

Local Planning Policy No. 3.5

QUINDALUP

SPECIAL CHARACTER AREA



1. HEAD OF POWER

This Policy has been adopted pursuant to *Planning and Development (Local Planning Schemes) Regulations 2015*, Schedule 2 (Deemed Provisions), Clause 4 and applies to development across the whole of the City.

2. PURPOSE

2.1 Introduction

The “Quindalup Strip” is essentially a peninsula of residential development, immediately east of the Dunsborough townsite. It has long been regarded as having “special character”, one which is worth preserving. This document outlines the tangible and intangible elements of that character which provide the basis for development controls. These controls endeavour to ensure that these important characteristics are not compromised by future development.

2.2 Statement of Intent

The principle objective of these provisions is to preserve the unique and specific character of the Quindalup Strip. That character essentially being a relaxed holiday atmosphere, this is attributable to its low density of housing which is contained within a bush and seaside setting, surrounded by natural environs.

To achieve this objective, future development and land uses, as guided by these provisions, will reflect in their siting, density, landscaping and aesthetics, the already established character and nature of the area.

2.3 Application

These provisions apply to all public and private land within the specified boundaries of the Quindalup Special Character Area as shown on the attached Location Map. The boundary extends north from Caves Road to the high water mark of Geographe Bay and east from Elmore Road to the mouth of Toby Inlet.

Within this area five distinct sectors exist (*see Map 1*) each with unique and distinguishable characteristics, these sectors are:

SECTOR 1: The eastern portion of Wilson Avenue, and Geographe Bay Road inclusive of all side streets east of the road reserve between lots 38 and 39 Geographe Bay Road. This Sector generally containing the bulk of what is considered to be a good representation of those characteristics which give the overall Area its special ambience and charm.

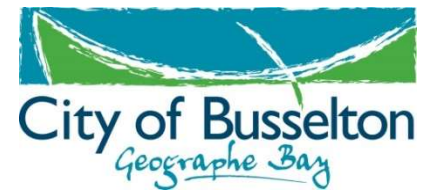
SECTOR 2: Geographe Bay Road from Elmore Road east to road reserve between lots 38 and 39. This Sector is a somewhat transitional area and is highly varied as it exhibits housing from a number of eras, and hence has largely differing styles, setbacks, etc.

SECTOR 3: Ollis Street and Elmore Road. Development in this Sector is generally much more recent than the rest of the Area and this is reflected in housing styles and materials, and the streetscape generally, which have been influenced by conventional suburban type Town Planning controls.

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SECTOR 4: Land between Caves Road and Toby Inlet. This area comprising very low density residential housing situated amidst several foreshore and other reserves. The final stages of infill subdivision of this area are now being completed and there is almost negligible scope for further development.

SECTOR 5: This sector comprises all designated recreational reserves within the Area. The recreational reserves located within the Strip form two cohesive units. One is associated with the banks of Toby Inlet and the second is concurrent with the foreshore of Geographe Bay. These are well vegetated and comprise an area of environmental significance to the locality and the City.

These provisions should be read in conjunction with the City of Busselton District Town Planning Scheme, the R-Codes and all other City Policies relevant to residential development.

Where there is an inconsistency between these provisions and the R-Codes, or another City Policy, then these provisions prevail to the extent of the inconsistency. These provisions have been formally adopted pursuant to the City of Busselton District Town Planning Scheme.

The City itself will adhere to the principles and standards outlined in these provisions in the planning and execution of public works in the area.

In assessing development proposals, The City will consider all those matters specified in the City of Busselton Town Planning Scheme, these provisions and other relevant City Policies.

The City may refuse a development or landuse which does not comply with these controls, or may seek to modify a non-complying application by imposing conditions designed to make it comply.

The City may also approve an application which does not comply with these controls where, in its view, a certain control or standard is not appropriate or relevant in that particular sector. It is in this regard that the five sectors have been designated and their individual characteristics described.

For example, although the minimum 10m setback applies across the entire Area, where a different set of circumstances exists, for example in the newer Sector 3, the control may be relaxed to 7.5m to suit the immediate surrounds.

Although this flexibility exists, The City's general intent is for all controls to apply evenly across the entire Area to create, as much as possible, a homogenous unit.

Where an applicant seeks to depart from these provisions, an explanation should be given. Any significant relaxation of the controls to be applied by The City will be subject to consultation with landowners adjoining and adjacent to the development site.

Notwithstanding all of the above it needs to be recognised that The City has only limited powers in relation to the design and location of single dwellings on existing lots.

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THE QUINDALUP STRIP

2.4 Background to the Policy

Increasing pressures for higher density residential and further tourist developments in recent years have prompted the City to act to preserve the highly valued character of the Quindalup Strip. Concerns with regard to the loss of special character have been particularly evident in the significant level of community reaction received to proposed rezonings and subsequent developments within the Strip.

In 1993, as a result of considerable opposition to a medium density residential proposal, The City resolved to include within the proposed Scheme Review process, an investigation of identifying the Quindalup Strip (east of Elmore Road) as a “Special Character Area” with special design controls applicable to it.

The culmination of both community and the City concerns was the City’s resolution in early 1995 in response to a rezoning application to “defer any decision on development proposals for land within the Quindalup Strip which represents a density greater than “Single Residential” until a proposed character study has been completed”.

These provisions satisfy the requirement for that character study and specify development controls to preserve the identified character of the area.

2.5 History

Many aspects of the character of the Quindalup Strip derive from the area’s early settlement history. Quindalup was first established in 1866 and was the primary settlement in the region, boasting a school, post office, police station, store and community hall, all supporting a growing export timber industry.

Very little remains of that era today with the exception of the old school which has been converted into a youth hostel, and the old tramway and bridge. Three Norfolk Island Pines planted at the time of the school’s operation have become an important and distinguishing feature of the Strip, in some respects signalling the “gateway” to the Strip.

The other remaining feature of the period is the large lot sizes extending in many cases from Geographe Bay Road to Toby Inlet.

Development until the 1960/70’s was slow and since then has been generally of a holiday home nature. The last decade has seen an increased proliferation of “permanent” homes and pressure to increase densities.

