Local Planning Policy – Built Form

Acknowledgement of Country

The City of Vincent acknowledges the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past and present. We recognise the unique and incomparable contribution the Whadjuk people have made and continue to make to our culture and in our community. We will continue to seek the input of the Traditional Owners. The land on which we live, meet and thrive as a community always was and always will be Noongar land.

Contents

Acknowledgment of Country 2
Part 1 Preliminary 7
Introduction 8
Reading this Policy 9
Policy objectives 10
Part 2 Provisions 12
Section 1 Low-density development 13
1. Street setback 14
2. Building height 17
3. Setback of carports and garages 19
4. Garage width 19
5. Street surveillance 20
6. Street walls and fences 21
7. Sightlines 24
8. Parking 25
9. Vehicular access 25
10. External fixtures, utilities and facilities 26
11. Urban design study 26
12. Development on rights of way 27
Section 2 Medium-density development 30

1. Parking....31
2. Street setbacks....33
3. Streetscape....38
4. Access....41
5. Utilities....43
Section 3 High-density development....44
1. Building height....45
2. Street setbacks....47
3. Side and rear setbacks....48
4. Pedestrian access and entries....50
5. Vehicle access....50
6. Façade design....52
7. Roof design....53
Section 4 Non-residential development....54
1. Building height....55
2. Street setbacks....57
3. Side and rear setbacks....59
4. Orientation....61
5. Tree canopy and deep soil areas....62
6. Visual privacy....64
7. Public domain interface....64
8. Pedestrian access and entries....65
9. Vehicle access....65
10. Car and bicycle parking....66

11. Managing the impact of noise....67
12. Universal design....67
13. Façade design....67
14. Roof design....69
15. Landscape design....69
16. Adaptive reuse....70
17. Water management and conservation....70
18. Waste management....70
19. Utilities....71
20. Street walls and fences....71
21. Setback of garages and carports....72
22. Garage width....73
23. Development on rights of way....73
APPENDICES....75
Appendix 1 Design Principles....76
Appendix 2 Definitions....80
Appendix 3 Streetscape Character....81

Image page (as existing)

Part 1 Preliminary

Citation

This Policy has been prepared under the provisions of Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, clause 3 of the Residential Design Codes Volume 1 and clause 1.2 of the Residential Design Codes Volume 2 (R Codes).

Introduction

The Policy provides planning and design provision for residential and non-residential development throughout the City of Vincent. These provisions enable high-quality, sustainable and context-sensitive design, and ensure development is undertaken to reflect local character and planning priorities.

Application of this Policy

There are four sections of this Policy which are applied based on the below table.

Built Form Policy	Single houses	Grouped dwellings	Multiple dwellings*	Non-residential development
Section 1: Low-density development	R40 and below	R25 and below	R10 to R25	N/A
Section 2: Medium-density development	R50 and above; R100-SL; R-AC	R30 and above; R100-SL; R-AC	R30 to R60	N/A
Section 3: High-density development	N/A	N/A	R80 and above; R-AC	N/A
Section 4: Non-residential development	N/A	N/A	N/A	All non-residential development

*including dwelling components of mixed-use developments

The R-AC3 provisions of the R Codes Volume 2 shall apply to all multiple dwelling and mixed use applications for development approval on sites zoned Regional Centre, District Centre, Local Centre and Commercial.

Built Form Areas

This Policy separates applicable development provisions based on five Built Form Areas to ensure development response to the existing a desired future context. This includes the following and is detailed in **Figure 1: Built Form Areas**:

- Town Centre
- Activity Corridor
- Mixed Use
- Transit Corridor
- Residential

Relationship with other documents

This Policy forms part of the City of Vincent local planning policy framework. Where this Policy is inconsistent with the City's Local Planning Scheme No. 2 (or as amended), the local planning scheme prevails. Where this Policy is inconsistent with an adopted Local Development Plan, Precinct Structure Plan, Town Centre Planning Framework or the adopted Local Development Plan prevails.

Where this Policy is inconsistent with the provisions of a specific Policy, Guidelines, Precinct Structure Plan, Town Centre Planning Framework or Local Development Plan to a particular site or area (e.g. Local Planning Policy: Character Area Guidelines), the provisions of that specific Policy, Guidelines, Precinct Structure Plan or Local Development Plan shall prevail.

Reading this Policy

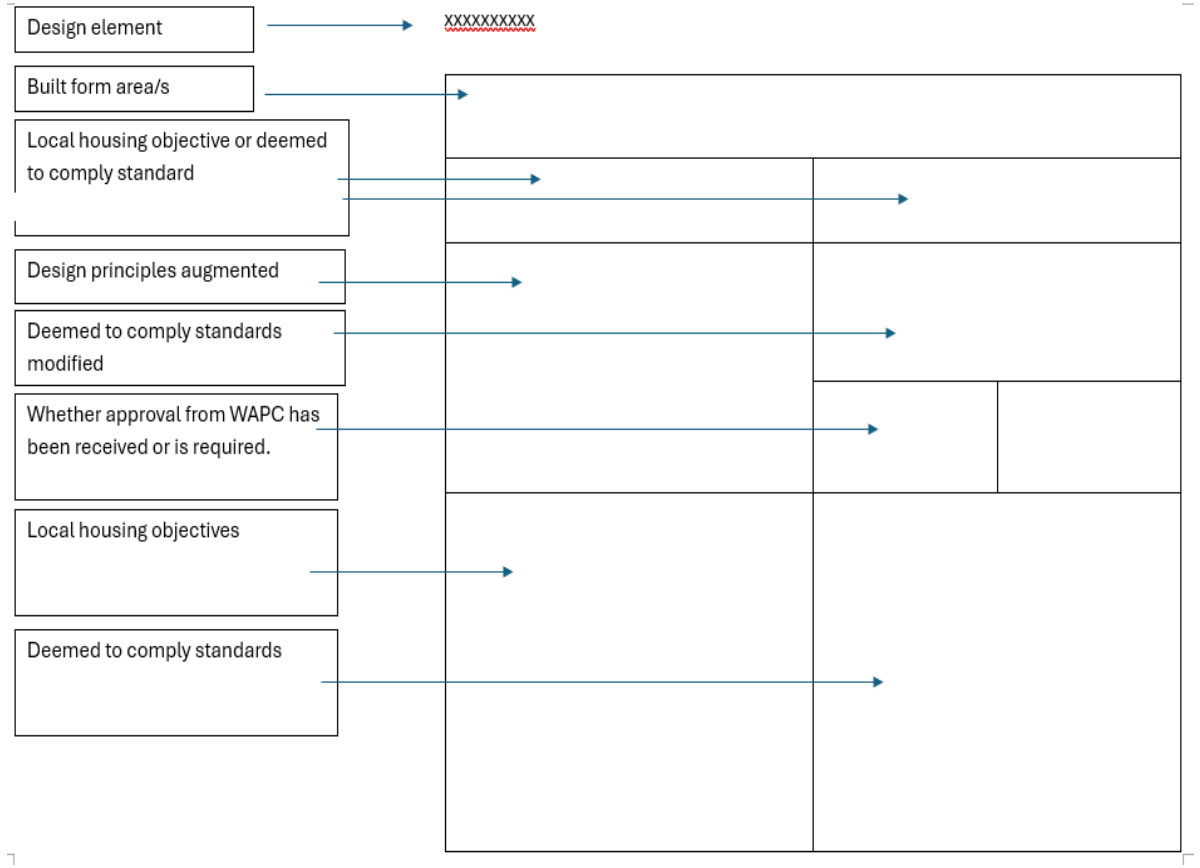
This Policy applies varying development standards and local housing objectives based on the applicable section and Built Form Area.

Determine which section of the Policy applies

Identify the Built Form Area the proposed development is located within (Figure 1)

Within the applicable section, check which Design Element/s apply to the proposed development

Graphic layout



Policy objectives

The objective of this Policy is for all development to:

Context

1. Integrate land use, public space and the form of the built environment to enable attractive, interesting outcomes for people;
2. Be respectful of local and historic context;
3. Preserve and reinterpret established built form and social character;
4. Maintain and enhance amenity;

Design

5. Be high quality and well-designed, including both buildings and landscaping;
6. Contribute to public spaces through design and maximise street level interest, articulation, materiality, openness, and interaction between inside and outside;
7. Encourage active participation and have a positive influence on public health by improving walkability and interest for people;
8. Design for a human scale, minimising blank walls and the detrimental impacts of services, utilities and car parking structures;
9. Encourage direct street level pedestrian access wherever possible;
10. Incorporate the principles of Crime Prevention through Environmental Design;
11. Respond to future changes in use, lifestyle and demography;
12. Provide sufficient privacy for residents without the need to retrofit screening devices;
13. Provide natural amenity and landscaping, including areas of deep soil that supports healthy plant and tree growth and contributes to the City's tree canopy, reduces urban heat island effect, and provides natural beauty and amenity to residents and visitors;

Sustainability

14. Respond to the changing needs of the community, environment and the economy over time in an efficient, functional and attractive manner;
15. Improve resource, energy and water efficiency throughout the development lifecycle including during construction, maintenance and ongoing use;
16. Incorporate sustainable and energy efficient design that befits the local climate and provides comfortable living conditions while reducing greenhouse gas emissions;

Movement

17. Maximise the opportunities provided by the City of Vincent's proximity to major public transport routes, cycling networks and activity centres;

Housing

18. Provide a range of development types and housing typologies to cater to the needs of the community;
19. Retain and adaptively re-use the City's building stock; and
20. Provide affordable housing.

Additional objectives specific to Built Form Areas are as follows:

Activity Corridor

21. Improve the built form connection and design between the City's Town Centres.

Mixed Use

22. Provide for a variety of built form that facilitates a positive interaction between a mix of land uses and residential densities.

Transit Corridor

23. Provide for high-quality design of medium to high-density residential development.

Residential

24. Provide for high-quality design of low, medium and high-density residential development.

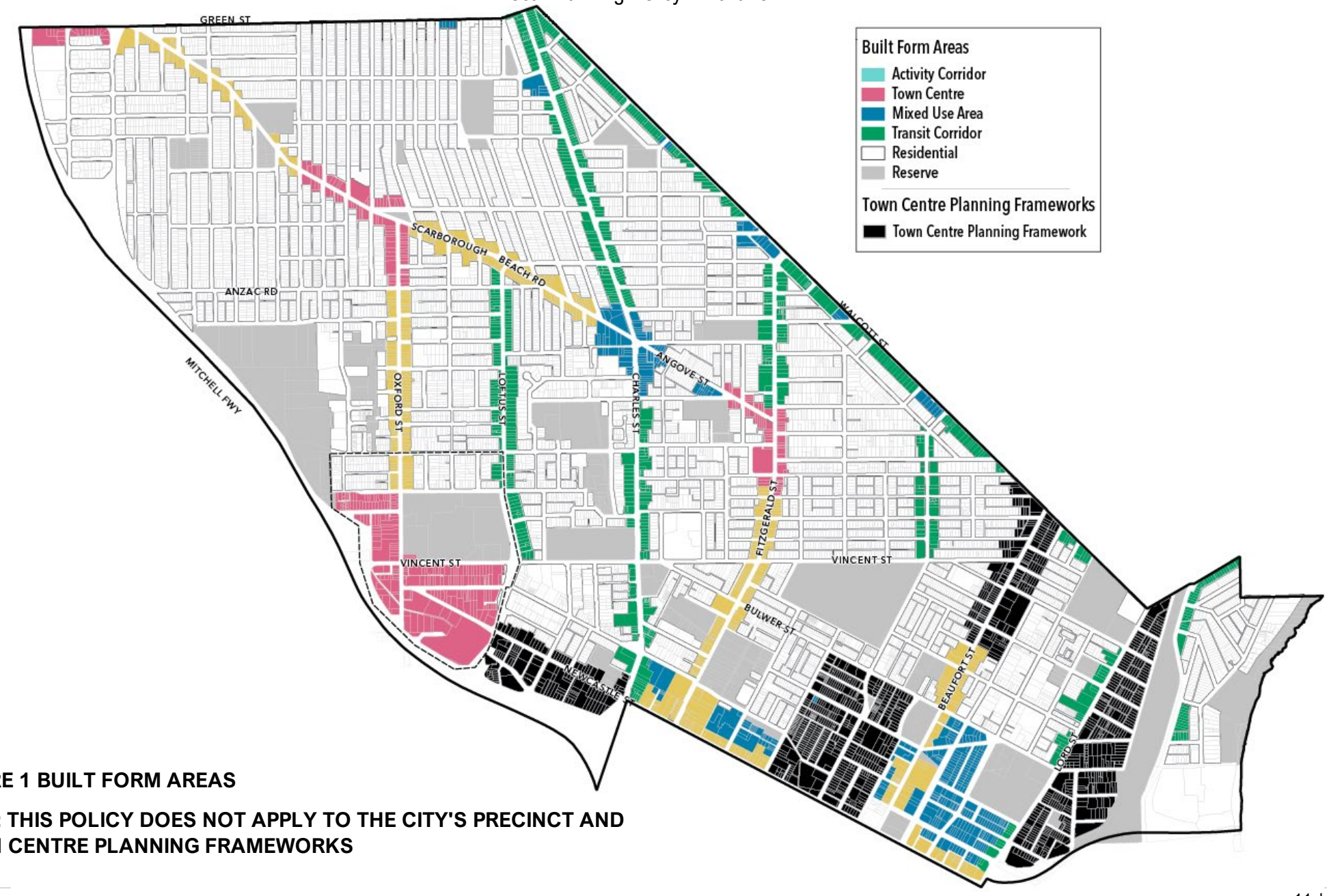


FIGURE 1 BUILT FORM AREAS

NOTE: THIS POLICY DOES NOT APPLY TO THE CITY'S PRECINCT AND TOWN CENTRE PLANNING FRAMEWORKS

Part 2 Provisions

Section 1 Low-density development (R Codes Volume 1 Part B)

