



Local Planning Policy

Pinjarra Activity Centre

Planning & Sustainability Services
November 2022

1. Introduction

Pinjarra has traditionally been a small contained town, servicing regional agricultural activities and has acted as the administrative hub for the Shire of Murray and its rural hinterland. Until relatively recently growth pressures in Pinjarra have been low, reflecting the declining prominence of the agricultural industry, and the high attraction of coastal towns with greater amenity.

Whilst population pressures are already driving the expansion of the town, in 2015 the Western Australian Planning Commission released the draft South Metropolitan Peel Sub Regional Planning Framework. This plan projected significant population growth within the Peel Region and the Shire by 2050.

Development within Pinjarra is currently quite dispersed resulting in a relatively poor level of intensity compared to other Secondary centres. Pinjarra is also facing pressure like many towns and centres for commercial development to grow along the line of major roads, in a suburban format with a low development intensity, which is well set back from the street and visually dominated by car parking areas.

Without a comprehensive plan in place, the level of growth anticipated is likely to compound the town's existing economic and social challenges. Following widespread community consultation, on 8 June 2017, Council adopted the Pinjarra Revitalisation Strategy and draft Activity Centre Plan. This comprehensive document establishes a vision, a range of objectives, design principles, development guidelines and an implementation plan that will collectively contribute to a robust planning framework and strategic plan that will ensure the heritage character and environmental features of Pinjarra are celebrated and development undertaken in a way that will result in a compact, diverse, walkable, efficient and highly liveable town centre.

The Shire continues to receive enquiries and applications for development in the town centre. This Policy provides a clear planning framework for such proposals until such time as the comprehensive Activity Centre Plan has been approved by the Western Australian Planning Commission. The Policy objectives and requirements are generally consistent with that outlined in the draft Activity Centre Plan.

2. Application of Policy

This policy applies to all applications for development approval within the Core, Mixed Use, and Heritage & Arts precincts of the Pinjarra Town Centre as set out in the Plan 1 attached to this policy.

3. Development Approval Requirements

All proposals for development will require the Development Approval of the Shire prior to the commencement of construction. Applicants will need to clearly demonstrate that their proposal meets the objectives and requirements of this policy. Applications must also meet any other requirement of the Shire's planning framework that may be applicable for a particular property under the Scheme or any applicable Structure Plan, Local Planning Policy or Local Development Plan.

4. Planning Objectives

The objectives of this policy are:

- 4.1 To support the development of the Pinjarra Town Centre commensurate with its designation as a Secondary Activity Centre by providing for a comprehensive range of services, facilities, housing options and employment opportunities, structured around a compact town core with sufficient development intensity and distribution of key retail and other attractor land uses to maximise pedestrian flows along streets, encourage walkability and enable efficient high frequency public transit.
- 4.2 To concentrate activities, particularly those that generate high numbers of trips within the traditional central portion of the town centre to reduce the need for multiple vehicle trips, activate secondary businesses adjacent to major attractors, activate the centre beyond traditional retail hours and create a critical mass which would encourage walkability and contribute to the town's sense of place.
- 4.3 To strengthen the rural heritage town character and landscape setting of the centre through sensitive urban design, built form and landscaping.

- 4.4 Support the existing function of George Street and other streets within the town core as the retail and commercial ‘main streets’ of Pinjarra and discourage uses that have the potential to compromise the level of activity along these streets, particularly within the early stages of development and land use.
- 4.5 Provide pedestrian friendly streetscapes which maximise pedestrian and cycle access to and through the Town Centre and between key destinations including the Murray River foreshore, the Murray River Square and other key nodes of activity.
- 4.6 Enhance vehicle connectivity, movement and parking through interconnected street networks, opportunities for freight and through traffic to bypass the town and on-street and reciprocal parking opportunities.
- 4.7 Provide for a generous network of vibrant, inclusive, accessible and intergenerational public places that reflect high quality landscaping, street art, seating, signage and end of trip facilities that meet the needs of a diverse community.
- 4.8 Enhance the sense of place and arrival into the Town Centre at Pinjarra Road, South-West Highway / McLarty Street and Pinjarra-Williams Rd.
- 4.9 Protect and enhance sensitive environmental features and contribute towards reduced water, energy and material resource use.
- 4.10 Protect, promote and enhance the health of the community by implementing strategies that improve opportunities for healthy living.

5. Urban Form Principles

The following 10 Urban Form Principles have formed the basis for the preparation of this Policy.

5.1 Concentrate activity within a compact and well defined town core

The most efficient and appealing town centres are the ones that are compact and diverse, where all of the activities that a town centre has to offer are within walking distance of each other. Achieving the necessary level of intensity and activity within the Town Centre has the potential to be undermined by leakage of retail and commercial activities to outer-lying, peripheral locations.

