural function that gives space definition and landscape continuity.

Functionally, they will contribute to a healthy urban environment through the provision of shade protection for pedestrian comfort, habitat for local fauna and improved air quality.

Emotionally, they will be a major factor contributing to the sense of well being of the Jindee community, adding beauty to streets and supporting feelings of relaxation and well-being.

With respect to design, special attention will be given to tree placement to ensure they contribute to the desired outcome in terms of street character and design speed. Where possible, conflicts between tree placement and servicing/engineering should aim to give priority to tree placement.

The scale and location of all trees will be considered in the context of the scale of the particular thoroughfare. Wider thoroughfares will allow for larger trees while the converse applies to smaller streets and pedestrian access ways. Tree species will be selected with regard to environmental context, including the degree of exposure to the more severe coastal conditions. Species selection will also play a role in defining the character of the thoroughfares in the various environments.

In general, thoroughfares in a lower intensity Transect zone (T1 - T3) are intended to be very leafy and green, with an informal character, providing well shaded, naturalistic streetscape environments. These thoroughfares are likely to have plant species arranged in more random layout patterns with irregular spacing of trees.

By contrast, those thoroughfares in higher intensity transect zones (T4 - T5) are intended to be more formal in character, still providing well shaded environments, but with a more urbane quality. The trees selected for these thoroughfares are more likely to be exotic and/or deciduous species, typically smaller in size consistent with the scale of the streetscape. The layout patterns, alignments and spacings will be more regular and uniform.

Given the significant and multifaceted role street trees will perform at Jindee, it is logical that ‘green infrastructure’ be given the same level of care, protection and maintenance as typically applied to any other public asset. Consistent with this view, it is intended to prepare a local planning policy with the objective of protecting and preserving street trees and limit any interference to, or removal of, street trees to only those circumstances that warrant interference, including protection of property, community safety and usual maintenance requirements.

Structure

The vast majority of thoroughfares terminate at other thoroughfares, forming an interconnected network. Closes are only used where required due to severe design constraints such as dramatic topography that would render an intersection unsafe.

The thoroughfare network is designed to define blocks not exceeding the size indicated in the transect plan contained in the regulatory plan series.

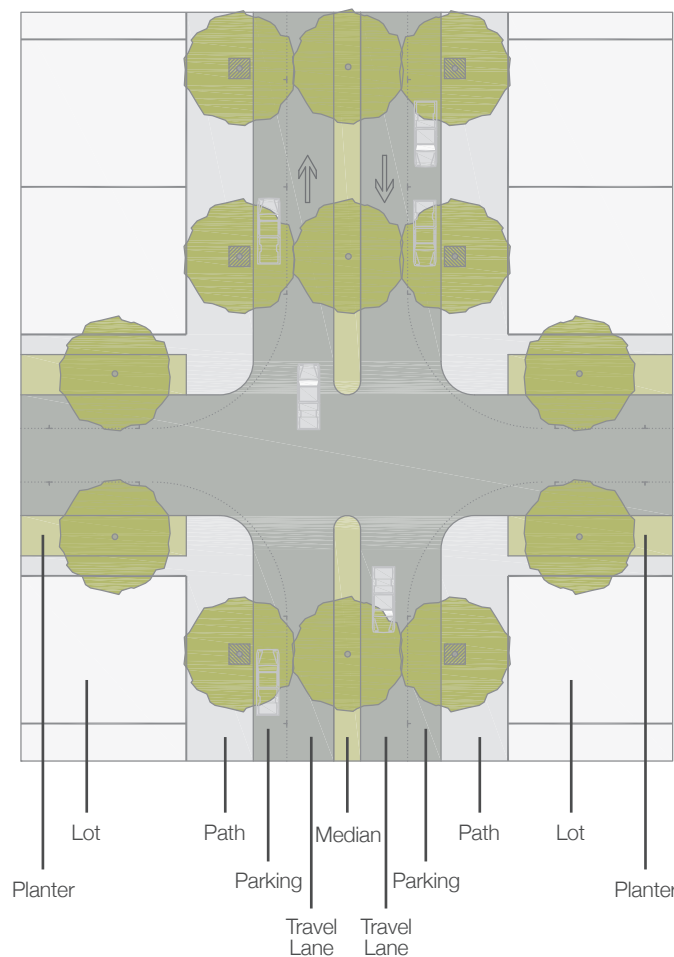


## STANDARDS OVERVIEW

There will be eleven thoroughfares types at Jindee, each with their own design assembly: Avenue, Boulevard, Mixed-Use Street, Street, Drive, Road, Alley, Lane, Promenade, Passage and Path.

Each thoroughfare type contains several sub-types (eg. Avenue 1a, Avenue 1b etc) with subtle differences tailored to the particular context of the thoroughfare.

An assembly, comprising a location plan, diagram and standards table, is provided for each thoroughfare sub-type that details all the elements that collectively define the thoroughfare. An explanation of the diagram is provided below.



## SUMMARY OF TERMS

### Variable

The width of an element within a thoroughfare varies depending on the site conditions and design objectives and is identified on thoroughfare diagrams with a 'V'.

### Movement

**Free** - Motorists tend to drive at moderate or high speed in response to longer street lengths, wider travel lanes, less frequent intersections and less pedestrian activity.

**Restricted** - Motorists tend to drive at low to moderate speed in response to shorter street lengths, narrower travel lanes, on-street parking, frequent intersections and higher levels of pedestrian activity.

**Yield** - Vehicles parked on-street result in the pavement having only one effective travel lane, requiring motorists to slow down and negotiate with other vehicles travelling at very low speeds.

### Kerb Type

Swale - No Kerb

Raised Kerb - Banner or Mountable

Flush Kerb - Drainage either to central grates on inverted crown or to swale

### Street Light Spacing

**Regular** - poles are lined up with approximately the same distance between rows of trees.

**Irregular** - poles are lined up at different distances randomly between rows of trees.

**Stagger** - poles are lined up with approximately the same distance between rows of trees in a Triangle or Zigzag configuration.

**Occasional** - minimal number of poles, restricted by low-voltage lighting requirement, placed in opportunistic places.

### Planting Pattern

**Regular** - trees are aligned on both side of the thoroughfare with the same distance between rows (may be square with equal distance between rows and trees or hedgerow with much closer tree spacing).

**Irregular** - trees are not aligned on both sides of the thoroughfare and spaced different distances apart.

**Stagger** - trees are aligned on both sides of the thoroughfare with approximately the same distance between rows in a triangle or zigzag configuration.

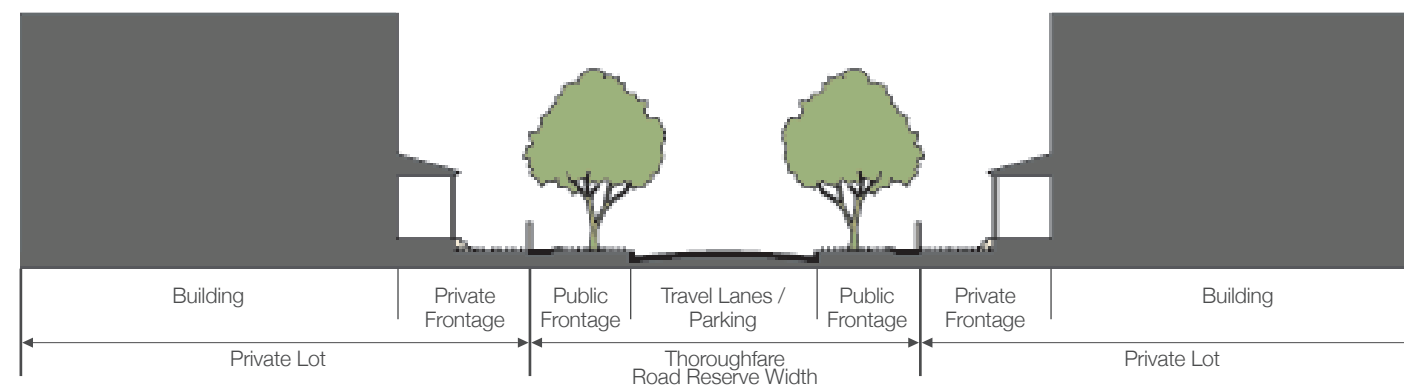
**Grove** - trees are of several species and heights planted closer together in clumps.

**Occasional** - trees are of several species and heights, restricted by site constraints, and planted in opportunistic places.

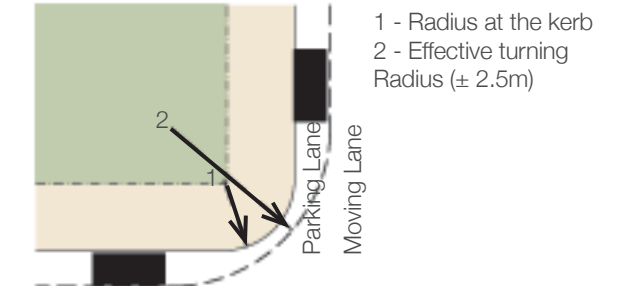
### Typical Species

The species listed for each thoroughfare indicate the intended character of the streetscape. The species will be refined at DAP stage.

## THOROUGHFARE & FRONTAGES



### TURNING RADIUS





THOROUGHFARE TYPES

- Avenue
- Boulevard
- Mixed-Use Street
- Street
- Road
- Drive
- Alley
- Lane
- Path, Passage, Promenade

\*Note - Paths & Passages are indicative only, and will be determined prior to subdivision and ceding of P.O.S.





**AVENUE**  
A thoroughfare suitable for T4 and T5 zones. Avenues provide frontage for medium density mixed-use buildings such as loft and apartment buildings. An Avenue is urban in character.



**DRIVE**  
A thoroughfare along the boundary between urbanised and natural conditions, usually along a waterfront, a park or promontory. One side has the urban character of a street, the other has the qualities of a Promenade.



**PROMENADE**  
A pedestrian way along the boundary between urbanised and natural conditions, usually along a waterfront drive with high density buildings on one side.



**BOULEVARD**  
A thoroughfare traversing an urbanised area. A boulevard is flanked by planting, buffering the buildings on either side, typically with a median.



**ROAD**  
A local thoroughfare suitable for T2 and T3 zones. Roads provide frontage for low density buildings. A Road tends to be naturalistic in character.



**PASSAGE**  
A pedestrian way between buildings. Passages provide shortcuts through long blocks, provide frontages for buildings with vehicular access by rear alleys, and connect rear parking areas with street frontages.



**MIXED-USE STREET**  
A local thoroughfare suitable for T5 zones. Mixed-use streets provide frontage for higher density mixed-use buildings. A Mixed-Use Street is mainly urban in character.



**ALLEY**  
A service access to the rear of mixed-use buildings providing service areas, parking access and utility easements.



**PATH**  
A pedestrian way traversing a park, street block or the countryside. Paths should be composed of naturalistic materials.



**STREET**  
A local thoroughfare suitable for T3, T4 and T5 zones. Streets provide frontage for medium density buildings. A Street is urban in character.



**LANE**  
A vehicular access way located to the rear of a lot providing access to parking, as well as easements for utilities.



**SHARED PATH**  
A Path constructed and detailed in such a way as to allow for its shared use by pedestrians and cyclists.



SUMMARY

The Avenue adopts an urban character and, forming the main entry to Jindee and connection to the surrounding activity centres and Perth CBD, will have a particularly important function. The Avenue will be of straight trajectory and typically lined with large, high canopied trees, arranged formally and densely planted and with lush and colourful ground level planting. Its central vanishing point and sloping terrain will have the propensity to draw the spectator forwards along it.







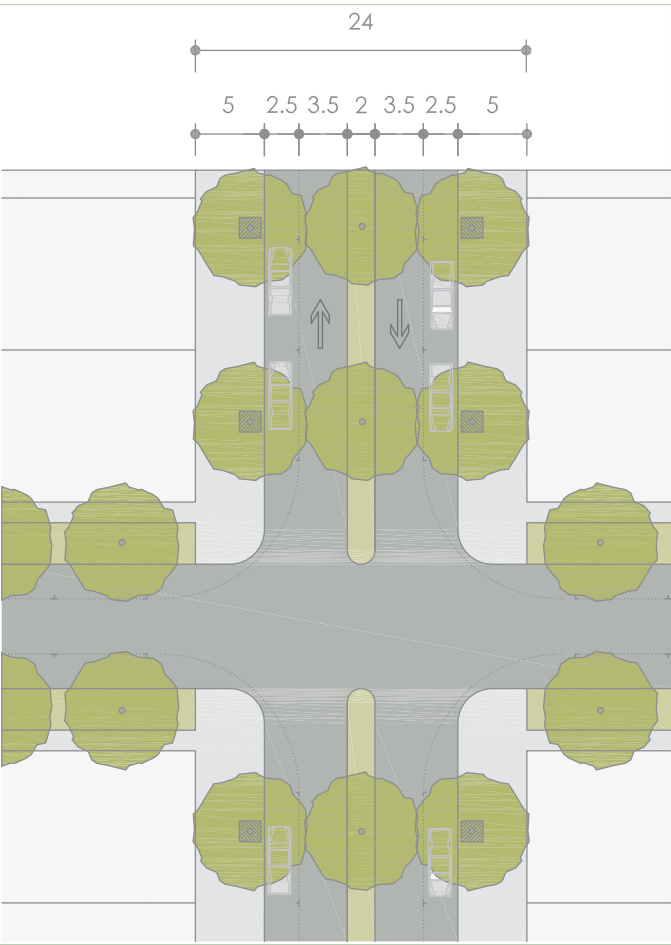
### AVENUE 1A

This tall tree lined Avenue will evoke a sense of arrival to Jindee and accentuate the view corridor towards the ocean via the important landscape and architectural features of the urban roundabout and the main central square.

Generally the Avenue is lined with large canopy tree plantings of the same species to give uniform appearance along the full length and will reinforce the spatial definition of street corners and plazas along its trajectory. The species selection will also ensure future ground floor shopfront businesses running along its sides are unobstructed for maximum exposure to the Avenue.

The central narrow median could be planted with the same tree species as the sides or it could be planted with a pole shaped tree species to accentuate the views beyond. All the tree spacing should be at regular intervals with canopies touching each other to provide continuous shading.

The Avenue median should be a combination of very low native groundcover for traffic visibility and pavers that match the footpath material to allow for pedestrian crossing at different points. The verge will accommodate shared paths and tree grates. The paths shall be paved with consistent material, preferably of an exposed aggregate finish with diagonal joints with wide sectional kerbs.

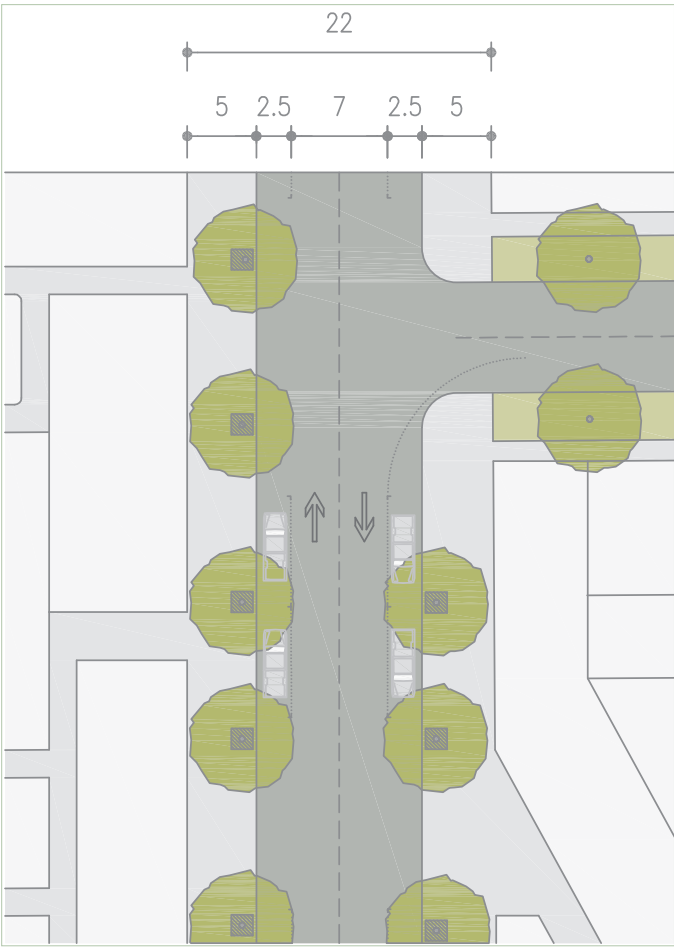


Type	Avenue
Movement	Free
Design Speed	Moderate
Reserve Width	24m
Pavement Width	2 x 6m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Raised
Path Type & Width	5m verge (including shared path both sides)
Street Light Type	Column
Street Light Spacing	Regular
Planter Width	5m, Median min 2.0m
Planter Type	Square In-ground Planting Continuous Strip
Planting Pattern	Regular
Typical Tree Spacing	7-8m
Typical Species	Tabebuia irpe, Melia azedarach, Phoenix canariensis, Ficus Rubiginosa, Ficus Benjinenia



### AVENUE 1B

Avenue 1B will have the same characteristics of Avenue 1A with the exception that this section will not have a central median. Avenue 1B also frames the northern boundary of the Jindee main square. At this point the tree species on the northern side of the square will be replaced with trees planted in a uniform appearance. The plaza trees terminating Avenue 1A should generally be of tall pipe canopy shape. Other accent flowering trees of umbrella canopy shape may provide for shade and/or emphasize the additional spaces of the square and plaza. The Avenue 1B tree species will be carefully spaced to accentuate the triangular shape of the space.



Type	Avenue
Movement	Free
Design Speed	Moderate
Reserve Width	22m
Pavement Width	12m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Raised
Path Type & Width	5m verge (shared Path both sides)
Street Light Type	Column
Street Light Spacing	Regular
Planter Width	5m min, width may vary
Planter Type	Continuous Strip Square In-ground Planting
Planting Pattern	Regular
Typical Tree Spacing	7-8m
Typical Species	Tabebuia irpe, Melia azedarach, Phoenix canariensis, Ficus Rubiginosa, Ficus Benjinenia



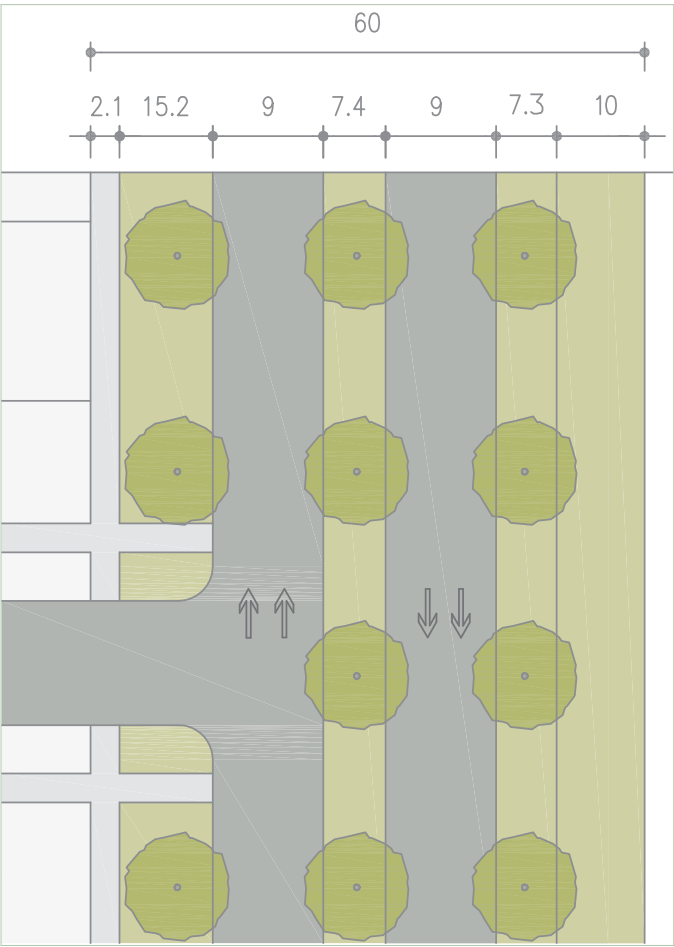


AVENUE 1C

Avenue 1C is the thoroughfare most travelled by the public in the region. Its character is akin to a highway by existing standards with no parking and multi-lane median-separated section.

The tree selection will ensure there is no visual obstruction to the future ground floor commercial uses located along the street frontage.

The landscape on both sides of Avenue 1C will have a rhythmical parade of trees evenly spaced of both pyramid and pole shapes. The tall canopy of the trees will help define the space of this wide thoroughfare reserve and create the effect of a corridor of trees as a backdrop for the community. Tree locations will deflect at the entry to Jindee to open the view corridor into the community. The verge and median will be landscaped with low height native groundcovers.



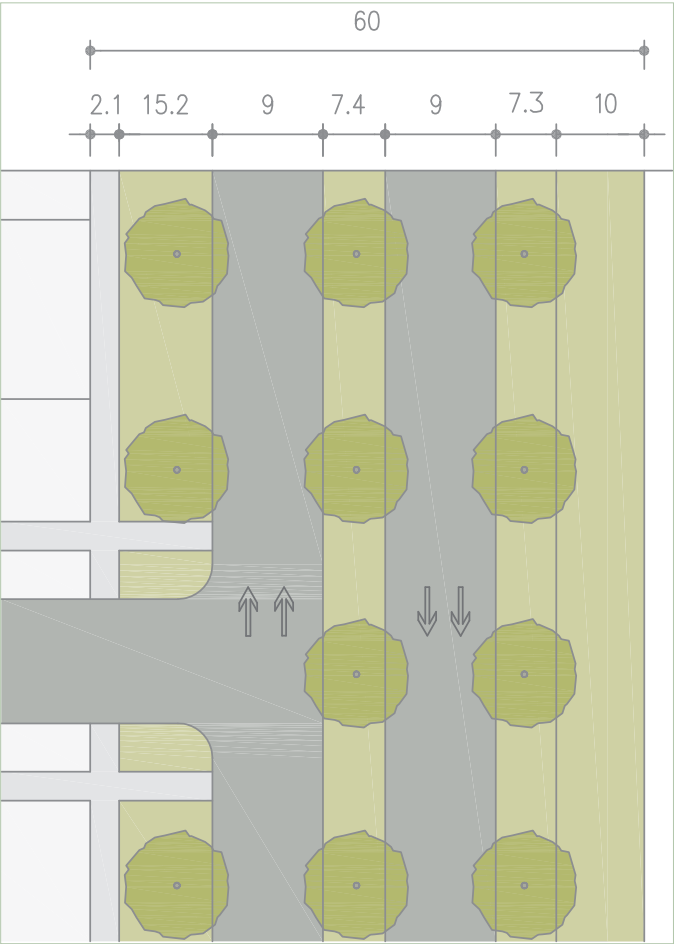
Type	Avenue
Movement	Free
Design Speed	High
Reserve Width	60m
Pavement Width	2 x 9m
Traffic Flow	Two way
Street Parking	None
Kerb Type	Raised
Path Type & Width	Shared path one side
Street Light Type	Cobra Head
Street Light Spacing	Regular
Planter Width	10-15.2m, Median 7.4m
Planter Type	Cotinuous Strip Square Inground Planting Swale Strip
Planting Pattern	Regular
Typical Tree Spacing	9-10m
Typical Species	Araucaria heterophylla



AVENUE 1D

Avenue 1D will have the same characteristics as Avenue 1C. The approach from the south is intended to be less urban in character with a natural fence running along the school property line and public open space reserve area.