1. Street setback
2. Building height
3. Setback of carports and garages
4. Garage width
5. Street surveillance
6. Street walls and fences
7. Sightlines
8. Parking
9. Vehicular access
10. External fixtures, utilities and facilities
11. Urban design study
12. Development on rights of way

1. Street setback

1.1 Town Centre, Activity Corridor and Mixed Use		
Local Housing Objectives	**Deemed to Comply**	
O1.1.1 – O1.1.4 augment Clause 5.1.2 P2.1 O1.1.5 augments Clause 5.1.2 P2.2	Replaced: C1.1.1 replaces Clauses 5.1.2 C2.1 and C2.2 Remaining: Clauses 5.1.2 C2.3 and C2.4	
	WAPC approval required? No	WAPC approval date: N/A
O1.1.1 Development which maximises natural light access, natural ventilation and, internal and external privacy. O1.1.2 Setbacks that facilitate the provision of **landscaping**. O1.1.3 Street setbacks that facilitate the provision of useable **open space**, alfresco dining opportunities and **landscaping** which contributes to canopy coverage. O1.1.4 Development which activates and addresses rights of way. O1.1.5 Development which incorporates design elements that reduce the impact of **building** bulk.	C1.1.1 **Primary** and **secondary street setback** is nil.	

1.2 Transit Corridor		
Local Housing Objectives	**Deemed to Comply**	
O1.2.1 – O1.2.3 augment Clause 5.1.2 P2.1 O1.2.4 augments Clause 5.1.2 P2.2	Augmented: C1.2.1 augments Clauses 5.1.2 C2.1 and C2.2 Remaining: Clauses 5.1.2 C2.3 and C2.4	
	WAPC approval required? No	WAPC approval date: N/A
O1.2.1 Development which maximises natural light access, natural ventilation, internal and external privacy. O1.2.2 Setbacks that facilitate the provision of **deep soil areas** and canopy coverage.	C1.2.1 **Primary** and **secondary street setback** for the third storey and above must incorporate **articulation** and the use of varying colours and materials which minimise the bulk and scale of the **building** on the **streetscape**.	

<table>
<tr><th colspan="2">1.2 Transit Corridor</th></tr>
<tr><th>Local Housing Objectives</th><th>Deemed to Comply</th></tr>
<tr><td>O1.2.3 Development which activates and addresses rights of way.
O1.2.4 Development which incorporates design elements that reduce the impact of building bulk.</td><td></td></tr>
</table>

<table>
<tr><th colspan="2">1.3 Residential</th></tr>
<tr><th>Local Housing Objectives</th><th>Deemed to Comply</th></tr>
<tr><td rowspan="2">O1.3.1 and O1.3.2 augment Clause 5.1.2 P2.1
O1.2.3 augments Clause 5.1.2 P2.2</td><td>Replaced: C1.3.1 – C1.3.3 replaces Clauses 5.1.2 C2.1 and C2.2 | C1.3.4 replaces C2.4
Remaining: Clauses 5.1.2 C2.3</td></tr>
<tr><td>WAPC approval required? No | WAPC approval date: N/A</td></tr>
<tr><td>O1.3.1 Development which incorporates predominant features of the streetscape.
O1.3.2 Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the dwelling.
O1.3.3 Development which minimises the visual bulk of the buildings through articulation of larger wall lengths and the stepping back of upper storeys walls.</td><td>C1.3.1 Buildings to be set back from the street boundaries, including rights of way, in accordance with the table below.
<table>
<tr><th rowspan="2">Street type</th><th colspan="4">Density code</th></tr>
<tr><th>R20</th><th>R25</th><th>R30</th><th>R40</th></tr>
<tr><td>Primary street</td><td colspan="4">As established in Clause 1.3.2</td></tr>
<tr><td>Secondary street</td><td>1.5m</td><td>1.5m</td><td>1.5m</td><td>1m</td></tr>
<tr><td>Right of way, laneway or communal street[1]</td><td>1m</td><td>1m</td><td>1m</td><td>1m</td></tr>
<tr><td colspan="5">Notes:
1 Right of way, laneway or communal Street setback includes where a right of way or laneway forms the principal frontage and primary street to the dwelling.
2 Where road or right of way widening is required, setbacks are to be calculated from the adjusted street boundary.</td></tr>
</table>
C1.3.2 Buildings to be set back from the street boundary corresponding to the average of the setback of the five properties to each side of the proposed development that front the same street, as follows:
a) The setback is to be measured from the street boundary to the closest portion of the dwelling.</td></tr>
</table>

<table>
<tr><th colspan="2">1.3 Residential</th></tr>
<tr><th>Local Housing Objectives</th><th>Deemed to Comply</th></tr>
<tr><td></td><td>
b) Where multiple dwellings are located on one or more of the five properties to each side of the subject site, each development is to be treated as one dwelling for the purposes of this calculation.
c) For the purposes of measuring the primary street setback, the following buildings are not to be included:
i. porches, verandahs, patios, carports, balconies and the like; and
ii. Garages that are, unenclosed except where they abut a dwelling and may have a door that is visually permeable. This includes garages that received approval as ‘carports’ under previous versions of the Residential Design Codes.
C1.3.3 In addition to Clause 1.3.1, development that is more than one storey in height should be set back in accordance with the table below.
<table>
<tr><th>Street type</th><th>Walls of upper storeys</th><th>Balconies</th></tr>
<tr><td>Primary street including right of way or laneway as primary street</td><td>Setback an additional 2m from the street boundary than the ground floor.</td><td>Setback an additional 1m from the street boundary than the ground floor.</td></tr>
<tr><td>Secondary street</td><td>Setback an additional 1.5m from the street setback provided to the storey below.</td><td>No Additional Requirement</td></tr>
<tr><td colspan="3">Notes:
1. For measuring the ground floor primary street setback, the measurement is to be taken from the street boundary to the closest portion of wall to the dwelling. Elements identified in Clause 1.3.2 (c) are to be excluded.</td></tr>
</table>
C1.3.4 An unenclosed porch, verandah or the equivalent may (subject to the Building Codes of Australia) project into the primary street setback area to a maximum of half the required primary street setback area.
</td></tr>
</table>

2. Building height

2.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential		
Local Housing Objectives	**Deemed to Comply**	
O2.1 – O2.4 augment Clause 5.1.6 P6	Replaced: C2.1.1 – C2.1.2 replace Clause 5.1.6 C6 Remaining: None	
	WAPC approval required? No	WAPC approval date: N/A
O2.1 Height that is situated on a site to minimise **amenity** impacts to neighbouring properties, heritage places and the **streetscape**. O2.2 Development that incorporates design measures to reduce the impact of height, bulk. and scale on neighbouring properties and the **streetscape**. O2.4 Design which is complimentary to existing developments.	C2.1.1 Development that is consistent with the **building heights** provided in **Table 1a** or **Table 1b** and **Figure 2**. C2.1.2 **External fixtures** may extend beyond the maximum height in **Tables 1a** and **1b** where they are not visible from the street or neighbouring properties.	

TABLE 1a

Town Centre, Activity Corridor, Mixed Use and Transit Corridor					
Number of storeys	**Top of external wall (roof above)**	**Top of external wall (concealed roof)**	**Bottom of skillion roof**	**Top of skillion roof**	**Top of pitched roof**
2	7.1m	8.1m	7.1m	8.1m	10.1m
3	10.2m	11.2m	10.2m	11.2m	13.2m
4	13.3m	14.3m	13.3m	14.3m	16.3m
5	16.4m	17.4m	16.4m	17.4m	19.4m
6	19.5m	20.5m	19.5m	20.5m	22.5m
7	22.6m	23.6m	22.6m	23.6m	25.6m
8	25.7m	26.7m	25.7m	26.7m	28.7m

TABLE 1b

Residential					
Number of storeys	**Top of external wall (roof above)**	**Top of external wall (concealed roof)**	**Bottom of skillion roof**	**Top of skillion roof**	**Top of pitched roof**
1	3m	4m	3m	4m	6m
2	6m	7m	6m	7m	9m
3	9m	10m	9m	10m	12m
4	12m	13m	12m	13m	15m
5	16m	17m	16m	17m	18m