2.6 Demographics

The nature by which development occurred within the Strip has lead to an interesting demographic profile compared to City averages.

For instance, based on 1991 Australian Bureau of Statistics figures, the holiday/non-permanent nature of the Strip was highlighted in that, on census night, a much lower percentage of residents were counted at home compared to the City average. This characteristic is further highlighted by a low occupancy rate of about 23% by dwelling type compared to City average of about 74% over all dwellings.

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A much higher percentage of residents in the fifty five years plus age bracket than the City average is evident. This is predominantly due to the fact that many owners of holiday homes have chosen to retire to them. This fact partly contributing to a high percentage of residents having annual household incomes lower than \$20,000 compared to City wide statistics.

2.7 The Natural Environment and Locational Context

The Quindalup Strip supports sensitive dunal and aquatic environments as well as a rich and diverse ecology. The Strip is of a very high aesthetic and environmental quality because of its positioning along the shoreline and coastal flatlands with the associated unique and fragile physical environmental features. Toby Inlet and Geographe Bay Foreshore reserve are of particular significance and need to be sensitively treated in planning for the area. Natural reserves stretch throughout the Area and provide habitats for many fauna species. The Quindalup Strip also serves as part of the Leeuwin Naturaliste System which is considered of great environmental significance to the state as a whole.

2.8 Urban Form and Local Ambience

The pace of life in the Quindalup strip is slow with an accent on leisurely walking and cycling paths. The strip entertains generally low levels of vehicular traffic with frequent spaces to stop and enjoy access to various recreational activities and the waterways. Quiet streets and culs-de-sac with single or detached residences of one or two storeys on urban sized lots create a very specific urban form in the area. The natural context of thick vegetation (predominantly peppermint trees) and a typically relaxed "seaside holiday" atmosphere set a very pleasant local ambience.

3. INTERPRETATION

N/A

4. POLICY STATEMENT

CHARACTERISTICS AND DEVELOPMENT CONTROLS

4.1 Vegetation

4.1.1 Characteristics:

GENERAL: The most notable and striking characteristic of the Quindalup Strip, both from the Street and aerial perspectives, is the significant level of vegetation both on private and public land.

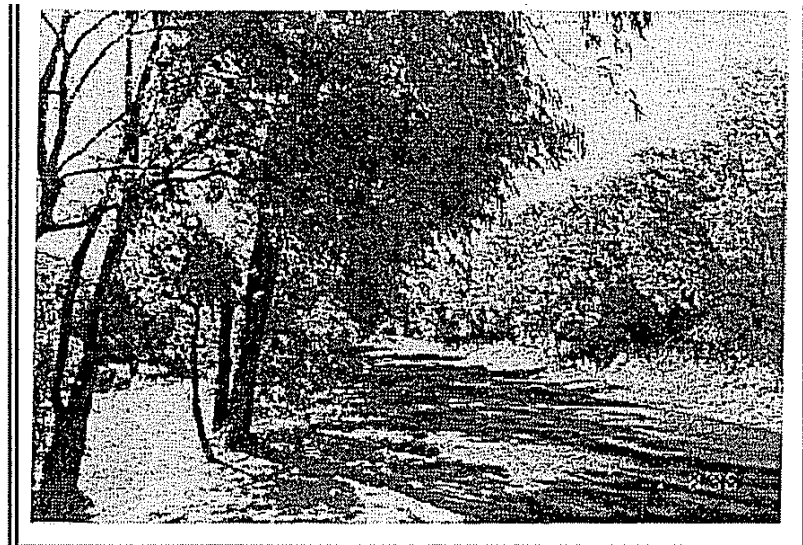
The largely unspoilt recreation reserves along Geographe Bay Foreshore and Toby Inlet extend the full length of the Strip, and together with the Quindalup reserve play a vital role in the creation of the green leafy atmosphere evident within the strip. The importance of maintaining all remnant vegetation is paramount. The low density of residential development throughout the majority of the Strip has been a significant contributing factor in the retention of indigenous vegetation.

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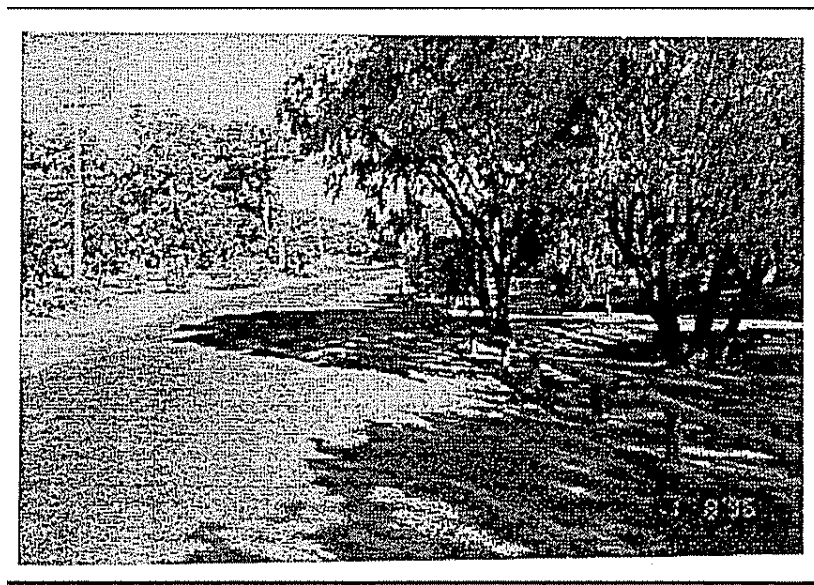
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Whilst a large degree of differentiation exists in term of the level of upkeep or maintenance of the lower storey vegetation in the Strip, it is the thick, almost thatched, upper storey that is of most visual and aesthetic value and importance in terms of character. Notwithstanding this, the remaining remnant under storeys should not be allowed to be destroyed as it will inevitably lead to further loss of the area's critical bio-mass. This may in turn jeopardise the rest of the areas vegetation quality.



