



Local Planning Policy 3.8

Local Planning Area 8 - O'Connor



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Statutory background

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). This policy may be cited as Local Planning Policy 3.8 – O’Connor (LPP 3.8).

Objectives

- To retain the O’Connor Industrial area as a strategic industrial area for Fremantle and the South-West metropolitan region and to ensure that development contributes to high standard of amenity and design as well as compatibility with adjacent residential uses.
- To provide for the development of commercial uses along major roads and to restrict the encroachment of such uses into residential and industrial areas.
- To prevent increased conflict between new built form and future planned widening of Stock Road.
- To protect the amenity of existing residential areas via the Buffer Area, with protection of amenity from adjoining industrial uses.
- To ensure safe access and movement for pedestrians and cyclists.
- To prevent, as far as practicable, the intrusion of commercial and industrial traffic into residential streets.
- To enhance the streetscape and reduce the urban heat island effect through the provision and maintenance of vegetation and trees.

Application of this Policy

This policy applies to development on land zoned Industrial, Commercial or Neighbourhood Centre within Local Planning Area 8 – O’Connor, as identified within Local Planning Scheme No. 4 (LPS4), including the O’Connor Industrial Interface Area (Buffer Area).

Where development includes a residential component assessed under Part B of the Residential Design Codes (R-Codes), only the maximum height and street setbacks of clause 2.3 of this policy apply to the residential component.

Where development includes a residential component assessed under Part C of the R-Codes, only the street setbacks of clause 2.4 of this policy apply to the residential component. All other residential criteria are assessed under LPS4, Local Planning Policy 2.9: Residential Streetscape Policy or other relevant local planning policy, and/or the Residential Design Codes as applicable.



Developments and other planning proposals seeking to vary the policy criteria are to demonstrate compliance with the objective and design principles of this Policy, LPS4, and (where relevant) the design principles of the R-Codes. This policy is to be read in conjunction with Schedule 7 – Local Planning Areas (Development Requirements) of LPS4.

Where this policy is inconsistent with the Scheme or an adopted structure plan or local development plan, that instrument shall prevail to the extent of any inconsistency. Where this policy is inconsistent with a more general local planning policy, this policy shall prevail to the extent of any inconsistency.

Policy Provisions

Design Element	Policy Provision																								
1. Landscaping																									
1.1 Minimum landscaping area	10% of total lot area. May be reduced to 7% where a Regulated Tree is retained (refer to the City's Local Planning Policy 2.26 - Tree Retention)																								
1.2 Landscaping location	Predominantly within the street setback area(s) but outside of Primary Regional Roads Reserves																								
1.3 Landscaping distribution	Distributed in areas not less than 4m ²																								
1.4 Shade trees in landscaping areas*	1 per 50m ² of minimum landscaping area																								
1.5 Shade trees in car parking areas*	1 per 4 car bays provided and co-located with car bays to provide shade.																								
1.6 Minimum deep soil area width per tree	<table border="1"> <thead> <tr> <th>Tree Size</th><th>Indicative canopy at maturity</th><th>Nominal height at maturity</th><th>DSA per tree</th><th>Min. DSA width</th></tr> </thead> <tbody> <tr> <td>Small</td><td>2-6m</td><td>3-8m</td><td>9m²</td><td>2m</td></tr> <tr> <td>Med</td><td>6-9m</td><td>8-12m</td><td>36m²</td><td>3m</td></tr> <tr> <td>Large</td><td>>9m</td><td>>12m</td><td>64m²</td><td>6m</td></tr> </tbody> </table>					Tree Size	Indicative canopy at maturity	Nominal height at maturity	DSA per tree	Min. DSA width	Small	2-6m	3-8m	9m ²	2m	Med	6-9m	8-12m	36m ²	3m	Large	>9m	>12m	64m ²	6m
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1.7 Design	Landscaping should demonstrate waterwise planting principles and tree species appropriate to the environment.																								
<p>*Shade trees in car parking areas are additional to shade trees in landscaping areas.</p> <p>** Shade trees in car parking areas are to be dispersed and not consolidated in one area.</p>																									



2. Vehicular Movement

2.1 Parking	As per Table 2 of Local Planning Scheme No. 4
2.2 Crossover number	Maximum 1 crossover per street frontage
2.3 Crossover location	<ul style="list-style-type: none"> a) Crossovers are to avoid removal of, or detrimental impact to, street trees. b) No new crossovers are permitted onto Stock Road without approval from Main Roads Western Australia.

