



LOCAL PLANNING POLICY— STREETSCAPE



ASSESSMENT GUIDANCE

Under the provisions of the Residential Design Codes of Western Australia (R-Codes Volume 1), local authorities may prepare and adopt Local Planning Policies to vary the acceptable development provisions in R-Codes Volume 1 - see clause 4.2.1a.

Local Planning Policy 25 - Streetscape (LPP 25) applies to all residential development within the Town, unless specific design guidelines are applicable.

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3.2 ELEMENT – STREETScape

Introduction

In accordance with Clauses 5.1 ‘Local Planning Policies Consistent With Codes’ and 5.3 ‘Scope of Local Planning Policies’ of the Residential Design Codes, the Town of Victoria Park has adopted the following Local Planning Policy to substitute the provisions of Elements 6.2 and 7.2 ‘Streetscape’ contained in the Residential Design Codes.

This Local Planning Policy comprises an Explanatory Text, Streetscape Requirements and Definitions. Development that complies with the Acceptable Development provisions is deemed to meet the relevant Performance Criteria of this Local Planning Policy.

BUILDING FORM WITHIN THE STREETScape:



This dwelling is clearly out of scale and of a form at odds with its original neighbours

Original dwelling

The scale and massing of this new dwelling has attempted to complement the streetscape

Original dwelling

The scale and build of this new dwelling dominates the street and is intrusive as a result

Original dwelling

This second storey addition has been built into the roof space with only a minimal change in the overall scale and form of the original

Development within the Town of Victoria Park

The Town of Victoria Park has modified Element 2 – ‘Streetscape’ to reflect the local differences within the municipality. It is evident that residential areas of the Town of Victoria Park are not uniform in their visual character. However, most dwellings fall within identifiable “precincts”, often clearly bounded by physical features, within which common building form and unifying streetscape elements combine to establish a recognisable visual character of a local scale.

The suburbs of the Victoria Park municipality have a maturity that results from the existence of many older buildings, and established private landscape and street trees.

Once of the principal measures of success of new residential development is how well it fits into the existing neighbourhood character.

A combination of individual elements forms streetscapes and it is often the entire streetscapes that is regarded as establishing the character of a residential area. The basic elements which contribute to the character of a locality include, amongst other things, orientation of the

development, proportion and shape of building form, scale, heights, the siting of development, colours and materials, location of parking and related structures, landscaping and fencing.

It is the principle aim of the modified Acceptable Development provisions to reinforce local residential character by striving to accommodate existing character dwellings and ensuring that new developments contribute positively to the street environment.

The modified Acceptable Development provisions have been designed taking account of the different residential areas and areas of common characteristics and issues. These include:

- The Residential Character Study Area;
- Weatherboard Precincts and Weatherboard Streetscapes;
- Raphael Residential Precinct; and
- Development abutting Rights-of-Way.

The Residential Character Study Area

The Town of Victoria Park Residential Character Study dated September 2003, has identified a significant number of traditional character dwellings within the Study Area which generally extends between the Railway Line and Berwick Street.

Traditional residential character was examined in terms of subdivision patterns, urban built form, existing traditional built fabric, material and stylistic characteristics of eras, planning and building codes and their influence on development and built form the setting and context provided by the public domain and the influences of traffic and accommodating a motor car.

Traditional character is taken as the surviving residential development that has occurred in an estate or neighbourhood prior to World War II, as this is the character that is usually referred to as the “Victoria Park” character. Due to the change in residential styles that occurred during and after World War II this is considered to be a transitional period in the residential character of Victoria Park.

For the most part, traditional housing in Victoria Park consisted of relatively modest detached cottages and bungalows of either brick and iron or tile construction, or timber and iron construction. Very few original homes had two storey and there were only a handful of attached houses in the form of duplexes.

The Study found that the extent of original fabric throughout the study area demonstrates that there is sufficient fabric for traditional character to be sustained throughout most of the study area and made a number of recommendations in relation to sustaining the traditional residential character of the Study Area. In relation to the private domain it made the following recommendations:

- *“To encourage the retention of places of traditional residential character.*
- *Where there are concentrated aggregations of places of traditional residential character to recognise these as special control areas.*
- *To address subdivision practices to encourage forms of subdivision that sustain traditional residential character, particularly where rear access is available.*

- *To limit the need for changes in development potential, other than to provide incentives for sustaining traditional residential character.*
- *To illustrate compatible approaches to design issues.”*

The ‘Acceptable Development’ provisions have been modified to address the historical development standards and patterns, which are an important determinant of traditional residential character in Victoria Park.

The retention of traditional character dwellings is encouraged and the Council may be able to exercise some flexibility in development standards to achieve retention of these dwellings.

Weatherboard Precincts and Weatherboard Streetscapes

Most weatherboard houses in Victoria Park began their life as relatively modest worker’s cottage and for many years were regarded as poor cousins of the housing family. Today, they are highly regarded and much sought after as “character” houses and many have been lovingly restored. They represent a valued resource in the Town.

Most however, need significant refurbishment and some extension to bring them up to current living standards. The Council encourages sympathetic extensions and refurbishment as well as restoration, so long as the essential character of the streetscape is not damaged.

Sympathetic development of weatherboard houses and streetscapes undoubtedly adds value to all houses in the street, to the benefit of all residents. Conversely, unsympathetic development detracts from the amenity and reduces values around it.

The Acceptable Development provisions are intended to protect and add to the valued resource that weatherboard houses represent. Weatherboard houses in sound condition and of heritage merit or contained within a Weatherboard Precinct or Weatherboard Streetscape should be retained and restored where possible.

Where a proposed development involves the retention of a weatherboard house or the conversion of a framed house into a weatherboard, the Council may modify any discretionary requirement of the *Town of Victoria Park Town Planning Scheme No 1*, which incorporates the Residential Design Codes, in order for the development to proceed. In all such cases, the Council will:

- i. have regard to:
 - whether the house is a house of heritage merit;
 - whether the house is within a weatherboard streetscape; and
 - the architectural and structural merits of the existing house.
- ii. satisfy itself that no significant adverse impact on the amenity of the adjoining property, or the locality generally, would result;
- iii. impose appropriate conditions on the approval; and
- iv. may require that the owner enter into a legal agreement with the Council, secured if necessary by a caveat on the lot, with a financial penalty for non-compliance, to retain the house and keep it in good condition for a least ten years.

In considering a planning application for the subsequent development of a weatherboard house proposed to be demolished, the Council will ensure that the proposed development complies with the relevant provisions of Town Planning Scheme No 1, that the development contributes positively to the character of the streetscape on which the proposed development is to be set and it is an appropriate replacement for the dwelling proposed to be demolished. The required characteristics of the proposed dwelling will need to have regard to the consistency of style of weatherboard house in the streetscape and the intactness of that streetscape.

Raphael Residential Precinct

The Raphael Residential Precinct is defined in the *Town of Victoria Park Town Planning Scheme No 1- Precinct Plan P5*, 'Raphael Precinct'. The area comprising the Precinct was first subdivided into small lot in 1887. Residential development followed with the majority of construction taking place between the early 1900's and 1930. Raphael Park was established as a gift in perpetuity from Mr Raphael to the children of Victoria Park. At the time, stately Moreton Bay Fig trees, Norfolk Island pines and other trees were planted around the perimeter. Furthermore, the park was enclosed with a picket fence and impressive gates at each corner.

Three different housing styles were constructed in the suburb; early Victorian/Australian Colonial, Federation/Edwardian and to a lesser extent, Californian Bungalows.

The character of the precinct is a product of two main factors:

- i. principal design elements and architectural features which characterise and contribute to the significance of the existing older building stock; and
- ii. the large number of original buildings in the locality, which collectively, comprise unique streetscapes, some of which are almost intact.

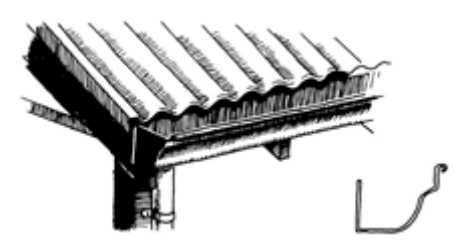
To understand the principal design elements and their relative importance in maintaining and enhancing the character of the locality, a brief description has been included:

Roofs

Roofs were originally constructed of corrugated iron (painted red, dark green or left silver) or Marseilles style terracotta tiles and were generally pitched above 35°. They were uncluttered by attachments common today, such as air conditioners and solar hot water systems. Verandahs usually extended across the whole front of the house or across part of the front of the house with a return down one side. They were often denoted by a change in pitch.



Ogee style guttering and round downpipes provided roof drainage. Chimneys were tall and topped with brick corbelling or chimney ports.



Walls

Walls were generally greater than 32 courses high (approximately 2.75 metres) and were built using red ochred bricks with lime mortar. Rendered bands or sections and tuck point were common features.



Windows

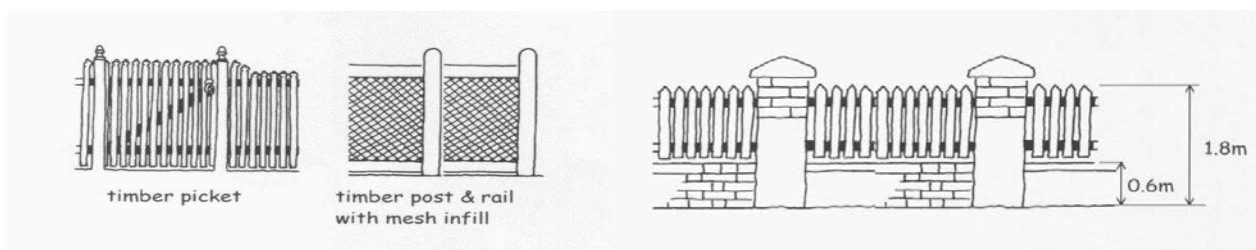
Original windows were timber framed and had a strong vertical emphasis, that is, they give a long narrow appearance. Windows not under a verandah were commonly fitted with awnings which matched the roof style and materials.



Typical narrow window styles

Fences

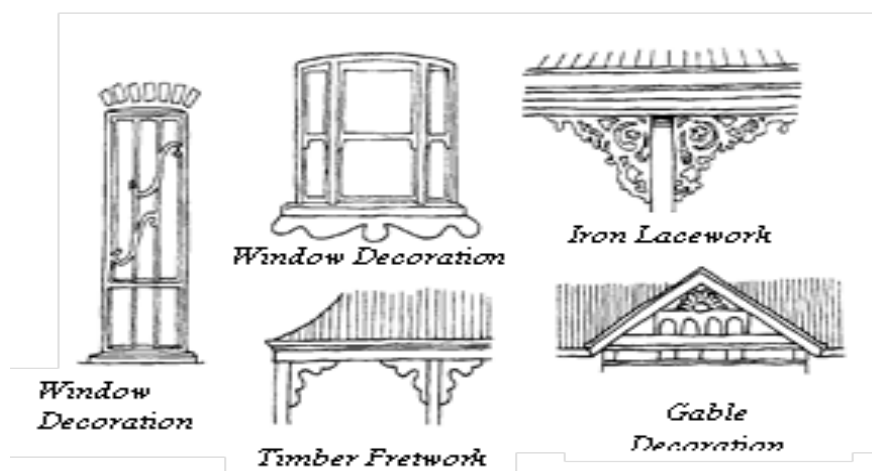
Fences, when provided along the front boundaries of properties, were of medium height – approximately 1.0-1.2 metres high and were built of timber pickets, brick or post and rail construction with cyclone mesh. Fences provided a measure of privacy whilst allowing the front elevation of the house to be viewed from the street. This visibility should be maintained.



Ornamental Details

Features contributing to the attractiveness of houses constructed in the precinct included finials, decorative gables, timber fretwork around verandahs, turned posts, rendered window sills and feature plaster work. Front doors were usually solid panelled with a stained glass feature.

It is noted that the selective use of decorative features characterised the different building styles in the Precinct.



Developments Abutting Rights-of-Way

The rights-of-way in the Town of Victoria Park are generally separate parcels of land that were created in original subdivisions to facilitate sanitary collections from the rear of properties prior to the installation of reticulated sewerage. Since that time, the intended use of the rights-of-way for sanitary collections has become redundant. However, in many instances, rights-of-way are not used for vehicular access as many lots obtain access from the primary street. As such, the majority of rights-of-way have remained unconstructed and underutilised.

Council has undertaken considerable work in the last few years to assess requests for the closure of rights-of-way and to make an assessment of the future of all laneways within the Town. That work has resulted in the preparation of the *'Right-of-Way Strategy Plan'* which identifies the status of rights-of-way. The upgrade of the rights-of-way that are to remain open is also being budgeted, with a number of those rights-of-way to be retained being upgraded per year.

The retention of rights-of-way in the Town provides Council opportunities to improve the urban living environment by enabling the retention of character housing in streetscapes that may be subject to redevelopment and establishing rights-of-way as streetscapes for new development.