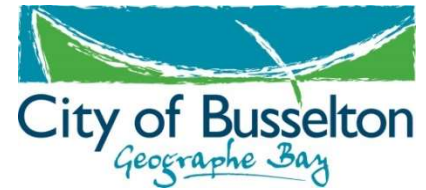
An important aspect of the vegetation characteristic is the visual relationship which it creates between public and private land. For instance the vegetation of the Toby Inlet and Geographe Bay Foreshore recreation reserves intermingles across the narrow roads into private lots and creates what appears to be a continuous entity, rather than a stark differentiation between public and private land. This blending should not be compromised in any way by future development or City works.



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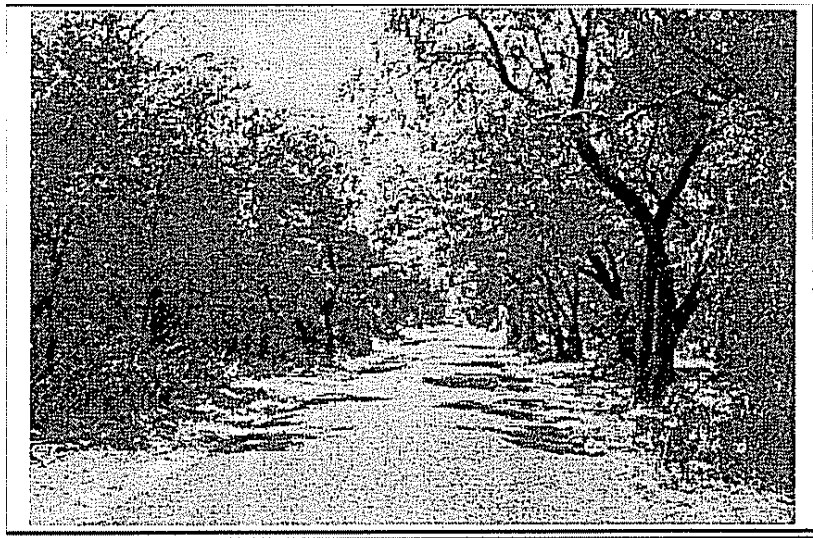
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Whilst differentiation exists within the Area, as a whole, in terms of vegetative character, given its importance to the overall character of the Strip, controls on vegetation removal blanket the entire area.

VARIATIONS: The prominence of the vegetation characteristic is at its highest in Sectors 1 and 4 where most private land owners have retained peppermint trees right to the road edge, this creating in many areas an arch over the road way, particularly along Geographe Bay Road.



Currently the under and middle storeys of vegetation associated with private dwellings in the sector are a mixture of indigenous shrubs and introduced species, often flowering annuals. The upper storey rarely varies from peppermint, however notable exceptions include pines similar to those at the Youth Hostel, eucalypts and other “screening” type species.

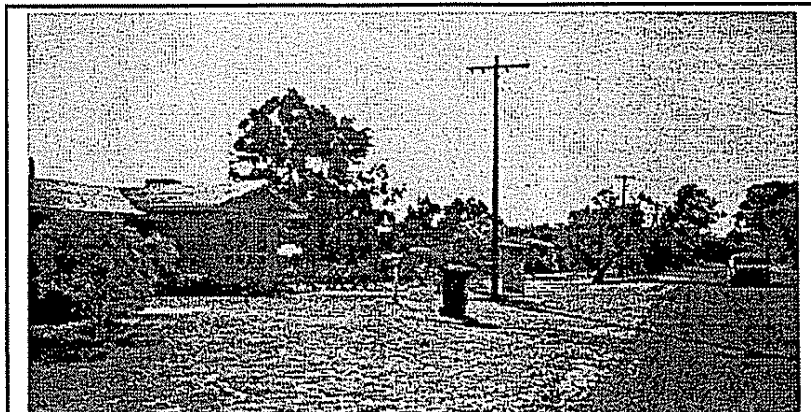
Vegetation within the transitional Sector 2 is more sparse, this is attributable to clearing associated with development and severe weather occurrences. It is not uncommon within the sector for adjacent properties to be markedly different in terms of their quantity and variety of species. Also evident within this sector is the degree of lopping or damage to peppermint trees.

The character of Sector 3 in terms of vegetation is much more “Perth like” in that no one species is dominant, and introduced species of both shrubs and trees vary greatly.

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4.1.2 Development Controls

- (i) In order to preserve as much of the characteristic remnant vegetation, particularly the prominent upper storey growth, the type and height of all vegetation exceeding 2 metres in height must be shown on any proposed site plans as part of the application process for new developments. Plans must demonstrate a consideration of the indicated vegetation.
- (ii) A Tree Preservation Order to be enacted, and enforced within reason, over the entire Area as part of the Town Planning Scheme.
- (iii) Provision of any infrastructure or the implementation of public works projects should not involve damage to or removal of remnant vegetation.
- (iv) The clearing of vegetation to improve visibility for road safety will be done sensitively and in consideration of the City's desire to maintain as much vegetation through the Area as possible. No other roadside clearing other than that allowed by for safety reasons will be allowed unless significant reason can be demonstrated.
- (v) Provisions relating to vegetation in Reserves and Coastal Management areas will be actively enforced in the Area.
- (vi) Revegetation of denuded or damaged areas with indigenous plant species is required as part of any new development application which relates to such areas. Proposed revegetation plans will need to be provided within the development application.

4.2 Streetscape

4.2.1 Characteristics:

GENERAL: The bulk of the Area is characterised by greater than usual building setbacks. Reasons for the depth of setbacks include the longer than usual length of most lots, which has permitted construction where owners most preferred. Factors determining the location of dwellings included finding the most appropriate location on the site with consideration of views, screening and protection from Toby Inlet's floodway and coastal storm surges.