The landscape on both sides of the Avenue is intended to have a rhythmical parade of trees evenly spaced of both pyramid and pole shapes. The tall canopy of the trees will help define the space of this wide road reserve and create the effect of a corridor of trees as a backdrop for the community. Tree locations will deflect at the entry to Jindee to open the view corridor into the community. The verge and median will be landscaped with low height, native groundcovers. Service roads may also be provided in the verge, if required, as is provided on the eastern side of Marmion Avenue.

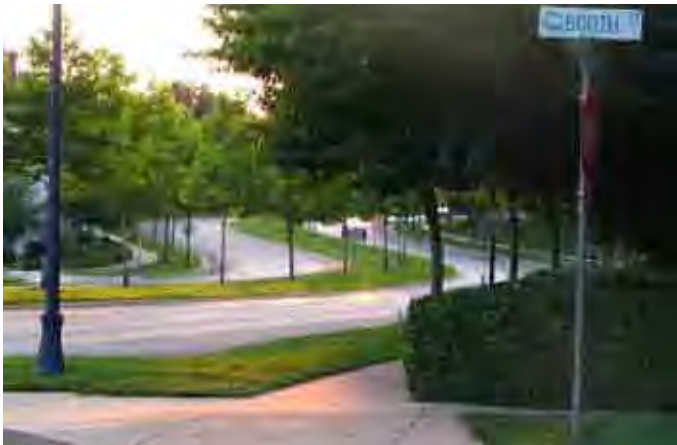


Type	Avenue
Movement	Free
Design Speed	High
Reserve Width	60m
Pavement Width	2 x 9m
Traffic Flow	Two way
Street Parking	None
Kerb Type	Raised
Path Type & Width	Shared path one side
Street Light Type	Cobra Head
Street Light Spacing	Regular
Planter Width	10-15.2m, Median 7.4m
Planter Type	Continuous Strip Square In-ground Planting Swale Strip
Planting Pattern	Regular
Typical Tree Spacing	9-10m
Typical Species	Araucaria heterophylla



SUMMARY

The Boulevard is one of the most scenic thoroughfares in Jindee, traversing many of the different transect habitats with a very distinct winding loop design that will become a trademark of the urban structure. As such the defining Boulevard configuration will assist way-finding within the community. The Boulevard will typically be planted with large trees in an informal, randomly clustered arrangement and its generous medians and planting areas will create a highly vegetated corridor of ‘naturalistic’ character.



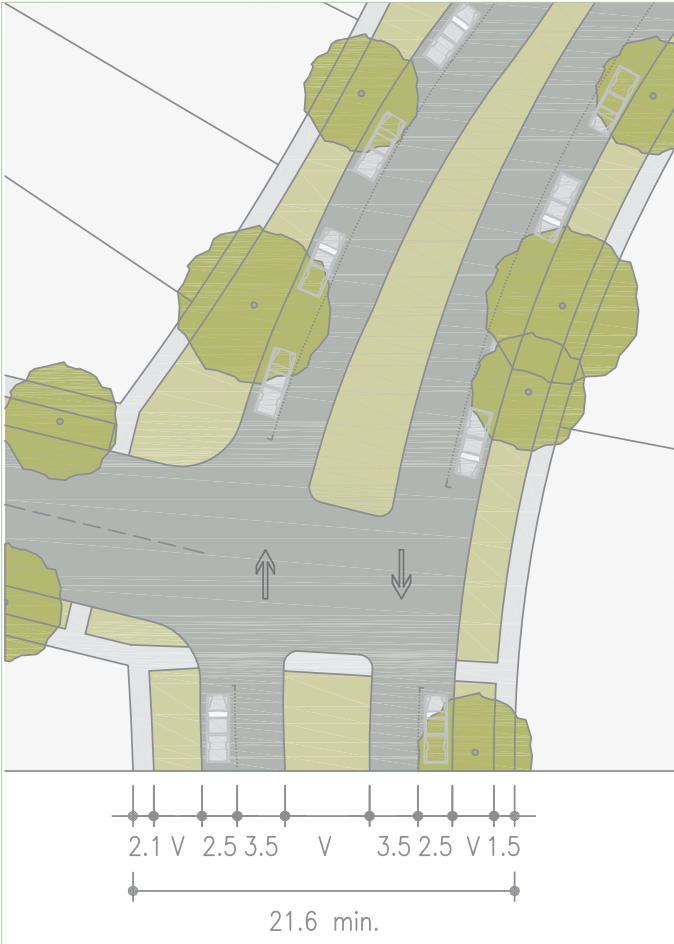


### BOULEVARD 2A

Boulevard 2A will be of a winding and rolling trajectory with its sloping terrain helping to define the character that draws people along it.

The Boulevard is generally lined with trees in a natural setting with a variety of species and shapes to give the appearance of natural parkland. Trees will also reinforce the spatial definition of the winding and irregular spaces along its trajectory. The tree spacing should be configured in clusters at irregular intervals. The median varies in width to accommodate topography and, together with natural plantings and low ground covers, will create a more diverse landscape habitat.

The verge may be terraced in a way that is sensitive to the landscape, accommodating the terrain and exposing some of the existing limestone. The pavement edge should be more naturally aligned and where necessary timber bollards may be used. Footpaths should be paved preferably with an exposed aggregate, natural finish.



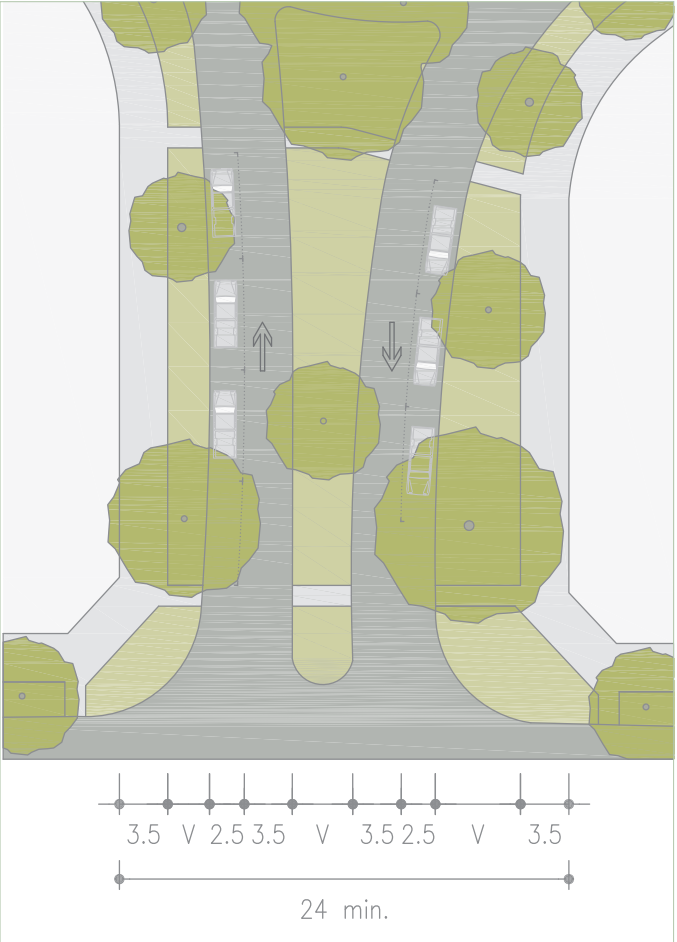
Type	Boulevard
Movement	Free
Design Speed	Moderate
Reserve Width	21.6m min
Pavement Width	2 x 6m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Swale, may vary per side
Path Type & Width	2.1m shared path one side, 1.5m footpath other side
Street Light Type	Post
Street Light Spacing	Irregular
Planter Width	2m min - Median: 2m min, width may vary
Planter Type	Swale strip
Planting Pattern	Irregular
Typical Tree Spacing	6-8m
Typical Species	Eclectic mix of species- refer to tree species schedule





BOULEVARD 2B

Boulevard 2B will have the same characteristics of Boulevard 2A with the exception that this section will accommodate a shared path on both sides.

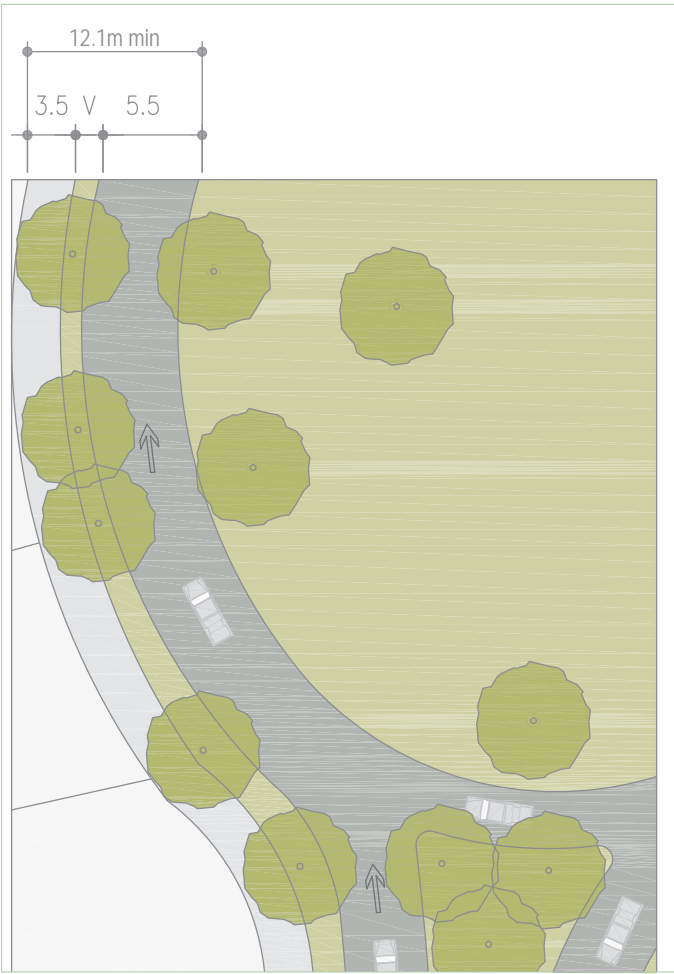


Type	Boulevard
Movement	Free
Design Speed	Moderate
Reserve Width	24m min
Pavement Width	2 x 6m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Swale, may vary per side
Path Type & Width	3.5m shared path both sides
Street Light Type	Post
Street Light Spacing	Irregular
Planter Width	1.5m min - Median: 1.5m min, width may vary
Planter Type	Swale strip
Planting Pattern	Cluster/ Irregular
Typical Tree Spacing	6-8m
Typical Species	Eclectic mix of species- refer to tree species schedule



BOULEVARD 2C

Boulevard 2C will have the same characteristics of Boulevard 2A with the exception that this section will not have a median, as it is a single lane thoroughfare that defines the edges of the thoroughfare. These Boulevards surround public open space space which will retain the natural shape of the land and vegetation and may also serve as detention areas. Tall tree species should be used to terminate vistas where necessary.



Type	Boulevard
Movement	Free
Design Speed	Moderate
Reserve Width	12.1m min.
Pavement Width	5.5m
Traffic Flow	One way
Street Parking	None
Kerb Type	Swale, may vary per side
Path Type & Width	3.5m shared path one side, 1.5m footpath other side (if required)
Street Light Type	Post
Street Light Spacing	Occasional
Planter Width	3m min, width varies
Planter Type	Swale strip
Planting Pattern	Cluster/ Irregular
Typical Tree Spacing	6-8m
Typical Species	Eclectic mix of species- refer to tree species schedule





BOULEVARD 2D

Boulevard 2D will have the same characteristics of Boulevard 2A and 2C, however, will accommodate a median at specific locations. The median will be used for traffic management purposes and to increase the safety measures for the pedestrian network. The public open space abutting Boulevard 2D will preserve the natural shape of the land, and vegetation will be retained where possible. The public open space may also serve as drainage detention areas.



Type	Boulevard
Movement	Free
Design Speed	Moderate
Reserve Width	Varies
Pavement Width	10m
Traffic Flow	Two way
Street Parking	None
Kerb Type	Swale, may vary per side
Path Type & Width	2.1m shared path one side
Street Light Type	Post
Street Light Spacing	Occasional
Planter Width	1.5m min - Median: 2m min, width may vary
Planter Type	Swale strip
Planting Pattern	Cluster/Irregular
Typical Tree Spacing	6-8m
Typical Species	Eclectic mix of species- refer to tree species schedule

SUMMARY

The Mixed-Use Street will form the ‘main streets’ of Jindee and will be flanked by a high intensity built environment to become a focal point for shopping, community gathering and socialising. Mixed-use streets will also encircle public open spaces that are designed to allow people to freely assemble, interact and move about and as a result will attract a cluster of specialty restaurants, fashion stores and cultural venues.

The Mixed-Use Street has the most urban character of all thoroughfares and embraces traditional main-street design principles, tempered to complement the natural terrain of the site. The Mixed-Use Street has a short straight trajectory deflecting to terminate at the main public open spaces of the village centre.



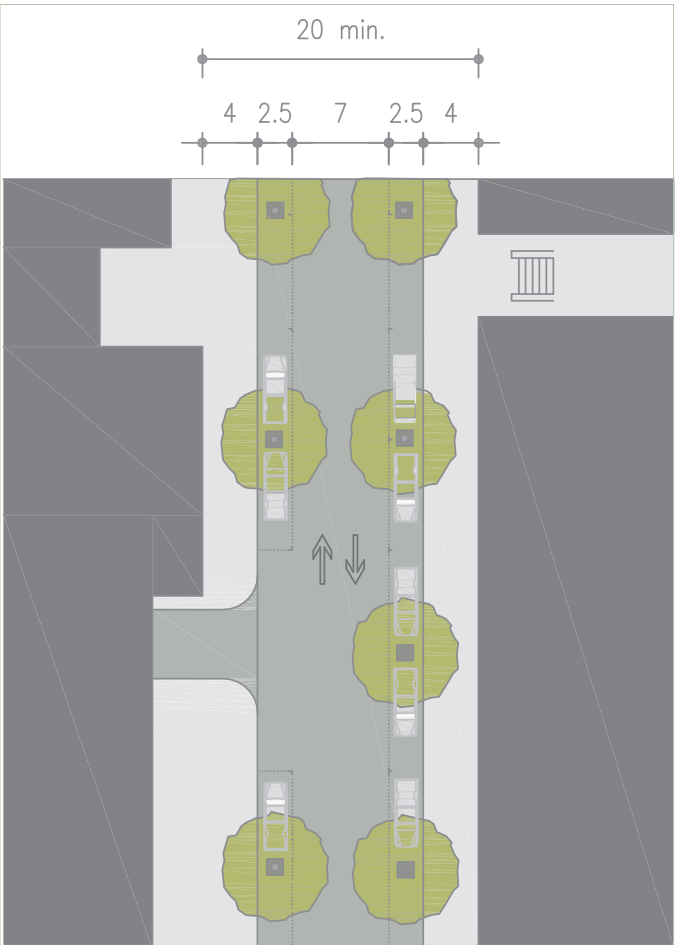




MIXED-USE STREET 3A

Mixed-Use Street 3A will be lined with trees generally of a tall ball canopy shape to provide good visibility to retail shopfronts and to reinforce the spatial definition of street corners and plazas along its trajectory. Special attention will be given to tree placement and species at corners to ensure view corridors towards the ocean are not impaired. Trees will be planted at regular intervals with canopies enclosing the street to provide continuous shading. All trees should generally be of the same species to give an elegant and uniform appearance along the full length of the street. Other flowering tree species will reinforce spaces and help shade wider spaces where plazas will be configured.

The street verges should be paved of the same material, preferably a granite or stone material with wide sectional kerbs. Tree grates should incorporate pavers of the same material. The footpath paving should run from the face of the building to the edge of the kerb, with no groundcover in the verge.

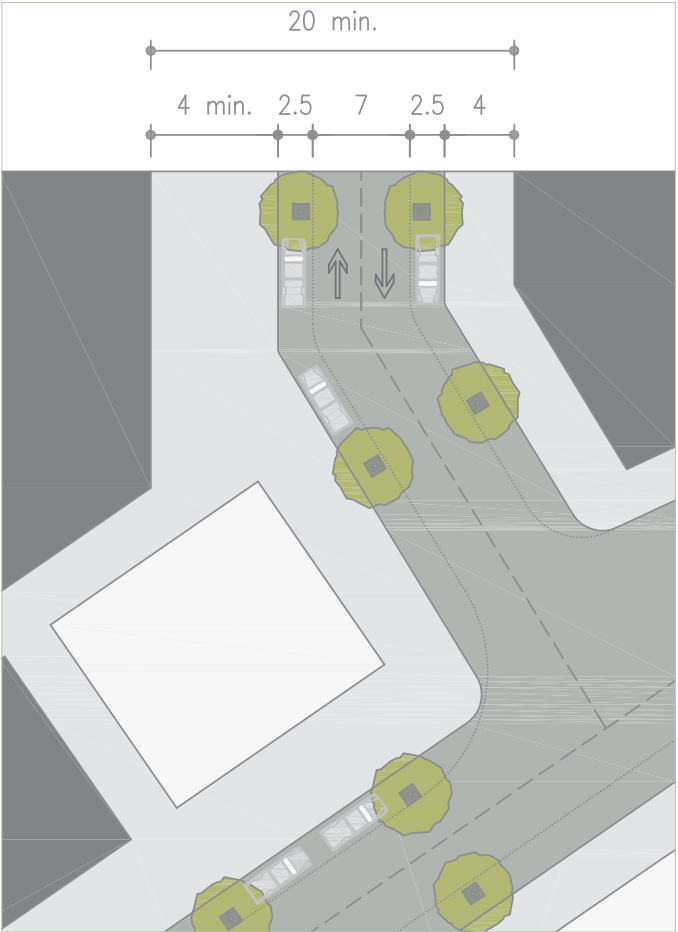


Type	Mixed-Use Street
Movement	Restricted
Design Speed	Low
Reserve Width	20m min
Pavement Width	12m
Traffic Flow	Two Way
Street Parking	Both sides between tree grates/pits
Kerb Type	Raised
Path Type & Width	4m footpath each side
Street Light Type	Column
Street Light Spacing	Regular
Planter Width	TBD
Planter Type	TBD
Planting Pattern	Regular
Typical Tree Spacing	9m or 15m (9m for single car bays or 15m for double bays)
Typical Species	Lagunaria patersonia



MIXED-USE STREET 3B

Mixed-Use Street 3B will have the same characteristics of Mixed-Use Street 3A except that the trees will be spaced further apart between every two car-bays, widening the footpath for higher pedestrian numbers expected along this key route to the coast. This street, along with the drives fronting the ocean, will support the neighbourhood's nightlife. Tree grates should be of the same material as the street and no groundcover should be placed on the verge.



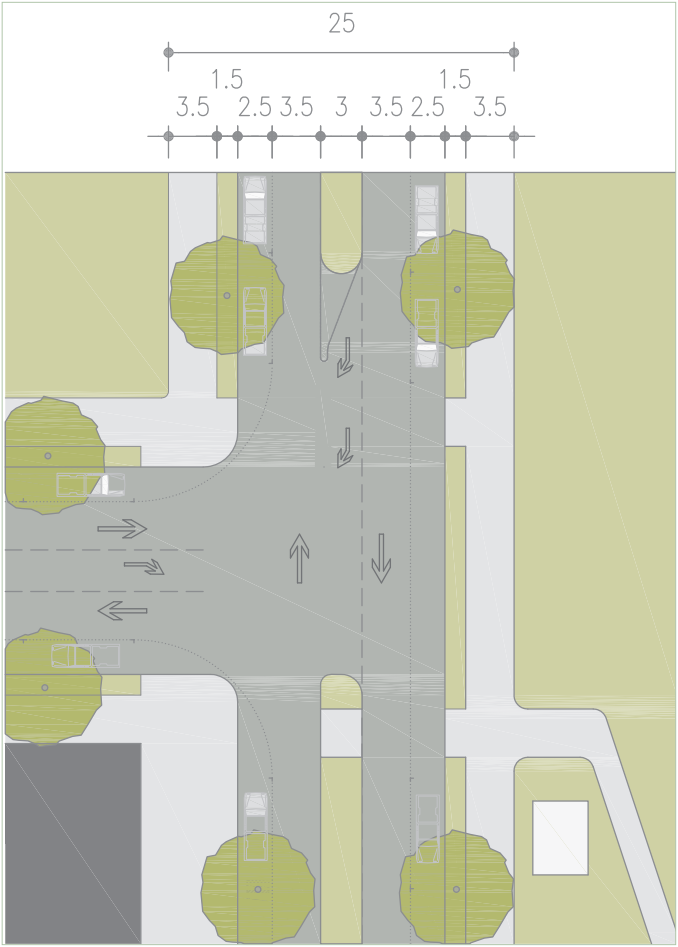
Type	Mixed-Use Street
Movement	Restricted
Design Speed	Low
Reserve Width	20m min
Pavement Width	12m
Traffic Flow	Two way
Street Parking	Both sides between trees
Kerb Type	Raised
Path Type & Width	4m footpath, may vary
Street Light Type	Column
Street Light Spacing	Regular
Planter Width	TBD
Planter Type	TBD
Planting Pattern	Regular
Typical Tree Spacing	5-7m (5-7m ideal but placement of carbays may require 9m)
Typical Species	Washingtonia filifera





MIXED- USE STREET 3C

Mixed-Use Street 3C will generally share the same overall character of Mixed-Use Street 3A, however the streets perpendicular to this street will share the characteristics of the adjacent Boulevard 2B.



Type	Mixed-Use Street
Movement	Free
Design Speed	Moderate
Reserve Width	25m
Pavement Width	12 - 15m
Traffic Flow	Two way, with centre turn lane
Street Parking	Both sides
Kerb Type	Raised
Path Type & Width	3.5m shared path both sides
Street Light Type	Column
Street Light Spacing	Regular
Planter Width	1.5m min, Median 3m
Planter Type	Continuous strip Square Inground Planting
Planting Pattern	Regular
Typical Tree Spacing	6-9m
Typical Species	Washingtonia filifera, Eucalyptus utilis, Eucalyptus sideroxylon, Eucalyptus nicholii

SUMMARY

A Street is urban in character, featuring an array of reserve widths and streetscapes and supporting a relatively high level of activity. A Street is characterised by the high degree and quality of street life it facilitates. It is differentiated from the road thoroughfare type, which serves primarily as a through-passage for vehicles and, less frequently, pedestrians. Smaller streets at Jindee will generally be quieter, often residential in function and character, and be used for vehicular parallel parking as the street blocks they frame are mostly serviced by Lanes and Alleys.

The Streets at Jindee will serve as the catalyst for neighbourhood identity and, whilst varied in character and tree species selection, will create leafy, shaded residential streetscapes. Most Streets will be of a straight trajectory, lined with medium to large single species trees in a reasonably formal layout. Streets are generally short in length and trees will frame view corridors and amenities including parks, greens and other public open spaces.







### STREET 4A

Street 4A occurs in two distinct places within Jindee.

The first set terminates at the foreshore and provide view corridors from the high points of the project. The canopy of the street trees should help reinforce the vista termination of each special location. The ball and vase shape trees should generally be used to enhance and define the view corridors. Ground cover planting along the edges of the street and adjacent to the front property line of lots should comprise homogeneous low scaled native plantings on both sides.