Where nodes of activity already exist outside the core they will be dependent on achieving a critical mass to be successful and sustainable. Activities tend to be more successful where they are co-located in a precinct with similar activities or activities with which there is a synergistic relationship. This should not however occur at the expense of the town core.

5.2 Facilitate opportunities for economic growth and employment creation

A thriving economy is fundamental to the sustainability of an area. It leads to higher incomes and living standards for the community. As the largest town in the Shire, Pinjarra has a major economic role to play. The current economic profile is however narrowly focused toward mining and manufacturing. The Pinjarra community currently ranks amongst the most socio-economically disadvantaged within the country and consistently records an unemployment rate greater than State averages. A sustained effort is needed to diversify the economy and create an environment to invest.

5.3 Celebrate Pinjarra’s distinctive character and identity

Pinjarra’s character is closely linked to its heritage buildings and its relaxed riverine locality on the banks of the Murray River. Growth and increased activity should strengthen rather than compromise the town’s highly valued character, identity and ‘sense of place’.

5.4 Encourage a high quality built form at a scale that encourages walkability and is appropriate for its location

People respond to a built form environment that is attractive, comfortable, interesting, safe and unique to a locality and where buildings are at a ‘human’ scale. The design, scale and quality of buildings are important contributors to the legibility and ‘feel’ of a town, reflecting the importance that business and the community collectively place on the street level pedestrian experience.

5.5 Create a network of vibrant, accessible and inclusive public spaces

The level of activation of public spaces is an indicator of a cohesive, accessible and inclusive town centre. Spaces that encourage multiple user groups to adapt the space to accommodate a diverse mix of activities provides increased opportunities for the community to interact, strengthen social bonds, break down social and cultural barriers and develop a collective sense of ownership and belonging.

5.6 Create attractive and pedestrian friendly streetscapes

Attractive streetscapes are essential to a vibrant and sustainable centre as they enhance the pedestrian experience and encourage walkability, social interaction and increased foot traffic. Pedestrian activation contributes to the health and wellbeing of the community, passive surveillance and results in a movement economy which benefits local business and enhances the ‘visitor’ experience.

5.7 Support the health and wellbeing of the community

A vibrant and inclusive town centre is dependent upon a healthy, educated and active community. Adequate facilities, services and infrastructure enable the community to achieve a level of health and wellbeing that empowers individuals to reach their potential and actively participate, support and steward the development of an evolving activity centre.

5.8 Establish an integrated green space network

Greenspace linkages within urbanised areas facilitate the protection of natural environmental features, contribute to the character and ‘feel’ of an area, increased passive surveillance, an active lifestyle and the health and wellbeing of the community.

5.9 Make Pinjarra accessible by a variety of transport modes

Activity centres must be accessible by a diverse mix of transport options. Ensuring an integrated network of streets and movement corridors that facilitate vehicle access movement whilst encouraging other modes of transport is a fundamental function of a sustainable and connected activity centre.

5.10 Minimise environmental impact

Built form designs that are responsive to the local environment, reflect solar passive design principles and embrace alternative sources of energy which conserve resources, reduce heating and cooling costs and minimise the potential ‘heat island’ effects often associated with activity centres.

6. Policy Requirements

- 6.1 The Policy identifies three distinct Precincts which will contribute toward recognising and consolidating established nodes of activity within Pinjarra. Whilst the intended focus of each Precinct differs, collectively all will contribute to the critical mass of activity necessary for a sustainable Town Centre. The Precincts are intended to provide for a transition of intensity in activity and built form from the primary business and employment centre of the ‘Core’ Precinct to the less intensive ‘Mixed Use’ and ‘Heritage & Arts’ Precincts. The spatial boundary of each precinct is shown on the attachment to this policy. The vision of each precinct of the defined Precincts are summarised below.

Core Precinct

The Core precinct is the beating heart of Pinjarra and the focal point for business, employment and civic activity. The vision for the Town Centre core is for a network of appealing, tree-lined, lively and walkable streets framed by mixed-use buildings of a scale and character that complements the materials and forms of Pinjarra’s heritage buildings.

Mixed use

The Mixed-Use precinct establishes a frame to the Core Precinct that provides for a transition in activity between the Town Centre and the broader residential areas of Pinjarra. The vision for the mixed-use precinct is for streets with a diverse range of complementary uses that enable people to work and reside in the same location or live affordably within a five to ten minute walk from the primary business and employment centre.

Heritage and Arts

The Heritage & Arts precinct is the cultural heart of Pinjarra where the town's history and landscape fuse together. The vision for the heritage and arts precinct is for a relaxing and contemplative place on the banks of the Murray River with a strong landscape theme that provides a setting for Pinjarra's heritage assets and sensitively designed cultural facilities.

Land use and development within the Policy area is to be consistent with the Precinct specific land use and development guidelines tables below.