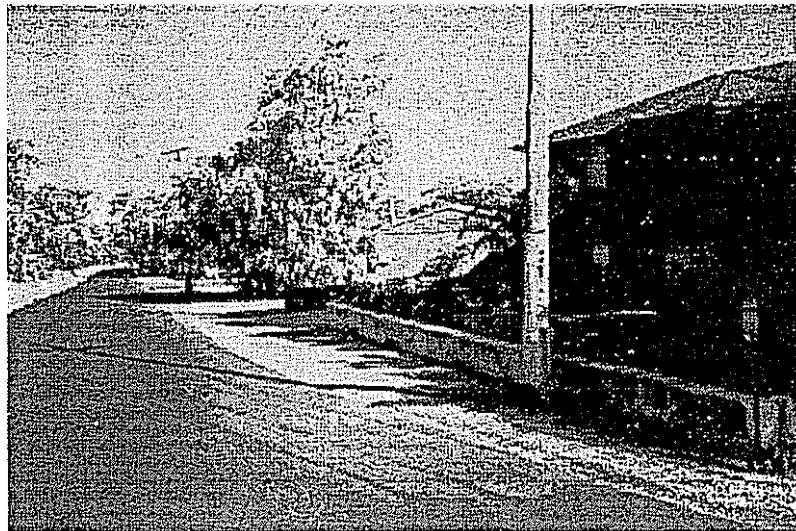
In many instances dwellings have been built up to 20 metres from the road edge. However, the impact of any particular dwelling on the streetscape is often related more closely to the quantity of vegetation in the setback area, rather than the depth of the setback itself.

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With few exceptions, setbacks in the Quindalup Strip are very open to the road in that there are few obstructions such as fences and garages, etc in front of the building line of the main dwelling.

If fencing is present it is usually of an open nature and low height. The few instances where fencing exists along a frontage, especially where it is brick, limestone, or asbestos, are generally out of character.



Rather than formal fencing, the retention of the thick native under storey, or introduced screen planting is much more in character. If a specific need for fencing is apparent, the style and materials shall blend with surrounds and therefore be low key and unobtrusive.

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Cut and fill, or the use of earth mounds are not common, but natural undulations have been retained in most instances where they exist in front setbacks.

Overall, the Area is very flat, so housing and crossovers are at road level. Informal sand crossovers are most common within the Strip. Although some of the side streets off Geographe Bay Road are kerbed, the kerbs are often overgrown either by grass or bushy shrubs and thus hidden, this being the City's preferred position.



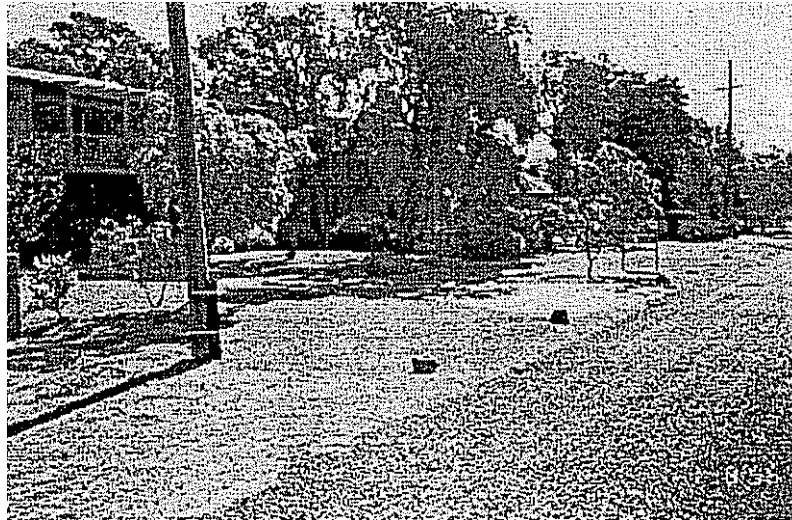
The lack of formal footpaths is a noticeable characteristic of the setbacks. This adds to the informal, relaxed holiday feel as pedestrians use either the grass verges of houses that usually extends right to the road edge, or a thin mowed strip on either the Toby Inlet or the foreshore reserve, or the roads themselves.

Any future pedestrian or cycle route should not compromise or formalise the Area's existent setback nature. The current cycleway extends eastward along Geographe Bay foreshore to the Youth Hostel.

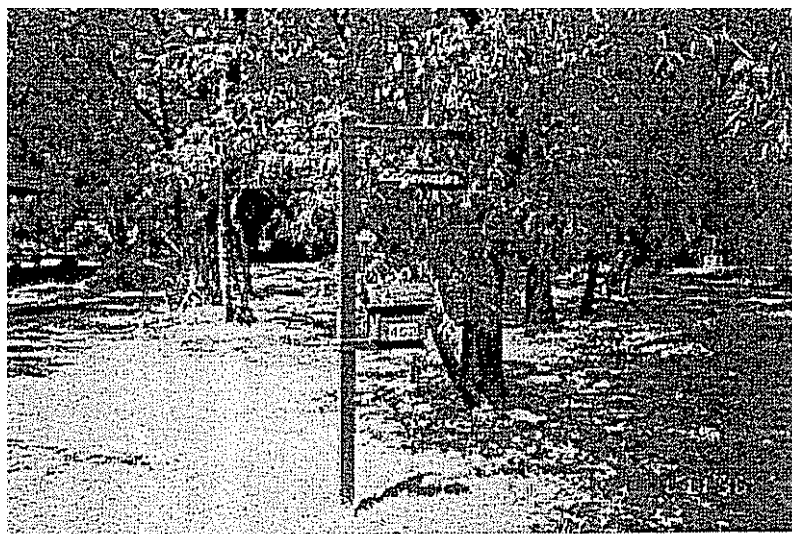
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Letterboxes are in general a very unobtrusive element of the streetscape. Predominantly they are of wood or metal construction with thin stands, tending to blend well with the vegetation, and matching similar uprights on dwellings verandahs and balconies. Large brick or limestone letterboxes are discouraged.



Above ground power lines extend over the majority of the Area, shielding or covering by peppermint trees often rendering them invisible. However, in the interests of the character of the Strip, future development would require underground power.

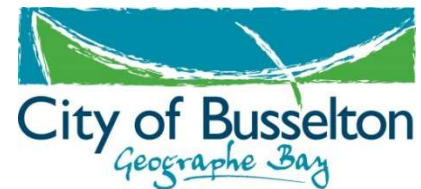
VARIATIONS: Sector 3, as the most developed sector in the Area has a standard setback of 7.5m as compared to the 10.0m found commonly throughout the other sector. Kerbing is commonly raised in this area and crossovers are sealed and not of the informal nature found elsewhere. Underground power cables have already been installed in Sector 3.