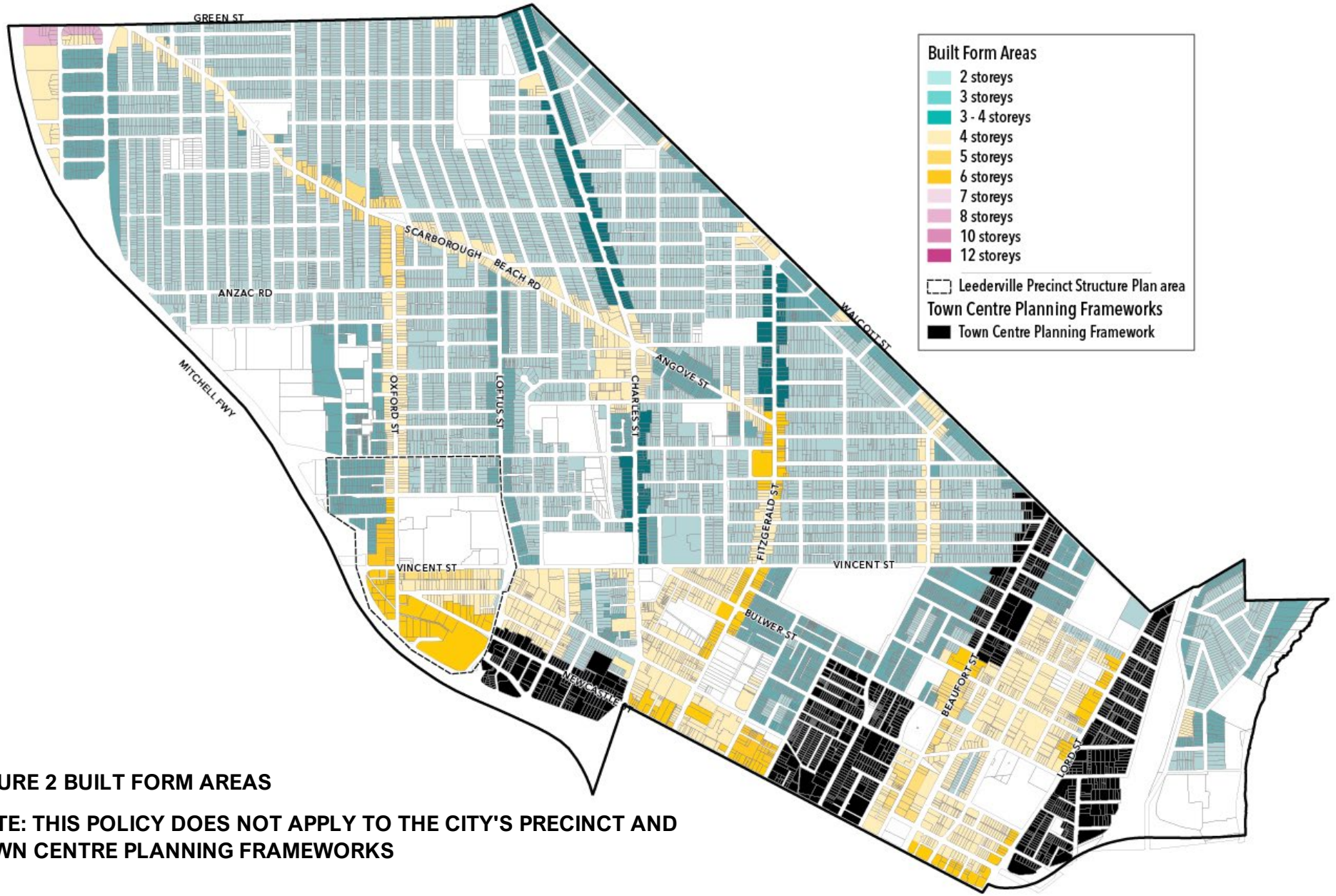


FIGURE 2 BUILT FORM AREAS

NOTE: THIS POLICY DOES NOT APPLY TO THE CITY'S PRECINCT AND TOWN CENTRE PLANNING FRAMEWORKS

3. Setback of carports and garages

3.1 Residential		
Local Housing Objectives	**Deemed to Comply**	
O3.1.1 and O3.1.2 augment P1.1	Replaced: C3.1.1 replaces Clause 5.2.1 C1.1 | C3.1.2 – C3.1.6 replace Clause 5.2.1 C1.2 Remaining: Clause 5.2.1 C1.3 and C1.4	
	WAPC approval required? No	WAPC approval date: N/A
O3.1.1 The setting back of **carports** and **garages** to maintain **clear sight lines** along the street and not to detract from the **streetscape** or appearance of **dwellings**; or dominate views of **dwellings** from the street and vice versa. O3.1.2 Development which preserves and enhances the visual character of the existing **streetscape** by considering building bulk, scale, setbacks and design.	C3.1.1 **Garages** are to be setback a minimum of 500mm behind the **dwelling** alignment (excluding any **porch**, portico, **verandah** or **balcony** or the like). C3.1.2 **Carports** should be setback in accordance with Clause C1.3.1 and C1.3.2 of this Policy. This setback may be reduced in accordance with Clause 5.1.2 C2.1 iii of the R Codes. C3.1.3 **Garages** and **carports** must match the existing **dwellings** predominant colour, scale and materials and must be complementary and subservient to the **dwelling**. C3.1.4 **Carports** must provide an unobstructed view to **major openings** of the **dwelling** from the street. Gates or doors to carports are required to be **visually permeable**. C3.1.5 **Carports** should allow light and ventilation to the **major openings** of the **dwelling**. C3.1.6 The total width of any **carport** within the **street setback area** is not to exceed 50% of the **frontage** (including strata lots) of the lot or 6m whichever is the lesser.	

Note: The above standards and objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

4. Garage width

4.1 Residential		
Local Housing Objectives	**Deemed to Comply**	
O4.1.1 augments P2	Replaced: C4.1.1 and C4.1.2 replace Clause 5.2.2 C2 Remaining: None	
	WAPC approval required? No	WAPC approval date: N/A
O4.1.1 Development which preserves and enhances the visual character of the existing **streetscape**.	C4.1.1 **Garages** which are 50% or less than the width of the lot. C4.1.2 For lots less than 10m wide, **garages** which are a maximum of 4m wide.	

Note: The above standards and objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

5. Street surveillance

5.1 Residential		
Local Housing Objectives	**Deemed to Comply**	
O5.1.1 augments Clause 5.2.3 P3	C5.1.1 augments Clause 5.2.3 C3.1	
	WAPC approval required? No	WAPC approval date: N/A
O5.1.1 Where Part 5 of the R Codes applies, and for all other development, all Design Principles of clause 5.2.3 of the R Codes apply.	C5.1.1 The **primary street** elevation of the **dwelling** should address the street and should include the main entry (front door) to the **dwelling** (refer to **Figure 3**). Sites which abut a right of way and do not designate another **primary street** should address the right of way as though it were its **primary street** for the purposes of this clause.	

Note: The above standards and objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

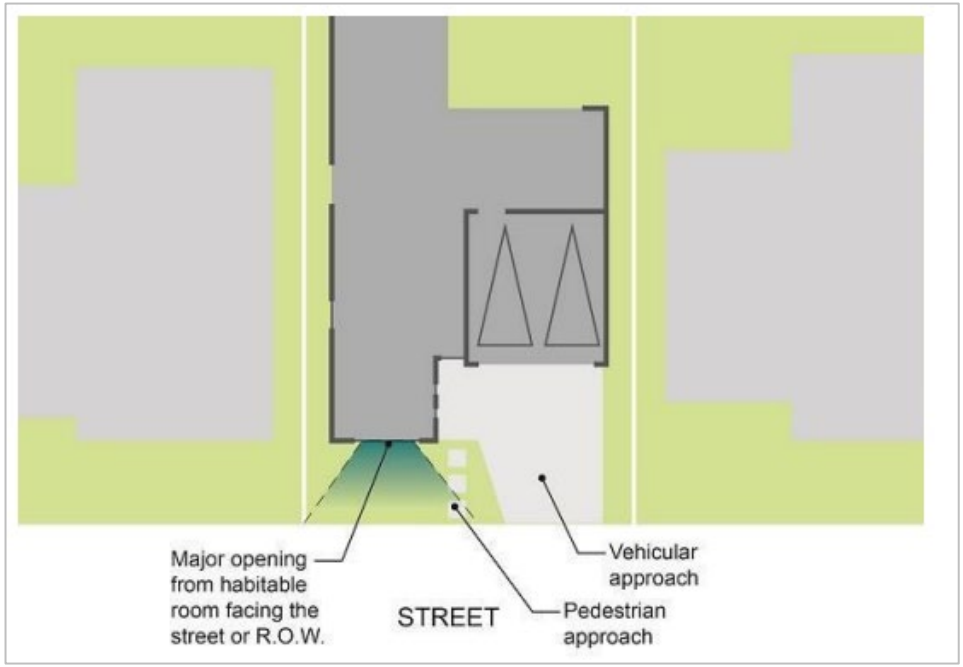


FIGURE 3

6. Street walls and fences

<table>
<tr><th colspan="3">6.1 Transit Corridor</th></tr>
<tr><td>Local Housing Objectives</td><td colspan="2">Deemed to Comply</td></tr>
<tr><td rowspan="2">O6.1.1 augments Clause 5.2.4 P4</td><td colspan="2">Replaced: C6.1.1 – 6.1.6 replace Clause 5.2.4 C4.1 and C4.2
Remaining: None</td></tr>
<tr><td>WAPC approval required? No</td><td>WAPC approval date: N/A</td></tr>
<tr><td>O6.1.1 Development which preserves and enhances the visual character of the existing streetscape by considering bulk, scale, setbacks, design, relationship between the private and public domain, and fencing styles.</td><td colspan="2">C6.1.1 Street walls, street fences and gates are to be of a style and materials compatible with those of the development on site and / or walls, fences and gates of the immediate surrounding area excluding fibre cement.
C6.1.2 Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows:
1. Maximum height of 1.8m above the natural ground level;
2. Maximum height of piers with decorative capping to be 2m above the natural ground level;
3. Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m;
4. Posts and piers are to have a maximum width 400mm and a maximum diameter of 50mm; and
5. The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.
C6.1.3 Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows:
1. Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City) to reduce the visual impact – for example, significant open structures, recesses and / or planters facing the road at regular intervals and varying materials, finishes and / or colours; and
2. Maximum height of piers with decorative capping to be 2m above adjacent footpath level.
C6.1.4 Exposed boundary walls visible to the street are to incorporate the following design features:</td></tr>
</table>

6.1 Transit Corridor	
Local Housing Objectives	**Deemed to Comply**
	• Indentations • Varying heights • Varying materials, colours and textures; or • Public artwork. C6.1.5 Any proposed vehicular or pedestrian entry gates should be **visually permeable**. C6.1.6 Walls and fences on the side boundaries, only within the **primary street setback area**, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a **secondary street**.

6.2 Residential		
Local Housing Objectives	**Deemed to Comply**	
O6.2.1 augments Clause 5.2.4 P4	Replaced: C6.2.1 – 6.2.4 replace Clause 5.2.4 C4.1 and C4.2 Remaining: None	
	WAPC approval required? No	WAPC approval date: N/A
O6.2.1 Front fences and walls which enable surveillance and enhance **streetscape**. O6.2.2 Development which adds interest to the street and minimises blank facades.	C6.2.1 Street walls, street fences and gates are to be of a style and materials compatible with those of the development on site and / or walls, fences and gates of the immediate surrounding area excluding fibre cement. C6.2.2 Street walls, fences and gates within the **primary street setback area**, including along the side boundaries, and front walls and fences to new **dwellings** fronting a **right of way** or **dedicated road** to be as follows: 1. Maximum height of 1.8m above the **natural ground leve**l; 2. Maximum height of piers with decorative capping to be 2m above the **natural ground level**; 3. Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be **visually permeable** above 1.2m; 4. Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm; and 5. The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.	

6.2 Residential	
Local Housing Objectives	**Deemed to Comply**
	C6.2.3 Street walls, fences and gates to **secondary streets**, behind the **primary street setback line**, or walls, fences and gates to the **primary streets** where those streets are district distributor roads to be as follows: 1. Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City) to reduce the visual impact – for example, significant open structures, recesses and / or planters facing the road at regular intervals and varying materials, finishes and / or colours; and 2. Maximum height of piers with decorative capping to be 2m above adjacent footpath level. C6.2.4 Walls, fences and gates on the side boundaries within the **primary street setback area**, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a **secondary street**.

Note: The above standards and objectives do not apply to Town Centre, Activity Corridor or Mixed Use Built Form Areas.

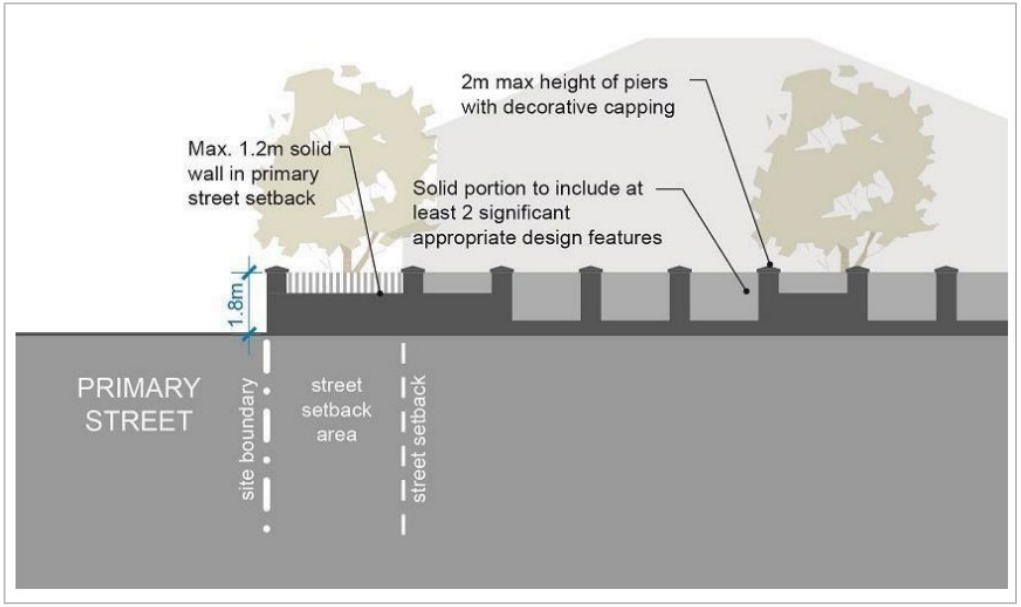


FIGURE 4

7. Sightlines

7.1 Residential		
Local Housing Objectives	**Deemed to Comply**	
O7.1.1 augments Clause 5.2.5 P5	Replaced: C7.1.1 – C7.1.3 replaces Clause 5.2.5 C5 Remaining: None	
	WAPC approval required? No	WAPC approval date: N/A
O7.1.1 Development which allows safe vehicle movement between the private and public domain.	C7.1.1 Except where required for manoeuvring of vehicles, structures within visual truncation areas as required in **Table 2** are to: i. Provide a **clear sight line** above 0.75m from the **natural ground level**; and ii. Be no greater than 0.35m x 0.35m in dimension, or 0.5m in diameter. C7.1.2 Notwithstanding C7.1.1, the following structures may be in visual truncation areas: • One pier / pillar with a maximum width and depth of 400m and 1.8m in height above **natural ground level**, or 2m tall to the top of decorative capping above the natural ground level; and / or • If a gate is proposed across a vehicle access point where a **driveway** meets a public street and where two streets intersect, the gate must provide: o When closed: a minimum of 50% unobstructed view. o When open: a **clear sight line** from 0.75m above the **natural ground level** within 1.5m of where the vehicle access way joins the street. C7.1.3 No structures are located within a 1m x 1m truncation where a **right of way** intersects another right of way or **driveway**.	