Core Precinct Planning, Land Use and Development Guidelines

Preferred Land Uses	
Principle	Acceptable outcome
Land uses at ground level shall optimise activation of the frontage to adjacent streets and other public spaces.	Preferred land uses at ground level include: shop, restaurant/cafe, small bar, art gallery, convenience store, civic use, community purpose, exhibition centre, hotel, place of public worship.
Development Scale and Intensity	
Principle	Acceptable outcome
Development shall be of a scale and intensity appropriate to a town centre location sufficient to encourage walkability and public transport.	R-Code Density : R-AC0(b) / Minimum of R100
Residential and mixed-use development shall contribute to a lively town centre community.	Nil setback to side boundaries with the exception of: setbacks which accommodate access to sleeved parking behind development and to heritage buildings that have not been built to the common boundary which are provided a 2 m side setback. Storeys above ground level are to be setback to allow for permeable balconies which contribute to the level of activity and facilitates passive surveillance of street
Building Height	
Principle	Acceptable outcome
Buildings shall be of a height that reflects the hierarchy of the street network and provides for a sense of enclosure.	Minimum building height of two storeys or equivalent. Maximum height limits as per the Development Height Plan (refer Plan 2).
Buildings shall enable sufficient solar access to adjacent streets and where relevant, other adjacent public spaces.	Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21st.
Street Interface	
Principle	Acceptable outcome
Buildings shall provide an active and transparent frontage at ground floor level.	Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space. Minimum of 75% of ground floor commercial street frontage with a maximum sill height of 900mm and a minimum head height of 2400 mm above the adjacent footpath. Obscure or reflective glazing on ground floor is avoided

Buildings shall contribute to a generally cohesive and continuous streetscape.	<p>Mandatory street setback of 0 m, with dedicated alfresco areas, covered arcades, building lobbies and corner architectural articulation excepted.</p> <p>Building frontages constructed to both side boundaries at the frontage to streets or other public spaces.</p>
Buildings shall provide shade and shelter to the adjacent footpath.	Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of building frontages.
Buildings shall present a fine-grained rhythm of structure and tenancies to the street, with large tenancies 'sleeved' by smaller tenancies.	Maximum 7.5m of glazed shop front between piers.
Buildings shall present a welcoming entrance from the street.	<p>Entrance doors recessed by at least 1m from the street boundary.</p> <p>Entrances at-grade with adjacent footpath, unless flood protection measures require otherwise. Flood protection measures including ramped or stepped pedestrian access is accommodated within the development site.</p>
Buildings shall provide sufficient ground floor heights to accommodate a range of commercial uses.	Minimum floor-to-floor height of 3.6m for the ground floor.
Service areas, mechanical equipment and bin storage areas shall be located to reduce the visual impact on the public domain.	Service areas, mechanical equipment, services and bin storage areas located at the rear of a building, within a basement or where necessary screened from view from the street or other public space, other than a right-of-way.
Car-parking areas shall be located to reduce the visual impact on the public domain.	Car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.
Neighbour Interface	
Principle	Acceptable outcome
Buildings shall respect the curtilage of heritage buildings.	Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage building is built to the common boundary.
Buildings shall provide a reasonable degree of amenity for town centre residents.	Minimum setback of 4m from the side boundary to any major opening or balcony of a dwelling facing the boundary.
Side and rear boundary fencing shall reflect the wall materials of the associated building.	Fencing material as per the major wall material of the associated building.

Character and Identity	
Principle	Acceptable outcome
Buildings shall reflect or interpret the forms, colours, and materials of Pinjarra's historic buildings.	<p>Preferred building forms and architectural features include: verandahs and balconies, towers, vertically proportioned windows or glazing panels, horizontal banding, and a clear delineation between the base, middle and top sections of a building elevation.</p> <p>Preferred materials include: red brick, natural stone, painted render, timber, custom orb sheeting or similar, or a combination thereof.</p> <p>Preferred colours include muted natural tones, rather than primary colours.</p>
Buildings shall integrate public art or other decorative detail to provide visual richness.	1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.
Building roofs shall reflect traditional roof forms and materials.	Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.
Access and Parking	
Principle	Acceptable outcome
Vehicle crossovers shall be minimised to reduce pedestrian conflict points and reduce the visual impact on the streetscape	<p>Maximum of one crossover per street for any development.</p> <p>Where possible crossovers for new development are to be avoided on Pinjarra Road, George Street and James Street. To achieve this where no other option exists, a temporary crossover until adjoining development enables an alternative access to the site. In such cases the development is to be designed to enable future access way integration with adjacent sites and the Shire may include conditions of approval aimed at achieving this objective including requiring easements over accessways, works to be undertaken when alternative access is available to remove crossovers and accessways.</p> <p>Shared crossovers are encouraged between adjacent developments via an easement arrangement.</p> <p>Maximum crossover width is 6m.</p>
Visitor parking shall be located where it is convenient and available for reciprocal use.	<p>Visitor parking located with direct pedestrian access to the building entrance(s).</p> <p>Visitor parking may be located between the building and the front boundary only where it can be demonstrated that on street parking is not safe or not permitted.</p> <p>Parking in garages are suitably screen from the street.</p>
Onsite parking is to be sleeved behind development.	
The amount of car parking for town centre residents shall reflect a town centre lifestyle with proximity to services and employment.	Maximum car-parking provision of 2 bays per dwelling unless dwelling is less than 80 m ² , wherein a maximum of 1 bay per dwelling applies.