The intent of the modified 'Acceptable Development' provisions is to promote the creation of new streetscape environments through the use of existing rights-of-way and to assist in achieving a more desirable design outcome for infill development. The requirement for infill development to face and gain access to rights-of-way will contribute to the enhancement of rights-of-way and will result in an improved urban living environment by providing the following benefits:

- Existing character dwellings may be retained as a 3.0 metre to 4.0 metre wide vehicular access leg is not required down the side of a property.
- An additional amount of useable open space or developable area on a property would be available.
- The provision of a 1.5 metre wide pedestrian access leg (which width may be varied to 1.0 metre), instead of a vehicular access leg would reduce the impact on any adjacent dwelling, and reduce the impact on the streetscape.
- The increase in the number of dwellings facing rights-of-way would result in the creation of new streetscape environments.
- A dwelling facing a right-of-way may have an aspect to a streetscape environment, rather than aspect to the rear of an existing dwelling, which is a more traditional pattern of infill development.
- The use of the right-of-way limits the number of crossovers onto a site from the primary street, which does not reduce the availability of on-street carparking, does not impact on street trees and vegetation, and maintains a safer pedestrian environment and better visual amenity for the streetscape.
- The increased use of the right-of-way by both vehicles and pedestrians improves the security of rights-of-way.
- The redevelopment of rights-of-way into new streetscapes would contribute to the character and amenity of a locality.
- A number of properties already have dwellings facing rights-of-way by choice. That pattern of development needs to be respected.

The modified Acceptable Development provisions encourage this form of development by requiring that where more than one dwelling is proposed on a property that has legal access to a right-of-way, at least one of those dwellings is to face and gain vehicular access from the right-of-way, with the exception of a corner lot or an existing green title battleaxe or strata battleaxe lot that has legal vehicular access to a primary or secondary street.

A number of rights-of-way within the Town are at the interface between land zoned for residential purposes and land zoned for non-residential purposes. It has been acknowledged that the creation of new streetscapes along these rights-of-way is not feasible as the residential properties face largely the rear services and car parking areas of the non-residential properties across the right-of-way.

In these instances dwellings are not required to face the right-of-way as their main street frontage. However, vehicular access should nevertheless be provided from the right-of-way to encourage increased use, lighting and surveillance and hence safety of the right-of-way.

Instead, the main emphasis is placed on the protection of residential amenity by protecting residential properties from disturbance such as noise from non-residential land uses, vehicular traffic and light as well as promoting safety of residential properties. This can be achieved by applying appropriate setbacks from the right-of-way, designing for passive surveillance and encouraging increased use of the right-of-way by vehicles and pedestrians.

Due to the specific circumstance of these properties a number of standards applicable to properties abutting purely residential rights-of-way may be varied.

- New dwellings are not required to face the right-of-way at the lower storey but where an upper storey is proposed, the upper storey is required to include windows overlooking and providing surveillance to the right-of-way;
- The upper storey may be located directly above the lower storey without the requirement for an increased setback of the upper storey;
- A solid fence may be provided along the right-of-way boundary to reduce noise and vehicular light from any non-residential development.

Rights-of-way were not designed to carry frequent vehicular traffic and as such, a majority of rights-of-way in the Town are of an insufficient width to allow sufficient vehicle manoeuvring area and for vehicles to pass. To provide for the opportunity to widen rights-of-way in the future, all setbacks to rights-of-way where the opportunity exists for the creation of a new streetscape are measured from the centreline of the right-of-way. The modified Acceptable Development provisions will ensure that all buildings and structures are setback sufficiently to allow the rights-of-way to be widened to 6.0 metres, which is the preferred width of a right-of-way. Where a property is to be subdivided, Council will require the owner to cede a portion of their land to the Town to contribute to the widening of the right-of-way.

Policy Objectives and Application

STREETSCAPE REQUIREMENTS

OBJECTIVES

- *To preserve or enhance streetscape character, by ensuring that development is sensitive to the streetscape and in keeping with the established and desired character of the locality.*
- *Development should reinforce desired built form characteristics for the locality and should ensure that the appearance of development is of high quality and contributes positively to the streetscape.*
- *Sustainable designs and innovative designs are encouraged, however regard is still to be given to maintaining design compatibility with the existing and desired streetscape character.*
- *All development is to promote safety and security for occupants and the community by have regard to Crime Prevention Through Environmental Design (CPTED) principles.*

Application:

The Policy applies to all residential development within the Town with the exception of the area known as Burswood Lakes and Sunbury Park (subject of separate design guidelines) or any other situations as determined by Council.

Where there is a conflict between a provision of this Policy and a provision of the Scheme, then the Scheme provision shall prevail.

In addition to the 'General Provisions', the area specific provisions at Clauses 10 to 14 may also apply.

ASSESSMENT GUIDANCE

The planning framework has changed considerably since this policy was first adopted in 2013. The purpose of this working version is to clarify the current administration of policy provisions and indicate which policy provisions apply for an Application for Development Approval (DA) and/or Deemed-to-Comply Check - Development Approval Exemption for Single Houses and Additions.

Please note: this local planning policy is scheduled for major review in 2025/26.

Clause 1 - Setback of Buildings Generally

Applies to Applications for Development Approval (DA) and Deemed-to-Comply Checks

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

P1 Buildings set back an appropriate distance to ensure they:

- contribute to the desired streetscape;
- provide adequate privacy and open space for dwellings;
- allow safety clearances for easements for essential service corridors;
- are consistent with the rhythm and scale of development in the street;
- promote the creation of new streetscapes environments through the use of existing rights-of-way; and
- protect residential amenity from disturbance from non-residential development abutting a right-of-way and provide for safety of residential development and surveillance of the right-of-way.

A1 Buildings (other than carports and garages) to be set back from a primary street as follows:

- (a) A minimum 6.0 metre average with a 3.0 metre minimum from the street boundary, to be determined in accordance with ~~Figure 1a, 1b and 1c~~ 'Street Setback' as contained in the Residential Design Codes; and ~~Refer to R-Codes Vol 1 Figure Series 2~~

Note 1 – refer to separate provision in this Policy for carport and garage setbacks.

Note 2 – verandahs extending across the entire facade are encouraged as this is a traditional feature of existing house in the Town. As such, variations to the front setback average will be considered for verandahs which are designed as an integral part of the dwelling and open on at least two sides and with a maximum depth of 2.0 metre, subject to satisfying the relevant Performance Criteria.

- (b) ~~is generally setback consistent with the likely future street setback pattern.~~ no longer applicable

- (c) ~~a porch, chimney or the equivalent which does not exceed 20% of the frontage of the site and is no closer than 5.0 metres to the primary street boundary, will be excluded from calculating the front setback average.~~ no longer applicable, superseded by R-Codes 5.1.2 C2.1

- (d) in the case of a street front dwelling which adjoins a communal street or internal access driveway (both being part of the same parent lot), the 6.0 metre average is to be calculated over the subject lot and the communal street/internal access driveway.

- (e) where a boundary wall is proposed, the boundary wall is to be setback a minimum of 6.0 metres from the primary street frontage, or a minimum of 3.0 metres where (f) or A2 applies.

Note 3 – the nib wall is required to be setback the distance prescribed in (e), however a corbelled wall may project into this minimum setback.

- (f) notwithstanding the above, in the case where a dwelling results from a subdivision of an original corner lot and has its frontage to the original secondary street, the setback may be reduced to 3.0 metres minimum. This may be further reduced to the ground floor for a porch, architectural feature or limited portions of wall which provide visual interest to the elevation. Upper floors to be setback 3.0m minimum while also incorporating portions of wall with greater setback and visual relief.
- (g) in the case where a dwelling (where that dwelling is not adjacent to the primary street) has its main frontage to a communal street or internal access driveway, the setback of the dwelling is in accordance with A4.

A2 *Secondary Streets*

3.0 metre minimum on ground floor, which may be reduced for a porch, architectural feature or limited portions of wall which provide visual relief or interest to the elevation. Upper floors to be setback 3.0 metre minimum while also incorporating portions of wall with greater setback and visual relief.

A3 *Rights-of-Way*

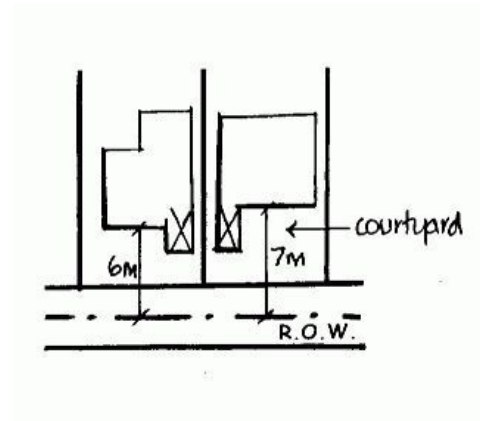
- (a) For land abutting a right-of-way that is zoned 'Residential' on both sides of the right-of-way, as an opportunity exists to create a residential streetscape on both sides of the right-of-way, then any dwelling adjacent to the right-of-way shall both face and gain access from the right-of-way, and the following setback shall apply:
 - i. Ground floor walls of the dwelling to be predominantly setback at 6.0 metres from the centreline of the right-of-way (with no part less than 6.0 metres), and shall contain habitable room windows. A maximum setback of 7.0 metres applies to the remainder of the ground floor of the dwelling.

GENERAL PROVISIONS

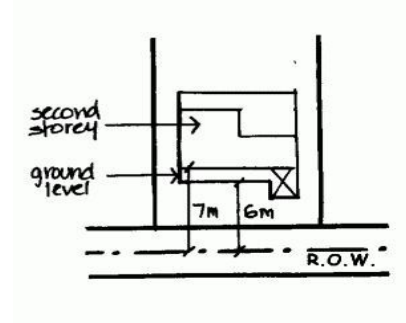
Applicable to all developments in the Town (unless specifically mentioned)

Note 4 – a boundary wall is permitted at a minimum setback of 6.0 m from the centreline of a right-of-way, or a minimum of 4.0 in the case of a garage.

- ii. An entry portico or verandah open on at least two sides can be located within the front setback area with a minimum setback of 4.0 metres from the centreline of the right-of-way.
- iii. Where a courtyard is located within the front setback area between the dwelling and the right-of-way the entire ground floor of the dwelling may be setback a maximum of 7.0 metres. Locating a courtyard within the front setback area is acceptable only under the following circumstances:
 - there is no opportunity to provide for a north facing outdoor living area behind the street setback area; and
 - there is no roof cover over the outdoor living area other than a verandah forming part of the dwelling.



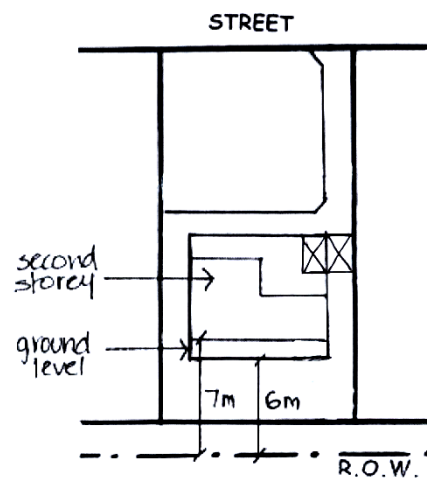
- iv. The second storey portion of a two storey dwelling or upper floor addition to an existing dwelling shall be setback a minimum of 7.0 metres from the centreline of the right-of-way.



GENERAL PROVISIONS

Applicable to all developments in the Town (unless specifically mentioned)

- (b) For land abutting a right-of-way that is zoned 'Residential' on both sides of the right-of-way, and where there may be only a limited opportunity to create a residential streetscape as the right-of-way may only adjoin a small number of properties, then Council may permit any new dwelling to neither face or gain access from the right-of-way, and the following setback shall apply:
 - i. the width of area required for widening purposes; and
 - ii. a rear setback, using Tables 2A and 2b of Residential Design Codes to determine the setback.
- (c) Where a residential property adjoins a right-of-way abutting land that is not zoned 'Residential' on the other side of the right-of-way and hence no opportunity exists to create a residential streetscape along both sides of the right-of-way, the dwelling shall be setback from the boundary (following widening) no less than in accordance with Table 2a and 2b of the Residential Design Codes, but no greater than 7.0 metres from the centreline of the right-of-way at any storey.
- (d) Where a right-of-way is not being used for access (as the lot has previously been created through a battleaxe subdivision) yet the opportunity exists to create a streetscape along the right-of-way, the setbacks to buildings shall comply with subclause (a). of this clause, other than in the case of a patio where the setback may be a minimum of 4.0 metres from the centreline of the right-of-way.