Note: The above standards and objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

TABLE 2

Road A	Road B	Sightline area	Exemption
Vehicle access point or driveway	Right of way or laneway	1m x 1m	No sightline required for: • 'Entry only' vehicle access points or driveways; • The entry side of two-way vehicle access points that are 6m or greater in width, and signage and line markings are provided.
Vehicle access point or driveway	Local access road	1.5m x 1.5m	

Road A	Road B	Sightline area	Exemption
Right of way	Local access road or right of way	2m x 2m	Otherwise specified in the Metropolitan Region Scheme (MRS).
Local road (includes local distributor road)	Local road (includes local distributor road) or district / primary distributor road	3m x 3m	Otherwise specified in the MRS.
District / primary distributor road	District / primary distributor road	6m x 6m	Otherwise specified in the MRS.

8. Parking

8.1 Town Centre, Activity Corridor and Mixed Use
Local Housing Objectives
O8.1.1 augments P3.2
O8.1.1 Suitable end of trip facilities should be included in the initial design of the **building**.

Note: The above objectives do not apply to Transit Corridors or Residential Built Form Areas

9. Vehicular access

9.1 Town Centre, Activity Corridor and Mixed Use
Local Housing Objectives
O9.1.1 – 9.1.5 augments Clause 5.3.5 P5.2
O9.1.1 Vehicle access to and from site should be safe, manageable and convenient. O9.1.2 Pedestrian priority and safety should be ensured by minimising the number, location and design of vehicle **crossovers**. O9.1.3 Minimise breaks in the street wall to maximise **active frontages**. O9.1.4 Service areas, loading bays and vehicle entrances should gain access from the secondary street or **right of way** wherever possible. O9.1.5 Maximise the retention of existing mature vegetation through the location and design of vehicle access.

Note: The above objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

10. External fixtures, utilities and facilities

10.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential		
Local Housing Objectives	**Deemed to Comply**	
O10.1.1 augments Clause 5.4.4 P4.1	C10.1.1 – C10.1.3 replaces Clause 5.4.4 C4.1 – C4.4, C4.6 and C4.7 Remaining: Clause 5.4.4 C4.5	
	WAPC approval required? No	WAPC approval date:
O10.1.1 Solar panels are located as to not be directly visible from adjoining properties or the street.	C10.1.1 **Service utilities** are designed and located such that they: i. are accessible and can be safely maintained; ii. maintain clear sightlines for vehicle access; and iii. integrated into the design of the development and / or screened from view of the street. C10.1.2 Functional utilities (with the exception of solar collectors and electric vehicle charging): i. are located behind the **primary street setback** and not visible from the **primary street**; ii. are designed to integrate with the development; and iii. are located and / or screened so that they are not visually obtrusive and minimise the impact of noise sources to **habitable** rooms and private **open space** both on the development site and **adjoining properties**. C10.1.3 For **single houses** and **grouped dwellings**, air conditioning fixtures are to be placed at the rear of the ground floor. The highest point of the air conditioning fixture should be a maximum 1.8m above **natural ground level** or below the existing fence line, whichever is lesser.	

11. Urban design study

11.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential
Local Housing Objectives
An urban design study should be submitted with the application for development approval and must consider all of the following local housing objectives: O11.1.1 Appropriate use of a variety of materials and finishes that complement elements of the existing local character whilst avoiding the use of faux (made as an imitation, fake or false) materials. O11.1.2 **Articulation** that uses architectural elements in addition to setbacks to reduce its impact on **adjoining properties** and improves the **amenity** of **adjoining properties** and the **streetscape**. O11.1.3 Fire boosters, mailboxes and **external fixtures** that are integrated in the early design stage and located to minimise the impact on the public realm.

11.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential
Local Housing Objectives
O11.1.4 Development that achieves visual interaction with the vehicle and pedestrian approaches. O11.1.5 Development which integrates and / or acknowledges the design elements and character of the **streetscape** identified in the Urban Design Study. O11.1.6 Development which incorporates the design elements of the predominant **streetscape** character of the urban design study area outlined in Appendix 2. O11.1.7 Development on corner sites that is designed to express significance and frame the corner to define the built form and give a strong edge to the public realm. O11.1.8 Development expressed with strong visual elements that integrate with all street **frontages** and **rights of way**. O11.1.9 Create cohesion of all street **frontages** and contribute to a comfortable pedestrian environment by addressing each **frontage** with **passive surveillance** and safe sight lines. O11.1.10 Development should integrate with adjoining public spaces by including visual surveillance or clearly visible entrances and paths directly onto the public space. O11.1.11 Emphasise vertical **articulation** to break up building mass and highlight street level uses and details. O11.1.12 Development designed to be adaptive and cater for changing uses over time within the relevant zone. O11.1.13 High-quality durable materials and textures used at street level and upper levels which express the architectural style of the surrounding context. O11.1.14 Design which is responsive to any existing and / or proposed verge trees and will promote greening in town centres.

12. Development on rights of way

12.1 Residential
Local Housing Objectives
O12.1 Development which appropriately addresses rights of way to facilitate spaces which are welcoming and safe for residents and visitors. O12.2 Development which provides appropriate pedestrian access to a **dedicated road** with suitable space for service areas and waste management. O12.3 Development which provides suitable space for safe vehicle movement in the **right of way**. O12.4 Development on rights of ways should be in accordance with the Western Australian Planning Commission's Planning Bulletin 33 Rights of Way or Laneways in Established Areas – Guidelines. **Orientation** O12.5 Where a **dwellings**' **primary street frontage** is a **right of way**, or where no **primary street** or secondary street **frontage** exists, should be oriented to address the **right of way** using clearly defined entry points and **major openings** as if it were a **primary street**. **Setbacks**

12.1 Residential
Local Housing Objectives
O12.6 Development must be setback 1m from a **right of way**. If the site is subject to **right of way** widening, the setback is measured from the new **lot boundary** after the widening is applied. Clause C5.2.1 of the R Codes is replaced by this clause where development has its **primary street frontage** to a **right of way**. **Access** O12.7 Each lot that does not have direct **frontage** to a **dedicated road** should be provided with a pedestrian access way to a **dedicated road**. The width of the pedestrian access way should be 1.5m. O12.8 Access to a **right of way** is required to be trafficable to the nearest **dedicated road**. The cost to upgrade a **right of way** to make it trafficable should be borne by the applicant.

Note: The above objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

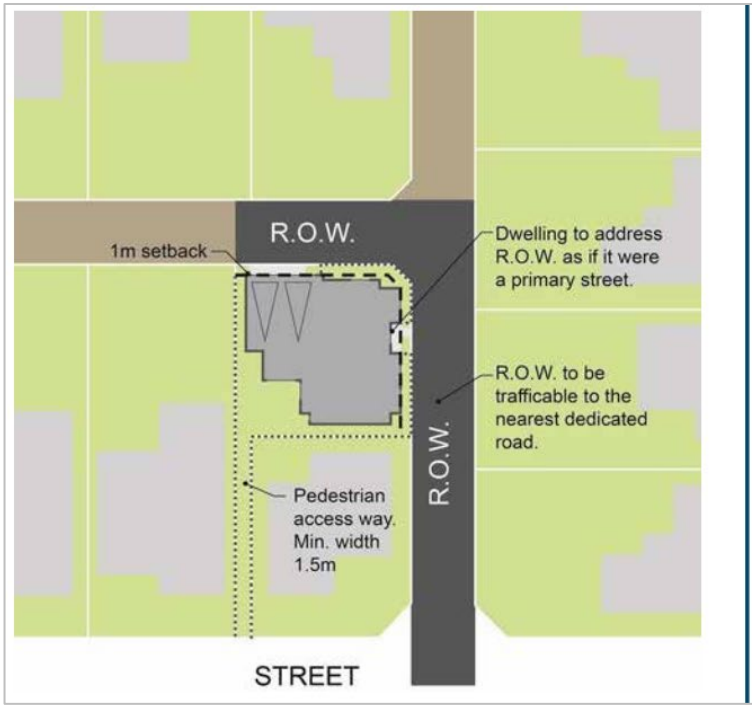


FIGURE 5

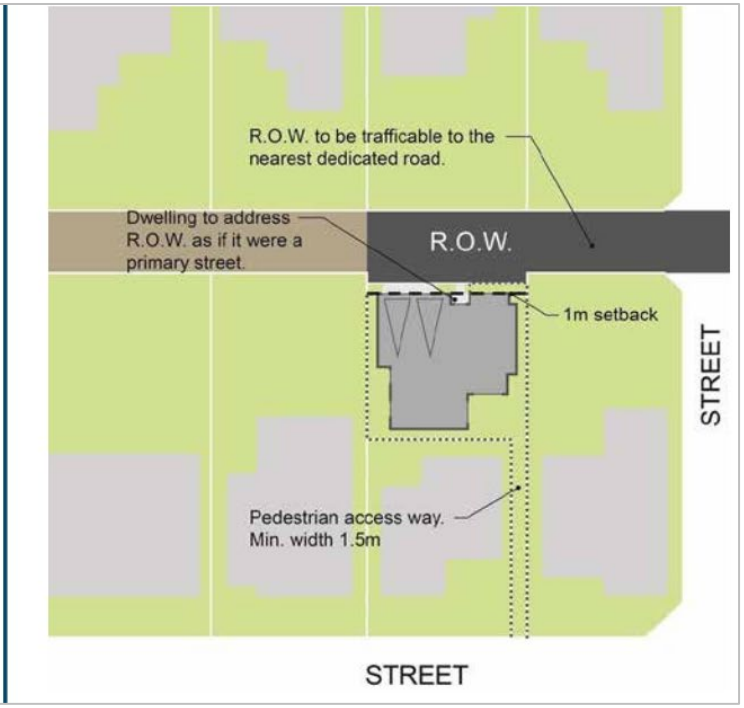


FIGURE 6

Image page (as existing)

Section 2 Medium-density development (R Codes Volume 1 Part C)

1. Parking
2. Street setbacks
3. Streetscape
4. Access
5. Utilities

1. Parking

1.1 Town Centre, Activity Corridor and Mixed Use
Local Housing Objectives
O1.1.1 augments Clause 2.3 P2.3.2
O1.1.1 Suitable end of trip facilities should be included in the initial design of the **building**.

Note: The above objectives do not apply to Transit Corridor or Residential Built Form Areas.