The second set terminates on the Boulevard. Therefore its tree species and ground cover should be consistent and complementary to those in the Boulevard section, typically with umbrella canopy shapes.

The tree spacing on all 4A Streets should be at regular intervals with canopies touching each other along the verge to provide continuous shading and the verges will include a continuous footpath and planting strip.



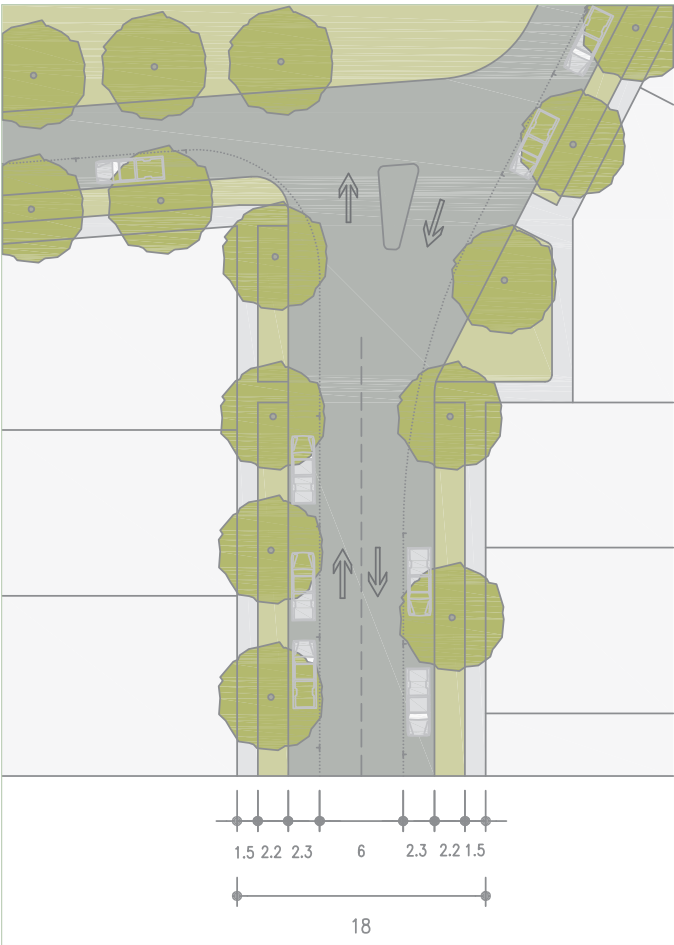
Type	Street
Movement	Free
Design Speed	Moderate
Reserve Width	20m min
Pavement Width	12m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Raised
Path Type & Width	2.1m shared path one side, 1.5m foot-path other side
Street Light Type	Post or column
Street Light Spacing	Regular
Planter Width	2m min each side, width may vary
Planter Type	Continuous strip
Planting Pattern	Regular
Typical Tree Spacing	8-10m
Typical Species	Ficus rubiginosa, Erythrina sykesii, Araucaria cunninghamii, Pinus pinea



### STREET 4B

Street 4B is a less travelled Street with a single species of mainly umbrella canopy shape flowering trees running regularly along each side. Special attention should be given to the Streets terminating on the Boulevard, as the planting and spacing pattern should be staggered to achieve a similar effect as the naturalistic character of the Boulevard.

The verge provides a continuous footpath and planting strip. Ground cover planting along the edge of the Street should comprise homogeneous low native plantings on both sides. The ground cover type should vary on each of the streets to create individual Street characters.



Type	Street
Movement	Restricted
Design Speed	Low
Reserve Width	18m
Pavement Width	10.6m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Raised
Path Type & Width	1.5m footpath each side
Street Light Type	Post or column
Street Light Spacing	Regular/ stagger
Planter Width	2.2 m min each side, width may vary
Planter Type	Continuous strip
Planting Pattern	Regular/ stagger
Typical Tree Spacing	7-10m
Typical Species	Ficus rubiginosa, Brachychiton acerifolius, Melia azedarach, Platanus orientalis, Eucalyptus maculata, Delonix regia



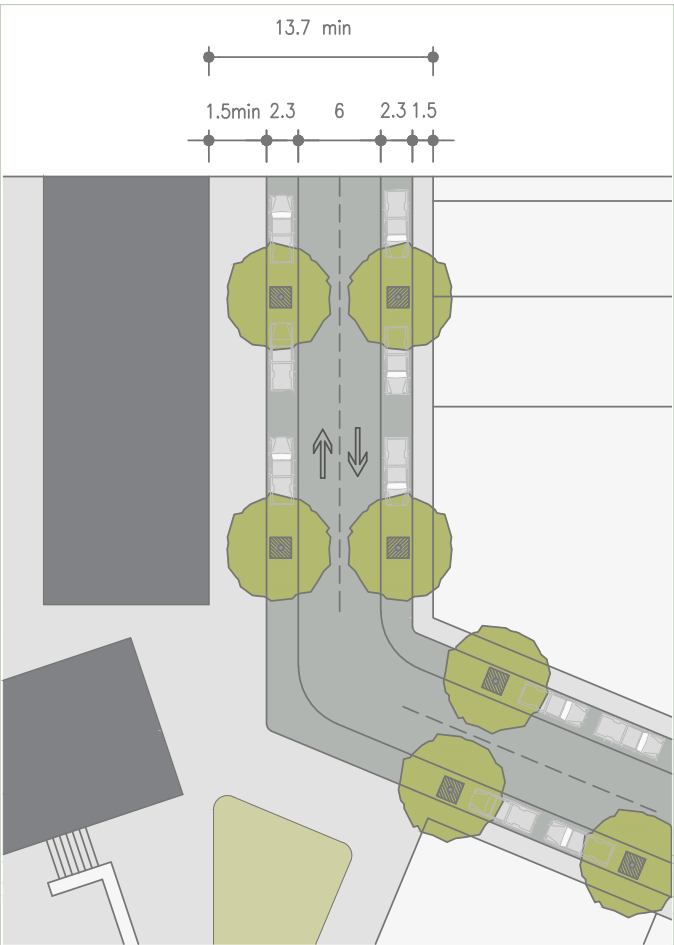


STREET 4C

Street 4C is designed in accordance with the shared space philosophy whereby vehicles, cyclists, and pedestrians share the environment equally and traditional traffic markings, signs and signals are absent. These Streets will be carefully detailed to ensure the entire Street feels like a walkable space. The materials will be of natural character, the verge and street surface will be at the same grade with flush kerbs, and footpaths will have a natural finish such as compacted sand or washed gravel concrete.

The canopy of the street trees should help reinforce the vista termination of each special location. Ball and vase canopy shape trees should generally be used to enhance the corridors towards the ocean and tree spacing will be at regular intervals between car bays with tree canopies touching each other along the verge to provide continuous shading sections.

The verge provides a continuous footpath and tree grates are planted with native ground cover on sandy soils. The ground cover along the property line within the lot should be single native tall species along the frontage.

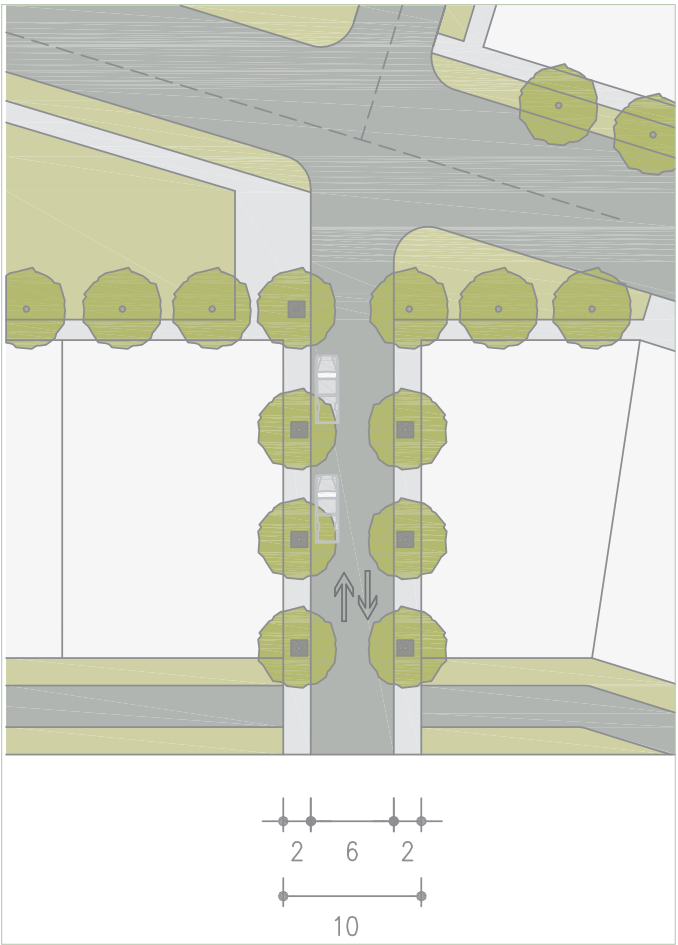


Type	Street
Movement	Restricted
Design Speed	Low
Reserve Width	13.7m min
Pavement Width	10.6m
Traffic Flow	Two way
Street Parking	Both sides between trees
Kerb Type	Flush
Path Type & Width	1.5 m footpath each side, width may vary
Street Light Type	Post or column
Street Light Spacing	Regular/ Stagger
Planter Width	TBD
Planter Type	TBD
Planting Pattern	Regular/ Stagger
Typical Tree Spacing	9m or 15m (9m for single car bays or 15m for double bays)
Typical Species	Metrosideros excelsa, Araucaria heterophylla, Lagunaria patersonia, Coccotheca uvifera, Hibiscus tiliaceus, Agonis flexuosa, Tipuana tipu



STREET 4D

Street 4D is modelled on Tuckfield Street in Fremantle, a very narrow Street that contains home sites on sloping topography. The Street will typically have trees of single or stagger umbrella and vase canopy shape flowering species running regularly along each side. Continuous footpaths are provided within the verge and tree grates are of the same material as the footpath.



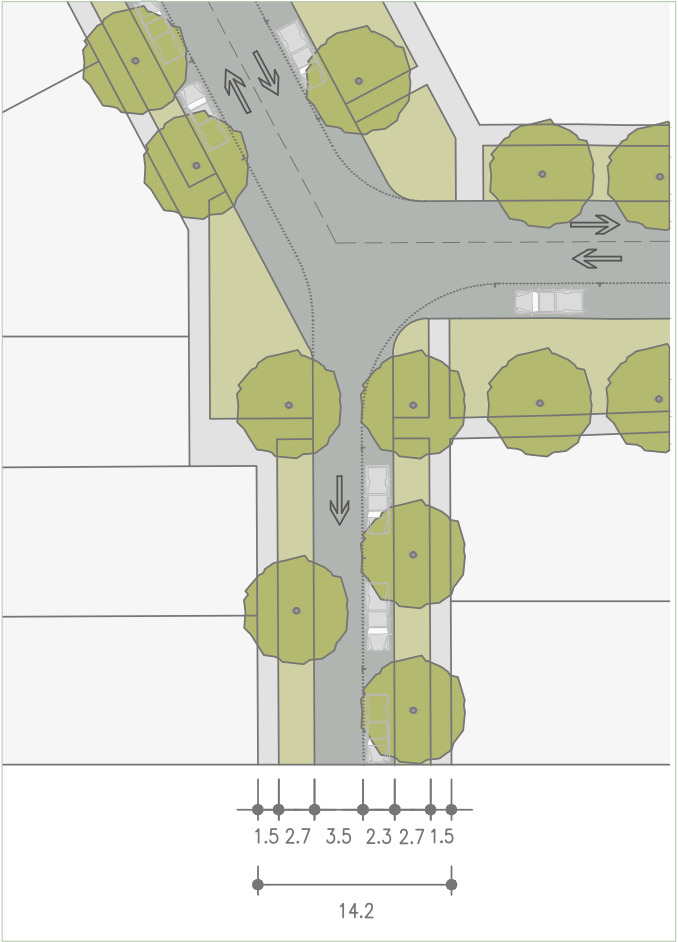
Type	Street
Movement	Yield
Design Speed	Low
Reserve Width	10m
Pavement Width	6m
Traffic Flow	Two way
Street Parking	One side unmarked
Kerb Type	Raised
Path Type & Width	2m footpath each side
Street Light Type	Post or column
Street Light Spacing	Regular/ stagger
Planter Width	TBD
Planter Type	Square Inground Planting
Planting Pattern	Regular/ stagger
Typical Tree Spacing	4-6m
Typical Species	Sapium sebiferum, Ulmus parvifolia, Gleditsia tricanthos





STREET 4E

Street 4E is modelled on the wide verge streets of Peppermint Grove, although modified for one way traffic. This Street will typically have flowering trees of stagger umbrella and vase canopy shape running along both sides. The verges have continuous footpaths with wide planting strips of low scale native groundcover.



Type	Street
Movement	Restricted
Design Speed	Low
Reserve Width	14.2m
Pavement Width	5.8m
Traffic Flow	One way
Street Parking	One side
Kerb Type	Raised
Path Type & Width	1.5m footpath both sides
Street Light Type	Post or column
Street Light Spacing	Irregular
Planter Width	2.6m min each side, width may vary
Planter Type	Continuous strip
Planting Pattern	Irregular
Typical Tree Spacing	7-9m
Typical Species	Ulmus parvifolia, Jacaranda mimosifolia, Platanus orientalis



### STREET 4F

Street 4F is very similar in character to Street 4E, except that it is two-way and slightly wider. It will generally have stagger umbrella and vase canopy shape flowering trees of single specie running along each side. The verges will have continuous Footpaths with wide planting strips of low scaled nature groundcover.



Type	Street
Movement	Slow
Design Speed	Low
Reserve Width	15.7m min
Pavement Width	8.3m
Traffic Flow	Two way
Street Parking	One side
Kerb Type	Raised. (may vary per side)
Path Type & Width	1.5m footpath both sides
Street Light Type	Post or column
Street Light Spacing	Occasional
Planter Width	2.2 m min each side, width may vary
Planter Type	Continuous strip
Planting Pattern	Regular/ stagger
Typical Tree Spacing	6-9m
Typical Species	Pinus pinea, Schinus molle, Melia azedarach, Platanus orientalis

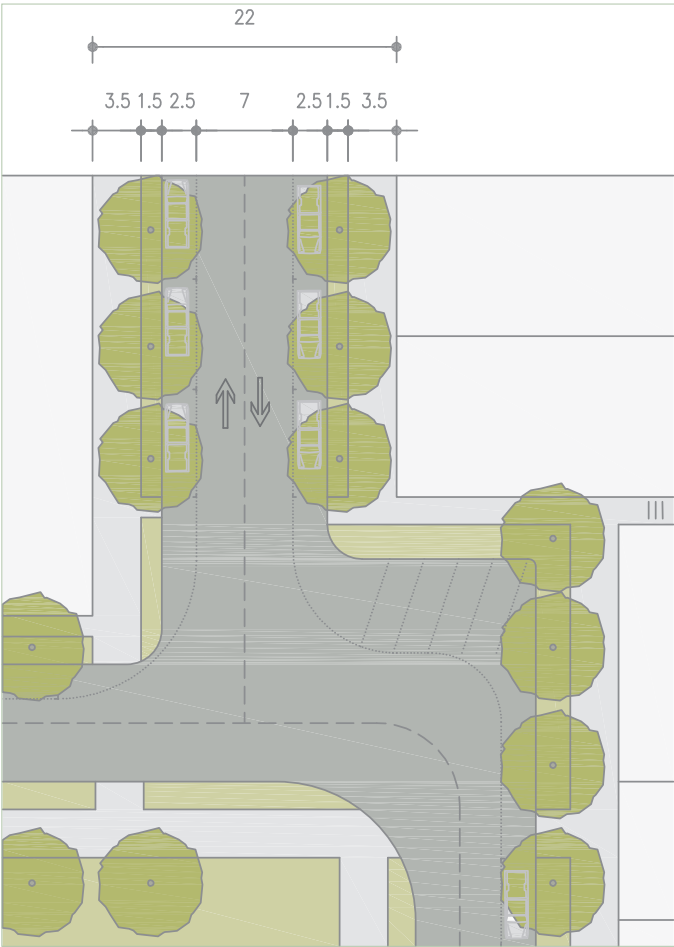




STREET 4G

The long linear nature of Street 4G lined with cottages will generate a unique neighbourhood character. The canopy of the street trees should help reinforce the vista termination to each of the ends and the predominant use of ball and vase canopy shape trees will enhance these corridors. Special attention will also be given to the placement of tree types and species at corners in order to frame plazas and roundabout spaces. Trees are spaced at regular intervals with canopies touching each other along the verge to provide continuous shading. Where Street 4G terminates at the Boulevard, trees should generally be of umbrella canopy shape consistent with the species in the Boulevard section.

The verge provides continuous footpaths and a narrow planting strip. The ground cover planting along the edge of the Street and along the property line within each lot should comprise homogeneous low scale native plantings.



Type	Street
Movement	Free
Design Speed	Moderate
Reserve Width	22m
Pavement Width	12m
Traffic Flow	Two way
Street Parking	Both sides
Kerb Type	Raised
Path Type & Width	3.5m shared path both sides
Street Light Type	Post or Column
Street Light Spacing	Regular
Planter Width	1.5 m min each side, width may vary
Planter Type	Continuous strip
Planting Pattern	Regular
Typical Tree Spacing	8-10m
Typical Species	Ficus rubiginosa, Liquidambar formosiana

SUMMARY

The Drive thoroughfare type is used in the most scenic of locations, following the coastline and weaving through the preserved undulating landform. The planting pattern will be important in defining each of the thoroughfare spaces, rather than the pavement edge. Drives will vary in character from urban to natural according to its position in the Transect. In a more urban context, uniform tree species will be formally arranged and the footpath paving will extend from the face of the building to the edge of the kerb without any groundcover in the verge. In the more naturalistic settings, varied tree sizes and species will be informally arranged and the wide street verge will contain native groundcovers.



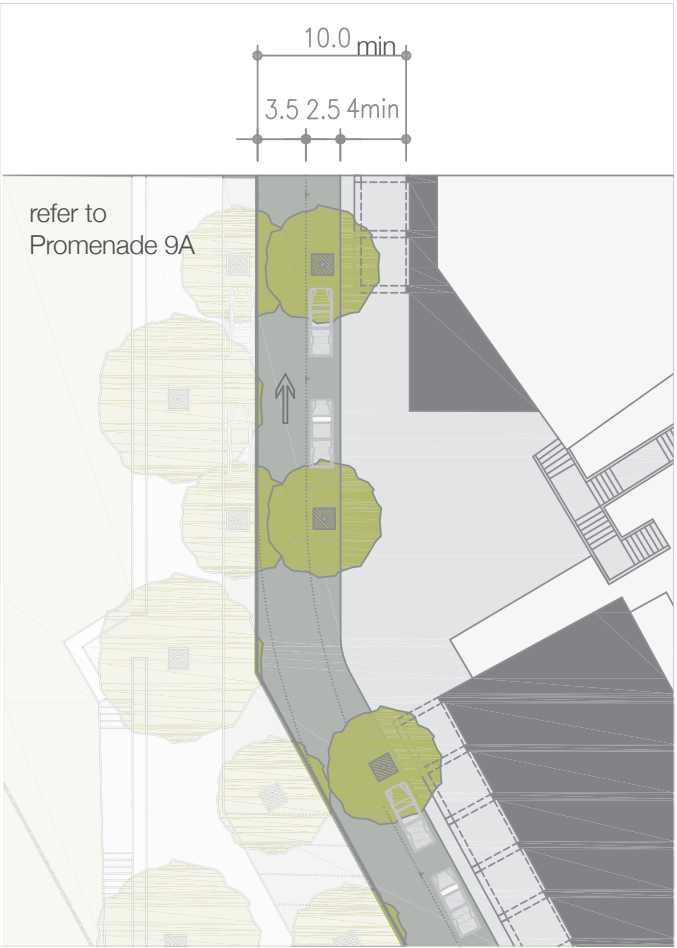




DRIVE 5A

Drive 5A continues the urban main street character of Mixed Use Street 3A, although it is one of the few streets that will have different tree species on both sides. On the east side, the Drive will generally be lined with trees of tall ball canopy shape and permeable to allow for visibility to the ground floor commercial activities. They will be spaced randomly between car bays. Trees on this side should predominantly be of the same species so as to give an elegant and uniform appearance along the full length of the street. Other flowering tree species will reinforce public spaces and help shade wider spaces where plazas will be located. On the west side, the Drive will be lined with the trees for the Promenade.

The street verges should be paved with uniform material, preferably granite or stone with wide sectional kerbs, and tree grates should be of the same material as the paths. The footpath paving material should extend from the face of the building to the edge of the kerb, and no ground cover should be placed on the verge.



Type	Drive
Movement	Restricted
Design Speed	Low
Reserve Width	10m min.
Pavement Width	6m
Traffic Flow	One way
Street Parking	One side, parallel / angled
Kerb Type	Raised
Path Type & Width	4m footpath one side if gallery/ arcade, 5m footpath one side if no gallery/ arcade
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Regular
Planter Width	TBD
Planter Type	TBD
Planting Pattern	Occasional
Typical Tree Spacing	15m (Based on double car bay)
Typical Species	Araucaria heterophylla



DRIVE 5B

Drive 5B will have the same characteristics of Drive 5A with the exception that this section will have tree grates on the footpath on the east side of the Drive and two travel lanes with parallel parking.



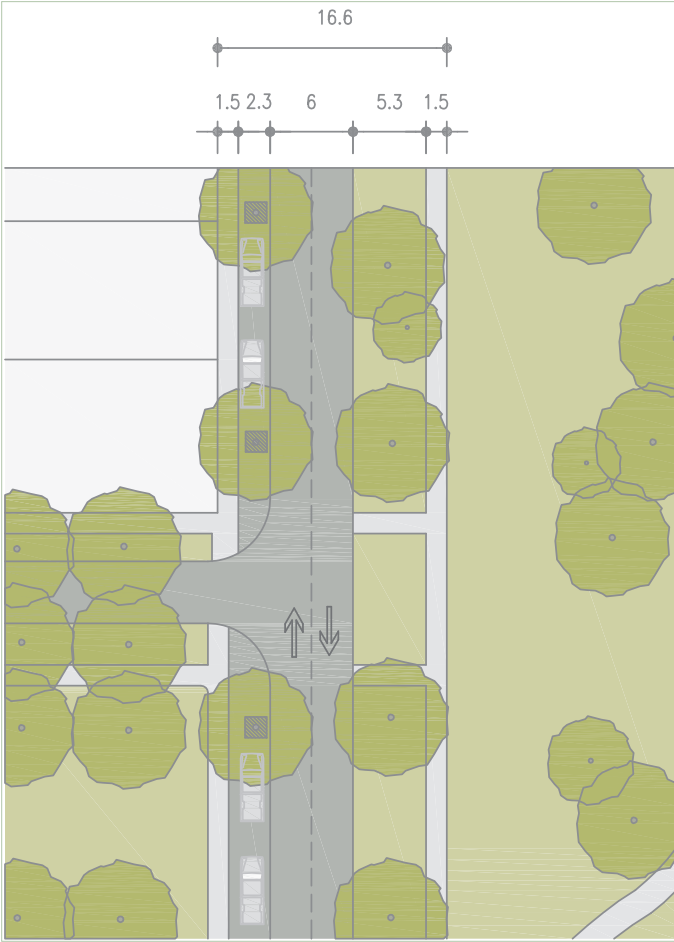
Type	Drive
Movement	Restricted
Design Speed	Low
Reserve Width	14.5m
Pavement Width	7m
Traffic Flow	Two way
Street Parking	One side, parallel / angled
Kerb Type	Raised
Path Type & Width	5m footpath one side
Street Light Type	Post
Street Light Spacing	Regular
Planter Width	Refer to Promenade 9A / 2.5m min, width may vary
Planter Type	Continuous Strip Square Inground Planting
Planting Pattern	Occasional
Typical Tree Spacing	6-7m
Typical Species	Lagunaria Patersonia, Araucaria Hetero- phylla





DRIVE 5C

Drive 5C has different characteristics on both sides. On the north side, the Drive will have the same characteristics as the Street 4C. Trees on both sides should be of the same species so as to give an elegant and uniform appearance along the full length of the Drive. On the south side, the Drive will be lined with the trees in a grove pattern to blend with the natural landscape of the adjacent T1 Natural Reserve. The street verge is wide and the groundcover should be of native species on sandy soils.