	<p>No on-site parking for residential visitors.</p> <p>Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.</p>
The amount of car parking for town centre residents shall reflect a town centre lifestyle with proximity to services and employment.	<p>Maximum car-parking provision of 2 bays per dwelling unless dwelling is less than 80 m², wherein a maximum of 1 bay per dwelling applies.</p> <p>No on-site parking for residential visitors.</p> <p>Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.</p>
The amount of car parking for retail and commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Non-residential uses at 3 bays per 100 m².</p> <p>Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.</p>
Signage	
Principle	Acceptable outcome
Signage shall be integrated into the design of the associated building, rather than on stand-alone pylons.	<p>Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a manner which does not extend the building height or visually dominate the building.</p> <p>Under verandah signs which provide a minimum ground clearance of 2.4 metres.</p>
Signage shall be of a pedestrian scale.	<p>Maximum sign area of 10sqm.</p> <p>Maximum sign area of 2.5 m² within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed area of the each window or door.</p>

Mixed Use Precinct Planning, Land Use and Development Guidelines

Preferred Land Uses	
Principle	Acceptable outcome
Land uses at ground level shall provide activation of the frontage to adjacent streets and other public spaces and enable changes of use over time.	Preferred land uses at ground level include: shop, restaurant/cafe, small bar, art gallery, convenience store, grouped dwellings and multiple dwellings designed in a manner that accommodates for adaptive change of use over time.
Land uses at upper levels shall complement and support the uses within the adjacent town centre core precinct.	Preferred land uses at upper levels include: office, home office, consulting rooms, serviced apartments, grouped or multiple dwellings, holiday accommodation and educational establishment.

Land uses at upper levels shall enable passive surveillance of adjacent streets and other public spaces.	Major openings to habitable rooms, office space or other commercial activities that are predominantly occupied during business hours.
Development scale and intensity	
Principle	Acceptable outcome
Development shall be of a scale and intensity appropriate to a location, provides for a transition between the town centre and the broader residential precincts, encourages walkability and supports public transport.	Minimum density of R80. Maximum height limits as per the Development Height Plan (refer Plan 2).
Development shall provide for affordable residential opportunities within a convenient walk of the town centre at medium residential densities.	A range of dwelling sizes and types are provided as part of a mixed use development.
Development shall incorporate sufficient landscaping to transition between the urban environment of the town centre and the suburban environment of the residential hinterland.	Minimum of 15% site coverage for water sensitive landscaping. Where achievable green walls or roof top gardens may contribute towards landscaping site coverage.
Building height	
Principle	Acceptable outcome
Buildings shall be of a height that reflects the hierarchy of the street network and provide a sense of enclosure.	Minimum building height of two storeys or equivalent. Maximum height limits as indicated on the Development Height Plan (refer Part 1, Fig 6), unless otherwise prescribed within the Precinct Guidelines.
Building heights shall provide an amenable transition to adjacent residential precincts.	Maximum of 2 storeys for buildings within 6 m of an adjacent residential precinct. Maximum of 3 storeys within 10m of an adjacent residential precinct.
Buildings shall enable sufficient solar access to adjacent streets and other adjacent public spaces.	Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21 st .
Street interface	
Principle	Acceptable outcome
Non-residential buildings shall provide an active and transparent frontage at ground floor level	Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space. Minimum of 75% of the ground floor street frontage with a maximum sill height of 900mm and a minimum head height of 2400mm above the adjacent footpath.
Residential uses at the ground floor shall provide for passive surveillance of the adjacent footpath.	A clear line of sight to pedestrians on an adjacent footpath from at least one ground floor major opening to a habitable room for each dwelling adjacent to the footpath. Ground floor residential uses no more than 1.2m above an adjacent footpath.