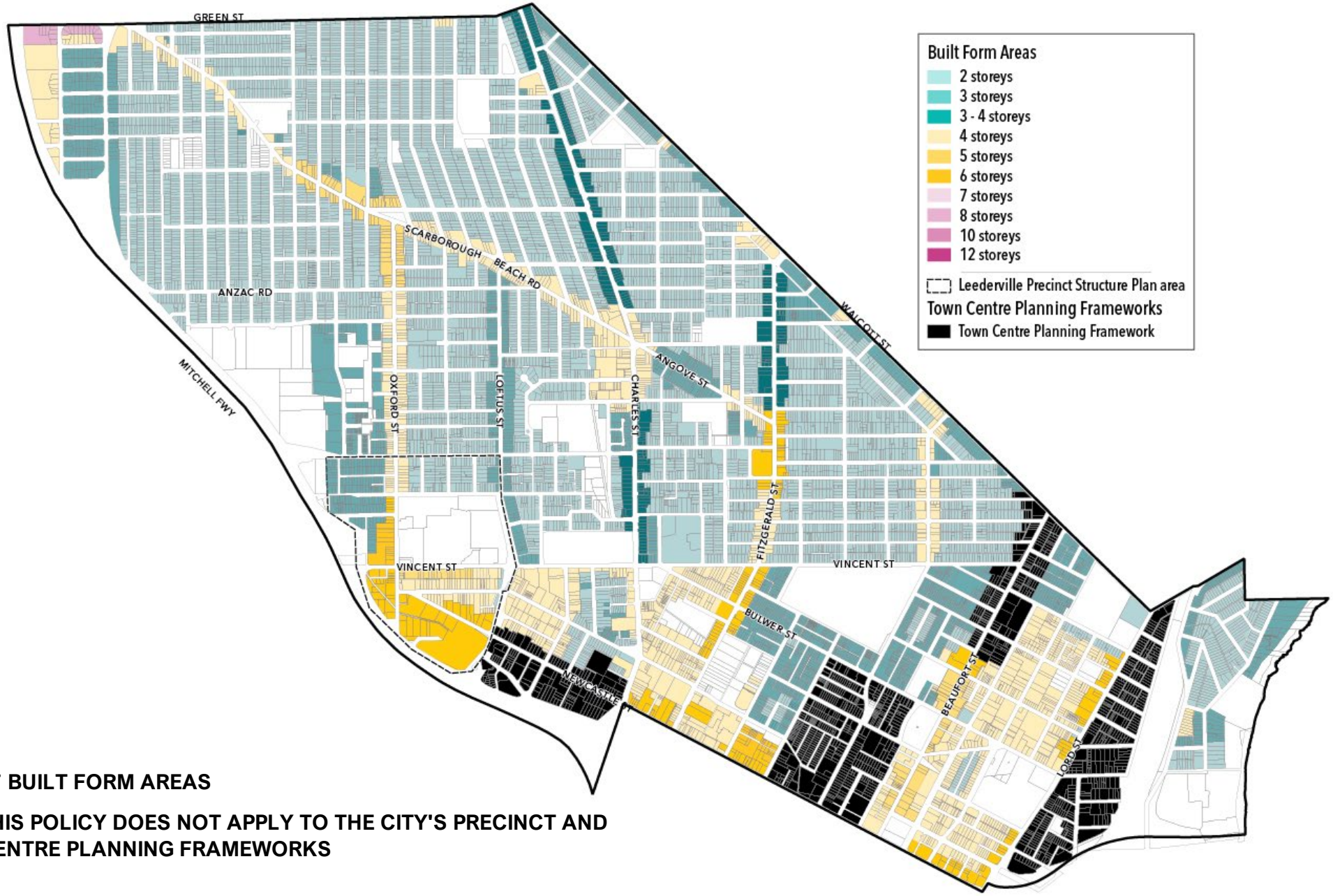


FIGURE 7 BUILT FORM AREAS

NOTE: THIS POLICY DOES NOT APPLY TO THE CITY'S PRECINCT AND TOWN CENTRE PLANNING FRAMEWORKS

2. Street setbacks

2.1 Town Centre, Activity Corridor and Mixed Use		
Local Housing Objectives	**Deemed to Comply**	
O2.1.1 – O2.1.5 augment Clause 3.3 P3.3.3	Replaced: C2.1.1 replaces Clauses 3.3 C3.3.1 – C3.3.6 Remaining: None	
	WAPC approval required? No	WAPC approval date: N/A
O2.1.1 Development which maximises natural light access, natural ventilation and, internal and external privacy. O2.1.2 Setbacks that facilitate the provision of **landscaping**. O2.1.3 Street setbacks that facilitate the provision of useable **open space**, alfresco dining opportunities and **landscaping** which contributes to canopy coverage. O2.1.4 Development which activates and addresses **rights of way**. O2.1.5 Development which incorporates design elements that reduce the impact of building bulk.	C2.1.1 **Primary** and **secondary street setback** is nil.	

<table>
<tr><th colspan="3">2.2 Transit Corridor</th></tr>
<tr><td>Local Housing Objectives</td><td colspan="2">Deemed to Comply</td></tr>
<tr><td rowspan="2">O2.2.1 – O2.2.5 augment Clause 3.3 P3.3.3</td><td colspan="2">Replaced: C2.2.1 and C2.2.2 replaced Clause 3.3 C3.3.1 and C3.3.2 (i)
Remaining: Clause 3.3 C3.3.2 (ii) – C3.3.6</td></tr>
<tr><td>WAPC approval required? No</td><td>WAPC approval date: N/A</td></tr>
<tr><td>O2.2.1 Development which maximises natural light access, natural ventilation, internal and external privacy.
O2.2.2 Setbacks that facilitate the provision of deep soil areas and canopy coverage.
O2.2.3 Development which activates and addresses rights of way.
O2.2.4 Development which incorporates design elements that reduce the impact of building bulk.
O2.2.5 Development which appropriately addresses rights of way to facilitate spaces which are welcoming and safe for residents and visitors.</td><td colspan="2">Setback of buildings
C2.2.1 The primary and secondary street setback is as per Clause 3.3 of the R Codes Volume 1 Part C.
C2.2.2 Primary and secondary street setback for the third storey and above must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.</td></tr>
</table>

<table>
<tr><th colspan="2">2.3 Residential</th></tr>
<tr><td>Local Housing Objectives</td><td>Deemed to Comply</td></tr>
<tr><td rowspan="2">O2.3.1 – O2.3.3 augment Clause 3.3 P3.3.3</td><td>Replaced: C2.3.1 – C2.3.4 replaces Clause 3.3 C3.3.1 – C3.3.2 | C2.3.5 and C2.3.6 replaces Clause 3.3 C3.3.4 | C2.3.7 – C2.3.9 replace Clause 3.3 C3.3.5
Remaining: Clause 3.3 C3.3.3 and C3.3.6</td></tr>
<tr><td>WAPC approval required? No | WAPC approval date: N/A</td></tr>
<tr><td>O2.3.1 Development which incorporates predominant features of the streetscape.
O2.3.2 Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the dwelling.
O2.3.3 Development which minimises the visual bulk of the buildings through articulation of larger wall lengths and the stepping back of upper storeys walls.</td><td>
Setback of buildings
C2.3.1 Buildings to be set back from the street boundaries, including rights of way, in accordance with the table below.
<table>
<tr><th rowspan="2">Street type</th><th colspan="4">Density code</th></tr>
<tr><th>R20</th><th>R25</th><th>R30</th><th>R40</th></tr>
<tr><td>Primary street</td><td colspan="4">As established in Clause 2.3.2</td></tr>
<tr><td>Secondary street</td><td>1.5m</td><td>1.5m</td><td>1.5m</td><td>1m</td></tr>
<tr><td>Right of way, laneway or communal street[1] [2]</td><td>1m</td><td>1m</td><td>1m</td><td>1m</td></tr>
<tr><td colspan="5">Notes:
1 Right of way, laneway or communal street setback includes where a right of way or laneway forms the principal frontage and primary street to the dwelling.
2 Where road or right of way widening is required, setbacks are to be calculated from the adjusted street boundary.</td></tr>
</table>
C2.3.2 Buildings to be set back from the street boundary corresponding to the average of the setback of the five properties to each side of the proposed development that front the same street, as follows:
a. The setback is to be measured from the street boundary to the closest portion of the dwelling.
b. Where multiple dwellings are located on one or more of the five properties to each side of the subject site, each development is to be treated as one dwelling for the purposes of this calculation.
c. For the purposes of measuring the primary street setback, the following buildings are not to be included:
i. porches, verandahs, patios, carports, balconies and the like; and
</td></tr>
</table>

<table>
<tr><th colspan="2">2.3 Residential</th></tr>
<tr><th>Local Housing Objectives</th><th>Deemed to Comply</th></tr>
<tr><td></td><td>
ii. Garages that are, unenclosed except where they abut a dwelling and may have a door that is visually permeable. This includes garages that received approval as 'carports' under previous versions of the Residential Design Codes.
C2.3.3 In addition to Clause 2.3.1, development that is more than one storey in height should be set back in accordance with the table below.
<table>
<tr><th>Street type</th><th>Walls of upper storeys</th><th>Balconies</th></tr>
<tr><td>Primary street including right of way or laneway as primary street</td><td>Setback an additional 2m from the street boundary than the ground floor.</td><td>Setback an additional 1m from the street boundary than the ground floor.</td></tr>
<tr><td>Secondary street</td><td>Setback an additional 1.5m from the street setback provided to the storey below.</td><td>No Additional Requirement.</td></tr>
<tr><td colspan="3">Notes:
1. For measuring the ground floor primary street setback, the measurement is to be taken from the street boundary to the closest portion of wall to the dwelling. Elements identified in Clause 2.3.2 (c) are to be excluded.</td></tr>
</table>
C2.3.4 An unenclosed porch, verandah or the equivalent may (subject to the Building Codes of Australia) project into the primary street setback area to a maximum of half the required primary street setback area.
Setback of garages and carports
C2.3.5 Garages are to be setback a minimum of 500mm behind the dwelling alignment (excluding any porch, portico, verandah or balcony or the like).
C2.3.6 Garages and carports must match the existing dwellings predominant colour, scale and materials and must be complementary and subservient to the dwelling.
C2.3.7 Carports should be setback in accordance with Clause C2.3.1 and C2.3.2 of this Policy. This setback may be reduced by up to 50% provided that the area of any building encroaching into the setback area is compensated for by at least an equal area of open space that is located between the street setback line and a line drawn parallel to it at twice the setback distance (Figure 8).
C2.3.8 Carports must provide an unobstructed view to major openings of the dwelling from the street. Gates or doors to carports are required to be visually permeable.
C2.3.9 Carports should allow light and ventilation to the major openings of the dwelling.
</td></tr>
</table>

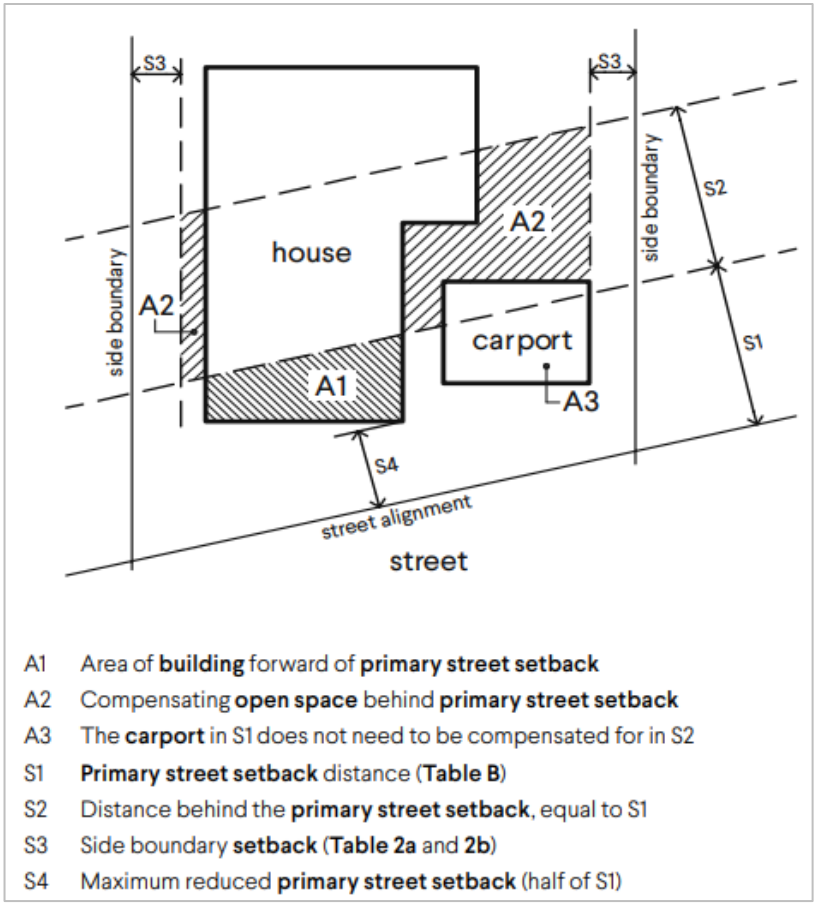


FIGURE 8

Note: Carport to be considered as A1 and not A3.

3. Streetscape

<table>
<tr><th colspan="3">3.1 Transit Corridor</th></tr>
<tr><td>Local Housing Objectives</td><td colspan="2">Deemed to Comply</td></tr>
<tr><td rowspan="2">O3.1.1 augments Clause 3.6 P3.6.1</td><td colspan="2">Replaced: C3.1.1 and C3.1.2 replace Clause 3.6 C3.6.7 and C3.6.8 | C3.1.3 replaces Clause 3.6 C3.6.8 and C3.6.9 | C3.1.4 – C3.1.6 replace Clause 5.1.3 C3.6.7
Remaining: Clause 3.6 C3.6.1 – C3.6.6</td></tr>
<tr><td>WAPC approval required? No</td><td>WAPC approval date: N/A</td></tr>
<tr><td>O3.1.1 Development which preserves and enhances the visual character of the existing streetscape by considering bulk, scale, setbacks, design, relationship between the private and public domain, and fencing styles.</td><td colspan="2">Street walls and fences
C3.1.1 Street walls, street fences and gates are to be of a style and materials compatible with those of the development on site and / or walls, fences and gates of the immediate surrounding area excluding fibre cement.
C3.1.2 Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows:
1. Maximum height of 1.8m above the natural ground level;
2. Maximum height of piers with decorative capping to be 2m above the natural ground level;
3. Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m;
4. Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm; and
5. The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.
C3.1.3 Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows:
a. Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City) to reduce the visual impact – for example, significant open structures, recesses and / or planters facing the road at regular intervals and varying materials, finishes and / or colours; and
b. Maximum height of piers with decorative capping to be 2m above adjacent footpath level.</td></tr>
</table>

3.1 Transit Corridor	
Local Housing Objectives	**Deemed to Comply**
	C3.1.4 Exposed **boundary walls** visible to the street are to incorporate the following design features: • Indentations • Varying heights • Varying materials, colours and textures; or • Public artwork. C3.1.5 Any proposed vehicular or pedestrian entry gates should be **visually permeable**. C3.1.6 Walls and fences on the side boundaries, only within the **primary street setback area**, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.