Sector 2 is characterised by variable setbacks, and is host to the only rear setbacks abutting Geographe Bay Road in the Strip. The degree of vegetation shielding the dwelling from the road contributes to the streetscape more

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than the depth of the setback in this instance, nevertheless, longer than usual setbacks occur in more cases than not.

Given the lack of depth on some of these lots in Sectors 2 and 3, a reduced setback may be entertained; however, any approval would be subject to the creation of a suitable vegetation buffer. As with all other policy relaxation measures to be considered, all residents within a 100m radius will be contacted regarding the proposed relaxation of development controls.

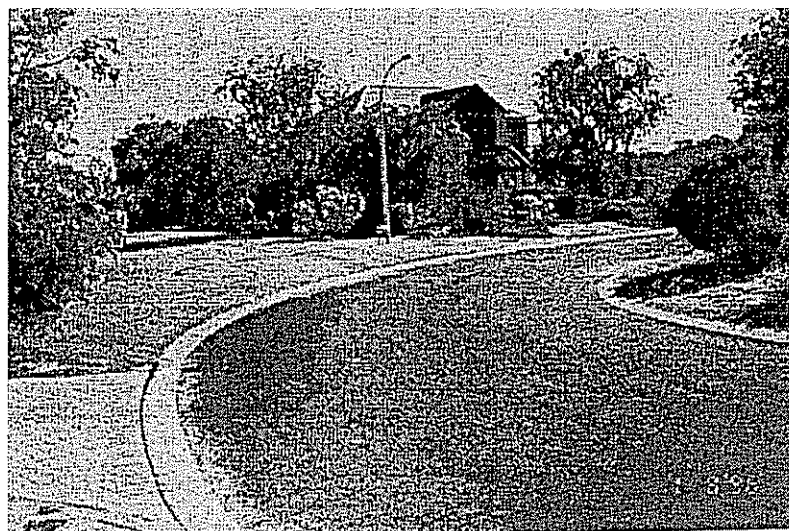
4.2.2 Development Controls:

- (i) Setbacks to roads, be they front or rear, to be a minimum of 10 metres or sufficient to contain/protect remnant vegetation, whichever is the greater.
- (ii) Raised kerbing and formal crossovers other than in “character colour and texture”, such as gravel or earth tones to be actively discouraged. The City shall use flush kerbing if required for road safety or maintenance reasons.
- (iii) No fencing or other construction to be permitted in front setback, unless specifically approved by the City. (In the case of fencing, low, “open style” wooden fences will be preferred)
- (iv) Letterboxes to be no higher than 1.3 metres and should be thin based and as unobtrusive as possible, with colours and materials to blend with surrounds.
- (v) Any road widening to be absolutely minimal, and use of raised kerbs and traffic calming devices of an “engineering” nature (e.g. chicanes, etc) to be used only as a means of last resort.
- (vi) Use of cut and fill earth mounding will be discouraged.
- (vii) The City will inform nearby residents of any proposed significant relaxation of development controls.

4.3 Building Form, Style and Density

4.3.1 Characteristics:

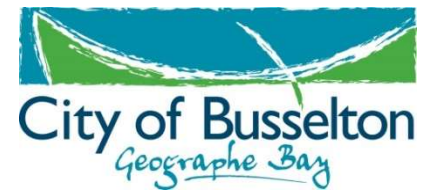
GENERAL: One of the most distinctive characteristics of the Quindalup Strip is the low density of residential development and the form and style of dwellings. Increased setbacks, the green, leafy nature of the area contributes to an even greater sense of low density as houses are often shielded from view from the street and each other. Lot sizes within the Strip range from 900m² to over 3000m².



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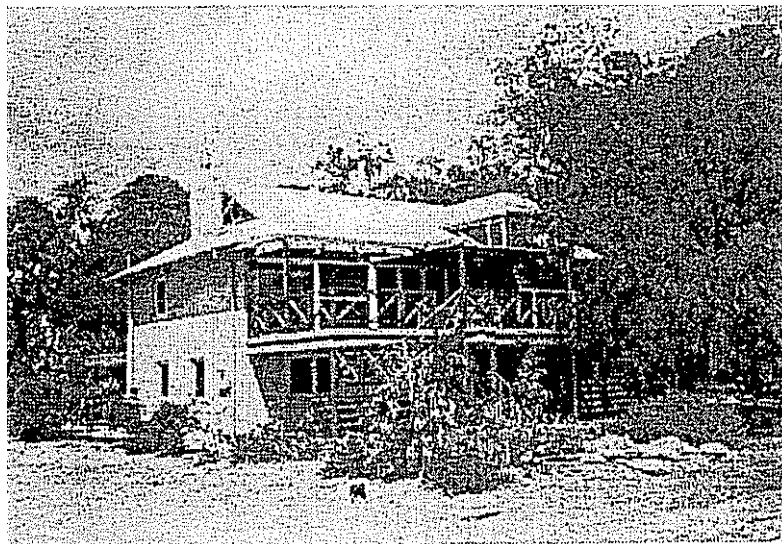
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There is a “seaside holiday” style predominant throughout the dwellings within the Strip. Styles and materials of construction vary greatly, dependent on their age and era of construction, however, the “holiday” characteristic has been continued. Earlier holiday homes were largely constructed of weatherboard and were single storey. Dwellings constructed since exhibit a range of materials and colours including brick, Hardiflex, timber cladding and Colorbond. Many homes constructed within the last two decades are two storey, especially on Geographe Bay Road, to take advantage of views. The form of the majority of them is the main living part of the house and bedroom being upstairs, with the undercroft or ground storey often used for car parking. Most dwellings, regardless of number of storeys, have a front verandah or porch area. These often being supported by either timber or metal uprights.

The unique appearance of many dwellings is attributable to their frame constructions which are often timber or steel which give an inherent “lightness” to the structure. It is this feature that best reflects the “seaside holiday” atmosphere.