Type	Drive
Movement	Restricted
Design Speed	Moderate
Reserve Width	16.6m
Pavement Width	8.3m
Traffic Flow	Two way
Street Parking	One side (opposite park)
Kerb Type	Swale (park side)/ Flush kerb
Path Type & Width	1.5m footpath both sides, may vary on park side
Street Light Type	Post or column
Street Light Spacing	Staggered
Planter Width	Varies
Planter Type	Continuous strip park side TBD
Planting Pattern	Irregular/ Grove
Typical Tree Spacing	6-8m
Typical Species	Coccoloba uvifera, Metrosideros excelsa, Agonis flexuosa, Eucalyptus utilis



DRIVE 5D

Drives 5D is the most natural in character and frames the closes in the T2 and T3 areas. The tree placement is irregular, as these areas should look very natural and tree species should contain more natives with varying size, canopy shape and heights. The street verge is very wide and the groundcover should comprise native species on sandy soils.



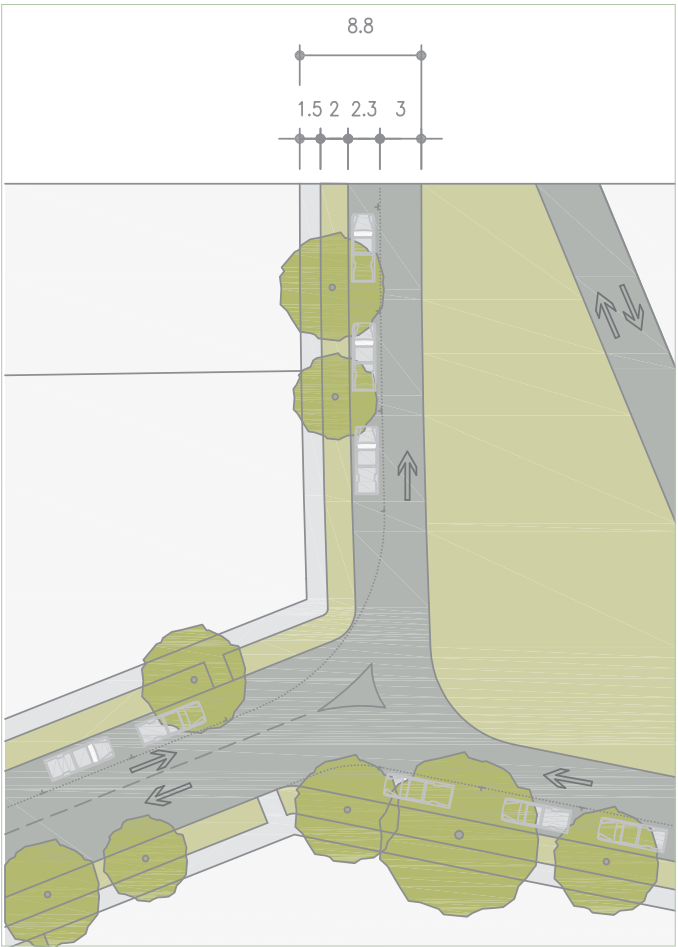
Type	Drive
Movement	Restricted
Design Speed	Very low
Reserve Width	8.5m
Pavement Width	5m
Traffic Flow	One way
Street Parking	One side unmarked
Kerb Type	Swale, may vary per side
Path Type & Width	None
Street Light Type	Post or pipe
Street Light Spacing	Staggered/ Irregular
Planter Width	3.5m min, width varies
Planter Type	Continuous strip
Planting Pattern	Irregular/ Cluster
Typical Tree Spacing	4-8m
Typical Species	Eucalyptus ficifolia, Eucalyptus macrocarpa, Eucalyptus utilis, Ceratonia siliqua, Angophora costata





DRIVE 5E

Drive 5E will have the same characteristics of Drive 5D with the exception that this section of the Drive will have a footpath on one side of the Drive and narrower planter width.

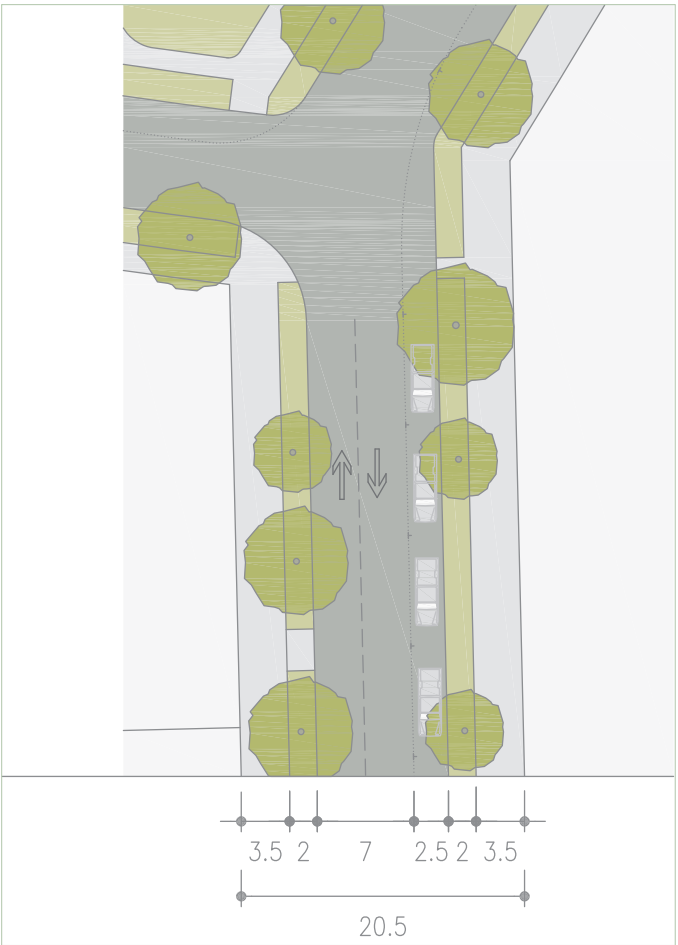


Type	Drive
Movement	Restricted
Design Speed	Very low
Reserve Width	8.8m
Pavement Width	5.3m
Traffic Flow	One way
Street Parking	One side
Kerb Type	Swale
Path Type & Width	1.5m footpath one side
Street Light Type	Post or pipe
Street Light Spacing	Irregular
Planter Width	2m min one side, width may vary
Planter Type	Continuous strip
Planting Pattern	Cluster
Typical Tree Spacing	4-7m
Typical Species	Eucalyptus erythrocorys, Eucalyptus ficifolia, Eucalyptus caesia, Pinus pinea, Brachychiton populneus



DRIVE 5F

Drive 5F will have the same characteristics of the south side of Drive 5C with the exception that this section of the Drive verge will vary in width along its length.

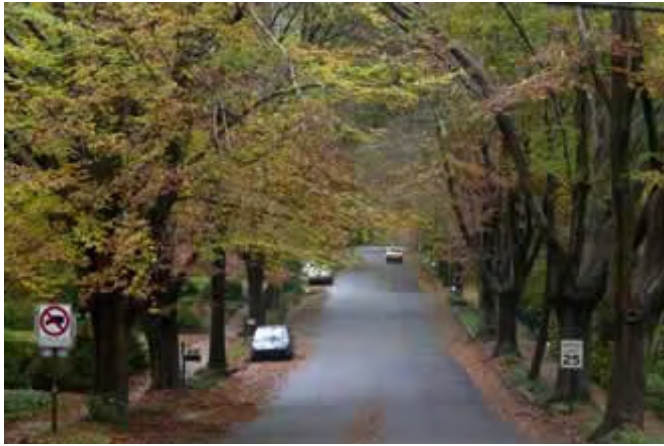


Type	Drive
Movement	Free
Design Speed	Moderate
Reserve Width	20.5m
Pavement Width	9.5m
Traffic Flow	Two way
Street Parking	One side
Kerb Type	Swale
Path Type & Width	3.5m shared path both sides
Street Light Type	Post or Pipe
Street Light Spacing	Staggered
Planter Width	2m min both sides, width may vary
Planter Type	Continuous strip
Planting Pattern	Cluster
Typical Tree Spacing	6-8m
Typical Species	Eucalyptus utilis, Eucalyptus maculata, Eucalyptus grandis, Agonis flexuosa



SUMMARY

Roads are one of the most natural thoroughfares within Jindee and offer scenic views of winding and rolling trajectories. Typically occurring in the lower transect zones, Roads will include clustered plantings of native species that are randomly located. The surface material will be more naturalistic; the use of coloured asphalt or similar aggregate is recommended, and similarly footpath materials will contain existing soil aggregate. The verge may be angled to accommodate the terrain and exposing some of the existing limestone as retaining walls for the verges is encouraged. The pavement edge should be naturally aligned to create a more natural feel and should blend with the verge, which will be planted with native groundcovers consistent with the vegetation that is to be retained.





ROAD 6A

In response to the topography, Road 6A travel lanes may splinter to form medians of different shapes and footpaths may vary in heights from the road pavement levels. The Road will be lined with occasional trees of different native species running along each side to form clusters where conditions of wind and orientation permit.



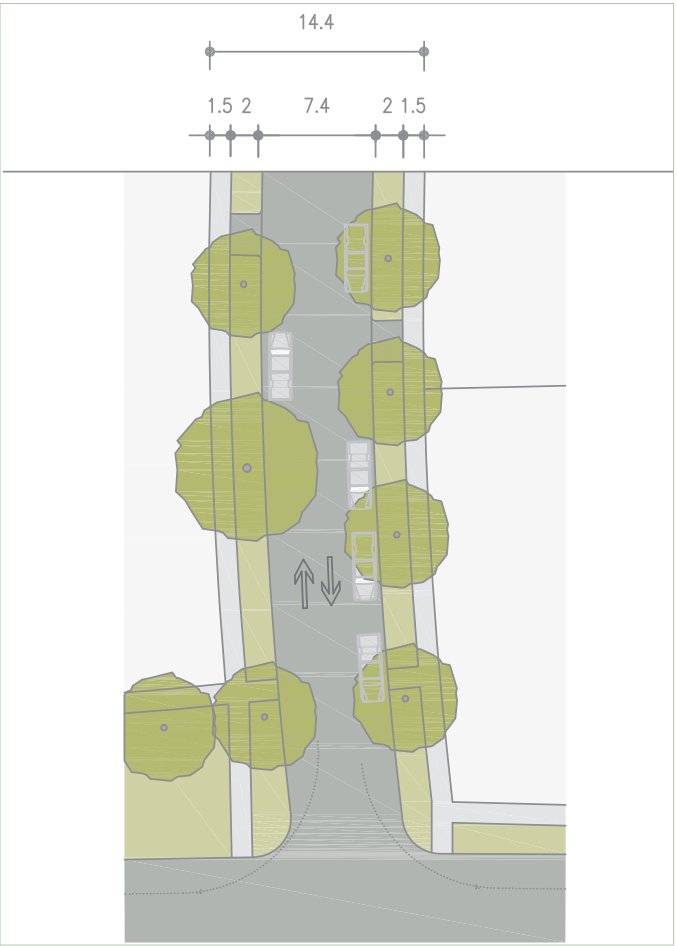
Type	Road
Movement	Yield
Design Speed	Low
Reserve Width	14m min
Pavement Width	7.4m
Traffic Flow	Two way
Street Parking	One side unmarked
Kerb Type	Swale
Path Type & Width	None
Street Light Type	Post or pipe
Street Light Spacing	Occasional
Planter Width	3.5m min, width varies
Planter Type	Continuous swale strip
Planting Pattern	Irregular/ Grove
Typical Tree Spacing	4-7m
Typical Species	Agonis flexuosa, Eucalyptus erythrocorys





ROAD 6B

Road 6B will have the same characteristics as the south side of Road 6A with the exception that this section of the verge has a footpath on both sides.



Type	Road
Movement	Yield
Design Speed	Low
Reserve Width	14.4m
Pavement Width	7.4m/6m where no parking permitted (due to topography)
Traffic Flow	Two way
Street Parking	Both sides unmarked
Kerb Type	Swale
Path Type & Width	1.5m footpath both sides
Street Light Type	Post or Pipe
Street Light Spacing	Occasional
Planter Width	2m min, width varies
Planter Type	Continuous swale strip
Planting Pattern	Irregular / Cluster
Typical Tree Spacing	4-7m
Typical Species	Eucalyptus utilis, Agonis flexuosa, Eucalyptus erythrocorys, Eucalyptus citriodora 'Marion', Eucalyptus ficifolia 'Summer Snow'



ROAD 6C

Road 6C will have similar characteristics to Road 6A, however will have a footpath on one side only and greater variation in verge widths allowing opportunities for clustered planting for a natural effect.



Type	Road
Movement	Yield
Design Speed	Low
Reserve Width	15m
Pavement Width	7.4m
Traffic Flow	Two way
Street Parking	Both sides unmarked
Kerb Type	Swale
Path Type & Width	1.5m footpath one side
Street Light Type	Post or Pipe
Street Light Spacing	Occasional
Planter Width	2m min, width varies
Planter Type	Continuous swale strip
Planting Pattern	Irregular/ Cluster
Typical Tree Spacing	4-7m
Typical Species	Eucalyptus citriodora 'Marion', Agonis flexuosa, Eucalyptus erythrocorys



SUMMARY

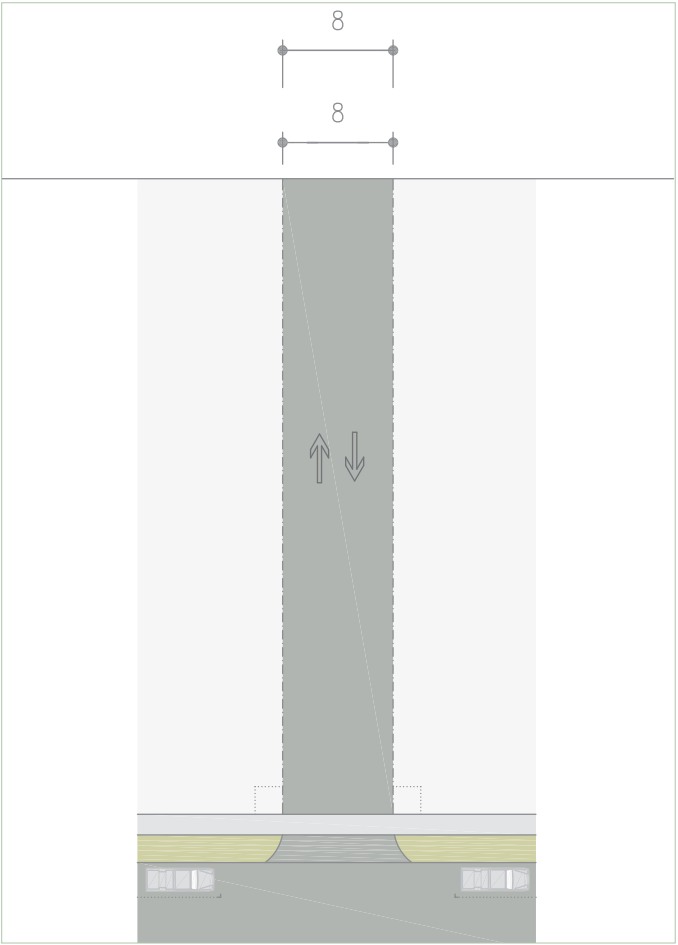
Alleys usually run between or behind mixed-use buildings, providing access for service and car park areas. Alleys are wide enough to support two-way vehicle movement and are continuously paved between property lines. Planting in Alleys will generally only occur where shade is needed for parking, to break up expansive hard surfaces, or to conceal infrastructure. As such, species selection will be on an individual basis appropriate for the particular circumstances.





### ALLEY 7A

Planting along Alley 7A will be opportunistic, with trees of different species of ball, umbrella and vase canopy shape encouraged to be planted inside property lines with the effect that tree canopies will spill over into the Alley to close long views and mask services. Other flowering tree species will reinforce spaces at the end of the Alleys for shade and to mask services.



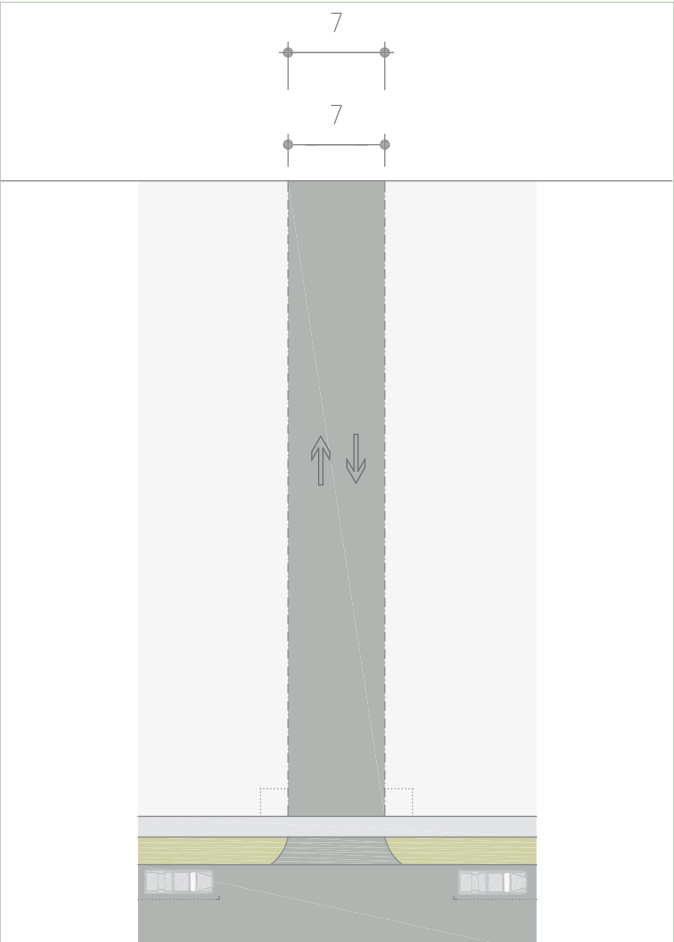
Type	Alley
Movement	Restricted
Design Speed	Very low
Reserve Width	8m
Pavement Width	8m
Traffic Flow	Two way
Street Parking	N/A
Kerb Type	N/A
Path Type & Width	N/A
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Irregular
Planter Width	TBA
Planter Type	TBA
Planting Pattern	TBA
Typical Tree Spacing	TBA
Typical Species	TBA





ALLEY 7B

Alley 7B will have the same characteristics as Alley 7A, except it is slightly narrower. These Alleys provide access to internal car parking areas and are not required to be landscaped.



Type	Alley
Movement	Restricted
Design Speed	Very low
Reserve Width	7m
Pavement Width	7m
Traffic Flow	Two way
Street Parking	N/A
Kerb Type	N/A
Path Type & Width	N/A
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Irregular
Planter Width	N/A
Planter Type	N/A
Planting Pattern	N/A
Typical Tree Spacing	N/A
Typical Species	N/A

SUMMARY

Lanes are rear-access thoroughfares of natural character, paved with a variety of light natural materials. Planting will occur on an incidental basis where shade is needed for parking or to conceal infrastructure. Species selection will therefore be on an individual basis appropriate for the particular circumstances.

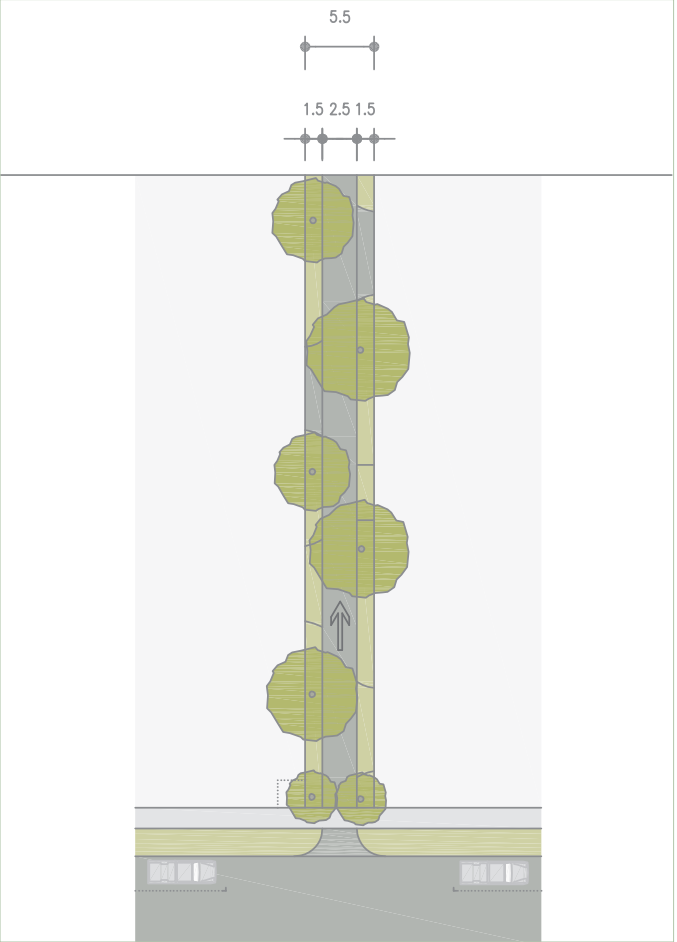






LANE 8A

Planting along Lane 8A will be opportunistic with trees of different species of ball, umbrella and vase shape canopy encouraged to be planted within the private lots. These can spill over the Lane to close long views and to mask services. Other flowering tree species will reinforce spaces at the end of the Lanes for shade and to mask services. The groundcover should be of native species on sandy soils.