Buildings shall contribute to a cohesive and continuous streetscape.	<p>Street setback of between 0m and 2.5m for buildings with commercial uses at the ground floor level with the exception of Pinjarra Road where a setback of 4.5m is provided.</p> <p>Street setbacks of between 2.5m and 4m for buildings with residential uses at the ground floor level.</p> <p>Entrances at-grade with adjacent footpath, unless flood protection measures require otherwise. Flood protection measures including ramped or stepped pedestrian access is accommodated within the development site.</p>
Buildings shall provide shade and shelter to the adjacent footpath where there is a direct interface between non-residential uses and the street.	Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of ground floor commercial building frontages with a 0m setback.
Buildings shall present a fine-grained rhythm of structure and tenancies to the street, with large tenancies 'sleeved' by smaller tenancies.	Maximum 7.5m of glazed shop front between structural piers.
Buildings shall present a welcoming entrance from the street.	<p>Entrance doors recessed by at least 1m from the street boundary.</p> <p>Verandahs are provided to the front elevation with a minimum depth of 2.4m and a length of at least 50% of the width of the front of the dwelling, or a minimum of 4m (whichever is the lesser)</p>
Buildings shall provide sufficient ground floor heights to accommodate a range of commercial uses and to enable conversion from residential uses to commercial uses in the longer term.	Minimum floor-to-floor height of 3.6m for the ground floor.
Service areas, mechanical equipment and bin storage areas shall be located to reduce the visual impact on the public domain.	Service areas, mechanical equipment and bin stores located at the rear of a building, within a basement or screened from view from the street or other public space other than a right-of-way.
Resident, staff and long-term car parking areas shall be located to reduce the visual impact on the public domain.	Car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.
Front fencing shall balance the competing demands of privacy and passive surveillance.	<p>Permeable fencing (excluding piers) to primary street to no more than 750 mm above the adjacent footpath.</p> <p>Fencing is to be of a style, material and colour that is in keeping or complements the character of the town centre.</p>

Neighbour interface	
Principle	Acceptable outcome
Buildings shall respect the curtilage of heritage buildings.	Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage building is built to the common boundary.
Buildings shall provide a reasonable degree of amenity for residents.	<p>Residential development as per the R-Codes.</p> <p>Non-residential development with a minimum 3m setback to a side boundary.</p> <p>Non-residential development with a minimum 6 m setback to a rear boundary.</p> <p>Minimum 50% of solar access to an existing adjacent outdoor living area at 12pm June 21st.</p>
Side and rear boundary fencing for non-residential buildings shall reflect the wall materials of the associated building.	Fencing material as per the major wall material of the associated building.
Character and Identity	
Principle	Acceptable outcome
Buildings shall interpret the colours, and materials of Pinjarra's historic buildings.	<p>Preferred materials include: red brick, natural stone, painted render, timber, custom-orb sheeting or similar, or a combination thereof.</p> <p>Preferred colours include muted natural tones, rather than primary colours.</p>
Non-residential buildings shall integrate public art or other decorative detail to provide visual richness.	1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.
Residential buildings shall present a human scale and building forms that are recognisably residential in character.	<p>Preferred features of residential buildings include:</p> <p>Verandahs and balconies, vertically proportioned window and traditional pitched roofs.</p>
Building roofs for mixed-use and non-residential buildings shall reflect traditional roof forms and materials.	Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.
Access and Parking	
Principle	Acceptable outcome

Vehicle crossovers shall be minimised to reduce pedestrian conflict points and reduce the visual impact on the streetscape.	<p>Maximum of one crossover per street for any development.</p>
Visitor parking shall be located where it is convenient and available for reciprocal use.	<p>Shared crossovers or reciprocal access between adjacent developments.</p>
Onsite parking is to be sleeved behind development.	<p>Maximum crossover width of 6m.</p>
The amount of car parking for residents shall reflect an inner suburban lifestyle with proximity to services and employment.	<p>Visitor parking located with direct pedestrian access to the building entrances.</p>
Onsite parking is to be sleeved behind development.	<p>Visitor parking may be located between the building and the front boundary only where it can be demonstrated that on street parking is not safe or not permitted.</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Parking and garages are suitably screened from the street.</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Car-parking is consistent with deemed to comply provisions of R-Codes.</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>No on-site parking for residential visitors. Provision of on-street parking bays is encouraged where safe to do so.</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Cash in lieu where justified to the satisfaction of the decision maker.</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Reciprocal parking between residential and commercial visitors is encouraged in the case of mixed-use buildings.</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Non-residential uses at 3 bays per 100m².</p>
The amount of car parking for commercial uses shall be commensurate with an urban centre rather than a suburban shopping centre.	<p>Cash-in-lieu or reciprocal parking arrangements may be supported where justified to the satisfaction of the decision maker.</p>
Commercial visitor parking shall be located where it is convenient and available for reciprocal use.	<p>Commercial visitor parking located with direct pedestrian access to the main building entrance(s).</p>
Signage	
Principle	Acceptable outcome
Signage shall be integrated into the design of the associated building, rather than on stand-alone pylons.	<p>Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a height or visually dominate the building.</p>
Signage shall be of a pedestrian scale and not significantly obscure building openings.	<p>Under verandah signs which provide a minimum ground clearance of 2.4 metres.</p>
	<p>Maximum sign area of 10sqm.</p>
	<p>Maximum sign area of 2.5m² within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed area of each window or door.</p>