Vehicular movement design principles

In granting discretion to the above, the City shall have regard to whether:

- Vehicle ingress and egress minimises traffic impacts including intrusion of commercial vehicles into adjoining residential streets;
- There is sufficient manoeuvrability available for larger vehicles particularly in respect to smaller sites requiring regular deliveries;
- Development demonstrates a minimisation in the proliferation of crossovers; and
- Development results in enhanced streetscape amenity.

3. General Development Requirements in O'Connor

3.1 Maximum site cover	Zone	Site cover
	Industrial	65%
	Commercial	75%
	Neighbourhood Centre	80%
	Buffer area	As per zoning above
3.2 Maximum wall height	Zone	Wall height
	Industrial / Commercial	N/A
	Neighbourhood Centre	11m
	Buffer area	2 storeys (7m)
3.3 Minimum primary street setback	Zone	Primary street setback
	Industrial / Commercial / Buffer	6m
	Neighbourhood Centre	Nil
3.4 Minimum other street(s) setback	Zone	Other street setback
	Industrial / Commercial / Buffer	3m
	Neighbourhood Centre	Nil
3.5 Minimum rear and side setbacks	Nil unless abutting an affected dwelling or Residential zoned land, in which case the setbacks are as per the Residential Design Codes.	



Street and boundary setback design principles

In granting discretion to the minimum prescribed setbacks, the City shall consider:

- That the interface between industrial and residential land uses have sufficient buffers to protect residential amenity and safety;
- That the proposal is consistent with predominant setback patterns of adjoining properties and the locality generally;
- It can be demonstrated that reduction of the proposed setback is consistent with the emerging character of the streetscape or is compensated for by additional landscaping beyond the minimum; and
- Setbacks are sufficient to accommodate vehicular manoeuvrability, protect pedestrian and cyclist movement, and support ecological green corridors.

3.6 Building design	<p>a) Materials and finishes to complement the visual amenity of the area, which can include clay or limestone brick, galvanised steel, and minimal use of timber as posts to ensure consistency with traditional character of O'Connor.</p> <p>Concrete facades and rendered brick should feature articulation, inclusive of windows and patterned scoring, and varying colour to prevent large expanses of blank frontages.</p> <p>b) Elevations facing the streetscape, carparks, and internal staff areas or courtyard / recreational landscaped areas are to feature windows to discourage crime and promote perception of passive surveillance.</p>
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4. Buffer Area

4.1 As per clause 5.6 of LPS4, partly reproduced below for ease of reference, the buffer area consists of the following land:

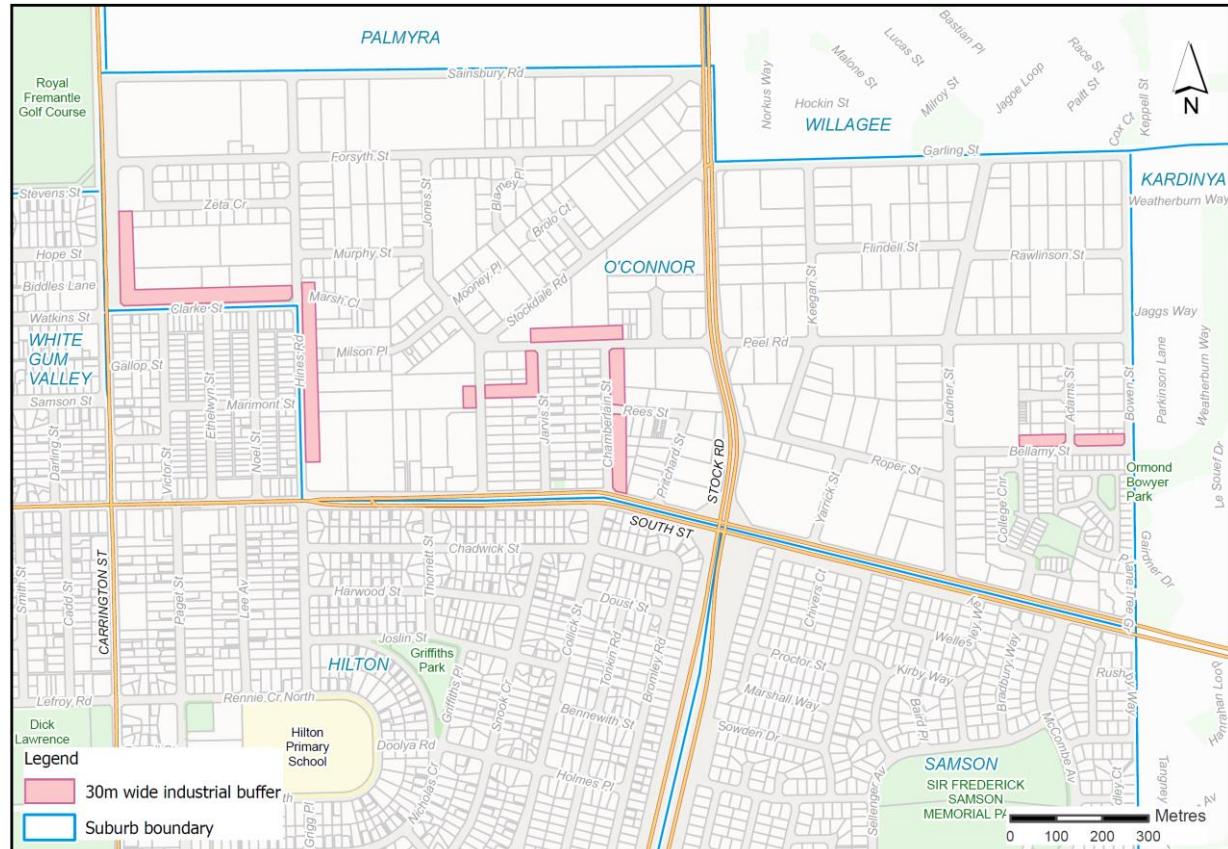


Figure 1: Buffer Areas of O'Connor

4.2 Buffer Area Land Use

The following uses are not permitted within the Buffer areas:

- i) industry – general (licensed),
- ii) service station,
- iii) fuel depot,
- iv) motor vehicle repair,
- v) motor vehicle wrecking;
- vi) industry (noxious); and
- vii) transport depot.

Despite the provisions of Table 1, the following use is designated "A"—

- (i) motor vehicles, boat or caravan sales.



Definition(s)

DSA (Deep Soil Area) means soft landscape area on lot with no impeding building structure or feature above or below, which supports growth of small to large canopy trees and meets a stated minimum dimension. Used primarily for landscaping and open to the sky, deep soil areas exclude basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas

Primary street means, for development not subject to the Residential Design Codes, the sole or principal public road that provides access to the major entry (front door) to the building, unless otherwise designated by the local government.

Local Planning Policy – Document Control			
Responsible Officer		Policy Title	Next Review Date
Version	Decision to Adopt/Amend	Brief Details of Modifications	
1	25 July 2007	Ordinary Council Meeting - PSC0707-201	
2	9 October 2024	Ordinary Council Meeting - C2410-4	
3	23 October 2024	Administrative changes made by Ordinary Council Meeting – Inserted policy into City's current template, adding the 'Statutory Background' section, and renumbered clauses accordingly, corrected various typographical errors, and updated references as follows: <ul style="list-style-type: none"> • 'Zoning Table 2 of LPS4' to 'Table 1 – Zoning of LPS4' • 'Vehicle Parking Table 3 of LPS4' to 'Table 2 – Vehicle Parking' • 'Clause 5.3 of LPS4' to 'clause 4.3 of LPS4'; and • 'Application for Planning Approval' to 'Application for Development Approval'. 	
4	12 November 2025	Review made by Ordinary Council Meeting expanding site coverage, design and landscaping requirements, introducing façade / elevation finish requirements, and various administrative improvements to aid clarity	
Public Consultation		Yes	
WAPC Approval Required?		No	Date approved by WAPC
		N/A	



Responsibility and review information	
Responsible officer:	Manager City Planning
Document adoption/approval details	25 July 2007 – Item PSC0707-201
Document amendment details	9 October 2024 – Item C2410-4 23 October 2024 (Administrative) – Inserted policy into City's current template, adding the 'Statutory Background' section, and renumbered clauses accordingly, corrected various typographical errors, and updated references as follows: <ul style="list-style-type: none">• 'Zoning Table 2 of LPS4' to 'Table 1 – Zoning of LPS4'• 'Vehicle Parking Table 3 of LPS4' to 'Table 2 – Vehicle Parking of LPS4'• 'Clause 5.3 of LPS4' to 'clause 4.3 of LPS4'; and• 'Application for Planning Approval' to 'Application for Development Approval'. • 12 November 2025 – Item C2511-3
Next review date	12 November 2029 (maximum of four years from last review)