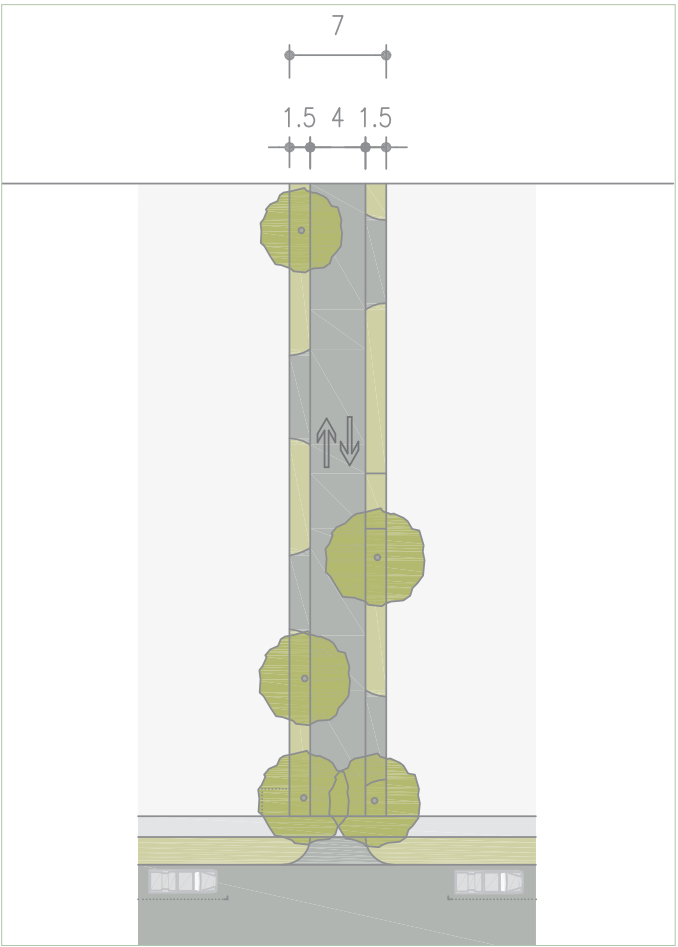


Type	Lane
Movement	Restricted
Design Speed	Very low
Reserve Width	5.5m
Pavement Width	2.5m
Traffic Flow	One way
Street Parking	N/A
Kerb Type	Swale
Path Type & Width	N/A
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Occasional
Planter Width	1.5m min both sides, width may vary
Planter Type	Swale atrip
Planting Pattern	Irregular
Typical Tree Spacing	6-8m
Typical Species	Agonis flexuosa, Magnolia grandiflora, Betula pendula, Michelia figo, Quercus ilex, Inga edulis, Ficus macrophylla, Delonix regia, Ulmus parvifolia, Prunus dulcis, Leucodendron argenteum



### LANE 8B

Planting along Lane 8B will be opportunistic with trees of different species of ball, umbrella and vase shape canopy along its narrow trajectory. Other flowering tree species will reinforce spaces at the end of the Lanes for shade and to mask services. The groundcover should be of native species on sandy soils.



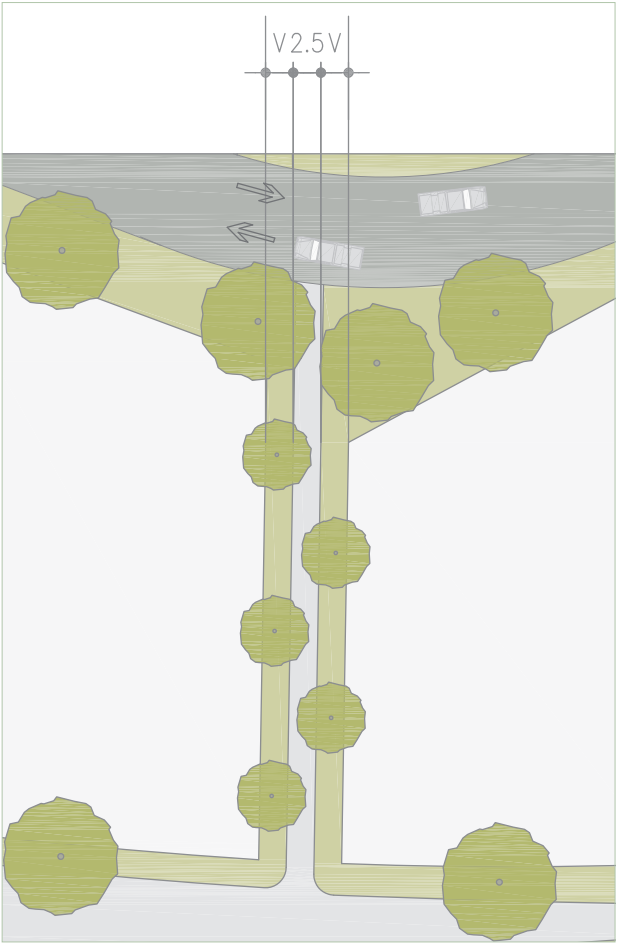
Type	Lane
Movement	Yield
Design Speed	Very low
Reserve Width	7m
Pavement Width	4m
Traffic Flow	Two way
Street Parking	N/A
Kerb Type	Swale
Path Type & Width	N/A
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Irregular
Planter Width	1.5m min both sides, width may vary
Planter Type	Swale strip
Planting Pattern	Occasional
Typical Tree Spacing	4-10m
Typical Species	Magnolia grandiflora, Betula pendula, Michelia figo, Quercus ilex, Inga edulis, Ficus macrophylla, Delonix regia, Ulmus parvifolia, Prunus dulcis, Leucodendron argenteum





LANE 8C

Lane 8C is a very narrow and low volume one-way Lane. Planting along Lane 8C will be opportunistic with occasional trees of different native species running along each side to form clusters where conditions of wind and orientation will allow. The groundcover should be of native species on sandy soils.



Type	Lane
Movement	Restricted
Design Speed	Very low
Reserve Width	4m
Pavement Width	2.5m
Traffic Flow	One way
Street Parking	N/A
Kerb Type	Swale
Path Type & Width	N/A
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Occasional
Planter Width	0.75m min both sides, width may vary
Planter Type	Swale strip
Planting Pattern	Cluster
Typical Tree Spacing	4-8m
Typical Species	Agonis flexuosa, Magnolia grandiflora, Betula pendula, Michelia figo, Quercus ilex, Inga edulis, Ficus macrophylla, Delonix regia, Ulmus parvifolia, Prunus dulcis, Leucodendron argenteum

SUMMARY

The Promenade is a pedestrian thoroughfare that hugs the coastline, akin to the coastal setting of Cottesloe and linking the Regional Open Space and regional pedestrian and cycle networks. Formal planting of tall majestic trees will accentuate the thoroughfare and will be a defining feature of the foreshore open space.

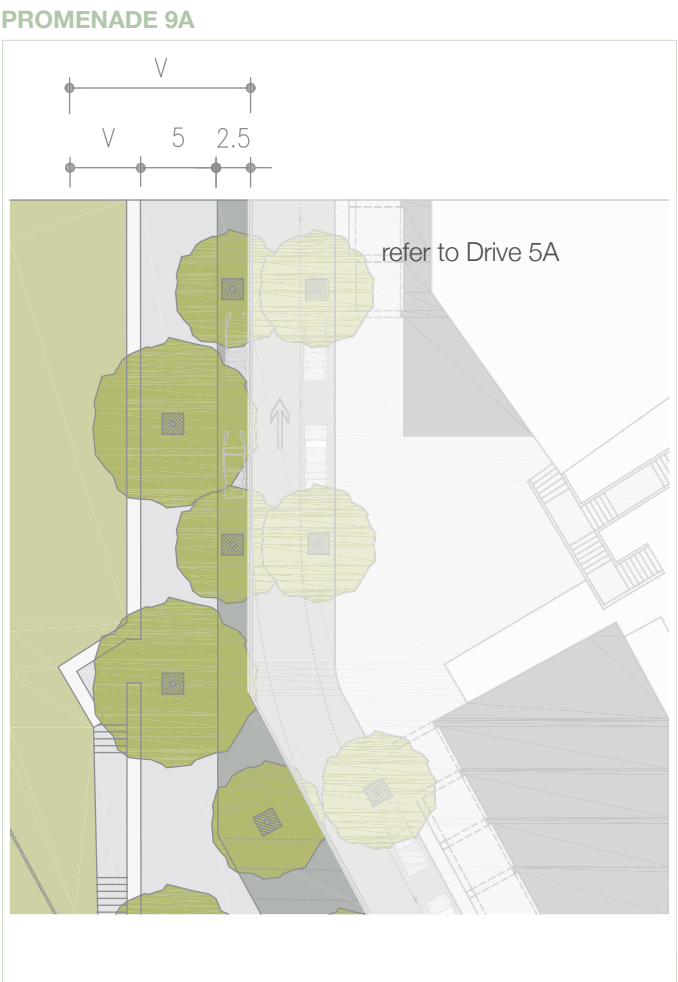






PROMENADE 9A + 9B

Promenade 9A and 9B will include a tree configuration that emphasises the concave and convex shape of the Promenade, typically with the use of a single species of tall pyramid shape tree canopy formally arranged along the foreshore. The Promenade footpath should match the Drive’s footpath material while paths emanating from the main Promenade may be of other materials such as timber boardwalks, grass or sand.



Type	Promenade
Movement	N/A
Design Speed	N/A
Reserve Width	Varies
Pavement Width	5m
Traffic Flow	N/A
Street Parking	N/A
Kerb Type	Raised
Path Type & Width	5m shared path
Street Light Type	Column or double column
Street Light Spacing	Regular
Planter Width	TBD
Planter Type	Grates
Planting Pattern	Regular
Typical Tree Spacing	10m
Typical Species	Araucaria heterophylla



Type	Promenade
Movement	N/A
Design Speed	N/A
Reserve Width	Varies
Pavement Width	5m
Traffic Flow	N/A
Street Parking	N/A
Kerb Type	Raised
Path Type & Width	5m shared path
Street Light Type	Column or Double Column
Street Light Spacing	Regular
Planter Width	TBD
Planter Type	Square Inground Planting
Planting Pattern	Regular
Typical Tree Spacing	10m
Typical Species	Araucaria heterophylla,



SUMMARY

The Passage is a narrow pedestrian thoroughfare framed by commercial buildings, buildings fostering nightlife/entertainment, and/or well-designed residences. Planting will be opportunistic with occasional trees of different species suited to the scale of the space and the groundcover should be of decorative species.

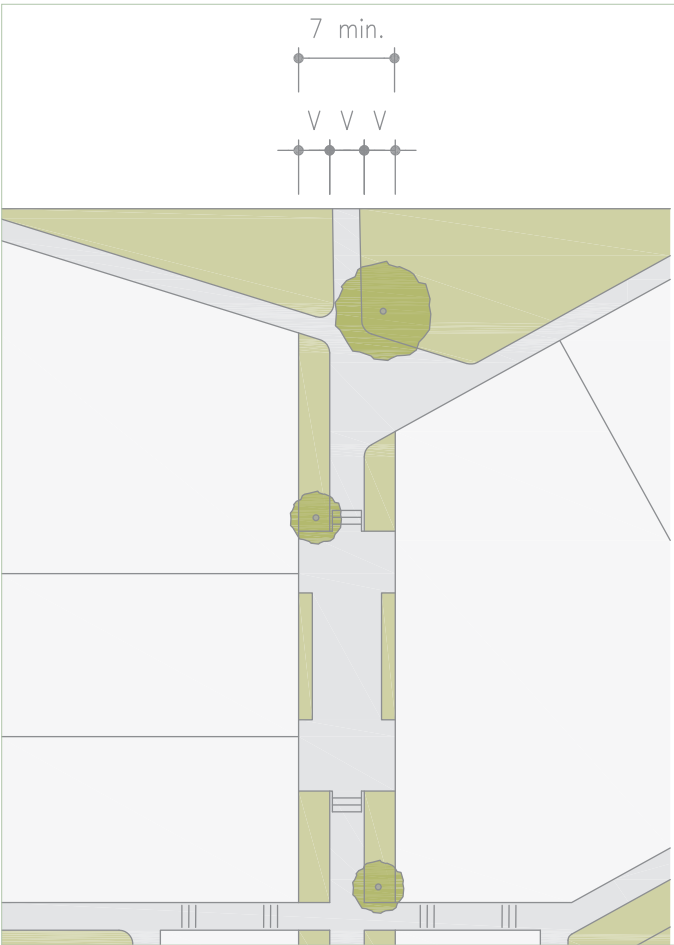






PASSAGE 10A

Passage 10A is the most urban of the Passages running between mixed-use buildings, mostly with arcades and galleries. Planting along Passage 10A will be opportunistic with occasional trees of different species of pole and oval canopy shapes. The groundcover should be of decorative species.

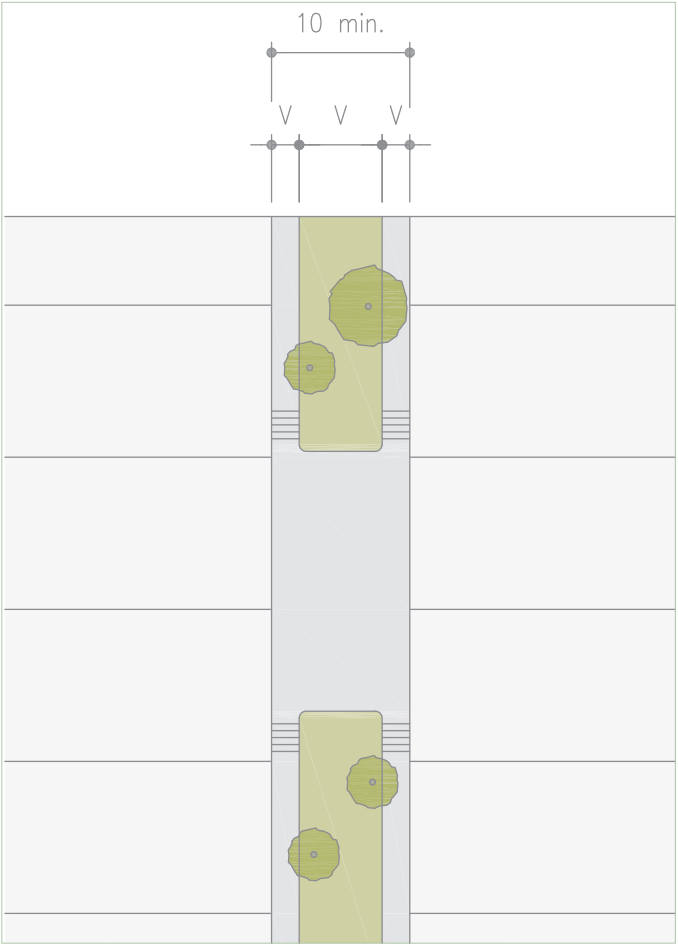


Type	Passage
Movement	N/A
Design Speed	N/A
Reserve Width	7m min
Pavement Width	Varies
Traffic Flow	N/A
Street Parking	N/A
Kerb Type	N/A
Path Type & Width	Varies, 2m footpath min
Street Light Type	Cable
Street Light Spacing	Zig-zag pattern
Planter Width	Varies both sides
Planter Type	Swale Square Inground Planting Continuous strip
Planting Pattern	Occasional
Typical Tree Spacing	4-7m
Typical Species	Tipuana tipu, Phoenix dactylifera, Coccoloba uvifera, Hibiscus tiliaceus



PASSAGE 10B

Passage 10B is a residential pedestrian way. Planting along Passage 10B will be irregular with occasional trees of different species of pole and oval canopy shapes. The groundcover should be of decorative species.



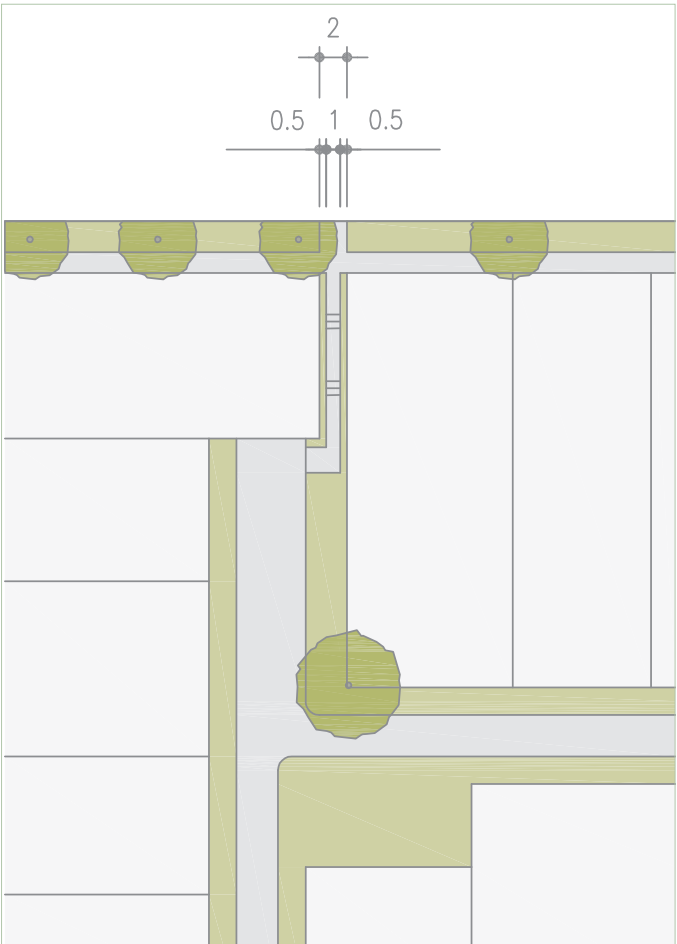
Type	Passage
Movement	N/A
Design Speed	N/A
Reserve Width	10m
Pavement Width	Varies
Traffic Flow	N/A
Street Parking	N/A
Kerb Type	N/A
Path Type & Width	Varies
Street Light Type	Mounted / Cable / Column/ Bollard
Street Light Spacing	Occasional
Planter Width	Varies
Planter Type	Swale / Square Inground Planting/ Continuous strip
Planter Pattern	Irregular
Typical Tree Spacing	4-7m





PASSAGE 10C

Passage 10C is a narrow pedestrian way flanked by the sides of buildings. Planting along Passage 10C will be opportunistic with trees of different species of ball, umbrella and vase shape canopy planted inside property lines spilling over to the Passage. The groundcover should be of decorative species.



Type	Passage
Movement	N/A
Design Speed	N/A
Reserve Width	2m
Pavement Width	1m
Traffic Flow	N/A
Street Parking	N/A
Kerb Type	N/A
Path Type & Width	1m footpath
Street Light Type	Mounted, Column or Bollard
Street Light Spacing	Occasional
Planter Width	0.5m min both sides, width may vary
Planter Type	Swale strip
Planting Pattern	N/A
Typical Tree Spacing	4-6m
Typical Species	Magnolia grandiflora, Catalpa bignonioides, Sapium sebiferum, Ficus oblique, Hakea laurina, Podocarpus elatus

SUMMARY

Paths are pedestrian thoroughfares of very natural character traversing a park, reserve area or providing pedestrian access through the lower Transects and should not be confused with footpaths and shared paths within road verges. The planting pattern of Paths will correspond to the character of the public open space and will generally be informal. Path material should be very permeable and for most footpaths compacted sand is desirable. The locations of Paths in the foreshore reserve and civic spaces are indicative only and will be refined through the DAPs.

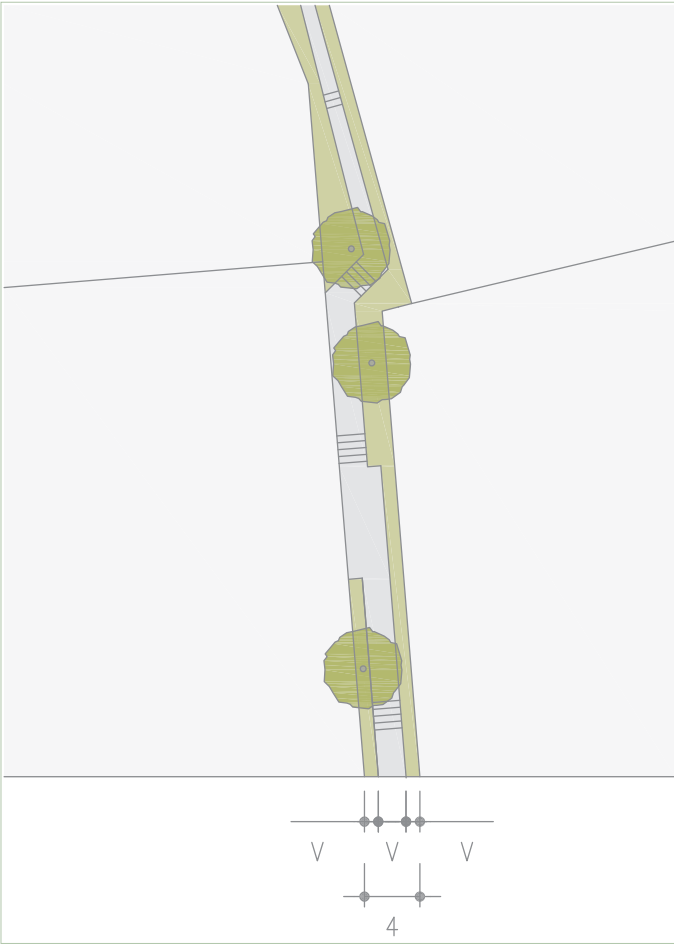






PATH 11A

Path 11A traverses parks, the foreshore reserve and the lower T-Zones, therefore their paving material and landscaping will correspond to the character of these areas and will generally be informal. The locations depicted in the foreshore reserve and public spaces are indicative only and will be refined through the DAPs.



Type	Path
Movement	N/A
Design Speed	N/A
Reserve Width	4m
Pavement Width	Varies
Traffic Flow	N/A
Street Parking	N/A
Kerb Type	N/A
Path Type & Width	Varies
Street Light Type	Bollard / Mounted
Street Light Spacing	Occasional
Planter Width	Varies
Planter Type	Varies
Planting Pattern	Irregular
Typical Tree Spacing	4-10m
Typical Species	Banksia ashbyi*, Banksia intergrifolia, Banksia attenuata, Callitris preisii, Calistemon "Kings Park Special", Eucalyptus caesia caesia

SUMMARY

Where thoroughfares are designed to control traffic speeds to less than 50km/hr, or traffic volumes are less than 3000 veh/day, on-street cyclists and motorists will share a common traffic lane. Where thoroughfares are designed for traffic speeds of 50km/hr or greater and traffic volumes exceed 3000 veh/day, a high standard shared path will be provided on at least one side of the road and/or traffic calming features will be added to the thoroughfare design to bring vehicle speeds below 50km/hr.

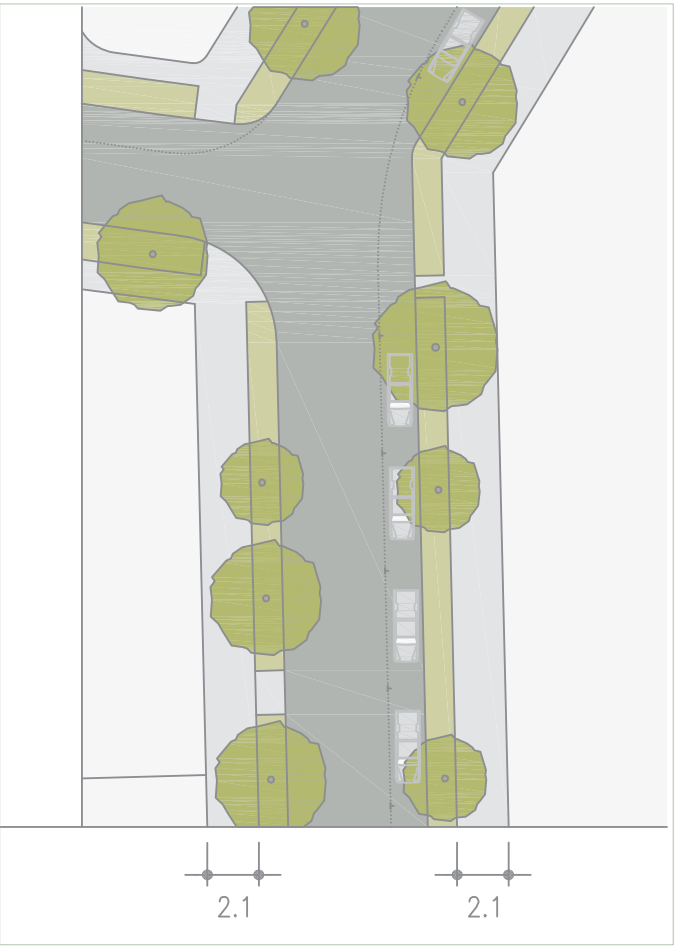






SHARED PATH 12A

Shared Paths are Paths with a minimum width of 2.1m, which may be used by pedestrians, skaters, scooters and cyclists, with priority given to pedestrians. In addition, children under 12 years of age are lawfully permitted to cycle on footpaths, which are provided on most thoroughfares.