This feature is often carried on to second storey balconies where the uprights are usually natural timber colours, i.e. brown and green, regardless of whether they are constructed of metal or wood.

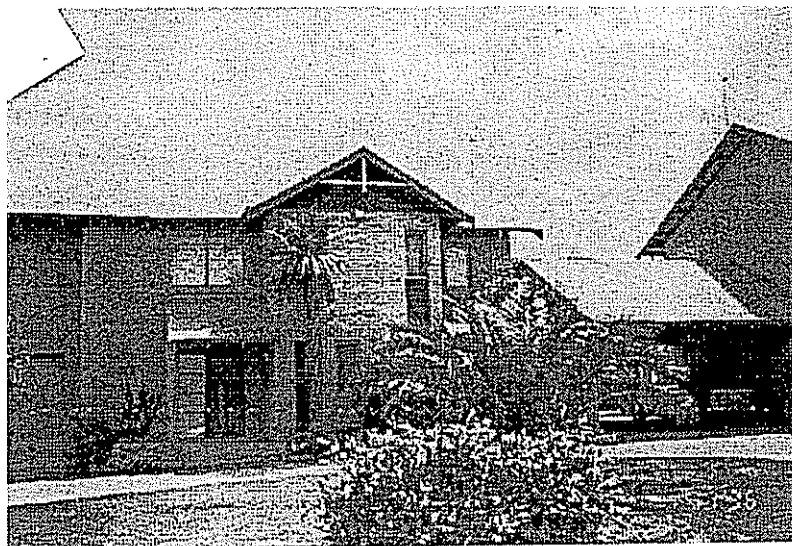
Interestingly, the holiday style of dwelling is being carried through to new permanent residences. A continuation of this is encouraged by the City as opposed to conventional “suburban” styled, or Mediterranean styled dwellings.

The bulk of most buildings is usually hidden and as such they are generally unobtrusive. Vegetation, colours of building materials that generally “blend in”, increased setbacks and the use of front verandahs and balconies contribute to this.

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Examples are evident in all sectors, however, of stark, sheer walls facing the road, with building materials and colours not generally in accordance with the general character. Examples of which include limestone and cream or white brick. These provisions do not intend to prescribe a definitive list of materials or colours, however, if it is the preference of a landowner to use a colour listed above, it is preferred that a landscape buffer to the road is used.



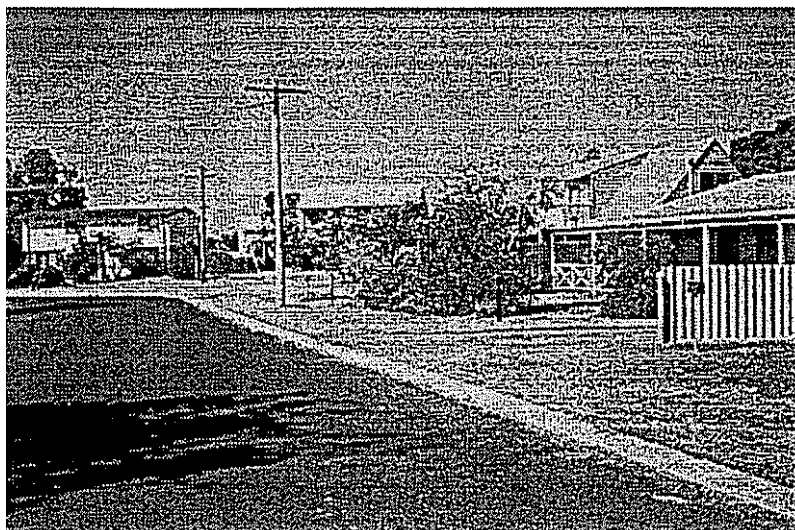
Another feature in terms of built form is that it is rare for any feature of a dwelling i.e. TV aerial or roof pitch to exceed the level of the indigenous peppermint trees. The predominantly flattish pitches of most roofs, being either asbestos or Colorbond creating this characteristic. Heavier roofing materials such as tiles are less common.

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VARIATIONS: The portion of Sector 2 around the Youth Hostel where development occurs on both sides of Geographe Bay Road is really the only exception to the uncluttered character of the Strip. The denser feel of development here is caused by smaller rear setbacks and generally 2 storey development on the north side of Geographe Bay Road, as opposed to a foreshore reserve abutting Geographe Bay Road on the northern side elsewhere.

Sectors 1 and 2 are particularly good examples of the mixed blend of old and new housing styles that are light framed and exhibit the characteristics desired in maintaining a holiday feel in terms of building style.



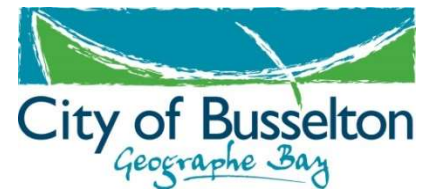
4.3.2 Development Controls:

- (i) (a) A Residential Development Density of R12.5 to apply to all forms of development within Sectors 1 and 2 and that part of Sector 3 containing Ollis Street and the northern side of Wilson Street, with the exception that front setbacks in the areas are increased from 7.5m to 10m.

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- (b) Residential Development densities on the southern side of Wilson Avenue and the remainder of Sector 3 as described by Map 2, to be R15 and R30.
 - (c) A Residential Development Density of R20 will apply to any proposed Duplex developments (i.e. minimum lot size of 900m²).
 - (d) A Residential Development Density of R12.5 will apply to all Group Housing developments involving three or more dwellings (i.e. minimum lot size of 2100m²).
 - (e) The above controls are built into the City of Busselton District Town Planning Scheme.
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- (ii) No further subdivision between Caves Road and Toby Inlet beyond R2.5 (i.e. 4000m² lots).
 - (iii) Dwelling site coverage on lots to be restricted to 40%.
 - (iv) A maximum height limit of two storeys/9m to be applied - with the exception that no building is to exceed crown/canopy height of peppermint trees in the immediate vicinity of the proposed dwelling. The height of buildings to be measured vertically from any given point of the building to natural surface level.
 - (v) Colours and building materials to be in character with existing dwellings.
 - (vi) Roof pitches to conform to predominant flattish pitches representative of existing dwellings of the Strip.
 - (vii) Verandahs and balconies to be encouraged in balustrade style to fit existing character and reduce the bulk of taller, new buildings.
 - (viii) No structure (garage/shed) shall be constructed in front of an existing dwelling or the 10m setback line.
 - (ix) TV aerials or similar external attachments to the roofs or walls of a building should be located such that they are not visible from the street or Geographe Bay Foreshore. If this is not possible, they should be located such that they are screened by existing dense vegetation or by other means to reduce visual obstruction.