3.2 Residential		
Local Housing Objectives	**Deemed to Comply**	
O3.2.1 augments Clause 3.6 P3.6.2 O3.2.2 augments Clause 3.6 P3.6.1	Replaced: C3.2.1 augments Clause 3.6 C3.6.1 (i) | C3.2.2 and C3.2.3 replace Clause 3.6 C3.6.5 | C3.2.4 replaces Clause 3.6 C3.6.6 | C3.2.5 – C3.2.7 replace Clause 3.6 C3.6.7 and C3.6.8 | C3.2.8 replaces Clause 3.3 C3.6.8 and C3.6.9 Remaining: Clause 3.6 C3.6.1 – C3.6.4	
	WAPC approval required? No	WAPC approval date: N/A
O3.2.1 Front fences and walls which enable surveillance and enhance **streetscape**. O3.2.2 Development which adds interest to the street and minimises blank facades.	**Addressing the street** C3.2.1 The **primary street** elevation of the **dwelling** should address the street and should include the main entry (front door) to the **dwelling**. Sites which abut a right of way and do not designate another **primary street** should address the right of way as though it were its **primary street** for the purposes of this clause. C3.2.2 **Garages** which are 50% or less than the width of the lot. C3.2.3 For lots less than 10m wide, **garages** which are a maximum of 4m wide. C3.2.4 The total width of any **carport** within the **street setback area** is not to exceed 50% of the **frontage** (including strata lots) of the lot or 6m whichever is the lesser. **Street walls and fences**	

3.2 Residential	
Local Housing Objectives	**Deemed to Comply**
	C3.2.5 Street walls, street fences and gates are to be of a style and materials compatible with those of the development on site and / or walls, fences and gates of the immediate surrounding area excluding fibre cement. C3.2.6 Street walls, fences and gates within the **primary street setback area**, including along the side boundaries, and front walls and fences to new **dwellings** fronting a **right of way** or **dedicated road** to be as follows: 1. Maximum height of 1.8m above the **natural ground level**; 2. Maximum height of piers with decorative capping to be 2m above the **natural ground level**; 3. Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be **visually permeable** above 1.2m; 4. Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm; and 5. The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed. C3.2.7 Walls, fences and gates on the side boundaries within the **primary street setback area**, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a **secondary street**. C3.2.8 Street walls, fences and gates to secondary streets, behind the **primary street setback line**, or walls, fences and gates to the **primary streets** where those streets are district distributor roads to be as follows: a. Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City) to reduce the visual impact – for example, significant open structures, recesses and / or planters facing the road at regular intervals and varying materials, finishes and / or colours; and b. Maximum height of piers with decorative capping to be 2m above adjacent footpath level.

Note: The above standards and objectives do not apply to Town Centre, Activity Corridor, Mixed Use or Transit Corridor Built Form Areas.

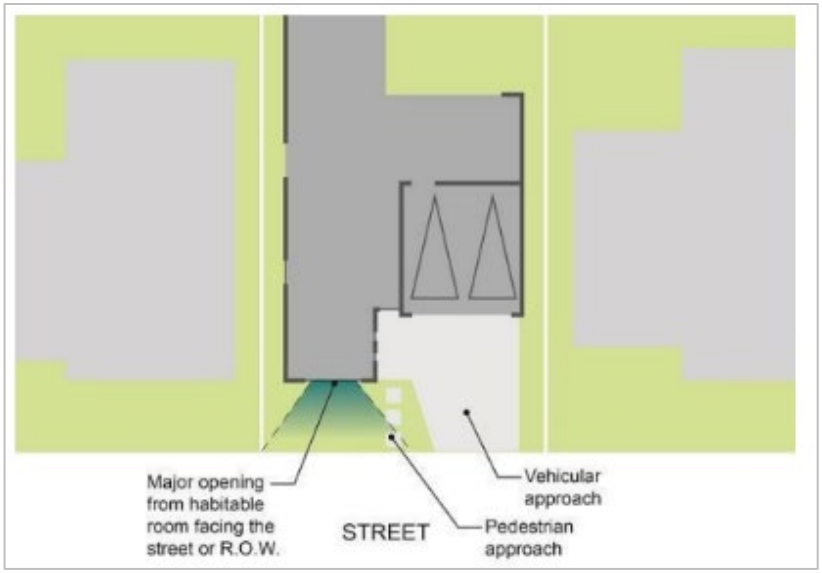


FIGURE 9

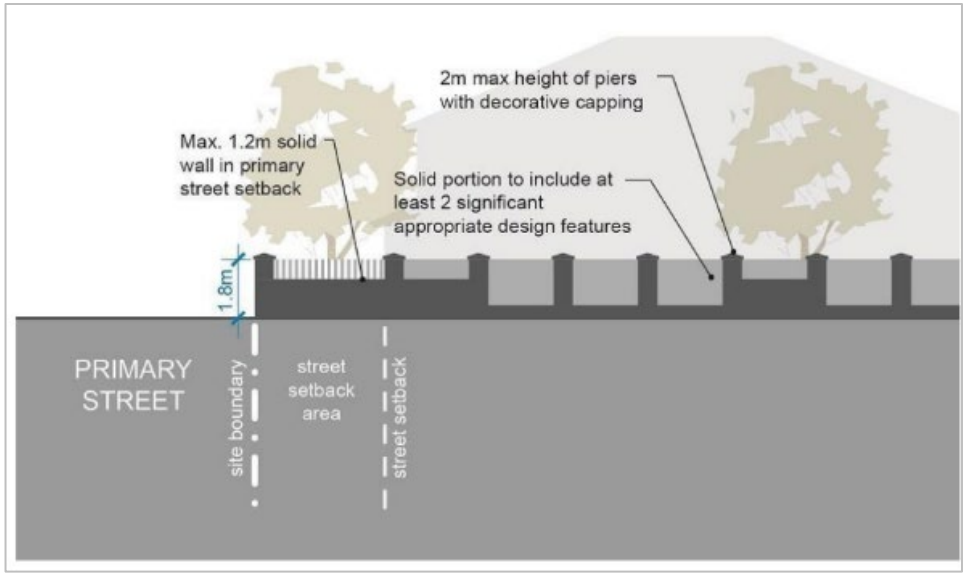


FIGURE 10

4. Access

4.1 Town Centre, Activity Corridor and Mixed Use
Local Housing Objectives
O4.1.1 and O11.1.2 augment Clause 3.7 P3.7.1 | O4.1.3 – O4.1.5 augments Clause 3.7 P3.7.2
O4.1.1 Vehicle access to and from site should be safe, manageable and convenient. O4.1.2 Pedestrian priority and safety should be ensured by minimising the number, location and design of vehicle **crossovers**. O4.1.3 Minimise breaks in the street wall to maximise **active frontages**. O4.1.4 Service areas, loading bays and vehicle entrances should gain access from the **secondary street** or **right of way** wherever possible. O4.1.5 Maximise the retention of existing mature vegetation through the location and design of vehicle access.

4.2 Residential	
Local Housing Objectives	**Deemed to Comply**
O4.2.1 augments Clause 3.7 P3.7.1.	Replaced: C4.2.1 – C4.2.3 replace Clause 3.7 C3.7.7

4.2 Residential		
Local Housing Objectives	**Deemed to Comply**	
	Remaining: Clause 3.7 C3.7.1 – 3.7.6 and C3.7.8 – C3.7.13	
	WAPC approval required? No	WAPC approval date: N/A
O4.2.1 Development which allows safe vehicle movement between the private and public domain.	**Sightlines** C4.2.1 Except where required for manoeuvring of vehicles, structures within visual truncation areas as required in **Table 3** are: i. Provide **clear sight line** above 0.75m from the **natural ground level**; and ii. No greater than 0.35m x 0.35m in dimension, or 0.5m in diameter. C4.2.2 Notwithstanding C4.2.1, the following structures may be in visual truncation areas: • One pier / pillar with a maximum width and depth of 400mm and 1.8m height above **natural ground level**, or 2m tall to the top of decorative capping above the **natural ground level**; and / or • If a gate is proposed across a vehicle access point where a **driveway** meets a public street and where two streets intersect, the gate must provide: o When closed: a minimum of 50% unobstructed view. o When open: a **clear sight line** from 0.75m above the **natural ground level** within 1.5m of where the vehicle access way joins the street. C4.2.3 No structures are located within a 1m x 1m truncation where a right of way intersects another **right of way** or **driveway**.	

Note: The above standards and objectives do not apply to Transit Corridor Built Form Areas.

TABLE 3

Road A	Road B	Sightline area	Exemption
Vehicle access point or driveway	Right of way or laneway	1m x 1m	No sightline required for: • 'Entry only' vehicle access points or driveways; • The entry side of two-way vehicle access points that are 6m or greater in width, and signage and line markings are provided.
Vehicle access point or driveway	Local access road	1.5m x 1.5m	
Right of way	Local access road or right of way	2m x 2m	Otherwise specified in the MRS.
Local road (includes local distributor road)	Local road (includes local Distributor road) or district / primary road	3m x 3m	Otherwise specified in the MRS.

Road A	Road B	Sightline area	Exemption
District / primary road	District / primary road	6m x 6m	Otherwise specified in the MRS.

5. Utilities

5.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential		
Local Housing Objectives	**Deemed to Comply**	
O5.1.1 augments Clause 2.5 P2.5.2	C5.1.1 augments Clause 2.5 C2.5.2	
	WAPC approval required? No	WAPC approval date: N/A
O5.1.1 Solar panels are located as to not be directly visible from **adjoining properties** or the street.	C5.1.1 For **single houses** and **grouped dwellings**, air conditioning fixtures are to be placed at the rear of the ground floor. The highest point of the air conditioning fixture should be a maximum 1.8m above **natural ground level** or below the existing fence line, whichever is lesser.	

Section 3 High-density development (R Codes Volume 2)

1. Building height
2. Street setbacks
3. Side and rear setbacks
4. Pedestrian access and entries
5. Vehicle access
6. Façade design
7. Roof design

1. Building height

1.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Replace	**Remain**
A1.1.1 and A1.1.2 replace Clause 2.2 A2.2.1	
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A1.1.1 Development that is consistent with the **building heights** provided in **Table 4a**, **Table 4b** and **Figure 10**. A1.1.2 **External fixtures** may extend beyond the maximum height in **Tables 4a** and **4b** where they are not visible from the street or neighbouring properties.	