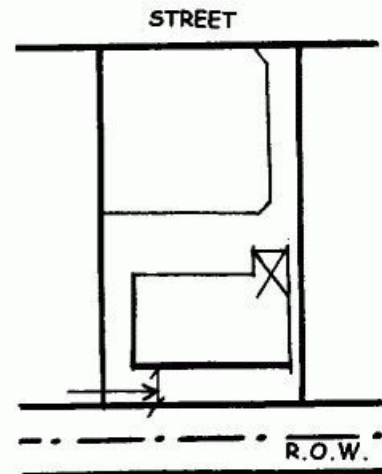


GENERAL PROVISIONS

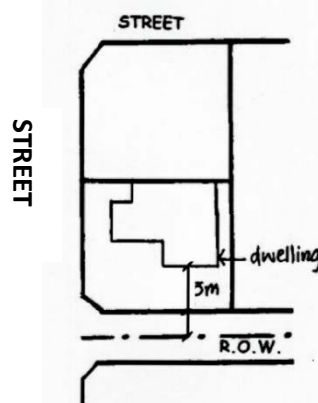
Applicable to all developments in the Town (unless specifically mentioned)

- (e) Where a right-of-way is not proposed to be used for access (as the lot has previously been created through a battleaxe subdivision) and no opportunity exists to create a streetscape along that portion of the right-of-way but the potential to create a streetscape exists elsewhere along the ROW, the required setback from the lot boundary to any building shall include:
- the width of area required for widening purposes; and
 - a rear setback using Tables 2a and 2b of the Residential Design Codes to determine the setback.

Setback from existing ROW boundary to dwelling is width of required widening plus setback required under Residential Design Codes.



- (f) New dwellings on corner lots or lots that have been created as a result of the subdivision of an original corner lot that have legal access to a right-of-way shall take vehicular access from the right-of-way. The dwelling should orientate toward the public road and the dwelling and any additions shall be setback a minimum of 5.0 metres from the centreline of the right-of-way and provide an acceptable façade to the right-of-way.



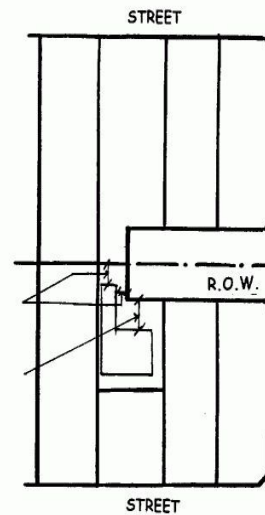
GENERAL PROVISIONS

Applicable to all developments in the Town (unless specifically mentioned)

- (g) Where a portion of the right-of-way at the rear of the lot has been closed and access via the right-of-way is still possible, the required setback from:
- the portion of the boundary abutting the right-of-way shall include the width of area required for widening purposes as well as a rear setback, using Tables 2a and 2b of the Residential Design Codes to determine the setback; and
 - the new boundary/ies (those created through the closure of the right-of-way) shall be treated as a rear boundary, using Tables 2a and 2b of the Residential Design Codes to determine the setback.

Setback using
Tables 2a and 2b
of Residential
Design Codes

The width
required for
ROW widening
plus setback
using Tables 2a
and 2b of
Residential
Design Codes



A4 Communal streets and internal access driveways

Dwellings and additions to be setback from a communal street or internal access driveway as follows:

- (a) For land zoned R20 and R30:

Dwelling(s) with communal street frontage

- Major openings are to be setback minimum of 2.0 metres to the formed driveway;
- Portions of wall without major openings are to be setback minimum 1.5 metres to the formed driveway; and
- The area between the dwelling and the formed driveway is to be landscaped and no fencing is permitted.

Side and Street Front Dwelling

- Major openings are to be setback minimum 1.5 metres to the formed driveway;
- Portions of wall without major openings are to be setback minimum 1.0 metre to the formed driveway; and
- The area between the dwelling and the formed driveway is to be landscaped and no fencing is permitted.

(b) For land zoned R40 and above:

Dwelling(s) with communal street frontage and side of street front dwelling

- Major openings are to be setback minimum 1.5 metres to the formed driveway;
- Portions of wall without major openings are to be setback minimum 1.0 metre to the formed driveway; and
- The area between the dwelling and the formed driveway is to be landscaped and no fencing is permitted.

Note 5 – in the case of a development comprising all new dwellings:

- a communal street serving no more than 4 dwellings is to be a minimum width of 4.0 metres comprising a minimum formed driveway of 3.0m with 0.5m wide landscaping strips either side; and
- a communal street serving 5 or more dwellings is to be a minimum width of 5.0 metres comprising a minimum formed driveway of 4.0m with 0.5m wide landscaping strips either side.

Note 6 – major openings facing a communal street or internal access driveway are not required to be screened in accordance with Clause 6.5.5 A5.3 of the R-Codes, as the Council places greater emphasis upon visual surveillance of the communal street for such openings.

Note 7—given that fencing is not permitted between a dwelling and a communal street/internal access driveway, applicants should consider the internal design of the dwelling and its relationship to the communal street/internal access driveway, particularly laundry rooms.

Note 8 – where an existing 'original' dwelling (not constructed of fibro/asbestos) is retained, a minimum 2.8m access leg/driveway width is permitted for the entire length of the dwelling. A 2.5m width may be accepted to projections such as an air conditioning unit, chimney, awning etc which are for a limited distance only.

Clause 2 – Setbacks of Garages and Carports

Applies to Applications for Development Approval (DA) and Deemed-to-Comply Checks

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

- | | |
|---|---|
| <p>P1 The setting back of carports and garages so as not to detract from the streetscape or appearance of dwellings, or obstruct views of dwellings from the street and vice versa.</p> | <p>A1 <i>Garages fronting a primary or secondary street</i></p> <p>Note – to the extent of any inconsistency, the provisions at A3 or A4 prevail for developments within a Weatherboard Precinct, Weatherboard Streetscape or development abutting a right-of-way.</p> |
| <p>P2 Garages which do not dominate the visual appearance of the lot having regard to the width of the lot and building frontage, the location of the upper floor relative to the garage, and the general design merit.</p> | <p>(a) Garages projecting a maximum of 1.0m forward of the façade of the dwelling;</p> <p>(b) Garages setback a minimum of 4.5m from the primary street (subject to (d) below) and achieving an average setback (inclusive of both the garage and other buildings) of at least 6.0 metres. This may be reduced to a minimum of 3.0 metres (with no average setback requirement) where the development results from subdivision of the original corner lot and the garage fronts the original secondary street.</p> <p>(c) Garages setback a minimum of 3.0 metres from the primary street (subject to (d). below) where the garage is parallel to the street and where the front wall of the garage which faces the street contains windows that reflect the dwelling façade. An average setback (inclusive of both the garage and other buildings) of at least 6.0 metres is to be achieved.</p> <p>(d) Garages that incorporate boundary walls or blank walls facing the primary street to be setback a minimum of 6.0 metres from the primary street and compliant with subclause (a).</p> <p>(e) Garages (including those incorporating boundary walls) to be setback a minimum of 3.0 metres from the secondary street and compliant with subclause (a).</p> |

- (f) The external width of the garage structure (measured to the outside faces of the walls/pillars) is not greater than 57% of the frontage of the site.

Note 10 – the width of the garage/carport structure includes a storeroom or other room that is incorporated into the garage/carport structure.

A2 *Carports fronting a primary or secondary street*

Note 11 – to the extent of any inconsistency the provisions at A3 or A4 prevail for developments within a Weatherboard Precinct, Weatherboard Streetscape, or development abutting a right-of-way.

Carport structures within the primary or secondary street setback area subject to:

- (a) ~~an average setback of at least 6.0 metres (inclusive of the carport and other buildings) being achieved from a primary street;~~ no longer applicable, superseded by R-Codes Vol 1 Figure Series 2
- (b) the columns being setback a minimum of 1.5 metres and the eaves are setback a minimum of 1.0 metre from a primary or secondary street boundary, or in the case of carports to new dwellings in 'Outside Specified Areas', the carport is to be setback a minimum of 4.5 metres from a primary street boundary or 3.0 metres to a secondary street;
- (c) Where the carport is to be located within 1.0 metre of a side boundary, the carport is to have:
- a maximum of two columns on the side of the carport adjacent to the boundary with a maximum of four columns for the entire carport; and
 - columns to be setback from the side boundary to provide for an eave overhang of a consistent width with the dwelling, and the required setback under the Building Code of Australia
- (d) Where the width of the carport exceeds 35% of a site frontage, the carport is not to project more than 1.0 metre forward of the façade of the dwelling.

Note 12 – variations to the average setback referred to in a. may be considered having regard to the existing street setback pattern and the siting of carports to other dwellings in the street.

Applicable to all developments in the Town (unless specifically mentioned)

Note 13 – a roof is generally required to be setback a minimum of 500mm from a side lot boundary in accordance with the Building Code of Australia.

- (e) The construction allows an unobstructed view between the dwelling and street.

A3 *Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape*

- (a) Garages are only permitted where they are accessed from a right-of-way or are located at the rear of the dwelling with access from an internal driveway.
- (b) Carports should be located behind the street setback line where possible.
- (c) Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met:
 - i. The columns are setback a minimum distance of 1.5 metres from the street boundary.
 - ii. The external width of the carport structure (measured to the outside faces of the columns) does not exceed:
 - 3.0 metres for lots with a frontage of 12.0 metres or less; or
 - 5.0 metres for lots with a frontage greater than 12.0 metres but not more than 14.5 metres; or
 - 35% of the lot frontage or 6.0 metres whichever is the lesser, for lots with a frontage greater than 14.5 metres; and
 - iii. the roof form is either a hipped roof or dutch gable (not a full gable) for a double carport; and
 - iv. a double carport does not significantly obscure a major architectural feature on the front façade of the dwelling; and
 - v. the carport has a maximum of 4 supporting columns; and
 - vi. columns to be sufficiently setback to provide for an eave of a consistent width with the dwelling, and the required eave setback under the Building Code of Australia.

GENERAL PROVISIONS

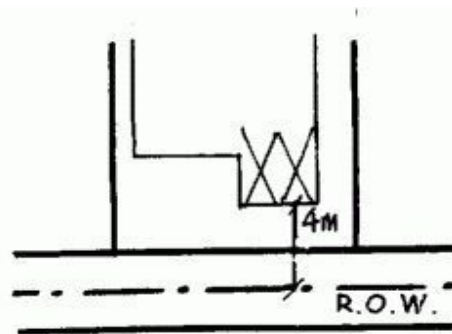
Applicable to all developments in the Town (unless specifically mentioned)

Note 14 – a roof is generally required to be setback a minimum of 500mm from a side lot boundary in accordance with the Building Code of Australia.

- vii. the structure reflects the style, materials, colours and architectural characteristics of existing and proposed new dwellings, especially roof pitch.
- viii. the design of the carport structure ensures that the existing/proposed dwelling that fronts onto the street has windows which provide visibility to and from the street. Windows in the façade of the dwelling at the rear of the carport are to be consistent in style and design to windows in the remainder of the façade of the dwelling.
- ix. the carport structure allows an unobstructed view between the dwelling and street. Open style gates are considered to be the only acceptable form of enclosure to a carport.

A4 *Car parking accessed from a Right-of-Way*

Any carparking bay, carport, garage or building structure with access from a right-of-way to be setback a minimum distance of 4.0 metres from the centreline of the right-of-way providing a minimum 1.0 metre by 1.0 metre sight line truncation at the boundary. Notwithstanding, the minimum manoeuvring width to any carparking bay or structure is to be 6.0 metres (including the right-of-way width).



Note 15 – a boundary wall to a garage is permitted at a minimum setback of 4.0m from the centreline of a right-of-way.

Clause 3 – Outbuildings

Applies to Applications for Development Approval (DA) and Deemed-to-Comply Checks

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

- P1 Outbuilding of an acceptable design and appearance that do not detract from the streetscape.
- A1 In addition to the Acceptable Development provisions set out under ~~Clause 6.10.1 A1~~ of the Residential Design Codes, the following provisions also apply: R-Codes Vol 1, Part B - 5.4.3 & Part - C 2.6

Primary or secondary street (but not a right-of-way)

- (a) Outbuildings to be located behind the building line.
- (b) Where an outbuilding is visible from the street and is located to the side of the dwelling or in front of the building line (notwithstanding a.), it is to match the materials, colours and roof pitch and roof form of the existing dwelling, other than small outbuildings (maximum 10m²) to the side of a dwelling which may be of colorbond of a compatible colour.
- (c) Where an outbuilding is located at the rear of the dwelling (whether or not visible from the street) the outbuilding may vary in materials, colours and roof pitch and roof form to the existing dwelling.

Right-of-Way

- (d) Outbuildings to be setback a minimum of 4.0 metres from the centreline of a right-of-way.
- (e) Where an outbuilding is located between a right-of-way and the rear of the dwelling, then the outbuilding may vary in respect to materials, colours, roof pitch and roof form other than where there is no development potential to construct an additional dwelling between the right-of-way and the rear of the existing dwelling, in which case the outbuilding shall match the dwelling.

Clause 4 – Patios and Shade Sails

Applies to Applications for Development Approval (DA) only

Performance Criteria

New developments should meet these criteria

- P1 Patios that do not negatively impact on the streetscape having regard to:
- Scale of patio;
 - Roof form;
 - Extent of visibility;
 - Profile of roof material;
 - Location of the patio in relation to the dwelling.