4.4 Access and Movement

4.4.1 Characteristics:

GENERAL: A major contributing factor to the relative tranquillity of the Strip is the lack of vehicular traffic, particularly in non-peak seasons, notwithstanding vehicles with boat trailers and those involved with construction which are frequent. Road users are generally only landowners of the Strip and visitors staying within the Strip as Geographe Bay Road does not permit through traffic because it has no access to its eastern end.

Roads within the Strip, particularly Geographe Bay Road possess a scenic charm. Narrow road widths, subtle bends, lack of kerbing and vegetation (overhanging or close to road edges) create a flowing vista.

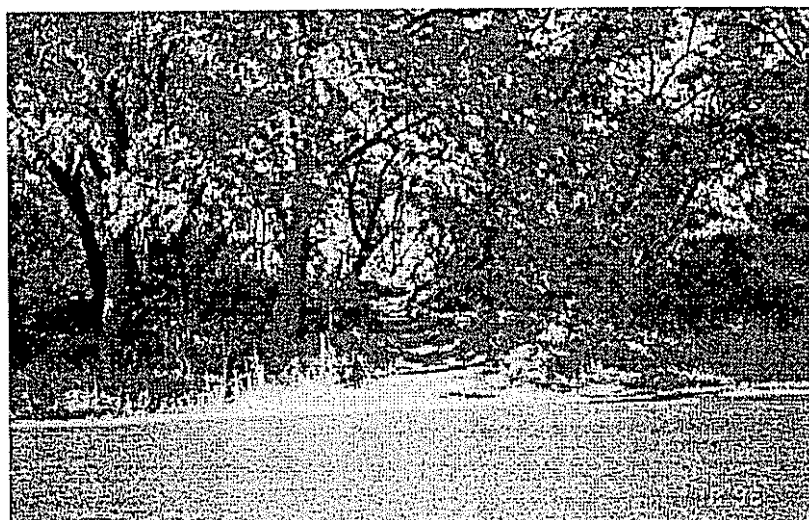
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The impact of proposed developments should be gauged against the potential loss of this characteristic through increasing volumes of vehicles.

Given community opposition to traffic calming devices, the retention of these characteristic roads and slow traffic pace could be achieved by permitting only low density development and reducing the speed limit along Geographe Bay Road to 40 kph.

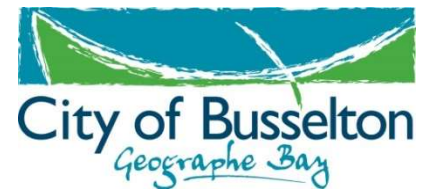
Pedestrian traffic within the Strip is accommodated very informally with road verges and informal tracks leading along Toby Inlet to Geographe Bay. Pedestrian and cycle movement throughout the year is frequent, even more so in peak holiday periods. Rather than compromise the existent character by developing purpose built footpaths and cycle ways, the express preference of the community is to leave pedestrian/cycle ways basically as is, but increase safety by lowering vehicular traffic speeds.



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The Quindalup Strip has a high level of permeability for pedestrians, cars and cyclists because of the limited scale of vehicular use. It is considered extremely important to maintain this asset by restricting movements in the area of vehicular traffic. Maintaining paths and keeping verges clear of parked cars will aid movement through the area for pedestrians and keep a high level of access to and through both residential and the recreational areas and reserves around the environmentally significant areas of Toby Inlet and Geographe Bay.

VARIATIONS: Exceptions to the above are Sector 3 which is largely devoid of native vegetation close to the road edge and has raised formal kerbing. Caves Road in Sector 4 is a higher speed environment as a designated main road through the City.

4.4.2 Development Controls:

- (i) No future eastern connection to Caves Road to be permitted.
- (ii) Verge parking to be prohibited on the north side of Geographe Bay Road, unless in designated purpose built areas, e.g. boat ramp.
- (iii) Speed limit to be reduced to 40 kph with signs also indicating no through road on entry to the Strip.
- (iv) Restrict indiscriminate 4WD access to the dunes and beach via foreshore management plans.
- (v) Any future pedestrian/cycle paths to be designed such that they do not compromise character by involving road widening, formalising of setback areas, encroach upon the pedestrian scale of the environment, or cause loss of native vegetation.
- (vi) Rights of way along Toby Inlet and other reserves to be marked sympathetically so as to allow enhanced public use. However, the current appearance of these areas not to be altered greatly, with the exception of the removal of unauthorised fencing or refuse.

4.5 Public Land, Reserves and Recreation Areas

4.5.1 Characteristics:

GENERAL: The Quindalup Strip exhibits the appearance of a closer than usual relationship between private and public land because of the extensive vegetation flowing through both public and private lots, giving the appearance of one cohesive unit. The large extent of recreational reserves (Sector 5) within the area are an intrinsic part of its character. The maintenance and protection of this high quality public land is imperative.

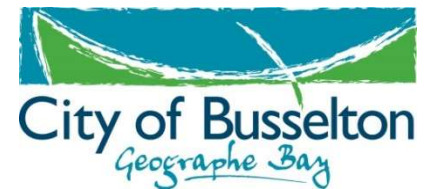
The reserves and public lands serve to attract residents and visitors and there is a great sense of attachment and ownership of these vegetated areas by residents who often tend and care for them. Access to and through the environmental and recreational spaces provided in the Strip are a significant part of quality of life here and the essence of the Area.