TABLE 4a

Town Centre, Activity Corridor, Mixed Use and Transit Corridor			
Number of storeys	**Concealed or skillion roof**	**Pitched, hipped or gabled roof**	
	Maximum building height	**Maximum height of wall**	**Maximum total building height**
2	8.1m	7.1m	10.1m
3	11.2m	10.2m	13.2m
4	14.3m	13.3m	16.3m
5	17.4m	16.4m	19.4m
6	20.5m	19.5m	22.5m
7	23.6m	22.6m	25.6m
8	26.7m	25.7m	28.7m

TABLE 4b

Residential			
Number of storeys	**Concealed or skillion roof**	**Pitched, hipped or gabled roof**	
	Maximum building height	**Maximum height of wall**	**Maximum total building height**
1	4m	3m	6m
2	7m	6m	9m
3	10m	9m	12m
4	13m	12m	15m
5	17m	16m	18m

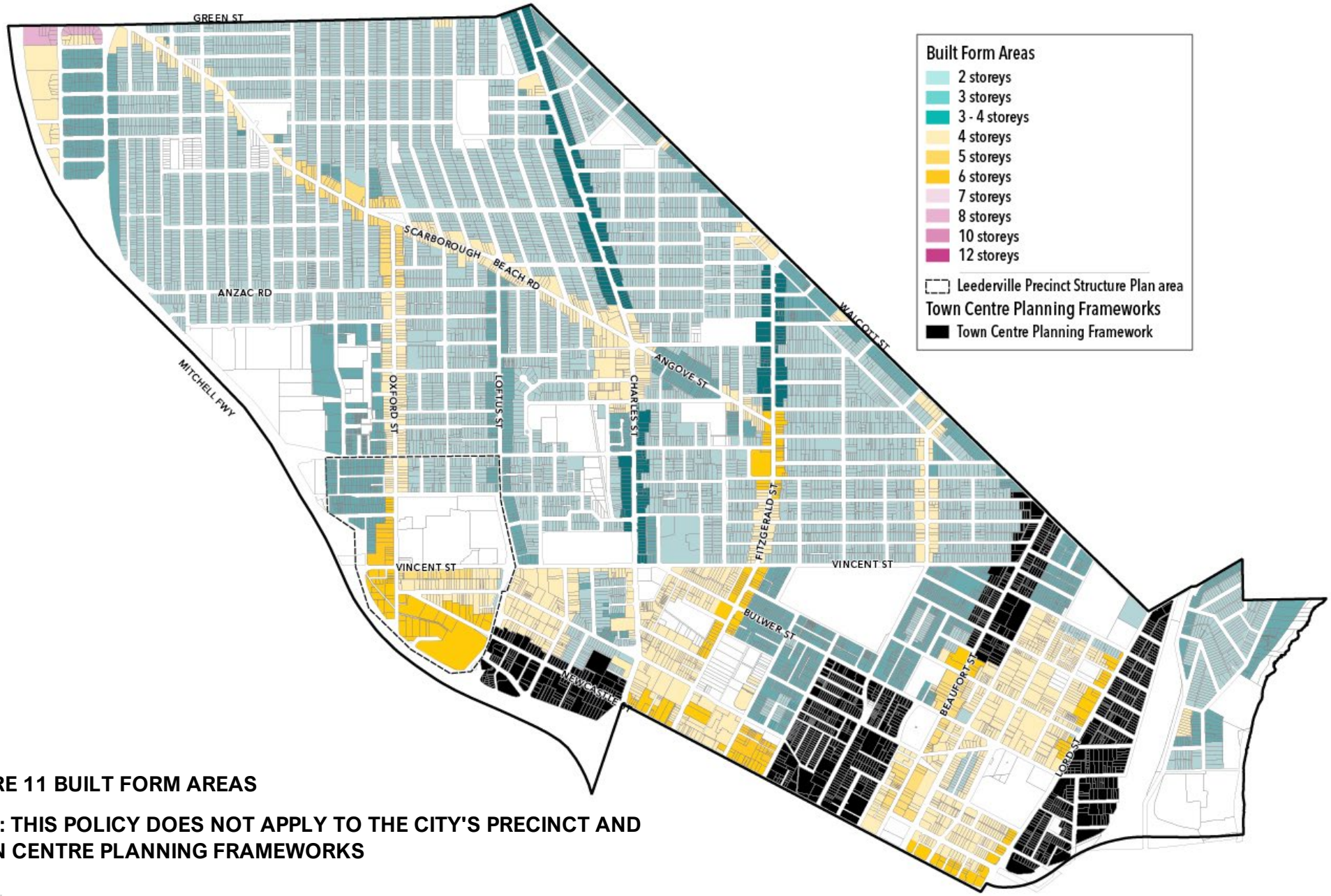


FIGURE 11 BUILT FORM AREAS

NOTE: THIS POLICY DOES NOT APPLY TO THE CITY'S PRECINCT AND TOWN CENTRE PLANNING FRAMEWORKS

2. Street setbacks

2.1 Town Centre, Activity Corridor and Mixed Use,	
Replace	**Remain**
A2.2.1 replaces Clause 2.3 A2.3.1	
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A2.2.1 **Primary** and **secondary street setback** is nil.	

2.2 Transit Corridor	
Replace	**Remain**
A2.2.1 and A2.2.2 replace Clause 2.3 A2.3.1	
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A2.2.1 Development complies with the **street setback** set out in Table 2.1 of the R Codes Volume 2. A2.2.2 **Primary** and **secondary street setback** for the third storey and above must incorporate **articulation** and the use of varying colours and materials which minimise the bulk and scale of the **building** on the **streetscape**.	

2.3 Residential	
Replace	**Remain**
A2.3.1 – A2.3.6 replace Clause 2.3 A2.3.1	
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A2.3.1 The **primary street setback** should be calculated by averaging the setback of the five **dwellings adjoining properties**, either side of the proposed development. A2.3.2 For the purpose of averaging, the **primary street setback** should be measured from the street alignment to the nearest wall of the **dwelling** excluding **porches**, **verandahs**, **carports** and **balconies**. A2.3.3 Walls on upper floors setback a minimum of 2m behind the ground floor predominant building line (excluding any **porch** or **verandah**), as determined by the City.	

2.3 Residential
A2.3.4 **Balconies** on upper floors setback a minimum of 1m behind the ground floor predominant building line (excluding any **porch** or **verandah**), as determined by the City. A2.3.5 The ground floor **secondary street setback** should be as per the R Codes. A2.3.6 **Secondary street setback** for upper floors should be 1.5m behind each portion of the ground floor setback.

3. Side and rear setbacks

3.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Replace	**Remain**
A3.1.1 – A3.1.2 replace Clause 2.4 A2.4.1	Clause 2.4 A2.4.2 remains and applies
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
Lot boundaries A3.1.1 Side and rear setbacks in accordance with **Tables 5a**, **5b** and **5c**. **Development adjoining rights of way** A3.1.2 Where development adjoins a **right of way** the setback should be measured from the midpoint of the **right of way**. A3.1.3 Development must address adjoining rights of way by providing **passive surveillance** and openings to the **right of way**.	

TABLE 5a

Neighbouring Property		Subject Property								
			R20	R30	R40	R50	R60	R80	R100+	R – AC3	No R – Code
Residential Built Form Area		R20	A	A	A	C	C	C	C	C	C
		R30	A	A	A	B	C	C	C	C	C
		R40	A	A	A	B	B	C	C	C	C
		R50	A	A	A	A	B	B	C	C	C
		R60	A	A	A	A	A	B	B	B	B
		R80	A	A	A	A	A	D	D	D	D
		R100+	A	A	A	A	A	D	D	D	D
		No R – Code	A	A	A	A	A	D	D	D	D
Non-Residential Built Form Area			E	E	E	E	E	F	F	F	F

TABLE 5b

	Setback for ground floor, second storey and third storey	Setback for the fourth storey and above
A	Table 1.3c	Table 1.3c
B	4.5m	6.5m
C	6.5m	12.5
D	R Codes Volume 2 Table 2.1	R Codes Volume 2 Table 2.1
E	Nil	Table 1.3c
F	Nil	R Codes Volume 2 Table 2.1

TABLE 5c

	Wall length (m)													
	9 or less	10	11	12	13	14	15	16	17	18	19	20	25	Over 25
Wall height (m)														
3.5 or less	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4	1.1	1.5	1.5	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.7	1.7	1.8
4.5	1.1	1.5	1.5	1.5	1.5	1.5	1.6	1.7	1.7	1.7	1.7	1.7	1.8	2.0
5	1.1	1.5	1.5	1.5	1.5	1.6	1.7	1.8	1.8	1.8	1.8	1.9	2.0	2.3
5.5	1.2	1.5	1.5	1.5	1.6	1.7	1.8	1.9	1.9	2.0	2.0	2.1	2.3	2.5
6	1.2	1.5	1.5	1.5	1.6	1.8	1.9	2.0	2.0	2.1	2.1	2.2	2.4	2.8
6.5	1.2	1.5	1.5	1.6	1.7	1.9	2.0	2.1	2.1	2.2	2.2	2.3	2.7	3.0
7	1.2	1.5	1.5	1.6	1.8	2.0	2.1	2.2	2.2	2.3	2.4	2.5	2.8	3.3
7.5	1.3	1.5	1.6	1.7	1.9	2.1	2.2	2.3	2.3	2.4	2.5	2.6	3.0	3.5
8	1.3	1.5	1.6	1.7	1.9	2.1	2.2	2.4	2.4	2.5	2.6	2.7	3.1	3.8
8.5	1.4	1.6	1.7	1.8	2.0	2.2	2.3	2.5	2.6	2.7	2.8	2.9	3.3	4.1
9	1.4	1.7	1.7	1.8	2.0	2.3	2.4	2.6	2.7	2.8	2.9	3.0	3.6	4.3
9.5	1.4	1.7	1.8	1.9	2.1	2.4	2.5	2.7	2.8	2.9	3.0	3.2	3.8	4.6
10	1.5	1.8	1.9	2.0	2.2	2.4	2.6	2.8	2.9	3.0	3.1	3.3	4.0	4.8

4. Pedestrian access and entries

4.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Additional	**Remain**
A4.1.1 – A4.1.6 apply in addition to Clause 6.1 A3.7.1 – A3.7.6	Clause 6.1 A3.7.1 – A3.7.6 remain and apply
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A4.1.1 Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas. A4.1.2 Access for pedestrians which directly fronts the **primary street**. A4.1.3 Developments should distinguish residential entries from retail and other commercial entries. A4.1.4 Internal ground floor level to be at grade. A4.1.5 Design of balustrades to be integrated into the design of the development. A4.1.6 Ramps are not to exceed 50% of the **active frontage**.	

5. Vehicle access

5.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Additional and Replace	**Remain**
A5.1.1 – A5.1.5 apply in addition to Clause 3.8 A3.8.1 – A3.8.7 A5.1.11 and A5.1.13 replace A3.8.7	Clause 3.8 A3.8.1 – A3.8.7 remain and apply
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A5.1.1 Service areas and vehicular access should be: a. Taken from the rear **laneway** or secondary street in the first instances; or b. Collocated where taken from the **primary street** to maximise the width of **active frontages**. A5.1.2 Access to on-site car parking spaces to be provided: • where available, from a **right of way** available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a **dedicated road**; • from a secondary street where no **right of way** exists; or • from the **primary street frontage** where no secondary street or **right of way** exists.	

5.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential
A5.1.3 Access to a **right of way** is required to be trafficable to the nearest **dedicated road**. The cost to upgrade a **right of way** to make it trafficable is to be borne by the applicant. A5.1.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear. A5.1.5 Roller shutters, doors and screens are to be **visually permeable**. A5.1.6 On-site parking for a development should be located beneath or at the rear of **buildings**. A5.1.7 In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays. A5.1.8 Where on-site parking provided for customer / client use is not directly visible from the adjacent street, adequate signage should be provided to promote public knowledge of and direction to the car park. This signage should comply with the requirements of the City's Local Planning Policy: Signs and Advertising. A5.1.9 Existing trees must not be removed to provide for vehicle access. A5.1.10 Each lot should provide a maximum of one **crossover**. A5.1.11 The maximum width of a single **crossover** is 3m. The maximum width of a double **crossover** is 5m. A5.1.12 Except where required for manoeuvring of vehicles, structures within visual truncation areas as required in **Table 6** are: i. Provide a **clear sight line** above 0.75m from the **natural ground level**; and ii. No greater than 0.35m x 0.35m in dimension, or 0.5m in diameter. A5.1.13 No structures are located within a 1m x 1m truncation where a **right of way** intersects another **right of way** or **driveway**.

TABLE 6

Road A	Road B	Sightline area	Exemption
Vehicle access point or driveway	Right of way or laneway	1m x 1m	No sightline required for: • 'Entry only' vehicle access points or driveways; • The entry side of two-way vehicle access points that are 6m or greater in width, and signage and line markings are provided.
Vehicle access point or driveway	Local access road	1.5m x 1.5m	
Right of way	Local access road or right of way	2m x 2m	Otherwise specified in the MRS
Local road (includes local distributor road)	Local road (includes local distributor road) or district / primary road	3m x 3m	Otherwise specified in the MRS
District / primary road	District / primary road	6m x 6m	Otherwise specified in the MRS

6. Façade design

6.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Additional	**Remain**
A6.1.1 – A.1.12 are in addition to Clause 4.10 A4.10.1	Clause 4.10 A4.10.1 – A4.10.6 remain and apply
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A6.1.1 Commercial development which fronts the public realm should provide **active frontages** including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street. A6.1.2 Commercial ground floor spaces should have a maximum width of 9m and a finished floor level to finished ceiling level height of a minimum of 3.5m. A6.1.3 Development should identify key design elements in the local area and **streetscape** through an Urban Design Study and integrate and acknowledge these design elements where possible whilst avoiding the use of faux materials. A6.1.4 Development which incorporates the design elements of the predominant **streetscape** character of the urban design study area outlined in Appendix 2. A6.1.5 Commercial building facades visible from the public realm should: • Incorporate a variety of materials, colours, textures and depths; • Not present a blank, monotonous, repetitious or dominant building treatment; • Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the **building**; • Incorporate vertical **articulation** by using tall and narrow façade treatments; • Incorporate **articulation** such as doorways, windows, seating ledges, sills, stall risers and other detailing; • Minimise use of shallow framings systems and thin wall / glazing systems; • Integrate fire boosters, mailboxes and **external fixtures** into the building design or screen them so they appear as part of the façade; and • Integrate signage into the design and **articulation** on the ground floor. A6.1.6 Doorways should have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies. A6.1.7 Where provided, windows, seating ledges, sills, stall risers and other detailing should have a minimum depth of 300mm. A6.1.8 Where provided, stall risers should be a minimum height of 450mm. A6.1.9 Commercial ground floor glazing and / or tinting should have a minimum of 70% **visible light transmission** to provide unobscured visibility. A6.1.10 Security measures should be: • Located and installed internally behind the glazing line or recessed between elements in the façade such as columns or doorway recesses; and • Transparent and **visually permeable** to allow views inside the **building** and enable internal light sources to be seen from the street. A6.1.11 Commercial development should provide a protective continuous **awning** over the pedestrian footpath, which should:	

6.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential
• Be minimum height of 3.5m and a maximum height of 4m from finished floor level to the underside of the **awning** to accommodate under **awning** signage; • Be setback a minimum of 600mm from the face of kerb; • Respond to any existing and / or proposed verge trees; • Respond to the height, depth and form of existing **awnings** on the subject and adjoining **buildings**; • Respond to the slope of the site; and • Integrated with the design of the façade. A6.1.12 **Verandahs** and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.