- P2 Shade sails that do not negatively impact on the streetscape and appearance of the dwelling

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

- A1 In relation to Patios:

- Patios visible from a street and forward of the building, are to match the roof form, pitch, material and colour of the existing dwelling.
- Patios visible from a street, but not forward of the building, are to:
 - match the roof form and pitch of the existing dwelling with the exception of domed roof patios; and
 - either match the roof material and colour of the existing dwelling or be of a roof colour that closely matches the roof colour of the existing dwelling

Note – 16 – patios with a gable end facing the street (with suitable infill material) have less roof visible from the street than a patio with a hipped roof on the front.

- Flat roof patios are generally not acceptable where they are visible from a street.
- Patios not visible from a street may be of different materials, colours and roof pitch to the existing dwelling.

Note 17 – For the purposes of this clause the term “street” includes the primary street, secondary street and right-of-way.

ASSESSMENT GUIDANCE

Pergolas and shade sails are exempt from development approval pursuant to Clause 61 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 Deemed Provisions. As per the R-Codes these structures are defined as "an open-framed structure covered in a water permeable material or operable louvred roofing"

- ~~A2 In relation to Shade Sails:~~

- ~~Shade sails to be located behind the building line;~~
- ~~Notwithstanding (a), where a shade sail is supported forward of the building line having regard to the Performance Criteria, then:~~
 - ~~the minimum street setback to support posts being 1.5 metres with a maximum of two posts on the side boundary, and~~

- the colour of the shade sails reflects a colour evident on the dwelling; and
- the shade sail is not to obscure views of the dwelling from the street.

Clause 5 – Surveillance of the Street

Applies to Applications for Development Approval (DA) and Deemed-to-Comply Checks

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

P1 Buildings designed to provide for surveillance between dwellings and the street consistent with CPTED principles

- A1 The following design features are to be provided in the design of the development:
- (a) at least one habitable room window of the dwelling has a clear view of the street and the approach to the dwelling; or
 - (b) in the case of dwellings fronting a communal street or internal access driveway, the dwelling has at least one habitable room window with a clear view of the approach to the dwelling
 - (c) a highly visible front entry;
 - (d) no windows with obscure glass directly facing a street (other than where required to comply with screening or privacy requirements of the R-Codes or this Policy).
 - (e) more specifically for developments along rights-of-way:
 - i. at least one habitable room window be provided overlooking the right-of-way for every storey, with windows provided to all sections/portions of an upper floor;
 - ii. artificial lighting provided at entry points for vehicles and pedestrians to illuminate the portion of the right-of-way adjacent to the subject land; and
 - iii. street numbering indicating the primary street number to address the right-of-way and to be displayed at the entry from the primary street to the pedestrian access leg.

Clause 6 – Street Walls and Fences

Applies to Applications for Development Approval (DA) and Deemed-to-Comply Checks

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

P1	Front Walls and fences to promote surveillance and enhance streetscape, taking account of: - the need to provide some protection from noise and headlights glare where roads are designated as Primary or District Distributors or Integrator Arterials; or - the traditional patterns of fencing in the street and the need to maintain an open interface with the public realm; and - the style and character of the dwelling located behind it.	A1	<i>Walls and Fences Forward of the Building Line</i>
		A1.1	Solid walls and fences less than 1.2m above natural ground level.
		A1.2	Colorbond or supersix sheet fencing located forward of the building line and on side boundaries only, to a maximum height of 1.2m above natural ground level.
			Note 18 – Colorbond or supersix sheet fencing is not permitted in the Residential Character Study Area or a Weatherboard Precinct/Streetscape.
		A1.3	Walls and fences greater than 1.2m height above natural ground level to a maximum of 1.8m above natural ground level where:
		(a)	the solid portion of a wall or fence excepting piers (maximum width and depth dimension of 460mm x 460mm) is a maximum height of 600mm above natural ground level, with the upper portion of the wall/fence of open style being: - infill of a horizontal or vertical form, other than in the Residential Character Study Area or a Weatherboard Precinct/Streetscape where the infill is to be of a vertical form only; and - the infill being pickets, horizontal rails or wrought iron/metal tubing; and - visually permeable, with the spacing between the pickets/rails/wrought iron being at least 50% of the width of the pickets/rails/wrought iron.
		(b)	the design of the wall/fence does not detract from the style and character of the dwelling located behind it; and

GENERAL PROVISIONS

Applicable to all developments in the Town (unless specifically mentioned)

- (c) the colours of the fence reflect or complement the existing dwelling located behind it; and
- (d) the materials of the wall/fence are of timber pickets, brick, limestone, rendered masonry, or wrought iron or similar metal tubing.

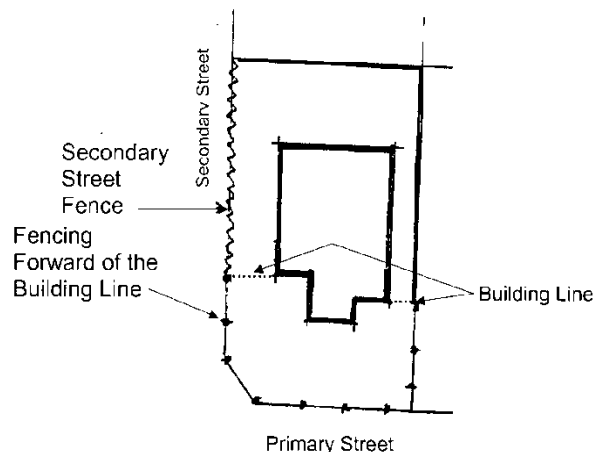
A1.4 For walls and fences to roads designated as Primary or District Distributors or Integrated Arterials, a minimum of 25% of the length of the fence above a height of 1.2m is to comply with A1.3 (a) above, and the fence height is to be a maximum of 1.8m.

Note 19 - In relation to A1.3 and 1.4, columns/piers (including any capping) may extend to a maximum height of 2.0 metres above ground level

A2 Walls and Fences on Common Boundaries Forward of the Required Front Setback but Behind the Building Line of the Dwelling

This portion of the fence/wall to be:

- (a) Compliant with Clause 6 A1; or
- (b) May be of solid construction where the dwelling on the adjacent lot has the same building line at the common boundary.



A3 Secondary Street Fencing

Secondary street fencing behind the building line of that portion of the façade of the building closest to the secondary street boundary to a maximum height of 1.8 metres in accordance with the following:

- (a) The colours of the fence reflect or complement the existing dwelling located behind it, and be constructed of:
 - i. sheet fencing being colorbond; or
 - ii. timber pickets; or
 - iii. masonry fencing (including limestone) incorporating articulation to include vertical elements such as piers or similar; or
 - iv. masonry fencing (including limestone) with acceptable infill material, excluding fibre cement sheet fencing.

Note 20 - Columns/piers (including capping) may extend to a maximum height of 2.0 metres above ground level.

A4 Fencing Along Rights-of-Way

A4.1 Where a dwelling is proposed to face or gain sole vehicular access from a right-of-way, fencing provided in accordance with the following:

- (a) Solid walls and fences less than 1.2m above natural ground level.
- (b) Sheet fencing located forward of the building line and on side boundaries, to a maximum height of 1.2m above natural ground level.
- (c) Walls and fences greater than 1.2m above natural ground level to a maximum of 1.8m above natural ground level where:
 - i. the solid portion of a wall or fence excepting piers (maximum width and depth dimension of 460mm x 460mm) is a maximum height of 600mm above natural ground level, with the upper portion of the wall/fence of open construction being:
 - infill of a horizontal or vertical form; and
 - visually permeable, with the spacing between the pickets/rails/wrought iron being at least 50% of the width of the pickets/rails/wrought iron.
 - ii. the design of the wall/fence reflects the style and character of the dwelling located behind it; and
 - iii. the colours of the fence reflect or complement the existing dwelling located behind it; and

- iv. the materials of the wall/fence are of timber pickets, brick, limestone, rendered masonry, or wrought iron or similar metal tubing.

Note 21 – In relation to (c) columns/piers (including capping) may extend to a maximum height of 2.0 metres above ground level.

- A4.2 Where a right-of-way is not being used for access as the lot has previously been created through a battleaxe subdivision yet the opportunity exists to create a streetscape along the right-of-way, at least 1/3 of the fencing along the boundary adjacent to the right-of-way is to be “open” in appearance. The remaining 2/3 of the fence may be solid in appearance to a maximum height of 1.8 metres.
- A4.3 Where a property faces a right-of-way abutting non-residential zoned land, solid walls to 1.8 metres in height using masonry construction and finished with a colour to reflect the colour of the walls of the dwelling.

Clause 7 – Sightlines at Vehicle Access Points and Street Corners

Applies to Applications for Development Approval (DA) and Deemed-to-Comply Checks

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

- P1 Walls or fences to primary or secondary street, rights-of-way or communal streets so that adequate sightlines are provided at vehicle access points for the safety of pedestrians

- A1 A 1.5m x 1.5m visual sightline truncation to be provided at the intersection of the wall or fence with a vehicular crossover to a primary or secondary street (but not including a right-of-way).

- A2 A 1.0m x 1.0m visual sightline truncation to be provided at the intersection of the wall or fence with a vehicular crossover to a right-of-way.

- A3 Structures may be permitted within the sightline truncation provided that:

- (a) the structure has a maximum height of 750mm, or 600mm in the case of a solid portion of wall/fence; or

ASSESSMENT GUIDANCE

Vehicle crossovers at the subject property and at adjoining properties are assessed.

Applicable to all developments in the Town (unless specifically mentioned)

- (b) is a fence with wrought iron infill incorporating one pier (not higher than 2.0m) not exceeding 350mm x 350mm; or
- (c) is a fence with pickets or horizontal rails with a gap of at least the width of the picket or horizontal rail.

~~Clause 8 – Retention of Dwelling~~

Performance Criteria

New developments should meet these criteria

- P1 To ensure the integrity of the built form is protected through the retention of buildings of good quality, architectural character.

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

- A1 Development that incorporates the retention of the existing dwelling and is sensitively designed to be sympathetic with the existing built form and streetscape, particularly in terms of materials, colours, scale, form and roof pitch; or
- A2 Existing dwellings to be retained where the dwelling is :
- (a) listed in the State Register of Heritage Places; or
 - (b) listed in the Town's Municipal Heritage Inventory; or
 - (c) located in a Character Streetscape as illustrated in Figures 1 – 6; or
 - (d) an 'original place' in the Residential Character Study Area except where the dwelling is :
 - i. structurally unsound; or
 - ii. wholly clad in fibro or asbestos wall cladding; or
 - (e) a weatherboard house in a Weatherboard Streetscape.

In all other instances, demolition of an existing dwelling is acceptable.

ASSESSMENT GUIDANCE

The demolition of existing dwellings are now exempt from development approval pursuant to Clause 61 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 Deemed Provisions, with the exception of heritage-protected places and/or involve removal of a common or party wall with another dwelling.

Applicable to all developments in the Town (unless specifically mentioned)

- A3 Where it is proposed to demolish a dwelling in any of instances A2 (a) to (e) above (but not where demolition is acceptable under (d)i. or ii.) then an application for planning approval for the replacement dwelling(s) on the site is to be submitted for Council's consideration prior to any decision on demolition.

In such instances, the subsequent development must :

- (a) comply with the relevant provisions of the Town Planning Scheme; and
- (b) contribute positively to the character of the streetscape in which the development is set; and
- (c) be an appropriate replacement for the traditional character dwelling being demolished; and
- (d) be of a higher standard than otherwise compliant with the policy.

Clause 9 – Appearance of Retained Dwelling

Applies to Applications for Development Approval (DA) only - Grouped Dwelling

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

- P1 Enhancing the streetscape appearance of existing dwellings retained as part of a Grouped Dwelling development.

- A1 Where an existing dwelling is retained as part of a Grouped Dwelling development, the dwelling appearance is upgraded externally to an equivalent maintenance standard to the rest of the development.

PROVISIONS FOR DEVELOPMENT OUTSIDE SPECIFIED AREAS

These provisions do not apply to development in the Residential Character Study Area; Weatherboard Precinct or Streetscape; or Raphael Precinct

Clause 10 – Building Design

Applies to Applications for Development Approval (DA) only

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

P1	Design of new developments to respect existing development within the street so as to:	Note 22 – In relation to development where a dwelling is proposed to face or gain sole access from a right-of-way, then the provisions for ‘Development Abutting Rights-of-Way’ also apply.
	• preserve and enhance the visual character of the street by considering: ➤ building bulk and scale; ➤ building design; • not adversely impact upon neighbouring residential development, nor upon the quality of living for existing occupants; • create a pleasant living environment for the occupants of new developments; • not dominate the street, particularly in the case of garage structures.	A1 Development that respects existing development in the street and incorporates the following design elements: <i>Form Mass and Proportion</i> (a) In the case of those portions of roof within the streetscape zone that may have an impact on the street: - roof form to be consistent with that predominant in the street, in the case of a new dwelling(s); and - be a minimum roof pitch of 25 degrees and a maximum of 35 degrees, or match the roof pitch of the existing dwelling in the case of additions to a dwelling; and - be a consistent pitch with each other (other than verandahs).
P2	High quality contemporary design is encouraged where considered appropriate within the context of the existing and emerging streetscape character.	Those portions of roof which are not in the streetscape zone and would not impact on the street, may be of a different form and pitch to the remainder of the dwelling.
P3	Variations to development standards will be considered for dwellings based upon sustainable design principles, which still respect the street.	(b) The following variations to (a) are acceptable: - in the case of development in St James and that part of East Victoria Park generally between Jarrah Road and Devenish Street (as illustrated in Figure 10), there are no requirements regarding roof form and pitch; - a porch or entry feature without a pitched roof; and

PROVISIONS FOR DEVELOPMENT OUTSIDE SPECIFIED AREAS

These provisions do not apply to development in the Residential Character Study Area; Weatherboard Precinct or Streetscape; or Raphael Precinct

Note 23 – In support of any variations based upon sustainable design, applicants are to provide justification in relation to the following:

- how and why variations to the design standards are required to achieve the sustainable design outcome proposed; and
- demonstrate how other alternatives would not achieve the same sustainability outcome;
- demonstrate how the design still respects the street.