The background image shows a coastal scene with green, rounded-leafed plants in the foreground and middle ground. In the background, there is a body of water reflecting the sky, with some distant land visible. The overall tone is natural and serene.

05

# LANDSCAPE STANDARDS



GUIDING PRINCIPLES

The following principles will guide the design and delivery of the public realm. These principles are reflected in the landscape standards for the various public open space types.

Transects

The Transect approach defines the progression and the associated hierarchy of public spaces across the Jindee site.

The landscape treatments that will be applied to these public spaces will add strength to the overall Jindee vision and further reinforce the changes in character across the Transects. These treatments will be refined, where necessary, as the project evolves to suit the specific site characteristics.

The landscape character will progress from a stylised expression of suitably adapted species, materials and urban treatments within the urban precincts of T5 and T6, through to a more natural expression of the existing landscape, with minimal intervention in the T1 and T2 Transects.

A range of public open spaces, including small neighbourhood pocket parks, expansive active areas, informal grassed spaces, natural bushland and formalised squares and plazas will support the diversity of landscape character across the Transects.

The multiple-use nature of many public open space types will allow the designation of areas for special uses or functions within these spaces. This approach enables a single space to cater for numerous functions.

Retention of Existing Vegetation

The retention of extensive areas of natural coastal vegetation constitutes a fundamental part of the landscape character of Jindee. The precise extent of native vegetation to be retained will be determined at DAP stage.

Environmentally Sustainable Development (ESD)

The landscape design will strive to incorporate sustainable design principles into all aspects of the landscape. This includes enhancing the visual amenity of the landscape, while reducing maintenance costs and impacts on the surrounding environment. Best management practices to be implemented, include:

- Retention of natural landform and vegetation where practicable;
- Assessing the site for recyclable materials including plants such as the grass trees on site and landscape materials such as seed rich topsoil and mulch;
- Promoting a positive relationship between the built and natural environment;
- Minimising water run-off and the leaching of fertilisers and herbicides into surrounding environments;
- Using ‘water wise’ plant species wherever appropriate;
- Ameliorating micro-climate such as provision of shade and wind shelter, where appropriate;
- Designing landscapes that filter air and water borne pollutants, including wind-borne salt and sand; and
- Utilising environmentally conscious materials and technologies throughout the development.

Crime Prevention Through Environmental Design (CPTED)

CPTED is an integral consideration of the design development process, and will be applied to avoid conditions that offer potential safety risks to public open space users. Maximising opportunities for passive surveillance will be a key component of this strategy.

CPTED initiatives to be applied at Jindee will include:

- Ensuring that natural surveillance and sightlines are provided to publicly accessible areas;
- Clearly defining private/public property boundaries and reinforcing these through appropriate visual cues;
- Providing natural access control using subtle urban design and landscape elements to direct, limit and/or promote accessibility;
- Target hardening where applicable through the selection of robust and durable materials and the application of appropriate design detailing to make it as difficult as possible to damage, steal or vandalise property;
- Provide activity generators where applicable such as retail, restaurants and kiosks on the ground level of buildings and popular facilities such as playgrounds, barbecues, picnic areas, viewing platforms and the like in the landscape.

Species Selection

All plant species will be selected on the basis of suitability to the local conditions, work practices and functional applications, and shall perform the function required in an urban environment to provide shade and promote pedestrian activity.

Soil Types

The type and depth of soils on site will determine plant selection and likelihood of survival. Knowledge of soil pH and limestone locations will influence the type of species to be planted and what planting preparations are required in the technical specifications.









NATURAL RESERVE (T1)

An area of retained natural vegetation with trails provided for controlled access and management that do not affect the integrity of the natural environment. Where required rehabilitation programmes will be undertaken to restore degraded and denuded areas.



SQUARE (T2,T3,T4,T5,T6)

A public space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns, groundcovers and trees, all formally disposed. Squares should be located at the intersection of important thoroughfares.



CLOSE (T2,T3)

An intimate space bounded by a thoroughfare and well defined frontages that facilitate the creation of lots that have been designed to retain the natural topography where possible. The space may be used as a garden as they limit through-traffic but connect pedestrian paths and passages.



PARK (T1,T2,T3,T4)

A large open area available for recreation enfronted by buildings. The landscape comprises paved paths and trails, some open lawn, trees and open shelters, all naturalistically located and requiring minimal maintenance.



PLAZA (T5,T6)

A public space available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement with trees or shade structures. Plazas should be located at the intersection of important streets.



PROMENADE, PASSAGE + PATH (T2,T3,T4,T5,T6)

A public space designed for pedestrian movement and thoroughfare. Landscape treatment of the thoroughfare will depend heavily on the Transect in which it is located.



GREEN (T2,T3,T4,T5)

A public space available for general recreation. The landscape will consist of lawn, groundcovers and trees, naturalistically disposed with some overlaid structure similar to the form of path networks and planting bed layouts.



PLAYGROUND (T2,T3,T4,T5,T6)

An area designed and equipped for the recreation of children. They should include adequate shade. Playgrounds may be included within parks, squares, greens and closes.



COMMON (T2,T3,T4,T5)

An intimate space with well defined boundaries. It may comprise oddly shaped tracts of land usually located at the intersection of thoroughfares and attached to a building.





PUBLIC OPEN SPACE TYPES

- MRS RESERVE
- natural reserve
  - promenade
- LOCAL RESERVES
- park
  - green
  - close
  - common
  - square
  - plaza
  - passage + path
  - playground (indicative)





MRS RESERVES

The MRS Reserves at Jindee are areas of retained natural vegetation with paths provided for access control and management. Paths are to be located to ensure the integrity of the natural environment is preserved.

These areas will be predominantly used for passive recreation, mainly walking and jogging. Interpretative signage may be installed where appropriate. Natural materials with a low visual impact should be used for pathways, fencing and access.





PARK

A Park is a large open area available for recreation and may also incorporate stormwater detention. Its landscape shall consist of both naturalistic and grassy areas, with the grassy areas catering for active recreation.

Vegetation shall be retained where the design permits. The naturalistic areas shall consist of paths and trails whereas the structured recreation areas shall consist of sports ovals, fitness tracks or similar.

The prevailing character of the space shall be naturalistic. Walk trails and paths should be designed and constructed to minimise their visual impact. Shade structures and furniture shall reflect their surroundings in both material and form. Timber shall be used to emphasise the naturalistic character, whilst limestone and limestone colours shall be used as a prevalent theme for pathways and paving.



Minimal lighting will be provided, with only major active recreation areas floodlit.

Planting within parks is to consist of tall, mostly native species including Eucalypts and Banksias. Arrangement will be naturalistic and random. Parks in the higher T4 and T5 Transects may contain a greater variety of species, including exotic species.

Parks may contain more specialised areas within them, including plazas, squares or playgrounds.





GREEN

A Green is public open space available for general recreation and may also incorporate stormwater detention. Its landscape shall consist of lawn, groundcovers and trees, naturalistically disposed with some overlaid structure in the form of path networks, planting bed layouts and similar.

Greens will consist predominantly of soft landscape, with the hard landscape features existing as an overlying framework and are to be designed to cater for both active and passive recreation. Seating and shade trees will be provided, along with grass areas that can be used as kick-about spaces. Facilities such as tennis courts, may also be included along with shade structures and BBQs.

Greens will have a hybrid character, combining a more formal structure with informal planting and tree arrangement. Tree species shall consist of both native and exotic species, with an emphasis on tall, shady species.

Lighting is not envisaged to be required, with ambient lighting from adjacent streets fulfilling most needs. Feature lighting and pole top lighting may be provided to specialised areas such as a plaza located within the green, or floodlighting to tennis courts.





## SQUARE

A Square is spatially defined by building frontages and, as such, has a more formal structure.

Squares will largely be used by residents from the adjoining areas. However, those located at the intersections of major thoroughfares or within the coastal village, they will be destinations for a broader catchment. The usage levels require a high quality landscape that can cater for active, passive and playground recreation. A Square may contain other typologies, including a plaza or playground.



The landscape shall consist of soft and hard elements, natural and exotic materials, and planting with an overlying theme and structure that reflects the Transect character. Seating, furniture, artwork and lighting will play a key role in defining the character of the space.

The furniture in a Square shall be made from robust materials and will have a more urban character. Lighting will consist of pole top luminaires and feature lighting may potentially be incorporated. Paved areas shall be of a high quality, with materials reflective of the Transect character.





## PLAZA

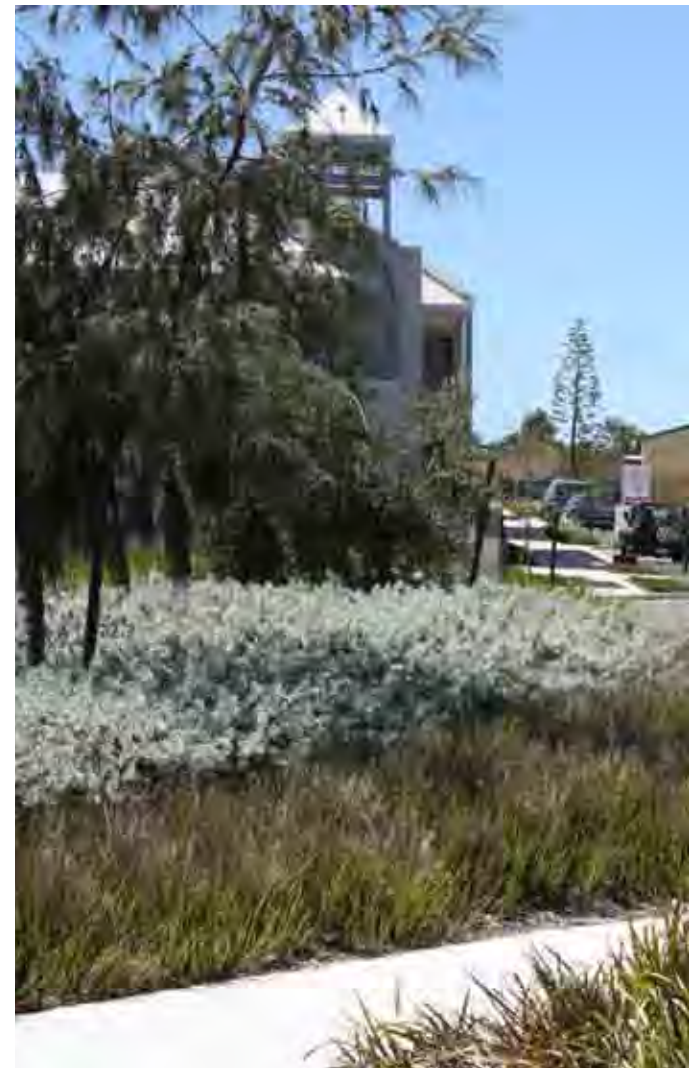
Plazas are located in the higher Transect zones and are defined by building frontages. The landscape within a Plaza shall consist primarily of hard surface or pavement with trees or shade structures. Alfresco seating areas for kiosks or cafes located within or adjacent to the area may be provided. Additional seating will be provided throughout the space.

A Plaza shall be very formal in nature with minimal low level planting. The emphasis is on the provision of shade through trees with an umbracious form. Where surrounded entirely by buildings, the height of the frontages surrounding Plazas will create a sheltered microclimate, enabling the use of a larger range of trees.



Furniture shall be urban in character with the choice of style and materials being compatible with the specific function of each Plaza. Artwork may also be a significant feature. Lighting shall consist of a combination of pole top luminaires with feature lighting incorporated as tree uplighting, artwork feature lighting, or around furniture.





CLOSE

At Jindee, a Close is generally a focal point for a group of lots and is designed primarily for visual amenity and for occasional use by adjacent residents. A Close will have trees, groundcover, low shrubs and may contain furniture items and paved areas. They may also contain small items of play equipment.

Lighting is unlikely to be required, with ambient lighting from adjacent streets to fulfill most needs. Each Close shall be unique and have an individual theme. The theming of each Close adds to the identity of the adjacent lots and creates a sense of ownership by those residents.





COMMON

A common is an intimate public open space with well defined boundaries. These spaces are often unorthodox shaped tracts of land usually located at the intersection of roads and attached to a building.

A common may consist of a combination of planting, grass and trees, and may also contain elements for play where space allows or need dictates.

Commons will have a significant impact on the overall aesthetic appearance of Jindee. Although the spaces may be small, their design is important. Adjacent Transect Zone are primary, as well as character, streetscape character and the level of pedestrian activity are all important considerations in the design of these spaces.





Playground locations are indicative only - final locations to be confirmed through DAPs.

## PLAYGROUND

A playground is an area designed and equipped for children’s recreation. Playgrounds will be included within other public open space types, including parks, squares, greens and closes. The size of a playground is variable and proportional to the size of the public space in which it is located.

The form of a playground is also variable, ranging from large playgrounds with extensive play equipment to smaller areas containing objects for play rather than traditional playground components. For example, a Close may contain a series of stepping stones rather than a conventional playground item.

Playgrounds should include adequate shade, in the form of trees or shade structures. Larger playgrounds shall include facilities such as drink fountains.



Elements and materials used in playground areas shall correspond with Transect Character. Within naturalistic and rustic areas in the lower Transect zones, timber and natural materials could be used, whereas play areas in the higher Transects may be more contemporary and urban in style.





PROMENADE

A Promenade is a thoroughfare designed for pedestrian movement, and may also function as a boundary between urban and natural areas. At Jindee, the Promenade runs along the coast at the edge of the urban area. It will typically consist of paving and tree planting, with a variety of street furniture and public art located along its length.

The Promenade will connect to a series of east-west paths, located within the adjacent T1 Natural Reserve, providing public access to the regional beach in the northern portion of the site, and along the cliff top in the southern portion of the site. It is intended that public access to the beach in the southern section of the site will be provided by way of stairs.





## PASSAGE

Passages and paths are designed for pedestrian movement. Each has a specific character and treatment.

A passage is a landscaped access way that provides frontage for buildings, provides shortcuts through blocks or connects parking with street frontages. They contain planting and paving and small trees where space permits.

Paths are more naturalistic and complement the natural colours and materials of the existing landscape. They provide shortcuts through blocks in lower Transect zones, and will also provide public access to the regional beach through the T1 Natural Reserve, located within the foreshore reserve.

Paths may also occur within public open spaces. The provision of shade to Paths traversing public spaces is an important design consideration, particularly in the lower Transect zones where building height is typically lower. In these instances, trees or arbors may be used.

The tree selection list identified the approved species list for Jindee. Selections from this list will be applied to achieve desired thoroughfare, civic space and transect zone character.

Scientific Name	Common Name	Height
1. Acacia decurrens	Black Wattle	5-10m
2. Acacia Elata	Cedar Wattle	>20m
3. Acer negundo ‘Variegatum’	Box-Elder Maple, Ghost Tree	5-10m
4. Acer palmatum varieties	Japanese Maple	5-10m
5. Acmena smithii	Lilypilly	10-15m
6. Agathis australis	Kauri	20-30m
7. Agathis robusta	Qld Kauri	12-30m
8. Agonis flexuosa	WA Peppermint	5-15m
9. Agonis flexuosa ‘After Dark’		5-10m
10. Albizia julibrissin	Silk Tree	5-10m
11. Albizia lebbeck	Lebbeck	8-12m
12. Allianthus altissima	Tree of Heaven	20-25m
13. Allocasuarina verticillata	Drooping Sheoak	5-10m
14. Alnus jorulensis	Evergreen Alder	5-10m
15. Angophora costata	Smooth Barked Apple	15-20m
16. Angophora floribunda	Rough Barked Apple	12-24m
17. Araucaria columnaria	Captain Cook’s Pine	>30m
18. Araucaria cunninghamii	Hoop Pine	20-30m
19. Araucaria heterophylla	Norfolk Island Pine	25m
20. Arbutus unedo	Strawberry Tree	5-10m
21. Auranticarpa rhombifolia	Diamond Pittosporum	5-10m
22. Bambusa bambos	Giant Thorny Bamboo	10-20m
23. Bambusa multiplex	Hedge Bamboo	5-15m
24. Banksia attenuata	Candle Banksia	5-10m
25. Banksia grandis	Bull Banksia	5-10m
26. Banksia integrifolia	Coast Banksia (NSW)	15m
27. Banksia marginata	Silver Banksia	4-6m
28. Banksia menziesii	Menzies Banksia	5-10m
29. Bauhinia blakeana	Hong Kong Orchid Tree	5-10m
30. Bauhinia purpurea		10-15m
31. Bauhinia variegata ‘Candida’		8-12m
32. Brachychiton acerifolius	Flame Tree	5-10m
33. Brachychiton discolor	Lacebark Kurrajong	6-24m
34. Brachychiton gregorii	Desert Kurrajong	4-8m
35. Brachychiton populneus	Kurrajong	6-20m
36. Brahea armata	Mexican Blue Palm	10-15m
37. Butia capitata	Wine Palm	4-8m
38. Buxus sempervirens	European Box	<10m
39. Caesalpinia ferrea	Leopard Tree	5-10m
40. Callistemon ‘Kings Park Special’		3-5m

Scientific Name	Common Name	Height
41. Callitris preissii	Rottnest Pine	5-10m
42. Caryota rumphiana var. australasica		8-12m
43. Cassia fistula	Golden Shower	5-10m
44. Cassia surattensis	Sunshine Tree	5-10m
45. Castenospermum australe	Mortan Bay Chestnut	10-15m
46. Casuarina cunninghamiana	River Sheoak	10-15m
47. Casuarina equisetifolia ‘Incana’	Horsetail Sheoak	6-12m
48. Casuarina obesa	Swamp Sheoak	5-15m
49. Catalpa bignonioides	Southern Catalpa	10-15m
50. Cedrus libani	Lebanon Cedar	15-25m
51. Ceiba speciosa syn. Chorisia speciosa	Floss Silk Tree	10-15m
52. Celtis australis	Hackberry	15-20m
53. Celtis laevigata	Sugarberry	5-10m
54. Celtis occidentalis	Common Hackberry	5-10m
55. Celtis sinensis	Chinese Hackberry	5-10m
56. Ceratonia siliqua	Carob Tree	<10m
57. Cercis siliquastrum	Judas Tree	5-12m
58. Cinnamomum camphora	Camphor Laurel	15-25m
59. Cinnamomum iners	Wild Cinnamon	5-10m
60. Cinnamomum verum	Cinnamon	5-10m
61. Citrus limon	Lemon	5-10m
62. Citrus sinensis	Orange	5-10m
63. Coccoloba uvifera	Sea Grape	5m
64. Cordyline australis	Cabbage Tree	4-8m
65. Cupaniopsis anacardiodes	Tuckeroo	5-10m
66. Cupressus cashmeriana	Kashmir Cypress	15-20m
67. Cupressus funebris	Weeping Chinese Cypress	15-20m
68. Cupressus glabra		10-15m
69. Cupressus leylandii	Leyland Cypress	10-15m
70. Cupressus lusitanica	Mexican Cypress	4-8m
71. Cupressus sempiverens	Pencil Pine	15-25m
72. Cussonia spicata	Cabbage Tree	5-6m
73. Delonix regia	Poinciana	10-15m
74. Dracaena draco	Dragon Tree	2-5m
75. Eriobotrya japonica	Japanese Loquat	<5m
76. Erythrina caffra	Coastal Coral Tree	4-8m
77. Erythrina crista-galli	Cockspur Coral Tree	4-8m
78. Erythrina indica		15-25m

Scientific Name	Common Name	Height
70. Erythrina speciosa		4-8m
80. Erythrina x sykesii	Coral Tree	5-9m
81. Eucalyptus caesia caesia	Gungurru	4-6m
82. Eucalyptus caesia magna	Silver Princess	4-6m
83. Eucalyptus calophylla	Marri	25m
84. Eucalyptus calophylla ‘Rosea’	Pink Flowered Marri	25m
85. Eucalyptus calycogona ‘Jubilee’	Gooseberry Mallee	3-5m
86. Eucalyptus cinerea	Argyle Apple	8m
87. Eucalyptus citriodora ‘Marion’	Dwarf Lemon Scented Gum	20-30m
88. Eucalyptus cornuta	Yate	10-18m
89. Eucalyptus coronata syn. E. mitrata	Mitre Gum/Crowned Mallee	3m
90. Eucalyptus cosmophylla	Cup Gum	3-15m
91. Eucalyptus crucis	Maiden Silver Mallee	2.5-6m
92. Eucalyptus decurva	Slender Mallee	4-6m
93. Eucalyptus diversifolia diversifolia		10m
94. Eucalyptus diversifolia hesperia		10m
95. Eucalyptus dolichorhyncha		3-5m
96. Eucalyptus doratoxylon	Spearwood Mallee	<3m
97. Eucalyptus eremophila	Tall Sand Mallee	3-8m
98. Eucalyptus erythrocorys	Red Cap Gum/Illyarrie	2.5-6m
99. Eucalyptus ficifolia (grafted varieties)		>10m
100. Eucalyptus ficifolia ‘Summer Glory’		5-7m
101. Eucalyptus ficifolia ‘Summer Red’		5-7m
102. Eucalyptus ficifolia ‘Summer Snow’		5-7m
103. Eucalyptus forrestiana	Fuschia Gum	2.5-4m
104. Eucalyptus gomphocephala	Tuart	15-40m
105. Eucalyptus kingsmillii alatissima	Red Kingsmills Mallee	4-8m
106. Eucalyptus kingsmillii kingsmillii	Kingsmills Mallee	4-8m
107. Eucalyptus laeliae	Darling Range Ghost Gum	5-20m
108. Eucalyptus lane-poolei	Salmon White Gum	3-12m
109. Eucalyptus lansdowneana	Crimson Mallee	3-5m