The ecology of the recreation reserves, particularly Toby Inlet and Geographe Bay, are unique and fragile. They are of great significance not only to the local ambience and beauty, but to the City and the State, serving as a part of the Leeuwin Naturaliste system. The slow pace of carefully directed development, the pedestrian scale of the built environment and the restriction of ecologically damaging recreational pursuits will continue to mean that urban development and the natural beauty of the area will not be forced into competition.

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The rationalisation of these recreational lands into reserves vested in the City for the purpose of Foreshore Management will protect this public land without restricting current low key recreational uses.

Currently the Reserve No. 46 abutting Geographe Bay in the north and Toby Inlet in the south is being considered by the Department of Transport as a possible location for a Boat Harbour/Anchorage. If such a development proposal eventuates, then the City will apply these provisions to it as part of the assessment process.

4.5.2 Development Controls:

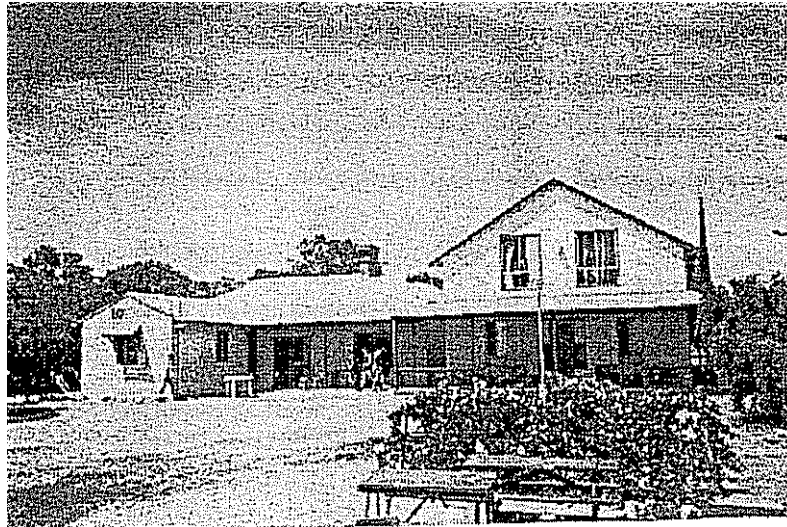
- (i) That all recreational lands within the Quindalup Strip described in these provisions as Sector 5, be rationalised into two Reserves (to be vested in the City) for Recreation and Foreshore Management. The process may need to be carried out in two steps depending on any delays relating to Reserve 46.
- (ii) Provisions relating to maintenance of and access to Reserves and Coastal Management areas will be actively enforced in the Area.
- (iii) The ecology of Toby Inlet to be protected by prohibiting motorised boats and professional fishing until such time as it can be demonstrated that the inlet is environmentally capable of accommodating such uses.
- (iv) The City will request the Waters and Rivers Commission to prepare and publish a report on salination intrusion into the bore water reserves contained within the Quindalup Strip.

4.6 Other Elements

4.6.1 Characteristics

GENERAL: The holiday makers and travellers using the Youth Hostel and the general appearance of Youth Hostel are important to the character of the Strip. The attraction of the place being in its informality and lower budget accommodation provided which creates a relaxed atmosphere.

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The Strip has also remained, over its long history as a strong residential/recreational node and it is this form and use that preserves many of the characteristics described within the Area. Commercial development within the Quindalup Strip could completely alter the unique nature of the area.

4.6.2 Development Controls:

- (i) The appearance and current nature of the Youth Hostel to be protected in perpetuity.
- (ii) Commercial development within the Area will not be permitted unless it is demonstrably restricted to a scale appropriate to the locality and designed to primarily service the needs of the residents of Quindalup itself.

4.7 DEVELOPMENT CHECKLIST

The checklist at Appendix 1 outlines the compliance measures which need to be considered by applicants approaching the City regarding development in the Area.

The application process will be made considerably smoother if these considerations are previewed and incorporated, wherever possible, into applications before they are submitted.

5. REVIEW DETAILS

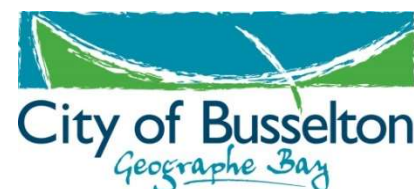
Review Frequency		2 yearly		
Council Adoption	10/3/2010		C1003/069	
Previous Adoption	DATE		Resolution #	

* Policy number changed from LPP 3D to LPP 3.5 on the 11th May 2020. The change is administrative only, no resolution by Council required.

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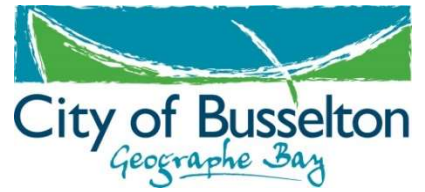


ATTACHMENT 1

DEVELOPMENT CHECKLIST

		YES	NO
1	Is the lot within the boundary of the Area?		
2	Have all trees over 2 metres been indicated in application?		
3	Have mid/lower storey vegetation been considered in the application?		
4	Is the proposal consistent with any Tree Preservation Order that relates to the land?		
5	Has the application indicated revegetation plans for denuded or damaged areas of the lot to which it applies?		
6	Does the application comply with minimum setbacks (back and front) of 10 metres? If it does not, has a rationale for this proposed relaxation of Policy been included in the application?		
7	Do the proposed kerbing and crossovers within the application comply with "character, colour and texture"?		
8	Is front setback clear of all constructions? If not, has a plan of proposed constructions, including colour and materials to be used, been included in the application?		
9	Does any proposed letterbox comply with the Policy?		
10	Does application comply with the Density Code related to it?		
11	Does dwelling site coverage comply with the maximum 40% rule?		
12	Does the height of the proposed development comply?		
13	Do the colours and building materials being used sensitively and sympathetically consider the immediate environment and existing development?		
14	Have landscaped buffers been provided in cases where colours and materials not preferred by these provisions are proposed to be applied?		
15	Is the angle of the roof pitch less than 20°?		
16	Are verandahs and balconies in a balustrade style or style fitting with existing development?		
17	Are all proposed external attachments to the development shielded from view?		

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ATTACHMENT 2