Note 23A – floor-to-ceiling windows will be supported for sustainable designs.

iii. minor feature elements without a pitched roof where a pitched roof is the dominant character of the dwelling.

(c) Where more than one dwelling within a proposed development fronts the same primary or secondary street, the façade of those dwellings facing that street is varied by façade, design and colours or materials.

(d) In Lathlain only, the wall height on the front elevation similar to adjacent dwellings and housing predominating in the street. However this does not preclude two storey developments. The desired maximum height of buildings in the locality is in accordance with clause 6.7.1 A1.1 of the Residential Design Codes. **Superseded by R-Codes Vol 1 Building height: Part B - 5.1.6 & Part C - 3.2**

(e) Two storey development (new or addition) designed to reduce the scale and bulk of the building on the streetscape and that the visual impact of the development makes a positive contribution to the built form and character of the street. This can be achieved by a combination of design features which could include:

- i. horizontal or vertical stepping of the façade and roof;
- ii. integrating substantial balconies or verandah into the design;
- iii. variation of materials;
- iv. cantilevered balconies (typically no more than 500mm projection; and
- v. minor cantilevered projections such as canopies and awnings.

However, two or more storey porticos are not acceptable.

Note 24 - the incorporation of one or more of these examples does not necessarily result in a building that is of an acceptable scale. The building design needs to be considered in its entirety and within the context of the streetscape.

(f) Eaves with a minimum width of 450mm provided as part of the roof for all new dwellings and in particular:

- i. for a two storey dwelling all elevations of the second storey shall have eaves provided;

PROVISIONS FOR DEVELOPMENT OUTSIDE SPECIFIED AREAS

These provisions do not apply to development in the Residential Character Study Area; Weatherboard Precinct or Streetscape; or Raphael Precinct

- ii. for a single storey dwelling and the ground floor level of a two storey dwelling, eaves are only required for those portions of a dwelling either within the streetscape zone or visible from a communal street/internal access driveway; and
- iii. in relation to (ii), an eave is to be provided across the front façade of a portion of a dwelling containing a boundary wall (including a garage), and an eave is also to be provided to the side unless impractical to do so.

Note 25 – an eave is not permitted to be built over a lot boundary.

- (g) Eaves width for additions to existing dwellings and car parking structures within the streetscape zone are to match the eaves width and style of the existing dwelling.
- (h) Bulkheads extending out under the eaves but not on or adjacent to the façade of a dwelling facing a street.
- (i) Portico or verandah without eaves.
- (j) Blank walls facing the street or blank side walls closer than 6.0 metres to the street boundary and forward of the building line of adjoining dwellings, are to be minimised through the use of windows or other design treatments.
- (k) In relation to windows within the streetscape zone:
 - i. to have a primarily vertical emphasis, with a grouping of small or highlight windows only being acceptable as a minor element in the facade ;
 - ii. not to be obscure glass;
 - iii. no floor-to-ceiling windows (but not excluding doors to balconies and outdoor living areas); and
 - iv. overall the elevation is to read as one with primarily vertical orientated windows.
- (l) Roof attachments, such as air conditioners (but not including solar collectors), not visible from the street.

PROVISIONS FOR DEVELOPMENT OUTSIDE SPECIFIED AREAS

These provisions do not apply to development in the Residential Character Study Area; Weatherboard Precinct or Streetscape; or Raphael Precinct

Siting and Orientation

- (m) Dwelling frontages to be primarily parallel to, and orientated towards, the street in order to retain traditional streetscape characteristics. In the case of dwellings which have a street frontage to a secondary street, the elevation facing the secondary street is to be designed to have visual interest and is not to read as the side of a house.
- (n) The location of the front door of the dwelling to be provided at the front of the dwelling, or if at the side, be identifiable from the street by an entry feature ie. porch.

Colours and Materials

- (o) In relation to the colours and materials of walls of new dwellings, there are no restrictions other than :
 - i. colorbond sheeting is only acceptable where it is different to the roof colour, and occupies no more than 50% of the streetscape zone;
 - ii. zinalume sheeting is not acceptable; and
 - iii. flat profile compressed sheeting (ie. less than 9mm thick) which may be visible from a street is only permitted where it is a minor feature or has a rendered finish applied to it.
- (p) In Carlisle and Lathlain, the roof colours of light cream (equivalent to 'Colorbond Classic Cream'), green, black and dark grey (darker than 'Colorbond Monument') are not acceptable, with all other roof colours being acceptable.
- (q) In St James and that part of East Victoria Park generally between Jarrah Road and Devenish Street (as illustrated in Figure 10), no material or colour criteria is applicable for roofs.
- (r) For additions to an existing dwelling:
 - Single Storey
 - i. if located in the streetscape zone, the materials, colours and finishes are to match the existing dwelling; and
 - ii. if not located in the streetscape zone are not required to match other than a pitched roof which is required to match the roof materials and colours of the existing dwelling.

PROVISIONS FOR DEVELOPMENT OUTSIDE SPECIFIED AREAS

These provisions do not apply to development in the Residential Character Study Area; Weatherboard Precinct or Streetscape; or Raphael Precinct

Upper floors

- i. materials and colours of the roof to match the existing dwelling.
- ii. materials of the wall to match the existing dwelling or be compliant with (o) above.

- (s) Driveways and parking bays to be either brick paving, liquid limestone, or exposed aggregate.

Design of Garages and Carports

- (t) Garages within the streetscape zone are to be integrated into the design of dwellings in terms of roof, detailing and materials. A flat/parapet roof form will be considered where there is a portion of upper floor above the garage which occupies 2/3 of the external width of the garage, and where the garage projects no more than 1.0m forward of the upper floor.
- (u) The external width of the garage structure (measured to the outside faces of the walls/pillars) is not greater than 57% of the frontage of the site.

Note 26 – the width of the garage/carport structure includes a storeroom or other room that is incorporated into the garage/carport structure.

- (v) Carport structures within the streetscape zone that reflect the style, materials and colours of existing and proposed new dwellings, especially roof pitch.
- (w) The design of the carport structure ensures that the existing/proposed dwelling that fronts onto the primary or secondary street has windows which provide visibility to and from the street. Windows in the façade of the dwelling at the rear of the carport are to be consistent in style and design to windows in the remainder of the facade of the dwelling.
- (x) Gates or doors on carport structures to be visually permeable where the carport structure is located in front of the façade of the dwelling.

Note 27 – roller doors will not be supported on carports located in front of the dwelling facade.

PROVISIONS FOR DEVELOPMENT OUTSIDE SPECIFIED AREAS

These provisions do not apply to development in the Residential Character Study Area; Weatherboard Precinct or Streetscape; or Raphael Precinct

- (y) Existing trees on a site, especially mature trees, to be preserved wherever possible.
- (z) The front setback area developed as a predominantly soft landscaped garden. The planting of trees as well as low shrubbery will be encouraged.
- (aa) An in ground, reticulated planted strip of at least 500mm in width provided along both sides of driveway, where possible.

DEVELOPMENT RELATING TO WEATHERBOARD HOUSES, WEATHERBOARD PRECINCTS AND WEATHERBOARD STREETSCAPES

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

Clause 11 – Building Design

Applies to Applications for Development Approval (DA) only

<i>Performance Criteria</i>	<i>Acceptable Development</i>
New developments should meet these criteria	The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.
P3 Design of new development in the Residential Character Study Area, Weatherboard Precincts, Weatherboard Streetscapes to be consistent with the following criteria: - retains and restores as many weatherboard houses as possible, to conserve the stock; - ensures that modifications to existing weatherboard houses are designed in sympathy with them, to enhance the streetscape; - ensures that any development of other properties within a weatherboard precinct or streetscape, both to enhance the streetscape and to protect investment in existing weatherboard houses; and - promotes the development of new weatherboard houses, sympathetic to the traditional, but preferably in a contemporary style.	<i>Weatherboard Precincts and Weatherboard Houses</i> A1 <i>Development Relating to Existing Weatherboard Houses</i> Development that incorporates the following design elements: (a) any part of a weatherboard house of heritage merit that is visible from the street or other place being carried out in accordance with the articles of Burra Charter; (b) inappropriate windows on the street façade being replaced with timber windows of compatible type; inappropriate roofing being replaced with Custom Orb or similar roofing material; (c) inappropriate infilling or verandahs or architectural detail being removed; (d) structures within the setback consistent in appearance with the main building or typical of its era; and (e) those parts of the house visible from the street or other public place whose design is amenable to weatherboard cladding, being clad in weatherboard. A2 <i>Development in Weatherboard Precincts and Weatherboard Streetscapes</i> Development within the Streetscape Zone of a Weatherboard Precinct or Streetscape shall be consistent with the street and side setback, building

DEVELOPMENT RELATING TO WEATHERBOARD HOUSES, WEATHERBOARD PRECINCTS AND WEATHERBOARD STREETSCAPES

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

heights and roof shapes and pitches general to the weatherboard houses within that Precinct or Streetscape and shall incorporate the following design guidelines:

Form, Mass and Proportion

- (a) Roof shapes, heights, pitches and material matching with housing predominating in the street, with a minimum roof pitch of 30 degrees in any instance or where the roof pitch of the proposed additions reflect the roof pitch of the existing dwelling. A skillion roof as an extension of an original roof form is acceptable. Where more than one dwelling within a proposed development faces the same street, the façade of those dwellings facing that street is varied by façade design and colours or materials. **Colorbond Shale Gray and Southerly are accepted equivalents to zincalumne**
- (b) The visible wall height for single storey development similar to housing predominant in the street with a minimum wall height of 2.75m in any instance.
- (c) The visible wall height for the two storey portion shall be a minimum of 5.5m in any instance.
- (d) Two storey development (new or addition) designed to reduce the scale and bulk of the building on the streetscape and that the visual impact of the development makes a positive contribution to the built form and character of the street. This can be achieved by incorporating one or more of the following design features:
 - i. horizontal or vertical stepping of the facade;
 - ii. integrating substantial balconies or verandah into the design; or
 - iii. variation of building materials.
- (e) Where a structure is located within the street setback area, it shall be consistent in appearance with the main building and reflect some of the architectural characteristics of the existing building.

DEVELOPMENT RELATING TO WEATHERBOARD HOUSES, WEATHERBOARD PRECINCTS AND WEATHERBOARD STREETSCAPES

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

- (f) Open eaves (width and style) provided around each elevation of the building or dwelling matching those predominant in the street block being portion of the street between the nearest intersecting streets.
- (g) For additions to an existing dwellings, eave (width and style) matching the existing dwelling.
- (h) Windows visible from the street reflect traditional proportions and style and of timber frame construction or other frames of appropriate dimensions such as wide frame powder coated aluminium.
- (i) Roof attachments, such as air conditioners and solar hot water systems, not visible from the street.
- (j) The use of mullions and transoms shall be incorporated into the design where large windows are used.
- (k) Vertical balustrading to balconies visible from the street.

Siting and Orientation

- (l) Dwelling frontages to be parallel to, and orientated towards, the street in order to retain traditional streetscape characteristics.
- (m) The location of the front door of the dwelling to be provided at the front of the dwelling, or if at the side, be obvious from the street.

Materials and Colours

- (n) Where the Streetscape Zone of a property within a Weatherboard Precinct or Streetscape becomes vacant, or substantially vacant, the walls of any new single house or grouped dwellings in the Streetscape zone shall be constructed of more than 50 per cent weatherboard material.

DEVELOPMENT RELATING TO WEATHERBOARD HOUSES, WEATHERBOARD PRECINCTS AND WEATHERBOARD STREETSCAPES

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

- (o) The material, colours and finishes for any development within the Streetscape Zone of Weatherboard Precinct or Streetscape matching with those predominant in the streetblock being the portion of the street between the nearest intersecting street.
- (p) For additions to an existing dwellings, materials, colours and finishes matching the existing dwelling.
- (q) The profile of any artificial weatherboard material used being a minimum of 9mm.
- (r) Where weatherboard is not to be used, acceptable wall finishes include, brick in limestone hues or red, rendered or bagged brick work or walls of sandstone or limestone.
- (s) Roofing material consistent with development surrounding preferably of custom orb.
- (t) The use of sheet metal materials and “flat profile imitation timber/weatherboard” in walls as minor feature elements where they are visible from a street.