Scientific Name	Common Name	Height
110. Eucalyptus lehmannii	Bushy Yate	5-8m
111. Eucalyptus leucoxylon megacarpa		5-10m
112. Eucalyptus leucoxylon megacarpa ‘Goolwa Gem’		5-10m
113. Eucalyptus leucoxylon megacarpa ‘Millicent’		5-10m
114. Eucalyptus macrandra	Long Flowered Marlock	4m
115. Eucalyptus macrocarpa elachantha		4m
116. Eucalyptus macrocarpa macrocarpa	Mottlecah	1.5-7m
117. Eucalyptus maculata	Spotted Gum	15-25m
118. Euclyptus megacornuta	Warted Yate	6-12m
119. Eucalyptus nicholii	Narrow Leaved Peppermint	10-24m
120. Eucalyptus nutans	Red Flowered Moort	3-5m
121. Eucalyptus oldfieldii	Oldfield’s Mallee	2-3m
122. Eucalyptus pachyphylla		<2.5m
123. Eucalyptus petiolaris	Eyre Peninsular Blue Gum	6-15m
124. Eucalyptus pleurocarpa	Tallerack	2-8m
125. Eucalyptus preissiana biloba	Bell Fruited Mallee	2.5-5m
126. Eucalyptus pyriformis	Pear Fruited Mallee	2-5m
127. Eucalyptus rudis	Flooded Gum	15-30m
128. Eucalyptus scoparia	Wallangarra White Gum	10-15m
129. Eucalyptus sideroxylon ‘Palens’	Red Iron Bark- Pink flowered	10-25m
130. Eucalyptus spathulata	Swamp Mallet	2-7m
131. Eucalyptus steedmanii	Steedman’s Gum	5-10m
132. Eucalyptus stoatei	Stoat’s Mallee	5-8m
133. Eucalyptus stricklandii		6-12m
134. Eucalyptus synandra	Jingymia Mallee	4-6m
135. Eucalyptus tetraptera	Square Fruited Mallee	2-4m
136. Eucalyptus todtiana	Coastal Blackbutt	5-10m
137. Eucalyptus torquata (Kalgoorlie form)	Coral Gum	3-8m
138. Eucalyptus utilis	Coastal Moort	4-8m
139. Eucalyptus victrix	WA Coolibah	7-12m
140. Eucalyptus websteriana		3-5m
141. Eucalyptus youngiana		3-7m
142. Fejoa sellowiana	Fejoa	2.5-4m
143. Ficus Benjaina	Weeping Fig	
144. Ficus elastica	Indian Rubber Plant	25-30m
145. Ficus longifolia		4-7m
146. Ficus lyrata syn. Pandurata	Lyre Leaved Fig, Fiddle Leaf Fig	7-12m



Scientific Name	Common Name	Height
147. Ficus macrophylla	Moreton Bay Fig	15-35m
148. Ficus microcarpa hillii	Hills Weeping Fig	6-14m
149. Ficus microcarpa microcarpa syn. Retusa		7-12m
150. Ficus obliqua syn. Feugenoides	Small Leaved Fig	7-12m
151. Ficus rubiginosa	Port Jackson Fig	15-20m
152. Ficus rubiginosa ‘Variegata’	Variegated Rusty Fig	3-7m
153. Ficus superba var. henniana	Deciduous Fig	>10m
154. Ficus watkinsiana	Green Leaved Moreton Bay Fig	5-30m
155. Fraxinus angustifolia	Desert Ash	8-12m
156. Fraxinus excelsior	European Ash	8-12m
157. Fraxinus griffithii	Evergreen Ash	4-8m
158. Fraxinus Raywoodii	Claret Ash	5-10m
159. Fraxinus ornus	Manna Ash/Flowering Ash	20-15m
160. Fraxinus oxycarpa		8-12m
161. Gleditsia tricanthos ‘Sunburst’		20-25m
162. Gleditsia tricanthos ‘Shademaster’		20-25m
163. Grevillea ‘Honey Gem’		4m
164. Grevillea ‘Moonlight’		4m
165. Griselinia littoralis	Kapuka	10-15m
166. Hakea francisiana	Emu Tree	<10m
167. Hakea laurina	Pin Cushion Hakea	3-6m
168. Hakea petiolaris	Sea Urchin Hakea	4m
169. Harpephyllum caffrum	Kaffir Plum	10m
170. Hibiscus mutabilis ‘Plena’	Double Cotton Rose	>3m
171. Hibiscus syriacus	Rose of Sharon	2-3m
172. Hibiscus tiliaceus	Cotton Tree	3-5m
173. Hibiscus tili	Purple Cotton Tree	3-5m
174. Howea forestiana	Kentia Palm	10-15m
175. Hymenosporum flavum	Native Frangipani	5-10m
176. Inga edulis	Ice-cream Tree	8-12m
177. Jacaranda mimosifolia	Jacaranda	10-20m
178. Jubaea chilensis	Chilean Wine Palm	15-20m
179. Juniperus thurifera	Spanish Juniper	15-20m
180. Koelreuteria paniculata	Golden Rain Tree	10-15m

Scientific Name	Common Name	Height
181. Lagerstroemia x indica	Crepe Myrtle	5-10m
182. Lagerstroemia speciosa	Giant Crepe Myrtle	15-20m
183. Lagerstroemia sp (cultivars)		5-12m
184. Lagunaria patersonia	Norfolk Island Hibiscus	15-25m
185. Laurus nobilis	Bay Laurel	10-15m
186. Leucodendron argenteum	Silver Tree	5-10m
187. Liquidambar styraciflua	Liquid Amber	20-40m
188. Liquidambar formosiana	Chinese Liquid Amber	12-18m
189. Lophostemon confertus	QLD Brush Box	15-25m
190. Lysiphyllum carronii	QLD Ebony	5-10m
191. Lysiphyllum hookeri	White Bauhinia	5-10m
192. Magnolia grandiflora	Bull Bay	6-20m
193. Melaleuca cuticularis	Salt Water Paperbark	6-12m
194. Melaleuca huegelii (tree form)	Chenille Honey Myrtle	>6m
195. Melaleuca lanceolata	Rottnest Island Tea Tree	5-10m
196. Melaleuca leucadendra	Narrow Leaved Paperbark	5-15m
197. Melaleuca linearifolia	Snow in Summer	5-10m
198. Melaleuca nesophila	Showy Honey Myrtle	5-10m
199. Melaleuca preissiana		6-10m
200. Melaleuca quinquinervia	Broad Leaved Paperbark	8-12m
201. Melaleuca styphelioides	Prickly Leaved Paperbark	8-15m
202. Melaleuca viridiflora ‘David Hocking’s Seleccion’		>18m
203. Melia Azedarach	White Cedar	10=15m
204. Meryta sinclairii		4-8m
205. Metrosideros excelsa	New Zealand Christmas Tree	5-12m
206. Metrosideros excelsa ‘Picta’		6-10m
207. Metrosideros robusta		3-15m
208. Metrosideros ‘Erp Thompsoni’	New Zealand Christmas Bush	5-12m
209. Michelia figo	Port Wine Magnolia	5m
210. Morus alba	White Mulberry	
211. Morus nigra	Black Mulberry	10-15m
212. Morus rubra	Red Mulberry	10-15m
213. Myoporum insulare	Boobialla	<10m
214. Myoporum laetum	Ngaio Tree	3-10m
215. Nuytsia floribunda	WA Christmas Tree	<8m
216. Olea africana	African Olive	5-15m
217. Olea europea	Common Olive	5-10m

Scientific Name	Common Name	Height
218. Phoenix canariensis	Canary Island Date Palm	10-15m
219. Phoenix dactylifera	Date Palm	15-20m
220. Phoenix roebelenii	Pygmy Date Palm	5m
221. Phyllostachys nigra	Black Bamboo	4-8m
222. Pinus canariensis	Canary Island Pine	25-30m
223. Pinus halepensis	Aleppo or Lone Pine	25-30m
224. Pinus pinaster	Maritime Pine	20-25m
225. Pinus pinea	Umbrella Pine	20-40m
226. Pistacia chinensis	Chinese Pistachio	8-12m
227. Pittosporum crassifolium	Karo	3-8m
228. Pittosporum eugenioides	Lemonwood	<12m
229. Pittosporum phylliraeoides		4-10m
230. Pittosporum ralphii		<5m
231. Pittosporum tobera	Japanese Pittosporum	6m
232. Platanus digitalis	Cut Leaf Plane	10-30m
233. Platanus orientalis	Oriental Plane	10-30m
234. Platanus x hispanica syn acerifolia	London Plane Tree	20-30m
235. Plumeria rubra		5-10m
236. Podocarpus elatus	Plum Pine	8-10m
237. Polyalthia longifolia	Indian Mast Tree	10-15m
238. Prunus dulcis	Almond	4-8m
239. Prunus persica	Peach	4-8m
240. Pyrus calleryana	Ornamental Pear	10-15m
241. Pyrus ussuriensis	Manchurian Pear	5-12m
242. Quercus canariensis	Algerian Oak	5-15m
243. Quercus ilex	Holm Oak	10-15m
244. Quercus suber	Cork Oak	5-15m
245. Raphiolepis umbellata	Yeddo Hawthorn	<5m
246. Raphiolepis x delacourii	Pink Indian Hawthorn	1-2.5m
247. Rhamnus alternus ‘Variegata’	Variegated Indian Buckthorn	2-2.5m
248. Robinia pseudoacacia	Black Locust	10-20m

Scientific Name	Common Name	Height
249. Robinia x ambigua ‘Decaisneana’		8-12m
250. Sapium sebiferum	Chinese Tallow	5-10m
251. Schefflera actinophylla	Umbrella Tree	10-20m
252. Schinus molle	Pepper Tree	5-10m
253. Scolopia braunii		6-15m
254. Sophora japonica	Japanese Pagoda Tree	10-15m
255. Spathodea campanulata	African Tulip Tree	7-15m
256. Stenocarpus sinuatus	Firewheel Tree	15-20m
257. Syzygium leuhmannii	Riberry, Small-leaved Lilli Pili	15-25m
258. Tabebuia heterophylla	Pink Trumpet Tree	8-12m
259. Tabebuia impetiginosa	Pink Lapacho	15-25m
260. Tabebuia ipe	Pink Trumpet Tree	10-15m
261. Tabebuia lapacho	Lapacho	20-30m
262. Tecoma stans	Yellow Trumpetbush	5-8m
263. Tetrapanax papyriferus	Rice Paper Plant	<7m
264. Tipuana tipu	Pride of Bolivia	7-15m
265. Toona ciliata	Australian Red Cedar	30-40m
266. Tristaniopsis laurina	Kanooka 10-15m	10-15m
267. Ulmus carpinifolia	Smooth Leaf Elm	8-12m
268. Ulmus ‘Louis van Houtte’	Golden Elm	10-15m
269. Ulmus parvifolia	Chinese Elm	5-10m
270. Virgilia oroboides	Blossom Tree	5-10m
271. Washingtonia filifera	Cotton Palm	10-15m
272. Washingtonia robusta	Fan Palm	7-15m
273. Zelkova serrulata	Japanese Zelkova	15-25m









06

# DEFINITIONS



This section provides definitions for terms in this LSP that are technical in nature or that otherwise may not reflect a common usage of the term. If the same term is defined in the CoW DPS 2 and this LSP and a conflict exists between these definitions, then the definition provided in the Code shall prevail.

**adult entertainment:** means premises which:

- (a) provide entertainment (such as strip club premises); or
- (b) sell or show restricted material (such as adult bookshops and adult novelty stores).

**adverse impact in general:** means uses with negative consequences on adjacent Lots, usually as a result of noise, vibration, odour or pollution. This may include, but is not limited to, a commercial laundry; cremation facility, kennels and abattoir. Consequences confined to the lot boundary are not considered to create adverse impacts.

**allee:** a regularly spaced and aligned row of trees, usually planted along a thoroughfare or path.

**alley:** a thoroughfare type that provides access to the rear of mixed-use buildings; accommodating service areas, parking access and utility easements.

**ancillary building:** means an outbuilding that has an ancillary unit attached either above the outbuilding, or on the same level.

**ancillary unit:** means self contained living accommodation sharing ownership with a principal building. It may or may not be within a principal building.

**apartment building:** a no-yard or rearyard multi-family residential building type that may be attached to others on a lot of urban character. This building is typically used on regular lots.

**apartment house:** a building type, accommodating multiple dwellings disposed above and beside each other, sharing a common entry.

**applicant:** means a person who is or has applied to the Council, the WAPC or another approval agency for planning approval.

**arcade:** a private frontage type wherein the front elevation is a colonnade that overlaps the footpath with a habitable space above, while the front elevation at footpath level remains at the frontage line.

**articulated frontage:** the horizontal and vertical street frontage design elements of a building.

**artisan studio:** means a premises occupied by an artisan(s) for the crafting and sale of items that may be functional or decorative including clothing, jewellery, pottery, textiles, food products and household items and which does not adversely affect the amenity of adjoining lots (refer ‘adverse impact in general’).

**attachment:** an encroachment within the side setback to a principal building elevation.

**attic:** the interior part of a building contained within its roof structure and may contain roof lights.

**Australian Height Datum (AHD):** adopted by the National Mapping Council as the datum surface to which all vertical control for mapping is to be referred. Elevations quoted using the datum are followed with the acronym AHD.

**avenue:** A thoroughfare type suitable for T4 and T5 zones. Avenues provide frontage for medium density mixed-use buildings such as terrace houses and apartment buildings. An avenue is urban in character.

**backbuilding:** a structure connecting a principal building to an outbuilding.

**bakery:** means any land or buildings used to make and/or display and sell bread and pastry products and includes “hot bread” shops.

**balcony:** a balustraded platform on the outside of a building with access from an upper internal room and covered by a verandah.

**base parking standards:** means the car parking standards contained in Table \*\* of Part 1, Schedule 1 of the LSP or varied through an approved DAP.

**basement:** means that part of a building structure which is located partially or wholly below the ground level, but always below the main entrance of the principal building. In some instances, including lots with steep topography, the basement may be partially exposed when viewed from outside the principal building to allow for access to car parking within the building footprint. The basement shall not constitute a storey.

**basement parking:** means a garage and/or parking station that is located below the ground level of a building.

**bed and breakfast:** means an owner-occupied lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

**betting agency:** means an office or totaliser agency established under the Totaliser Agency Board Betting Act 1960 (as amended).

**bicycle lane:** a dedicated lane for cycling within a moderate speed vehicular thoroughfare, demarcated by road marking.

**bicycle route:** a thoroughfare suitable for the shared use of bicycles and vehicles moving at low speeds.

**“big-box” retail:** means a physically large, free-standing retail establishment that is typically several times the size of a traditional outlet in its category; is attached to a large parking area; incorporates standardised facades; and relies primarily on vehicle based customers.

**block:** the aggregate of private lots, passages, paths, rear alleys and lanes, circumscribed by thoroughfares.

**block face:** the aggregate of all the building elevation on one side of a block.

**boulevard:** a thoroughfare type that traverses an urbanised area and is flanked by planting which buffers the buildings on either side, and typically includes a median.

**boulevard public frontage (BV):** means a public frontage type that has open swales drained by inlets and footpaths along both sides, separated from the vehicular lanes by continuous planters and medians. The landscaping consists of multiple species planted in naturalistic clusters.

**build-to-line (BTL):** a line appearing graphically on a regulating plan such as a Detail Area Plan, or stated as a setback dimension, along which a front elevation must be placed, usually a designated minimum of the lot width. A build-to-line is a more precise tool than a setback or frontage line as it permits the definition of variable setbacks.

**building configuration:** the form of a building, based on its massing, private frontage, and height.

**building disposition:** is the location of the building structure relative to the boundaries of a lot.

**building frontage type:** means a permitted combination of corner articulations for principle buildings.

**building envelope:** the area identified on a plan and is the only portion of the site to contain a dwelling, sheds, gardens, fences, domestic animals, and other items ancillary to and normally associated with a dwelling, and may also define the required building configuration and massing.

**building footprint:** means the outline comprised of the exterior walls of a building, not including open courtyards and encroachments.

**building height:** refers to the minimum and maximum permissible height of a building and shall be measured in the number of storeys. The height of buildings generally increases as the Transect Zone becomes more urban.

**building massing:** refers to the principal building footprint proportions or width to depth ratio of the building footprint.

**building type:** means the type of building(s) that may be built within each Transect Zone of the Jindee Transect and which is to be coded in the Urban Standards of the LSP.

**building zone:** the area identified on a plan accommodating driveways, fencing, urban firebreaks, services to the dwelling such as water/sewer and power, and other items ancillary to and normally associated with a dwelling.

**calibration:** means the adaptation and revision of the model SmartCode® standards to serve the local needs of the LSP area.



**car parking structure:** a building comprising one or more storeys to accommodate above grade car parking.

**car parking strategy:** means a strategy prepared for each of the Car Parking Precincts identified in the LSP.

**charrette:** means a collaborative process occurring over a succession of days used to develop the Visioning Master Plan, to calibrate the SmartCode® standards and to establish a framework for the subsequent planning processes of a Smart Growth Community.

**child care centre:** means premises used for the daily or occasional care of children in accordance with the Child Care Services (Child Care) Regulations 2006 as amended and may include a kindergarten or pre-primary.

**cinema / theatre:** means any land or building(s) where the public may view a motion picture(s) or theatrical production(s), and may include more than one cinema screen, other minor and subsidiary amusements, and sale of foodstuffs and drinks.

**City of Wanneroo (CoW):** means the Council of the City of Wanneroo or the officers or agents employed by the City of Wanneroo.

**civic:** the term defining not-for-profit organisations dedicated to arts, culture, education, recreation, health, government, transit, and municipal parking.

**civic building:** means a building designed used or intended to be used by any Commonwealth, State or Local Government department or authority, not-for-profit organisations or private business for the purpose of an office, hall or library, or a centre for cultural, recreational or social purposes, or for any other community service dedicated to arts, culture, education, recreation, health, government, transit, and municipal parking, or for a use approved by the City of Waneroo and may include buildings developed by the proponent for the use of the Jindee community.

**civic space type:** means a classification of open space adopted in the Landscape Standards of Part 1 of the LSP to determine the character, design and function of a civic space area. Civic space types may include, although not be limited to, parks, greens, squares, plazas, playgrounds, natural reserves, closes, promenades and commons.

**civic reserve:** designation for public sites dedicated for civic buildings, civic space or civic car parking.

**civic space:** means an outdoor area dedicated for public use. A civic space may be a local reserve and a local reserve may be a civic space. Civic spaces are organised into civic space types that are defined by the combination of certain physical constants including the relationships between their intended use, their size, their landscaping and their fronting buildings.

**civic structure:** means any structure used within a civic or regional reserve for shade, community gatherings, or as part of a landscape design feature and may include public art and fountains or bus shelters.

**civic use:** means those uses which are predominantly provided for the use of the public.

**close:** an intimate civic space type bounded by a thoroughfare and well defined frontages. This civic space type may be used to facilitate the creation of lots that are designed to where possible retain topography. The space may be used as a garden as they limit through-traffic but connect pedestrian paths and passages.

**commercial building:** a no-yard flexible commercial and residential building type. Commercial buildings have floor plates deeper than residential ones and it may have a car park and vehicle access.

**common:** an intimate civic space type with well-defined boundaries. It may comprise oddly shaped areas of land usually located at the intersection of roads within the thoroughfare reserve and may be adjacent to buildings.

**common yard:** a private frontage type wherein the front elevation is set back substantially from the frontage line. The front yard created may remain unfenced and is visually continuous with adjacent yards, supporting a common landscape.

**conference centre:** see Reception Centre.

**consulting rooms:** means premises used by no more than two (2) health consultants for the investigation or treatment of human injuries or ailments, and general health and well being, and for general outpatient case.

**convenience store:** means any land and/or building used for the retail sale of convenience goods being those goods commonly sold in supermarkets, delicatessens and newsagents but including the sale of petrol and petroleum products and motor vehicle accessories and operated during hours which include but which may extend beyond normal trading hours and providing associated parking

**coordinated frontage designation:** means a designation applied to require that the Public Frontage and Private Frontage be coordinated as a single coherent design unit whereby landscaping, paving treatments and building setbacks are complementary to achieve the desired design outcome.

**corner articulation:** the number of angles in any given principal or secondary elevation.

**corner lots:** are lots that have a front, rear and partial side frontage line and create a stagger in the thoroughfare.

**cottage:** an edgeyard building type, single-family dwelling on a small lot, shared with an Accessory Building in the backyard.

**cottage industry:** means a trade or industry producing art and craft goods which does not fall into the definition of a home business (category 1, 2 or 3) and which does not adversely affect the amenity of the adjoining lots (refer ‘adverse impact in general’).

**courtyard:** means a building disposition type where the building may occupy the boundaries of its lot while internally defining one or more private courtyards.

**curvilinear lots:** lots with an arc in one or several vectors.

**datum point:** refers to the point specified for a lot in the relevant Detailed Area Plan from which point height is measured after taking into account any building plinth. The datum point will be expressed as the height above sea level as measured by the Australian Standards.

**density:** the number of dwelling units per site hectare.

**depots:** means large scale storage or distribution of goods including but not limited to produce/grain storage and mini storage facility; transport depot; fuel depot; milk depot.

**design speed:** is the speed used by thoroughfare designers to determine appropriate vertical and horizontal alignment characteristics, street length, sight distance requirements, intersection spacing, travel lane width and traffic calming requirements. There are four speed categories used in the Thoroughfare Standards: ‘very low’, ‘low’, ‘moderate’, and ‘high’.

**District Planning Scheme No. 2 (DPS No. 2):** means the City of Wanneroo District Planning Scheme No. 2. ?

**double house:** a pair of semi-detached dwellings having a plan that is symmetrical on both sides of the common wall; each of the two units has its own entry.

**drive:** a local thoroughfare along the boundary between urbanised and natural conditions, usually along a waterfront, a park or promontory. One side has the urban character of a Street; the other has the qualities of a promenade.

**drive through facility:** where patrons remain in automobiles including fast food and car washes (car wash may only be considered for approval if attached to a service station), but does not include book and video drops and drive through bottleshops attached to a hotel where it is concealed from the street.

**drive through food outlet:** means a take away food outlet which includes sale and serving of food direct to persons driving or seated in motor vehicles. The term may include drive-through facility and may or may not include the preparation of food for sale and consumption within the building; or portion thereof.

**driveway:** a vehicular lane within a lot, usually leading to a garage.

**dwelling:** means a building or portion or a building being used, adapted or designed or intended to be used for the purpose of human habitation on a permanent basis.

**edge lots:** are lots that have a front, side and rear frontage line and have a lot adjacent to only one side.

**edgeyard:** a type of building disposition whereby the building occupies the centre of its lot with setbacks on all sides.

**education establishment:** means a school, village, university, technical institute, academy or other education centre, training centre or lecture hall, but does not include premises intended or used to accommodate or deal with offenders or persons undergoing punishment.

**effective turning radius:** the measurement of the inside wheel track turning radius at street corners that allows for the effect of parked cars on the swept path of the vehicle when turning the corner.

**electrical substation:** means land used for the assembly of equipment in an electric power system through which electrical energy is passed for transmission, distribution, interconnection, transformation, conversion or switching.

**elevation:** an exterior wall of a building not along a frontage line.

**encroachment:** is the structural element of a building that breaks the plane of a vertical or horizontal regulating limit, extending into a setback, public frontage or above a height limit and is to be regulated through a Detailed Area Plan (also refer ‘encroachment - private’ or ‘encorachment - public’).

**encroachment – private:** means the structural element of a building that extends into the prescribed setback area of a lot and may include the encroachment of private frontage types such as verandahs, terraces, stoops, baywindows and projections and is to be regulated through a Detailed Area Plan. Refer to the General Provisions in the Urban Standards for further details.

**encroachment – public:** means the structural element of a building that extends into the public realm and that is limited to gallery, arcade and shopfront private frontage types and is to be regulated through a Detailed Area Plan. Refer to the General Provisions in the Urban Standards for further details.

**enfront:** to place an element along a frontage, as in “verandah enfront the street.”

**Enquiry by Design (EBD):** a workshop which involves an intensive multi-day collaborative design process used to create a well resolved and broadly supported design framework for important sites and landholdings.

**expression line:** a line prescribed at a certain level of a building for the major part of the width of a front elevation, expressed by a variation in material or by a limited projection such as a moulding or balcony.

**extension line:** is the maximum height to which an arcade can extend into the building encroachment area.

**flex building:** a no-yard mixed use building which may be residential and/or commercial, and may be attached to others on a lot of urban character. This building type is typically used on irregular shaped blocks.