Heritage and Arts Precinct Planning, Land Use and Development Guidelines

Preferred land uses	
Principle	Acceptable outcome
<p>Land uses at ground level shall provide activation of the frontage to adjacent streets and other public spaces and enable changes of use over time.</p> <p>Land uses at upper levels shall complement and support the intended vision for the precinct.</p> <p>Land uses at upper levels shall enable passive surveillance of adjacent streets and other public spaces.</p>	<p>Preferred land uses at ground level include: place of worship, public assembly for the community (eg meetings, playgroups etc), educational, recreational, cultural and community purposes.</p> <p>Preferred land uses at upper levels include: office, dwelling.</p> <p>Major openings to habitable rooms, office space or other commercial activities that are predominantly occupied during business hours.</p>
Development scale and intensity	
Principle	Acceptable outcome
Development shall be of a scale and intensity appropriate to a precinct with a strong emphasis on landscape qualities.	<p>Density of R60</p> <p>Minimum open space provision of 50% in lieu of any plot ratio control.</p>
Building height	
Principle	Acceptable outcome
<p>Building shall be of a height that reflects the landscaped setting along the Murray River.</p> <p>Building heights shall provide an amenable transition to adjacent residential precincts.</p> <p>Buildings shall enable sufficient solar access to adjacent public spaces.</p>	<p>Minimum building height of two storeys or equivalent.</p> <p>Maximum height limits as indicated on the Development Height Plan (refer Plan 2).</p> <p>Maximum of 2 storeys for buildings within 6m of the adjacent residential precinct.</p> <p>Buildings enabling sun on at least 50% of any adjacent landscaped public spaces.</p>
Street interface	
Principle	Acceptable outcome
<p>Buildings shall address adjacent streets or other public spaces.</p> <p>Buildings shall contribute to a streetscape with a strong civic and landscape character.</p>	<p>Main entrances to buildings (or tenancies) with a direct line of sight and access from a street or public space.</p> <p>Minimum of 60% of the ground floor street frontage with a maximum sill height of 900mm and a minimum head height of 2400mm above the adjacent footpath.</p> <p>Minimum street setback of 4m.</p>

<p>Buildings shall present a welcoming entrance from the street.</p>	<p>Any fencing to a street or other public space no more than 900mm in height above the adjacent street reserve.</p> <p>Entrance doors with a clear line of sight from an adjacent street or public space.</p> <p>Entrances associated with a forecourt or other landscaped space.</p>
<p>Buildings shall provide sufficient ground floor heights to accommodate a range of non-residential uses.</p> <p>Service areas, mechanical equipment and bin storage areas shall be located to reduce the visual impact on the public domain.</p> <p>Long-term car parking areas shall be located or designed to maintain a landscaped interface between buildings and the street.</p>	<p>Minimum floor-to-floor height of 3.6m for the ground floor.</p> <p>Service areas, mechanical equipment and bin stores located at the rear of a building, within a basement or screened from view from the street or other public space other than a right-of-way.</p> <p>Long-term car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.</p> <p>Car-parking areas within a street setback area limited to 6 bays and for short-term use only.</p> <p>Minimum vegetated landscaping provision of 50% for all street setback areas.</p>
Neighbour interface	
Principle	Acceptable outcome
<p>Buildings shall respect the curtilage of heritage buildings.</p>	<p>Minimum setback of 3m to all side boundaries. Minimum setback of 6m to rear boundaries.</p>
<p>Side and rear boundary fencing for non-residential buildings shall reflect the wall materials of the associated building.</p>	<p>Solid fencing material as per the major wall material of the associated building.</p> <p>Other fencing with at least 50% visual permeability.</p>
Character and Identity	
Principle	Acceptable outcome
<p>Buildings shall interpret the colours, and materials of Pinjarra's historic buildings.</p>	<p>Preferred building forms and architectural features include: verandahs and balconies, towers, vertically proportioned windows or glazing panels, horizontal banding, and a clear delineation between the base, middle and top sections of a building elevation.</p>

	<p>Buildings shall integrate public art or other decorative detail to provide visual richness.</p> <p>Building roofs shall reflect traditional roof forms and materials.</p> <p>Development shall integrate buildings into a landscape environment.</p>	<p>Preferred materials include: red brick, natural stone, painted render, timber, custom-orb sheeting or similar, or a combination thereof.</p> <p>Preferred colours include muted natural tones, rather than primary colours.</p> <p>1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.</p> <p>Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.</p> <p>Deep-soil provision for tree planting at the rear of the building or within a courtyard space.</p> <p>Shade tree provision at the rate of 1 tree per 4 bays for car-parking areas of 4 bays or more.</p> <p>Buildings with a direct line of sight form major spaces to the Murray River reserve wherever possible.</p>
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Access and Parking