Design of Garages and Carports

- (u) Subject to Clause 2, A3 (a), garages visible from the street are to be integrated into the design of dwellings in terms of roof detailing and materials.
- (v) Carport structures within the street setback area of primary and secondary streets providing that:
 - i. The external width of the carport structure (measured to the outside faces of the columns) does not exceed:
 - 3.0 metres for lots with a frontage of 12.0 metres or less; or
 - 5.0 metres for lots with a frontage greater than 12.0 metres but not more than 14.5 metres; or
 - 35% of the lot frontage or 6.0 metres whichever is the lesser, for lots with a frontage greater than 14.5 metres; and

DEVELOPMENT RELATING TO WEATHERBOARD HOUSES, WEATHERBOARD PRECINCTS AND WEATHERBOARD STREETSCAPES

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

Except where the carport has vehicular access from a right-of-way.

- ii. The roof form is either a hipped roof or dutch gable (not a full gable) for a double carport; and
 - iii. A double carport does not significantly obscure a major architectural feature on the front façade of the dwelling; and
 - iv. The carport has a maximum of 4 supporting columns; and
 - v. The structure (where visible to the street) reflects the style, materials and colours of existing and proposed new dwellings, especially roof pitch.
 - vi. The structure is consistent in appearance with the main building and reflect some of the architectural characteristics of the existing building
 - vii. The design of the carport structure ensures that the existing/proposed dwelling that fronts onto the street has windows which provide visibility to and from the street. Windows in the façade of the dwelling at the rear of the carport are to be consistent in style and design to windows in the remainder of the façade of the dwelling.
 - viii. The carport structure allows an unobstructed view between the dwelling and street. Open style gates are considered to be the only acceptable form of enclosure to a carport.
- (w) Where the dwelling takes sole vehicular access from a right-of-way, the width of a garage or carport structure (measured to the outside faces of the wall/pillars) facing the right-of-way to be a maximum of 57% of the frontage of the site (the width of the garage/carport structure includes a storeroom or other room that is incorporate into the garage/carport structure).

Planting

- (x) Existing trees on a site, especially mature trees to be preserved wherever possible.

DEVELOPMENT RELATING TO WEATHERBOARD HOUSES, WEATHERBOARD PRECINCTS AND WEATHERBOARD STREETSCAPES

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

- (y) The front setback area development as a predominantly soft landscaped garden. The planting of trees as well as low shrubbery will be encouraged.
- (z) An inground, reticulated planted strip of at least 500mm in width provided along the side boundary adjacent to any shared internal vehicular accessway.

Shade Sails

- (aa) Shade sails will only be permitted where they are not visible from the street and setback in accordance with Element 3 of the Residential Design Codes.

Patios

- (bb) Patios visible from the street (including rights-of-way) are to match the materials, colours and built form, including roof pitch and style of the existing dwelling.

**DEVELOPMENT WITHIN THE RESIDENTIAL CHARACTER STUDY AREA
BUT NOT WITHIN WEATHERBOARD PRECINCTS, WEATHERBOARD
STREETSCAPES OR THE RAPHAEL RESIDENTIAL PRECINCT**

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

Clause 12 – Building Design

Applies to Applications for Development Approval (DA) only

Performance Criteria

Acceptable Development

New developments should meet these criteria

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

P4	Design of new developments to respect existing development within the street design so as to:	A1
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Development within the Residential Character Study Area but not within Weatherboard Precincts, Weatherboard Streetscapes or the Raphael Residential Precinct

Development that incorporates the following design elements:

Form, Mass and Proportion

- strive to accommodate existing character dwellings on sites the subject of new development and complement the traditional residential areas of the Town; (a)
- contribute positively to the street environment in terms of function, quality and appearance, as well as the safety and security of the street user;
- not adversely impact upon neighbouring residential development, nor upon the quality of living for existing occupants; (b)
- create a pleasant living environment for the occupants of new developments;
- strive to achieve a high degree of sustainability through energy conscious site design, building design and materials choice; and (c)

Roof shapes, heights, pitches and material matching with housing predominating the street, with a minimum roof pitch of 25 degrees in any instance or where the roof pitch of the proposed additions reflect the roof pitch of the existing dwelling. A skillion roof as an extension of an original roof form is acceptable. Where more than one dwelling with a proposed development faces the same street, the façade of those dwellings facing that street is varied by facade design and colours or materials.

The wall height on the front elevation similar to adjacent dwellings and housing predominating in the street but does not preclude two storey developments. The desired maximum height of buildings in the locality is in accordance with ~~Clause 3.7.1 A1.1~~ of the Residential Design Codes.

Superseded by R-Codes Vol 1 Building height: Part B - 5.1.6 & Part C - 3.2

Two storey development (new or addition) designed to reduce the scale and bulk of the building on the streetscape and that the visual impact of the development makes a positive contribution to the built form and character of the street. This can be achieved by incorporating one or more of the following design features:

DEVELOPMENT WITHIN THE RESIDENTIAL CHARACTER STUDY AREA BUT NOT WITHIN WEATHERBOARD PRECINCTS, WEATHERBOARD STREETSCAPES OR THE RAPHAEL RESIDENTIAL PRECINCT

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

- strive to achieve excellence through sound architectural and site design.
 - i. horizontal or vertical stepping of the façade;
 - ii. integrating substantial balconies or verandah into the design; or
 - iii. variation of building materials.
- (d) Where a structure is located within the street setback area, it shall be consistent in appearance with the main building and reflect some of the architectural characteristics of the existing building.
- (e) For new development, eaves (width and style) provided around each elevation of the building or dwelling, matching those predominant in the street block being portion of the street between the nearest intersecting streets.
- (f) For additions to an existing dwellings, eaves (width and style) matching the existing dwelling.
- (g) Roof attachments, such as air conditioners and solar hot water systems, not visible from the street.
- (h) Vertical balustrading to balconies visible from the street.
- (i) Windows facing the street and forward of the building line of adjoin dwellings being of traditional size and shape.
- (j) Dwellings with no blank walls facing the street and no blank side walls closer than 6.0 metres to the street boundary and forward of the building line of adjoining dwellings.

Siting and Orientation

- (k) Dwelling frontages to be parallel to, and orientated towards, the street in order to retain traditional streetscape characteristics.
- (l) The location of the front door of the dwelling to be provided at the front of the dwelling, or if at the side, be obvious from the street.

DEVELOPMENT WITHIN THE RESIDENTIAL CHARACTER STUDY AREA BUT NOT WITHIN WEATHERBOARD PRECINCTS, WEATHERBOARD STREETSCAPES OR THE RAPHAEL RESIDENTIAL PRECINCT

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

Materials and Colours

- (m) For new development, materials and colours to match with those predominant in the street block being the portion of the street between the nearest intersecting streets.
- (n) For additions to an existing dwelling, materials and colours to match the existing dwelling.

Design of Garages and Carports

- (o) Garages visible from the street are to be integrated into the design of dwellings in terms of roof, detailing and materials.
- (p) The width of garage/carport structure (measured to the outside faces of the walls/pillars) calculating not greater than 57% of the frontage of the site. The width of the garage/carport structure includes a storeroom or other room that is incorporated into the garage/carport structure.
- (q) Carport structures visible to the street that reflect the style, materials and colours of existing and proposed new dwelling, especially roof pitch.
- (r) Where a structure is located within the street setback area, it shall be consistent in appearance with the main building and reflect some of the architectural characteristics of the existing building.
- (s) The design of the carport structures ensures that the existing/proposed dwelling that fronts onto the street has windows which provide visibility to and from the street. Windows in the façade of the dwelling at the rear of the dwelling at the rear of the carport are to be consistent in style and design to windows in the remainder of the façade of the dwelling.
- (t) Opaque doors or gates on carport structures where the front of the carport does not project more than 1.0 metre forward of the façade of the dwelling.

DEVELOPMENT WITHIN THE RESIDENTIAL CHARACTER STUDY AREA BUT NOT WITHIN WEATHERBOARD PRECINCTS, WEATHERBOARD STREETSCAPES OR THE RAPHAEL RESIDENTIAL PRECINCT

General provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provision

Planting

- (u) Existing trees on a site especially mature trees, to be preserved wherever possible.
- (v) The front setback area development as a predominantly soft landscaped garden. The planting of trees as well as low shrubbery will be encouraged.
- (w) An inground, reticulated planted strip of at least 500mm in width provided along the side boundary adjacent to any shared internal vehicular accessway.

Shade Sails

- (x) Shade sails will only be permitted where they are not visible from the street and setback in accordance with Element 3 of the Residential Design Codes.

Patios

- (y) Patios visible from the street (including rights-of-way) are to match the materials, colours and built form, including roof pitch and style of the existing dwelling.

Clause 13 – Building Design

Applies to Applications for Development Approval (DA) only

Performance Criteria

New developments should meet these criteria

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

P5	Design of new development in the Raphael Residential Precinct that: - compliments the principal design elements and architectural features which characterise and contribute to the significance of the existing older building stock; - protects and enhances the large number of original buildings in the locality, which collectively, comprise unique streetscapes, some of which are almost intact; - ensures that the integrity of the built form is protected and the scale of new development is compatible with that in the locality; and - does not result in the reproduction of any one type of housing and demonstrates individual design and site finishes.	A1	<i>Development in The Raphael Residential Precinct</i> Development within the Raphael Residential Precinct shall incorporate the following design elements: <i>Form, Mass and Proportion</i> (a) Roof shapes, heights, pitches and material matching with housing predominating in the street, with a minimum roof pitch of 30 degrees in any instance or where the roof pitch of the proposed additions reflect the roof pitch of the existing dwelling. A skillion roof as an extension of an original roof form is acceptable. Where more than one dwelling within a proposed development faces the same street, the façade of those dwellings facing that street is varied by faced design and colours or materials. <i>Colorbond Shale Gray and Southerly are accepted equivalents to zincalume</i> (b) Gables, when included in roof design, centred above windows in the front elevation as well as building projections. (c) Roof attachments, such as air conditioners and solar hot water systems, not visible from the street. (d) The use of Ogee-style guttering, round down pipes. <i>Ovolo style guttering is also accepted</i> (e) The visible wall height for single store development shall be similar to housing predominant in the street with a minimum wall height of 2.75m in any instance. (f) The visible wall height for the two storey portion shall be a minimum of 5.5m in any instance.
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DEVELOPMENT IN THE RAPHAEL RESIDENTIAL PRECINCT

General Provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provisions

- (g) Two storey development (new or addition) designed to reduce the scale and bulk of the building on the streetscape and that the visual impact of the development makes a positive contribution to the build form and character of the street. This can be achieved by incorporating one or more of the following design features:
 - i. horizontal or vertical stepping of the façade;
 - ii. integrating substantial balconies or verandah into the design; or
 - iii. variation of building materials.
- (h) Where a structure is located within the street setback area, it shall be consistent in appearance with the main building and reflect some of the architectural characteristics of the existing building.
- (i) Windows visible from the street reflecting traditional proportions and style and of timber frame construction or other frames of appropriate dimensions such as wide frame powder coated aluminium.
- (j) Windows located such that a minimum of 3 courses of brick work is visible above the window.
- (k) The use of mullions and transoms where large window are used.
- (l) Original ornamentation should be retained wherever possible.
- (m) If ornamentation is used it must respect the style of the proposed construction. The use of ornamentation in new building should be avoided if it is difficult to reproduce accurately.
- (n) The height of the eaves on the front elevation shall be similar to housing predominating in the street.
- (o) Roof having open eaves with exposed rafters on all elevations.
- (p) Eave width consistent with the predominant eave width in the streetscape with a minimum width of 250mm in any instance.

DEVELOPMENT IN THE RAPHAEL RESIDENTIAL PRECINCT

General Provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provisions

- (q) For additions to an existing dwelling, eaves (width and style) matching the existing dwelling.
- (r) Vertical balustrading to balconies visible from the street.
- (s) Dwellings with no blank walls facing the street and no blank side walls closer than 6.0 metres to the street boundary and forward of the building line of adjacent dwelling.

Siting and Orientation

- (t) Dwelling frontages to be parallel to and orientated towards, the street in order to retain traditional streetscape characteristics.
- (u) The location of the front door of the dwelling to be provided at the front of the dwelling, or if at the side, be obvious from the street.

Materials and Colours

- (v) Materials and colours are to match with those predominant in the street block being the portion of the street between the nearest intersecting streets; and
- (w) Walls constructed of red brick with off-white mortar, or alternatively, rendered or bagged brickwork or wall of sandstone or limestone are acceptable; and
- (x) The use of sheet metal materials and “flat profile imitation timber/weatherboard” in walls as minor feature elements where they are visible from the street.
- (y) For additions to an existing dwelling, materials, colours and finishes matching the existing dwelling.