**Form Based Code (FBC):** a means of regulating development to achieve a specific urban form, by controlling physical form primarily, with a lesser focus on land use.

**footpath:** the paved section of the public frontage dedicated exclusively to pedestrian activity.

**forecourt:** a private frontage type wherein a portion of the front elevation is close to the frontage line and the central portion is set back.

**front elevation:** the exterior wall of a building that is set along a frontage line.

**frontage:** the area between a building elevation and the vehicular lanes, inclusive of its built and planted components. The frontage is divided into private frontage and public frontage.

**frontage buildout:** the proportion of a building façade built along the frontage width at setback.

**frontage line:** a lot line bordering a public frontage.

**fuel depot:** means any land or building used for the storage and sale in bulk of solid or liquid or gaseous fuel, but does not include a service station and specifically excludes the sale by retail of such fuel from the premises into a final user’s vehicle.

**functional groups:** categories of uses that may be accommodated by a building and its lot, categorized as restricted, limited, or open, according to the intensity of the use. Functional group categories applicable to Jindee are residential, lodging, office, retail, industry and civic/ education.

**gallery:** a private frontage type wherein the front elevation is aligned close to the frontage line with an attached cantilevered lightweight roof overlapping the footpath.

**garden wall:** an organic appearing wall that uses landscaping to create screening.

**general commercial:** means premises used for commercial or business purposes and includes, but is not limited to an auction room, bank, dry cleaning premises, laundromat, consulting rooms, hairdressers, beauty salon, medical centre, veterinary consulting rooms, veterinary hospital (if use does not adversely affect the amenity of adjoining lots) and take-away food outlet (not including drive through facilities).

**general entertainment:** means land or buildings, open to the public or used for recreation and entertainment activities, including indoor playground facilities and amusement machines, but does not include adult entertainment and night clubs.

**grade:** refers to the gradient or slope of the topography of a site or thoroughfare. It is expressed as a ratio or percentage, and is measured by the division of a change in height, by a change in horizontal distance between two specified points. “At grade” refers to elements on the same level i.e. “at grade crossing”; “above grade” refers to the vertical distance expressed in metres above natural ground level.

**green:** a civic space type available for general recreation. The landscape consists of lawn, groundcovers and trees, naturalistic disposed with some overlaid structure, including path networks and planting bed layouts.

**green roof:** a building roof partially or completely covered with vegetation and soil, or a growing medium, over a waterproofing membrane.

**height:** mean the measure of a building height and is to be measured in storeys from the datum point, except where a plinth is required for a lot, whereby the height is to be measured from the datum point plus the height of the plinth.

**house:** an edgeyard building type, single-family dwelling on a large lot, shared with an accessory building in the backyard.

**inn:** means premises used for purpose of short-term lodging and comprising up to 12 accommodation rooms.

**interior lots:** are lots that have only a front frontage line and are bounded by lots on each side.

**irregular lot:** lots with more than four vectors.

**kerb:** the edge of the vehicular pavement that may be raised or flush to a swale. The kerb usually incorporates the drainage system.

**kerb return radius:** the measurement of the sharpness of a corner kerb line at a thoroughfare intersection. Where parked cars do not determine the vehicle turning path, a large kerb radius enables vehicles to go around corners faster, whereas a tighter kerb radius helps reduce turning vehicle speed. A large kerb radius also increases the distance a pedestrian must walk to cross the street.

**kiosk:** means a small enclosed structure, often freestanding and open on one side or with a window, used as a booth to retail a product (i.e. newspaper, food items) or offer a service (i.e. tourist information).

**laboratory facility:** means land, building(s), or portion of a building equipped for scientific experimentation or research.

**lane:** a vehicular access way and thoroughfare type located to the rear of a lot providing access to parking, as well as easements for utilities.

**licensed valuer:** means a person licensed under the Land Valuers Licensing Act, 1978.

**linear building:** means a building specially designed to make a surface car parking, car parking structure or garage from a frontage.

**live-work:** a dwelling unit that contains, to a limited extent, a commercial component. A live-work unit may be on its own lot with the commercial component permitted anywhere in the building. It may be any disposition type but is typically rearyard. The commercial component is limited to that permitted under the definition of ‘home business category 1, 2 or 3’.

**Liveable Neighbourhood (LN):** an operational policy of the WAPC for the design and assessment of structure plans (regional, district and local) and subdivisions for new urban areas in the metropolitan area and country



centres, on greenfield and large urban infill sites.

**loft:** means an internal floor area that is contained within the roof space, Has a floor level above the external wall pitching height and may include windows and openings within the roof to a roof terrace. A loft is not considered to be a storey.

**loft building:** a no-yard, multifamily narrow building type on a narrow lot that masks open or structure car parking.

**lodging:** premises available for short-term occupancy, including daily and weekly letting or rooms.

**loft house:** a rearyard, fully mixed use building type with one dwelling above or behind a commercial space.

**lot:** shall have the same meaning as is given to it in and for the purposes of the Act. The size of a lot is controlled by its width in order to determine the grain (i.e. fine grain or coarse grain) of the urban fabric.

**lot coverage:** the percentage of a lot that may comprise the building footprint. Courtyards, covered alfresco/ outdoor living spaces and areas, and encroachments are not included in the calculation of lot coverage.

**lot layers:** defines a hierarchy of zones within the lot to determine the placement of Urban Standards' elements as detailed under each building typology.

**lot line:** the boundary that legally and geometrically demarcates a lot.

**lot size ranges:** means the area ranges provided in the Urban Standards of Part 1 for each building type. In some instances approximate lot widths and depths are also provided as a guide.

**lot width:** the length of the principal frontage line of a lot.

**mandatory:** means a requirement or specification where there is no opportunity for discretion.

**mast or antenna:** means any mast, aerial, satellite dish and other associated equipment used for the transmissions or reception of radio or television signals or for other electronic communications.

**match block face:** is the requirement for buildings either side of a thoroughfare to have the same setback, or as specified in the Urban Standards of Part 1.

**Metropolitan Region Scheme (MRS):** means the Metropolitan Region Scheme made pursuant to the Metropolitan Region Town Planning Scheme Act 1959 published in the Government Gazette on 9 August 1963, as amended from time to time.

**mixed use:** a mix of complementary uses within the same building or buildings on a lot, including residential and non-residential uses.

**mixed use street:** a local thoroughfare type suitable for the higher Transect Zones. Mixed use streets provide frontage for higher density mixed-use buildings and are mainly urban in character.

**movement category:** means the extent to which a motorist's travel speed along a thoroughfare is impeded by a range of factors including travel lane width, on-street car parking, intersection frequency, pedestrian activity and traffic calming treatments. There are three categories used in the Thoroughfare Standards: 'free', 'restricted' and 'slow'.

**multi family unit:** two or more dwellings that share one or more common walls or are attached vertically.

**natural reserve:** a civic space type within the T1 Zone comprising retained natural vegetation with trails provided for controlled access and management that do not affect the integrity of the natural environment.

**neighbourhood centre:** shall have the same meaning ascribed to a Neighbourhood Centre in State Planning Policy 4.2 – Activity Centres for Perth and Peel, as amended.

**neighbourhood retail:** means a retail use in a predominantly residential area located on a corner ground floor shopfront location (which may or may not be attached to a dwelling) and may include a corner store, newsagency, art store, bookstore, display gallery or any other uses that services the needs of the local neighbourhood, with an area not exceeding 100m<sup>2</sup> gross floor area.

**neighbourhood unit:** is designed around the pedestrian shed or a walking radius of approximately 400 metres (5-minute walk) from the neighbourhood centre to its perimeter. Thoroughfares and blocks are oriented and sized to provide direct, pedestrian connections to the centre of the neighbourhood from surrounding residences.

**no-yard:** means a building disposition type where the building occupies the boundary of its lot, usually bounded by a public thoroughfare or adjoining lots.

**office:** means any premises used for the administration of clerical, technical, professional or other like business activities but does not include consulting rooms, medical centres, retail sales and manufacturing.

**off-site parking:** means car parking provided outside a lot and includes, although is not limited to, on-street parking and civic car parks.

**on-site parking:** means car parking provided within a lot.

**on-street parking:** means parking provided on a thoroughfare and can be one side; two sides; parallel or angled parking.

**open market building:** building where markets are held at which goods are sold from stalls in individual bays leased or otherwise occupied by independent stallholders.

**outbuilding:** a building on a lot that is incidental to the principal building, including a shed, studio, garage, ancillary building or ancillary unit. It may be habitable or non habitable and is sometimes connected to the principle building by a backbuilding.

**outdoor auditorium / amphitheatre:** an oval or round open structure having tiers of seats rising gradually outward from a central open space or arena.

**park:** a civic space type comprising a large open area available for recreation enfronted by buildings. The landscape comprises paved paths and trails, some open lawn, trees and open shelters, all naturalistically located and requiring minimal maintenance.

**parking structure:** see Car parking Structure.

**passage:** a thoroughfare type incorporating a pedestrian way between buildings. Passages provide shortcuts through long blocks, provide frontages for buildings with vehicular access by rear alleys, and connect rear parking areas with street frontages.

**path:** a thoroughfare type incorporating a pedestrian way that traverses a park, street block or the countryside. Paths should be composed of naturalistic materials.

**peak parking demand:** means the total projected number of occupied car parking bays within a parking precinct at peak use during the week.

**pedestrian shed:** a pedestrian shed that is elongated along an important mixed use corridor such as a main street or public transport route.

**pedestrian shed (linear):** a pedestrian shed that is elongated along an important mixed use corridor such as a main street or public transport route.

**planter:** the element of the public frontage which accommodates street trees. Planters may be continuous (planting strip) or individual (tree grates).

**playground:** a civic space type designed and equipped for the recreation of children. They should include adequate shade and may be included within parks, squares, greens and closes.

**plaza:** a civic space type available for civic and commercial activities. A plaza is spatially defined by the building frontages and its landscaping consists primarily of pavement with trees or shade structures. Plazas should be located at the intersection of important thoroughfares.

**plinth:** means the base of platform usually of a principal building, upon which a structure rests. The plinth usually rests directly on the ground, however for the purpose of the Urban Standards (refer Part 1) a plinth may also include that part of a semi-basement garage structure that is above ground and otherwise on which a building rests. The height and design requirements of a plinth shall be prescribed in the DAP.

**principal building:** the main building on a lot, usually located toward the frontage.

**principal elevation:** means the exterior wall or face of a building that is set along a principal setback line.

**principal entrance:** the main point of access for pedestrians into a building.

**principal frontage:** the private frontage designated to bear the address and principal entrance to the building, and the measure of minimum lot width.

**principal frontage line:** is the frontage line located on the primary thoroughfare.

**principal setback:** refers to the building setback from the principal frontage line.

**private frontage:** means the privately owned area between the frontage line and the principal building. Corner and edge lots have two private frontages.

**projection:** a frontage type wherein the principal elevation is setback from the frontage line with a building projection permitted to encroach. A verandah must attach to the side of the projection along the full width of the building at that location. The width of the projection is to reflect the golden mean, or golden ratio, of the width of the total frontage. The extent of any projection into the encroachment is to be only slightly greater than the depth of the verandah. A bay window is a space projecting outwards from the main walls of a building and forming a bay in a room either rectangular or polygonal in plan.

**promenade:** a thoroughfare type incorporating a pedestrian way along the boundary between urbanised and natural conditions, usually along a waterfront drive with high density buildings on one side.

**promenade, passage & path:** a civic space type as well as types of thoroughfares designed primarily for pedestrian movement. Landscape treatment will depend on the character of the Transect within which it is located.

**proponent:** means Westminster Estates Pty Ltd, or an alternative person or party who has been nominated or assigned the role of Proponent by Westminster Estates Pty Ltd.

**public car park:** means land reserved for car parking. Car parking within a public car park may consist of regional beach parking.

**public frontage:** the area between the frontage line and thoroughfare travel lane/parking (usually the kerb).

**public frontage types:** means different treatments applied to the section of the road reserve between the lot line and the vehicular lanes and includes elements such as paths, planting, lighting, kerbing and parking.

**rear frontage line:** is the frontage line located along the rear of a lot.

**rear setback:** is the building setback from the rear frontage line or lot line.

**rearyard:** means a building disposition type where the building occupies the full frontage, leaving the rear of the lot as the sole yard.

**reception centre:** means premises used for functions on formal or ceremonial occasions, or for conference or business purposes, but not for unhosted use for general entertainment purposes. May include smaller meeting facilities attached to hotels and catering facilities.

**recess line:** a line prescribed for the full width of a front elevation, above which there is a stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the enfronting public space.

**recommended:** means a requirement of the LSP where discretion may be exercised.

**regional beach parking:** means the number of car parking bays that are required to be provided for regional beach car parking.

**regular lots:** orthogonal lots with four vectors.

**required parking:** means the car parking that the Scheme, Local Structure Plan, Detailed Area Plan or Car Parking Strategy requires be provided for a development or Use.

**reserve:** means any land reserved for a public purpose.

**residential:** means a building or portion of a building being used, adapted, or designed, or intended to be used for the purpose of human habitation on a permanent basis.

**restaurant:** means any premises including a cafe where the predominant use is the preparation, sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988 as amended. The expression may include the sale of food for consumption off the premises, where it is incidental to the business, but does not include drive through facility. The term may include an outdoor eating area.

**retail:** means premises used to sell goods by retail, hire goods, or provide services, and includes, but not limited to, a bakery, convenience store, dry cleaning premises, costume hire, department store, hardware store, beauty parlour, hairdresser, liquor store, neighbourhood retail, lunch bar, pharmacy, shop, supermarket, take-away food outlet (not including drive through fast food), video hire, but does not include restricted premises and showroom/ bulk retail outlets.

**road:** a local thoroughfare suitable for the lower Transect Zones. Roads provide frontage for low-density buildings and houses and are generally naturalistic in character.

**road reserve width (RRW):** the space that contains the vehicular lanes and public frontage, also referred to as a thoroughfare.

**Scheme:** means the City of Wanneroo District Planning Scheme No 2.

**secondary elevation:** means the exterior wall or face of a building that is set along a secondary setback line.

**secondary frontage:** on edge or corner lots, the private frontage that is not the principal frontage.

**secondary frontage line:** is the side frontage for an edge or corner lot that faces the secondary thoroughfare.

**secondary setback:** is the building setback from the secondary frontage line.

**serviced accommodation:** means one or more self-contained dwellings which are used exclusively to provide short term accommodation and may be serviced or cleaned by the owner or manager of the apartment, or agents.

**setback:** the area of a lot between the setback line and lot line and does not include encroachments and other architectural elements such as balconies and bay windows that extend beyond the building frontage.

**setback line:** means the line beyond which the structure elements of a building may not extend, with the exception of building encroachments. A setback line is not required where the allowed building disposition permits building to the lot line.

**sewer/waste facility:** means infrastructure for the collection, storage, processing and/or disposal of sewer and other waste matter.

**shared parking ratio:** means a single car parking standard established through a Car Parking Strategy and applied to calculate the required parking of land uses and development within a defined parking precinct of the LSP area. The shared parking ratio recognises reciprocity of car parking demand between land uses and the availability of off-site car parking.

**shared path:** means a pathway that is constructed and detailed in such a way as to allow for its shared use by pedestrians and cyclists.

**shared travel lanes:** a thoroughfare suitable for the shared use of bicycles and automobiles moving at slow speeds.

**side setback:** refers to the building setback from the side lot line.

**shop:** means premises where goods are kept exposed or offered for sale by retail. This interpretation excludes restricted premises.

**shopfront:** a private frontage type wherein the front elevation is aligned close to the frontage line with the building entrance at footpath grade.



**shopping centre:** also known as ‘shopping mall’. Means a group of stores and often restaurants and other businesses facing a system of enclosed walkways for pedestrians that are located under the one structure and have common parking.

**short term accommodation:** means accommodation that may be occupied for a continuous maximum period of three months within any one 12 month period, and is not subject to residential tenancy agreements within the meaning of the Residential Tenancies Act 1987. Includes youth hostels and serviced apartments and existing dwellings that are predominantly used for the purpose of providing short-term accommodation to tourists. Some forms of specialised accommodation, such as student accommodation for educational establishments, may be occupied for longer terms than three months.

**showroom:** means premises used to display, sell by wholesale or retail, or hire automotive parts and accessories, camping equipment, electrical light fittings, equestrian supplies, floor coverings, furnishings, furniture, household appliances, party supplies, swimming pools or goods of a bulky nature.

**sideyard:** means a building disposition type where the building occupies one side of its lot with the setback provided to the other side.

**slip road:** an outer vehicular lane or lanes of a thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median.

**SmartCode®:** means a form-based code consisting of a unified development ordinance that is to be calibrated to the local conditions of land within a Smart Growth Community zone. SmartCode® applies the transect as the organising principle for the creation of diverse human habitats ranging from the very urban to the very natural.

**Smart Growth:** a theory of planning that supports walkable, mixed use, compact and sustainable patterns of urban development to provide people with a choice of access, housing and employment. Similar terms include Traditional Neighbourhood Design and New Urbanism.

**special district:** means an area that, by its intrinsic function, disposition and/or configuration, does not conform to the normative Jindee Transect Zones.

**specialised civic use:** includes uses that are only permitted through the creation of Special District and includes a:

- (a) convention/exhibition centre: A large stand-alone municipal facility designed to accommodate trade shows and conventions.
- (b) special place of assembly;
- (c) cemetery; or
- (d) prisons, except associated with a police station.

**specialised lodging:** includes those Lodging uses that are only permitted through the creation of a Special District including Holiday Village/Resort including Caravan Parks and Camping Grounds and Park Homes.

**specialised retail:** includes “big-box” retail and shopping centres/shopping malls with parking lots on the street frontage or a common parking area that surrounds the development.

**square:** a civic space type available for unstructured recreation and civic purposes. A square is spatially defined by building frontages and its landscape may consist of paths, lawns, groundcovers and trees, all formally disposed. Squares are usually located at the intersection of important thoroughfares.

**stepback:** a building setback of a specified distance that occurs at a prescribed number of storeys above the ground.

**stoop:** a private frontage type wherein the front elevation is aligned close to the frontage line with the first storey elevated from the footpath sufficiently to secure privacy for the windows.

**storey:** means a level of a building that shall not exceed 6.0m in height from finished floor level to ceiling, except where stated in a DAP. Internal lofts and mezzanines do not count as separate storeys.

**street:** a local thoroughfare type that is urban in character and provides frontage for medium density buildings.

**streetscreen:** means a freestanding screen built along the frontage line. It may mask a parking lot from the thoroughfare, provide privacy to a sideyard and/ or strengthen the spatial definition of the public realm. Streetscreens should be between 1.0 metre and 2.5 metres high and may be constructed of hard and soft landscape, including hedges or rows of trees and usually strengthen the spatial definition of the public realm.

**surface parking lot:** means premises used primarily for the parking of private vehicles or taxis whether open to the public or not but does not include any part of a public road which is used for the through movement of traffic or premises on or in which vehicles are displayed for sale or premises set aside to meet a specific parking requirement. The term includes the land required on site for access and manoeuvring to enable vehicles to gain access to car parking bays.

**swale:** a low or slightly depressed natural area for drainage.

**T-Zone:** Transect Zone.

**telecommunications infrastructure:** means land used to accommodate infrastructure associated with a telecommunications network and includes any line, equipment, apparatus, tunnel, duct, hole and pit, but does not include antennas, masts, towers or satellite dishes.

**terminated vista:** a location at the axial conclusion of a thoroughfare. A building located at a terminated vista is required or recommended to be designed in response to the axis.

**terrace:** a private frontage type wherein the front elevation is set back from the frontage line by an elevated terrace or sunken light court.

**terrace house:** a rearyard building type, single-family dwelling with common walls on the side lot lines, with the front elevation forming a continuous frontage line. Terrace houses are the highest density type single dwelling able to provide private yards.

**thoroughfare:** for use by vehicular and pedestrian traffic and to provide access to Lots and open spaces, consisting of vehicular lanes and the public frontage.

**thoroughfare assignment:** means the assignment of thoroughfare types to the thoroughfares of Jindee.

**thoroughfare standards:** means the minimum design requirements of the transect based code applicable to thoroughfares in Jindee.

**thoroughfare types:** means customised assemblages of the design elements that define the different types of thoroughfares in the Thoroughfare Standards, including, but not limited to, reserve widths, pavement widths, footpaths and landscaping/street lighting.

**tourist/visitor related retailing:** means retail activities that customarily rely wholly or partly on the trade of visitors originating from outside the Division B Area and includes: confectioners; tobacconists; Take-away Food Outlets; ice creameries; cake stores; restaurants/ cafés; function centres; clothing, footwear and fashion accessory Shops; music Shops; liquor retailers; bookstores; gift, novelty and souvenir Shops; toy Shops; art retail; and beauty salons.

**tower:** means a portion of any building that may exceed the height limit. The permissible size of a tower element on a lot will be defined in the DAPs.

**Town Architects Office:** means suitably qualified professionals engaged by the proponent to perform a design review, advisory role and certification for approvals including development applications and/ or building permits, and any other matters affecting land and/or development within LSP Area, as required by contracts of sale, or by this LSP. Qualified professional may include architects, urban planners, project managers or other professionals covercent in transect based codes or form based codes. The Town Architects Office shall performs its duties as an agent of the Proponent.

**Traditional Neighbourhood Development (TND):** a community type structured by a standard pedestrian shed oriented toward a common destination consisting of a mixed use centre or corridor, and in the form of a medium-sized settlement near a transportation route.

**transect:** means a cross-section of the Jindee environment that identifies a range of habitats from the most natural to the most urban. These environments are organised into Transect Zones which are used to define the physical form and character of the place.

**Transect Based Code:** means a method for regulating and organising development in a continuum of intensity ranging from the most natural to the most urban condition. The Transect Zones that make up the Transect are differentiated primarily by physical intensity of the built form, the relationship between the natural and the built environment and the complexity of uses within each zone.

**Transect Plan:** A plan showing the various Transect Zone categories with precision. The transect plan also show the form and location of civic reserves, and the type and trajectories of the various thoroughfares types.

**Transect Zone (T-Zone):** means a zone of the Transect. They include the Natural Reserve (T1 Zone), Natural Living (T2 Zone), Sub-Urban (T3 Zone), General Urban (T4 Zone), Urban Centre (T5 Zone) and Urban Core (T6 Zone).

**transfer of car parking:** means the transfer of car parking from one lot with a car parking surplus in a parking precinct to another lot with a car parking shortfall in the same precinct.

**turning radius:** the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

**urban standards:** means minimum, standards of the transect based code for building types at Jindee and included design controls that address lot area ranges, site coverage, building density, building setbacks, car parking placement, building height and building frontage types.

**urbanism:** collective term for the condition of a compact, mixed use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

**verandah:** means a roofed opened gallery or porch that may extend across the front and sides of a building.

**verandah & fence:** a private frontage type wherein the front elevation is set back from the frontage line with an attached verandah permitted to encroach.

**villa:** an edgeyard building type, single family dwelling on a large lot of natural character shared by one or more accessory buildings.

**Visioning Master Plan:** means a plan developed through the charrette process that reflects the objectives and aspirations of the charrette participants and establishes the project vision.

**Western Australian Planning Commission (WAPC):** also referred to as the Commission, and means the Western Australian Planning Commission constituted under the Western Australian Planning Commission Act 1985 (as amended).

**yield:** characterizing a thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.