Principle	Acceptable outcome
Vehicle crossovers shall be minimised to reduce pedestrian conflict points and reduce the visual impact on the streetscape.	<p>Maximum of one crossover per street for any development.</p> <p>Shared crossovers or reciprocal access between adjacent developments.</p> <p>Maximum crossover width of 6m.</p>
The amount of car parking shall be commensurate with the expected typical daily demand rather than peak demand.	<p>Residential car parking is consistent with deemed to comply provisions of R-Codes.</p> <p>Cash-in-lieu or reciprocal parking arrangements may be considered where justified to the satisfaction of the decision maker.</p>
Visitor parking shall be located where it is convenient and available for reciprocal use.	<p>Visitor parking located with direct pedestrian access to the building entrance(s).</p> <p>Visitor parking may be located between the building and the front boundary only where it can be demonstrated that on-street parking is not safe or not permitted.</p>
Onsite parking is to be sleeved behind development.	Parking and garages are suitably screened from the street.

Signage	
Principle	Acceptable outcome
Signage shall be integrated into the design of the associated building, rather than on stand-alone pylons.	Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a manner which does not extend the building height or visually dominate the building. Under verandah signs which provide a minimum ground clearance of 2.4 metres.
Signage shall be of a pedestrian scale and not significantly obscure building openings.	Maximum sign area of 10sqm. Maximum sign area of 2.5 m ² within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed area of the each window or door.

- 6.2 There is a general presumption against the subdivision of land within the Policy area unless it can be adequately demonstrated that subdivision will not prejudice the orderly and proper planning of the area or compromise the objectives, urban form principles, achievement of the densities and the built form outcomes defined under the Policy.
- 6.3 Department stores and supermarkets over 300m² are not permitted outside of the Core Precinct. Drive through facilities attached to uses such as takeaway food outlets and liquor stores are not permitted within the core precinct. Such facilities will only be permitted within the mixed use precinct where they are designed in a way that cannot be easily viewed from the street and do not adversely impact pedestrian safety or comfort.
- 6.4 Applications for development approval that do not meet the requirements of the Policy should not be supported unless it can be adequately demonstrated that the proposal will not compromise the Objectives of the Policy and the urban form principles and the guiding principles in the Precinct Guidelines tables.
- 6.5 Development within the Policy area is to be connected to the reticulated sewerage network.
- 6.6 Development on a site or building of heritage significance identified under the State or Local Heritage Register or List and/or located within a designated Heritage Area under the Shire's Town Planning Scheme is to be designed and constructed in a manner consistent with the Shire's Heritage Places Local Planning Policy to ensure retention and protection of the heritage significance of the place.
- 6.7 Cash-in-lieu of car parking may be considered for development applications in circumstances where it has been sufficiently demonstrated that development will result in a significant built form outcome or benefit to the community and adequate on-street or reciprocal parking can be achieved in the short to medium term.
- 6.8 With the exclusion of development with a construction cost of less than \$100,000, a 1% contribution of the cost of development proposed within the Policy area is to be provided by each development as a cash in lieu payment for investment in public art or by public art provided onsite in accordance with the Shire's Pinjarra Town Centre Public Art Local Planning Policy.
- 6.9 Discretionary land use permissibility is to be guided by the Precinct Guideline tables or other land use provisions under this Policy. Where a particular use is specifically mentioned under these sources, then the decision to approve the use is to be guided by the objectives, urban form principles and precinct principles.
- 6.10 Notwithstanding the clause 6.9 a shop should not be approved outside of the Core precinct, except under the following circumstances:

- a) The floor space does not exceed 300m² net lettable area;
 - b) The parcel of land is on a separate lot of not less than 1,000m²;
 - c) The aggregate shop net lettable area on any group of adjoining lots with a single street block does not exceed 1,000m², and
 - d) The direct street frontage of any lot containing a shop is at least 20 metres in width.
- 6.11 The decision maker is to require a subdivider and/or developer to set aside and cede land for road reserves/road widening for the following roads:
- a) Pinjarra Road - Murray Street to Roe Avenue - 4.5 metre widening on north side;
 - b) Pinjarra Road - Roundabouts at intersections with Murray Street, Forrest Street and Roe Avenue – Widening of intersection.
- 6.12 The decision maker is to require the developer to provide a proportional contribution toward the upgrade of roads within the Policy area to an urban main street standard, including road pavement, on street parking, roundabouts and intersection treatments, dual use paths or full width paved verges, street trees and street furniture.
- 6.13 Where applicable, subdivision or development approval should be subject to the landowner / developer funding the undergrounding of powerlines within road reserves adjoining the site.
- 6.14 All development and land use applications for sites identified as bushfire prone are required to include a Bushfire Management Plan, prepared by an accredited assessor in accordance with the provisions of the Guidelines for Planning in Bushfire Prone Areas.
- 6.15 All development within areas identified as Bushfire Prone area is to be undertaken in accordance with State Planning Policy 3.7 and the associated Guidelines for Planning in Bushfire Prone Areas.
- 6.16 All development for sites located within the Murray River Flood Fringe are to be constructed at a finished floor level of at least 150mm above the 1:100 ARI flood level.
- 6.17 To the extent necessary to improve pedestrian interaction between the building and street footpaths, the finished floor level of non-residential buildings may be reduced to the 1:100 ARI flood level.