Design of Garages and Carports

- (z) Garages visible from the street are to be integrated into the design of dwellings in terms of roof, detailing and materials.

DEVELOPMENT IN THE RAPHAEL RESIDENTIAL PRECINCT

General Provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provisions

- (aa) The width of garage/carport structure (measured to the outside faces of the walls/pillars) calculating not greater than 57% of the frontage of the site. The width of the garage/carport structure includes a storeroom or other room that is incorporated into the garage/carport structure.
- (bb) Carport structures visible to the street that reflect the style, materials and colours of existing and proposed new swelling, especially roof pitch.
- (cc) The design of the carport structure ensures that the existing/proposed dwelling that fronts onto the street has windows which provide visibility to and room the street. Windows in the façade of the dwelling at the rear of the carport are to be consistent in style and design to window in the remainder of the façade of the dwelling.
- (dd) Opaque doors or gables on carport structures where the front of the carport does not project more than 1.0 metre forward of the façade of the dwelling

Planting

- (ee) Existing trees on a site especially mature trees, to be preserved wherever possible.
- (ff) The front setback area development as a predominantly soft landscaped garden. The planting of trees as well as low shrubbery will be encouraged.
- (gg) An inground, reticulated planted strip of at least 500mm in width provided along the side boundary adjacent to any shared internal vehicular accessway.

Shade Sails

- (hh) Shade sails will only be permitted where they are not visible from the street and setback in accordance with Element 3 of the Residential Design Codes.

DEVELOPMENT IN THE RAPHAEL RESIDENTIAL PRECINCT

General Provisions on white pages may also apply – please note that a specific provision in this section overrides the General Provisions

Patios

- (ii) Patios visible from the street (including rights-of-way) are to match the materials, colours and built form, including roof pitch and style of the existing dwelling.

Clause 14 – Development Abutting Rights-of-Way

Applies to Applications for Development Approval (DA) only

Performance Criteria

New developments should meet these criteria

Design of new development abutting Rights-of-way consistent with the following criteria:

- promotes the creation of new streetscape environments with a high level of amenity that also respects the character of the primary street and the locality;
- provides a more desirable design outcome for infill residential development;
- ensures that the integrity of the built form is protected and the scale of new development is compatible with that in the locality;
- contributes positively to the creation of a new street environment in terms of function, quality and appearance, as well as the safety and security of the street user;
- creates a pleasant living environment for the occupants of new developments
- strives to achieve a high degree of sustainability through energy conscious site design, building design and materials choice; and

Acceptable Development

The Acceptable Development provisions illustrate possible ways of meeting the associated Performance Criteria.

A1 In addition to Clause 6.5.4 A4.1 of the Residential Design Codes, where more than one dwelling/lot is proposed on a property that has legal access and frontage to a right-of-way, at least one of those dwellings shall face and gain access to the right-of-way with the exception of an existing green title battleaxe or strata battleaxe lot that has legal vehicular access to a primary or secondary street.

Development that incorporates the following design elements:

- (a) The integration of the respective provisions relating to the specific area where the subject land is located (eg. Residential Character Study Area; Outside Specified Areas etc) into the design of the proposed dwelling. However, recognising that dwellings facing rights-of-way are forming part of a new streetscape, design flexibility can be considered in relation to design standards including colours and materials, window shapes, wall heights, eaves style etc. (but not roof form or roof colour);
- (b) The creation of a separate pedestrian/service access corridor with a minimum width of 1.5 metres extending from the public street to the effective area of the rear lot. This may be reduced to 1.0 metre where such reduction is necessary to retain an existing dwelling;
- (c) New dwellings on corner lots or lots that have been created as a result of the subdivision of an original corner lot that have legal access to a right-of-way shall take vehicular access from the right-of-way. The dwelling shall orientate toward the public street and is to provide an acceptable façade to the right-of-way.

DEVELOPMENT ABUTTING RIGHTS-OF-WAY

Applicable to all areas where development abuts a right-of-way

- strives to achieve excellence through sound architectural and site design.
- (d) Provides for the widening of underwidth rights-of-way.
 - (e) A minimum of 50% of the front setback area is vegetated.
 - (f) Lighting to illuminate that portion of the right-of-way adjacent to the subject land shall be provided at entry points for vehicles and pedestrians. The lighting structure shall not encroach into the right-of-way.
 - (g) Street numbering indicating the primary street number shall be required to address the right-of-way where a dwelling is proposed to face or gain sole vehicular access from the right-of-way. The primary street number will also be required to be displayed at the entry from the primary street to the pedestrian access leg.

Right-of-way Abutting Non-Residential Development

- A2 With the exception of residential development within Precinct P2 – Burswood Precinct, Precinct 3 – Causeway Precinct and the areas designated in Policy 3.12 “Sunbury Park Site Design Guidelines”, where a lot zoned for residential purposes faces a right-of-way abutting non-residential zoned land the following applies:
- (a) In addition to Clause 6.5.4 A4.1 of the Residential Design Codes, where more than one dwelling/lot is proposed on a property that has legal access and frontage to a right-of-way, at least one of those dwellings shall face and gain access to the right-of-way with the exception of an existing green title battleaxe or strata battleaxe lot that has legal vehicular access to a primary or secondary street.
 - (b) Development that incorporates the following design guidelines:
 - i. the integration of the respective provisions relating to the specific area where the subject land is located (eg. Residential Character Study Area; Outside Specified Area etc) into the design of the proposed dwelling. However, recognising that dwellings facing rights-of-way

DEVELOPMENT ABUTTING RIGHTS-OF-WAY

Applicable to all areas where development abuts a right-of-way

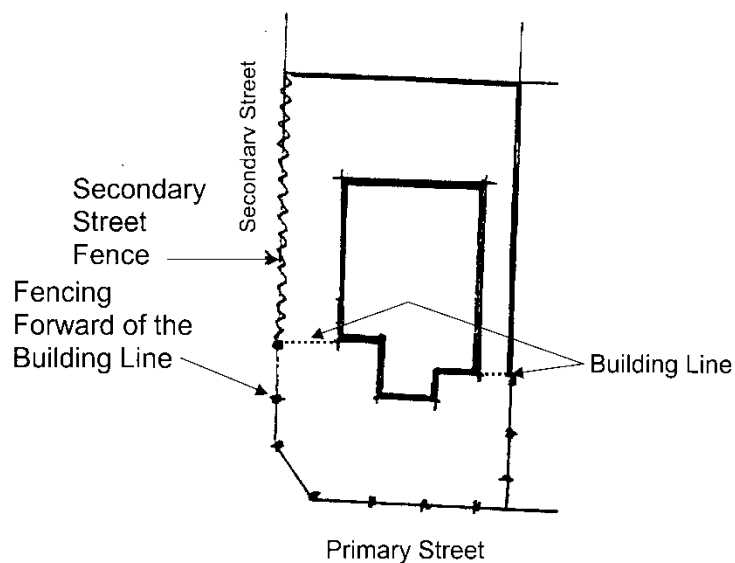
- are forming part of a new streetscape, design flexibility can be consider in relation to design standards including colours and materials, window shapes, wall heights, eaves style etc. (but not roof form or roof colour);
- ii. the creation of a separate pedestrian/service access corridor with a minimum width of 1.5 metres extending from the public street to the effective area of the rear lot within the subject property. This may be reduced to 1.0 metre where such reduction is necessary to retain an existing dwelling. The maximum width of the pedestrian/service access corridor is 2.0 metres;
- iii. the lower storey of a development may face the public road. Where a two-storey development is proposed, the upper story shall have major opening to habitable spaces facing the right-of-way. Blank walls and obscure or highlight window facing the right-of-way at the upper storey are not acceptable;
- iv. new dwellings on corner lots or lots that have been created as a result of a subdivision of an original corner lot that have legal access to a right-of-way shall take vehicular access from the right-of-way. The dwelling shall orientate toward the public road;
- v. provides for a widening of underwidth rights-of-way;
- vi. lighting to illuminate that portion of the right-of-way adjacent to the subject land shall be provided at entry points for vehicles. The lighting structure shall not encroach into the right-of-way;
- vii. street numbering indicating the primary street number shall be required to address the right-of-way where a dwelling gains sole vehicular access from a right-of-way. The primary street number will also be required to be displayed at the entry from the primary street to the pedestrian/services access leg.

- A3 Where the land has been ceded for the widening of a right-of-way that portion of land may be included in the calculation of the site area to determine plot ration and open space – ‘minimum percentage of total site’ requirement.

DEFINITIONS

Building Line

Building line is the setback from the front boundary with the primary street, secondary street or right-of-way of those portions of the façade of the building closest to the respective side boundaries.



Character Streetscape

The properties identified as 'original dwelling' in Figures 1 - 6 below which although not within the Residential Character Study Area or a Weatherboard Precinct or Streetscape, contain groups of original dwellings which are significant to the retention of valued streetscapes.



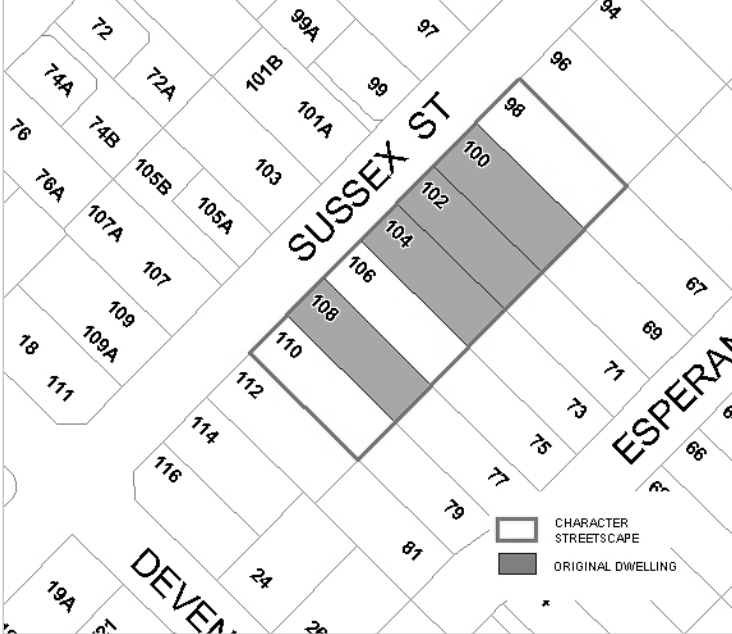


Figure 3

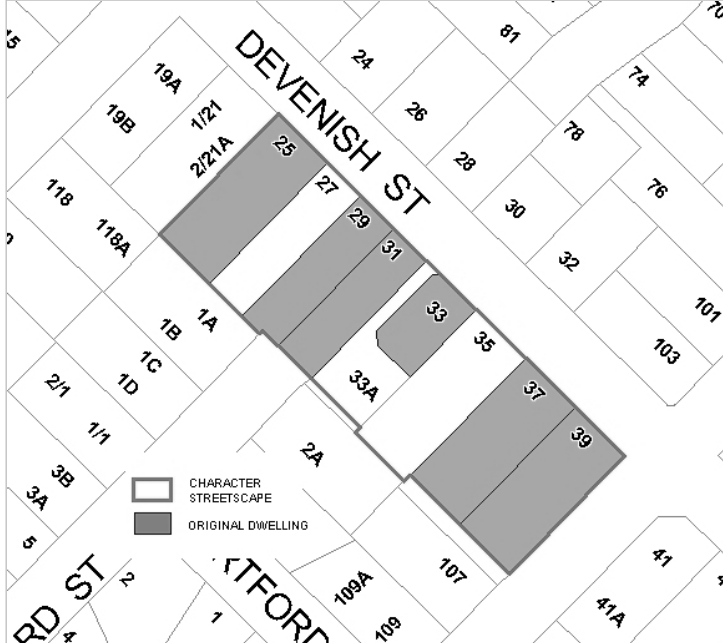


Figure 4

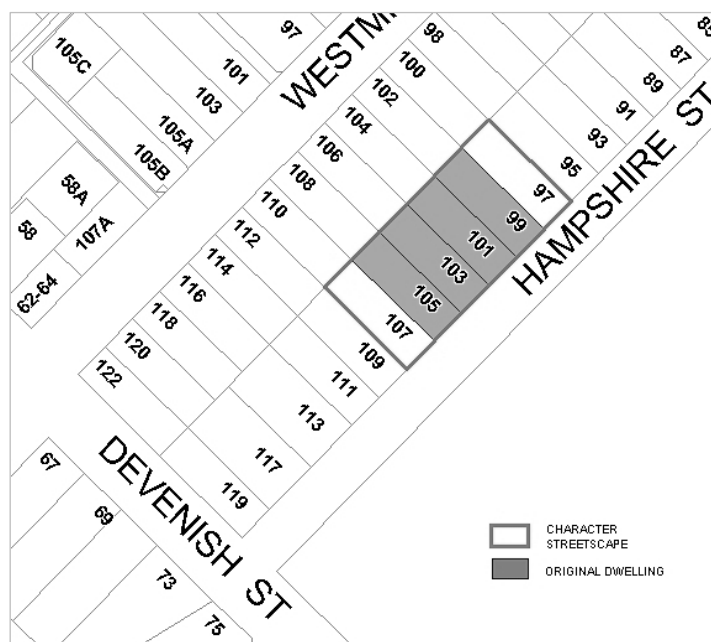


Figure 5



Figure 6

Communal Street

A vehicular access leg or driveway providing access to two or more dwellings in a residential development (but not including a lot or dwelling which has a frontage to a primary street).