7. Administration

Directorate	Officer Title		
Planning and Sustainability	Director Planning and Sustainability		
Version	Decision to Advertise	Decision to Adopt/Amend	Current Status
1	OCM18/056 22 March, 2018	OCM18/108 24 May 2018	Adopted
2	OCM22/111 29 September 2022	OCM22/141 24 Nov 2022	Amendments Adopted

Plan 1 - Application of Policy

Core Precinct



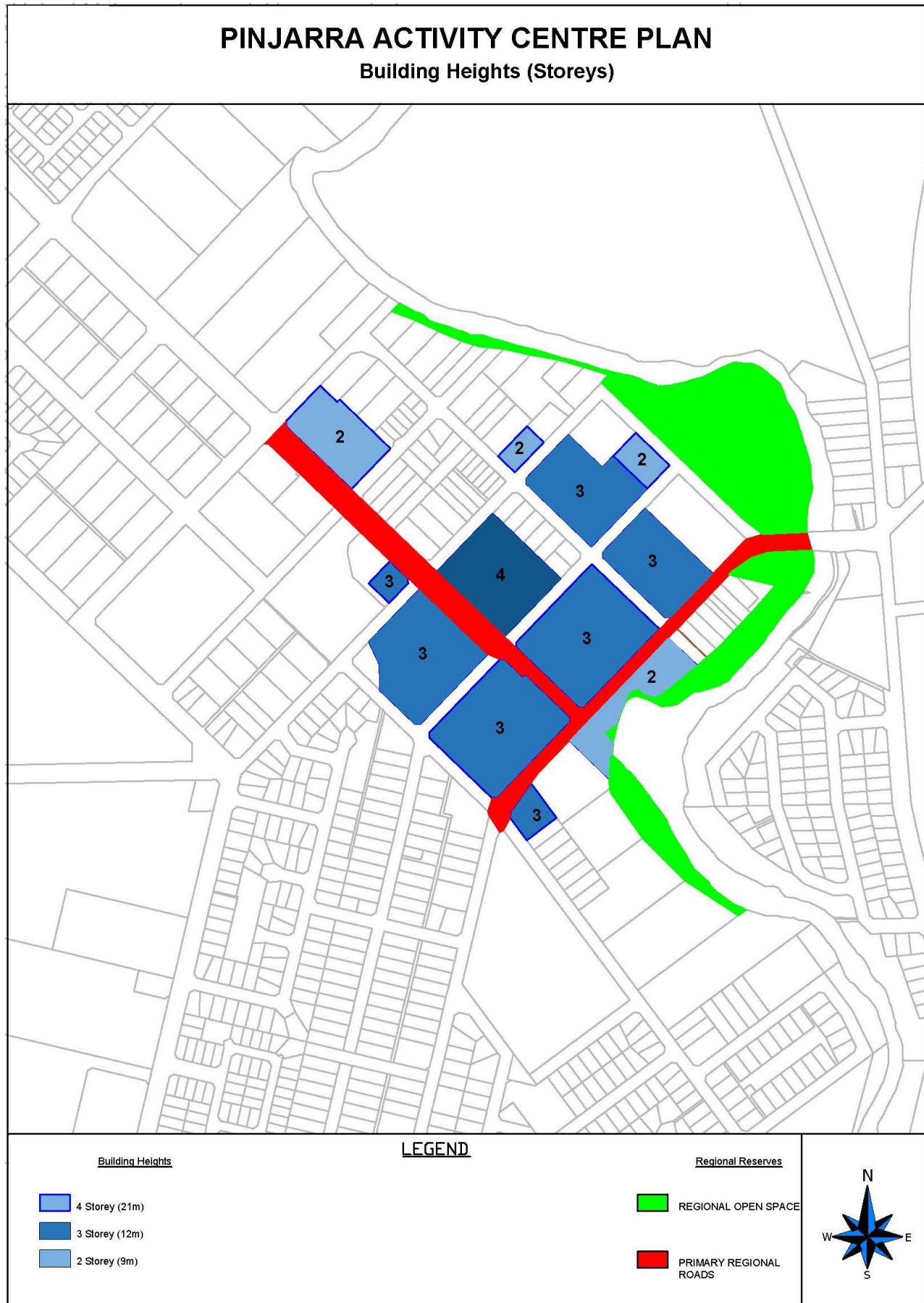
Mixed Use Precinct



Heritage and Arts Precinct



Plan 2 – Development Height Plan



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