Façade

The main exterior face of a building particularly one of its main sides facing a public way or space, almost always containing one or more entrances and characterised by an elaboration of stylistic details.

For the purpose of Clause 1, A1, façade includes a verandah of not more than 2.0 metres depth which extends across the majority of the dwelling façade.

Frontage

For the purposes of determining the allowable width of a garage or carport, the frontage is the width of the parent lot (including any communal street to a rear dwelling or lot) at the primary street setback line.

Heritage Merit

A house of heritage merit is one listed on either the State Register of Heritage Places or the Town of Victoria Park Heritage List or within the designated Heritage Area or is classified by the National Trust.

Internal access driveway

A vehicular access leg or driveway providing access to a single dwelling or lot only, that lot or dwelling being located behind a lot(s) or dwelling(s) which have a frontage to a primary street.

Mullion

A vertical member dividing a window into sections.



Primary Street

Unless otherwise designated by the Local Government, the sole or principal public road that provides access to the major entry (front door) to the dwelling.

Raphael Residential Precinct

The whole of the area defined in the Town of Victoria Park Town Planning Scheme No. 1, Precinct Plan P5 – Raphael Precinct and as illustrated in Figure 7.

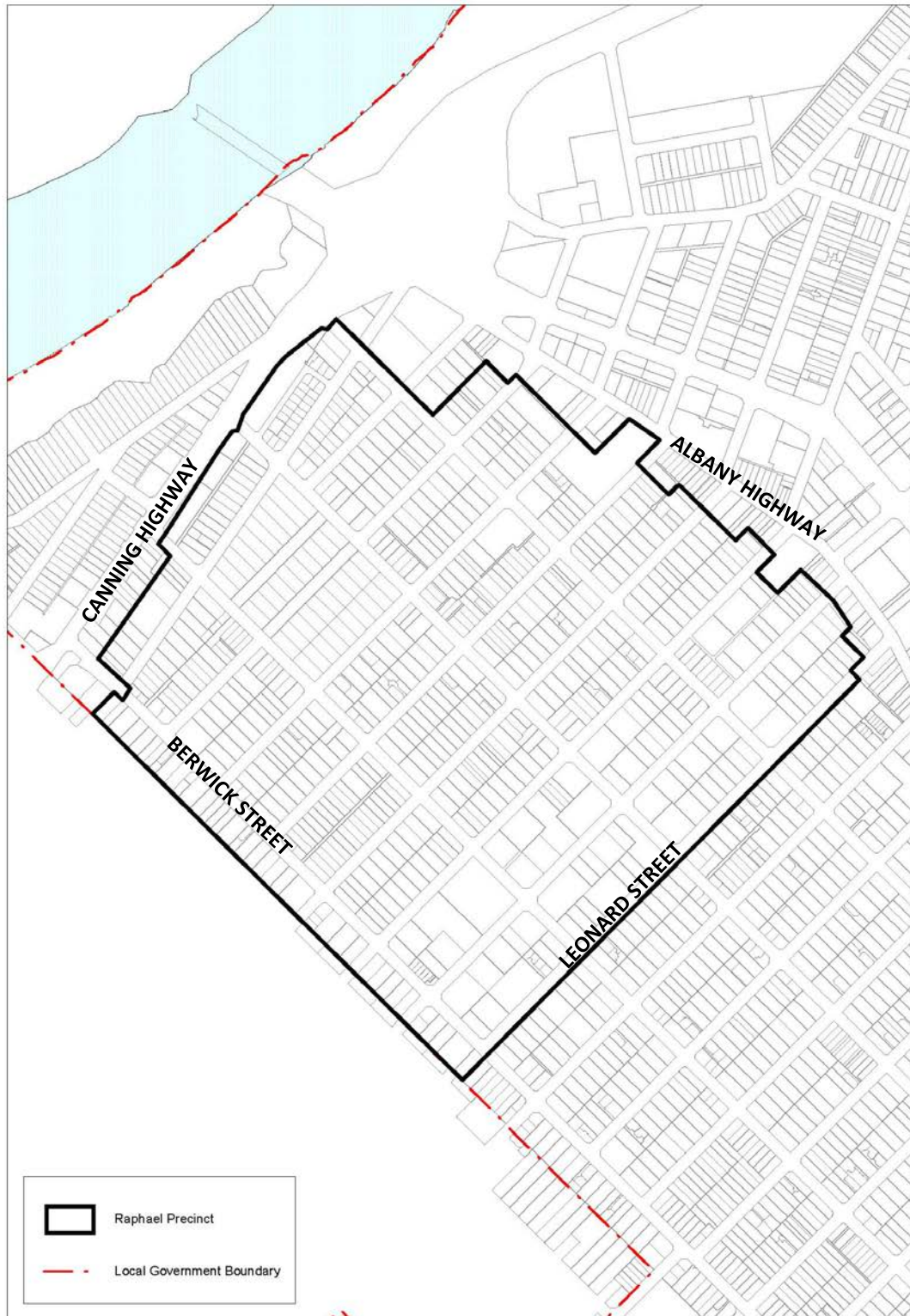


Figure 7
Raphael Residential Precinct

Residential Character Study Area

Refer to the online mapping, Intramaps (Property Planning Enquiry module) on the Town of Victoria Park website

The Residential Character Study Area is generally the area that extends between the Railway Line and Berwick Street. The Residential Character Study Area is depicted in Figure 8.



Figure 8
Residential Character Study Area and Original Dwellings

Right-of-Way

Means a laneway or private street created as an easement appurtenant to adjoining lots by subdivision under Section 167A of the Transfer of Land Act and includes former private streets resumed by the Town for the purpose of a “right-of-way” or for the purpose of dedication as a public street.

Scale

Means the perceived visual magnitude of a building in relation to neighbouring buildings and other buildings in the relevant streetscape. The perceived scale is determined by the height, bulk and articulation of the proposed building and its spatial separation from the street and adjacent buildings.

Secondary Street

In the case of a site that has a frontage to more than one public road, a road that is not the primary street but which intersects with or adjoins that road.

Streetscape

Streetscape is the visual appearance of a street which includes all the area, both publicly and privately owned, lying between the building lines on the opposite sides of the street. Contributing elements include the orientation of development, the scale, proportion and form/shape of the buildings, the siting of development, setbacks, materials, location of parking and related structures, landscaping and fences.

In considering whether a proposed building adequately addresses the streetscape, the relevant streetscape is the section of street extending from one cross intersection to the next cross intersection (or as determined by Council whether there is an unusual street configuration), together with the residential properties fronting onto that section of the street.

Streetscape Zone

Streetscape zone means that part of a property in which development is likely to affect the streetscape. In the case of development within a Weatherboard Precinct or Streetscape (where the dwelling does not face a right-of-way), this is generally about the first twelve metres of a property measured from the front boundary. In all other cases, this is generally within 6.0metres of the façade of the dwelling.

In the case of two or more storey development (including additions), the streetscape zone would include all portions of the upper floor(s) visible from the street.

Transom

Horizontal bar of wood or stone across a window or top of door.

Weatherboard House:

A house is defined as a weatherboard house if it substantially meets the following criteria:

A framed wall structure (traditionally hardwood timber, but contemporary houses may have softwood or metal framing);

Timber external wall cladding across its front and side walls under the original main roof (traditionally overlapping, shaped, hardwood or softwood boards, fixed horizontally, but in some cases vertically or even diagonally; contemporary versions may use appropriately profiled compressed fibre boards, with appropriate detailing, in lieu of solid timber boards); the front may comprise up to half its area in another material.

Timber framed windows (traditionally double-hung sash windows or casement windows and french doors; contemporary versions may use top hung windows also):

Galvanised or painted corrugated iron (eg. Custom Orb) roofing is most common traditionally, but not an essential characteristic (in rare cases shingle or tiled roofs may have been original; some contemporary versions use Zinalume or Colorbond finishes);

Timber floors elevated above the ground (traditionally timber floor boards on timber framing on timber stumps or brick piers; contemporary versions may be built on concrete slabs, with or without a timber floor finish; but at least one step up to the front level is desirable);

Front verandahs are almost universal, but not essential (often these have been enclosed for sleeping accommodation).

Weatherboard Precinct

Weatherboard precincts are those areas designated as such on the map below (Figure 5).

Weatherboard Streetscape

A weatherboard streetscape is defined as any section of street containing not less than three weatherboard houses within five contiguous frontages, together with the adjoining non-weatherboard frontage or frontages. Figure 9 identifies the location of the Weatherboard Precincts in the Town.

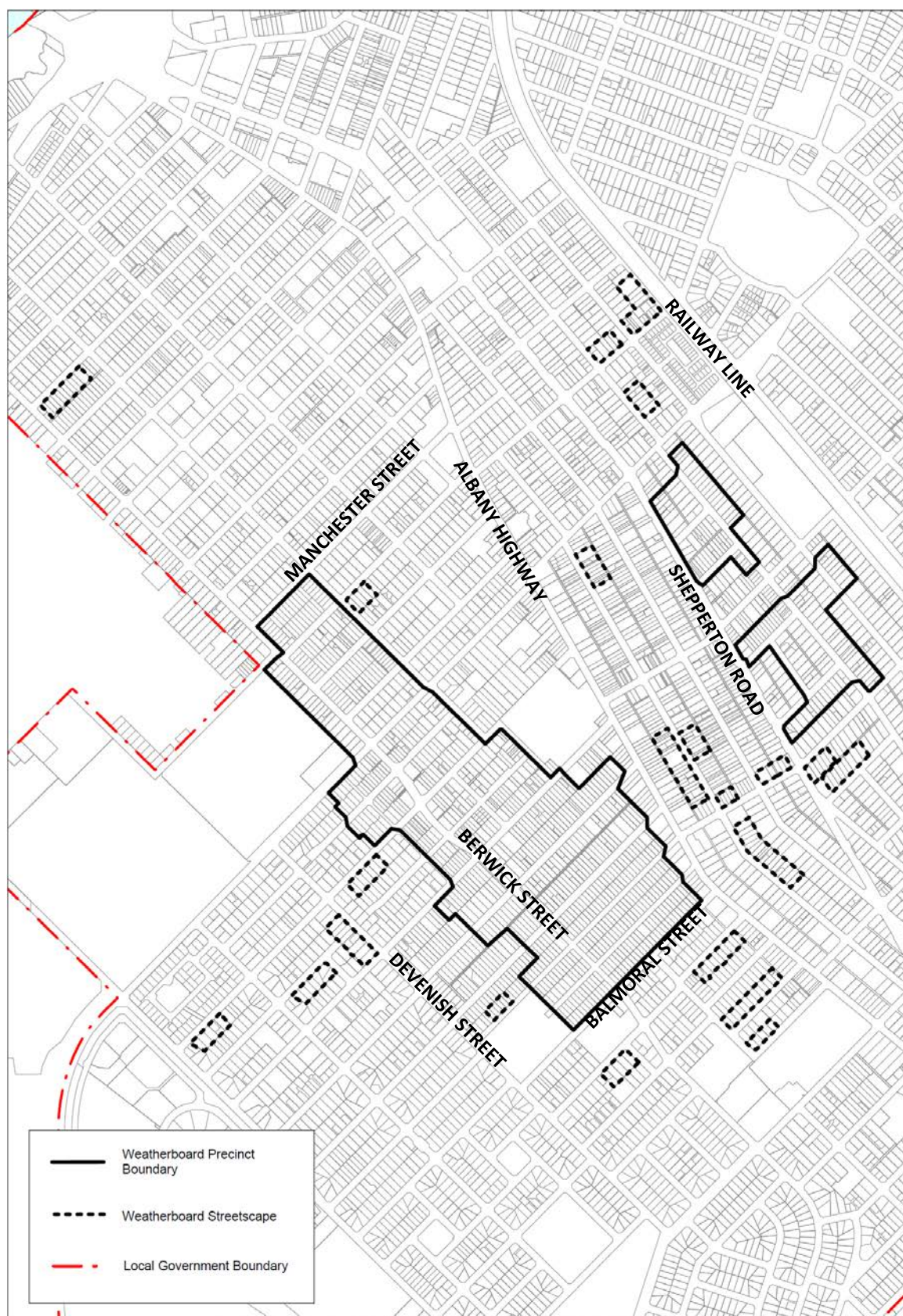


Figure 9
Weatherboard Precincts and Streetscapes

Refer to the online mapping, Intramaps (Property Planning Enquiry module) on the Town of Victoria Park website

Figure 10