7. Roof design

7.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Additional	**Remain**
A7.1.1 and A7.1.2 are in addition to Clause 4.11 A4.11.1 – A.4.11.3	Clause 4.11 A4.11.1 – A.4.11.3 remain and apply
WAPC approval required? No	WAPC approval date: N/A
Acceptable Outcomes	
A7.1.1 Flat roof structures that are not visible from the street or adjacent properties should have a maximum **solar absorptance** rating of 0.4. A7.1.2 Pitched roof structures or roof structures that are visible from the street or adjacent properties should have a maximum **solar absorptance** rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.	

Section 4 Non-residential development

1. Building height
2. Street setbacks
3. Side and rear setbacks
4. Orientation
5. Tree canopy and deep soil areas
6. Visual privacy
7. Public domain interface
8. Pedestrian access and entries
9. Vehicle access
10. Car and bicycle parking
11. Managing the impact of noise
12. Universal design
13. Façade design
14. Roof design
15. Landscape design
16. Adaptive reuse
17. Water management and conservation
18. Waste management
19. Utilities
20. Street walls and fences
21. Setback of garages and carports
22. Garage width
23. Development of rights of way

1. Building height

1.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O1.1.1 Height that is situated on a site to minimise **amenity** impacts to neighbouring properties and the **streetscape**. O1.1.2 Development that incorporates design measures to reduce the impact of height, bulk and scale on neighbouring properties and the **streetscape**. O1.1.4 Design which minimises overlooking and overshadowing where it impacts residential development. O1.1.5 The height of development responds to the desired future scale and character of the street and local area, including existing **buildings** that are unlikely to change. O1.1.6 The **height** of **buildings** within a development responds to changes in topography. O1.1.7 Development incorporates articulated roof design. O1.1.8 The height of development recognises the need for daylight and solar access to adjoining and nearby residential development.	C1.1.1 Development that is consistent with the **building** heights provided in **Table 7a**, **Table 7b** and **Figure 11**. C1.1.2 **External fixture**s may extend beyond the maximum height in **Tables 7a** and **7b** where they are not visible from the street or neighbouring properties.

TABLE 7a

Town Centre, Activity Corridor, Mixed Use and Transit Corridor			
Number of storeys	**Concealed or skillion roof**	**Pitched, hipped or gabled roof**	
	Maximum building height	**Maximum height of wall**	**Maximum total building height**
2	8.1m	7.1m	10.1m
3	11.2m	10.2m	13.2m
4	14.3m	13.3m	16.3m
5	17.4m	16.4m	19.4m
6	20.5m	19.5m	22.5m
7	23.6m	22.6m	25.6m
8	26.7m	25.7m	28.7m

TABLE 7b

Residential			
Number of storeys	**Concealed or skillion roof**	**Pitched, hipped or gabled roof**	
	Maximum building height	**Maximum height of wall**	**Maximum total building height**
1	4m	3m	6m
2	7m	6m	9m
3	10m	9m	12m
4	13m	12m	15m
5	17m	16m	18m

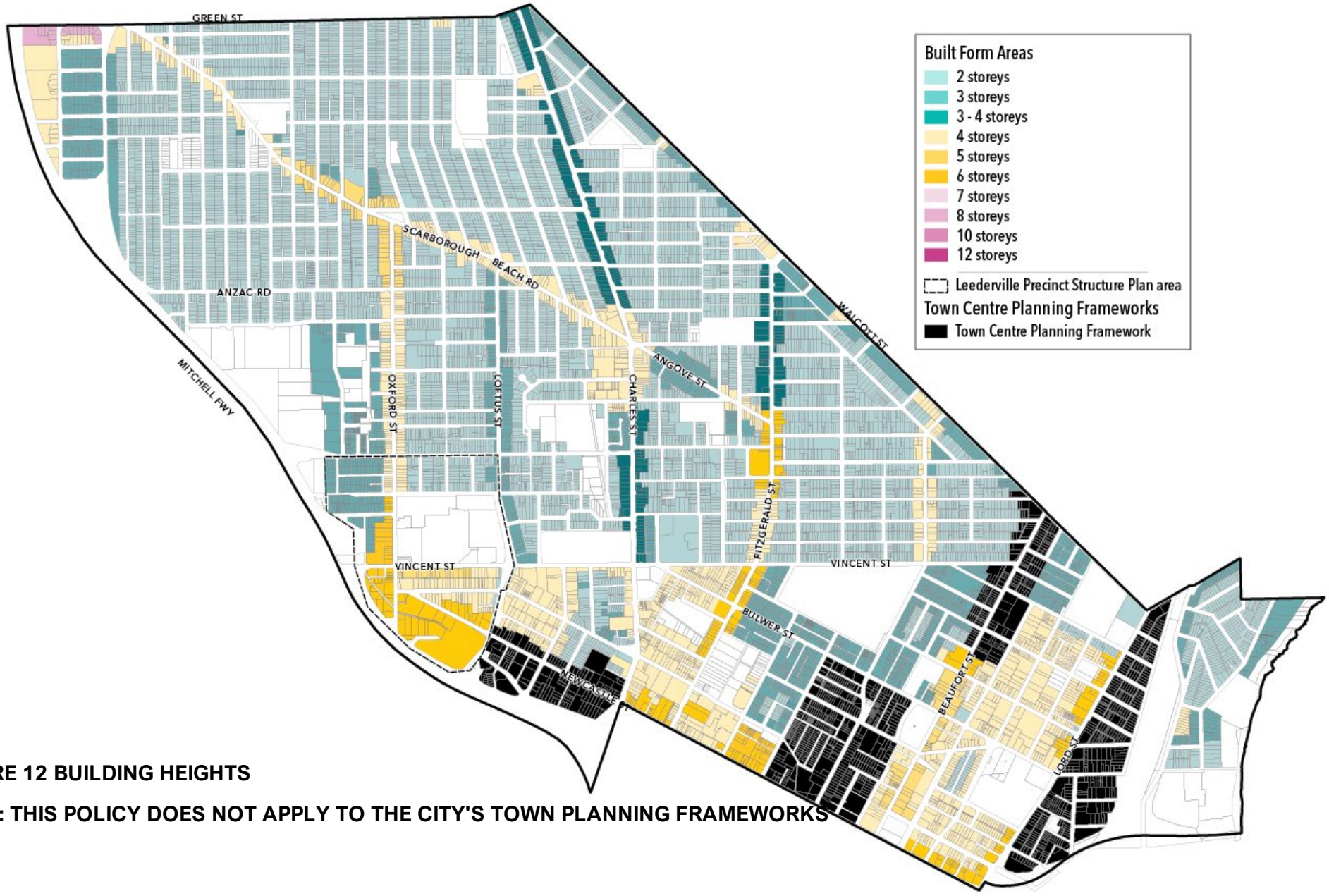


FIGURE 12 BUILDING HEIGHTS

NOTE: THIS POLICY DOES NOT APPLY TO THE CITY'S TOWN PLANNING FRAMEWORKS

2. Street setbacks

2.1 Town Centre, Activity Corridor and Mixed Use	
Objectives	**Standards**
O2.1.1 Development which incorporates design elements that reduce the impact of building bulk. O2.1.2 Development which maximises natural light access, natural ventilation and, internal and external privacy. O2.1.3 Development which activates and addresses rights of way. O2.1.4 **Street setbacks** that facilitate the provision of useable **open space**, alfresco dining opportunities and **landscaping** which contributes to canopy coverage. O2.1.5 The setback of the development from the street reinforces and / or complements the character of the street. O2.1.6 The setback of the development enables **passive surveillance** and outlook to the street.	C2.1.1 **Primary** and **secondary street setback** is nil.

2.2 Transit Corridor	
Objectives	**Standards**
O2.2.1 Development which incorporates design elements that reduce the impact of building bulk. O2.2.2 Development which maximises natural light access, natural ventilation and, internal and external privacy. O2.2.3 Development which activates and addresses rights of way. O2.2.4 **Street setbacks** that facilitate the provision of useable **open space**, alfresco dining opportunities and **landscaping** which contributes to canopy coverage. O2.2.5 The setback of the development from the street reinforces and / or complements the character of the street. O2.2.6 The **street setback** provides a clear transition between the public and private realm. O2.2.7 The setback of the development enables **passive surveillance** and outlook to the street.	C2.2.1 **Primary** and **secondary street setback** of 4m for development on sites coded R40. C2.2.2 **Primary** and **secondary street setback** of 4m for development on sites coded R50 and above and sites which do not have an R Code. C2.2.3 **Primary** and **secondary street setback** for the third storey and above must incorporate **articulation** and the use of varying colours and materials which minimise the bulk and scale of the **building** on the **streetscape**.

2.3 Residential	
Objectives	**Standards**
O2.3.1 Development which incorporates design elements that reduce the impact of building bulk. O2.3.2 Development which maximises natural light access, natural ventilation and, internal and external privacy. O2.3.3 Development which activates and addresses rights of way. O2.3.4 **Street setbacks** that facilitate the provision of useable **open space**, alfresco dining opportunities and **landscaping** which contributes to canopy coverage. O2.3.5 The setback of the development from the street reinforces and / or complements the character of the street. O2.3.6 The s**treet setback** provides a clear transition between the public and private realm. O2.3.7 The setback of the development enables **passive surveillance** and outlook to the street. O2.3.8 Development which incorporates predominant features of the landscape. O2.3.9 Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the **dwelling**. O2.3.10 Development which minimises the visual bulk of the **buildings** through **articulation** of larger wall lengths and the stepping back of upper storeys walls.	C2.3.1 The **primary street setback** should be calculated by averaging the setback of the five **adjoining properties**, either side of the proposed development. C2.3.2 For the purpose of averaging, the **primary street setback** should be measured from the street alignment to the nearest wall of the **building** excluding **porches**, **verandahs**, **carports** and **balconies**. C2.3.3 Walls on upper floors setback a minimum of 2m behind the **street setback**. C2.3.4 **Balconies** on upper floors setback a minimum of 1m behind the ground floor setback. C2.3.5 The **secondary street setback** should be 2m. **Secondary street setbacks** for upper floors should be 1.5m behind each portion of the ground floor setback for walls on upper floors. C2.3.6 **Primary** and **secondary street setback** for the third storey and above must incorporate **articulation** and the use of varying colours and materials which minimise the bulk and scale of the **building** on the **streetscape**.

3. Side and rear setbacks

3.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O3.1.1 Development which incorporates design elements that reduce the impact of building bulk. O3.1.2 Development which maximises natural light access, natural ventilation and, internal and external privacy. O3.1.3 Setbacks that facilitate the provision of **landscaping**. O3.1.4 Development which activates and addresses rights of way. O3.1.5 Building boundary setbacks provide for adequate separation between neighbouring properties. O3.1.6 Building boundary setbacks are address the existing **streetscape** pattern and the desired **streetscape** character. O3.1.7 The setback of development from side and rear boundaries enables retention of existing trees and provision of **deep soil areas** that reinforce the landscape character of the area, support tree canopy and assist with stormwater management. O3.1.8 The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	C3.1.1 Development complies with the side and rear setbacks set out in **Tables 8a**, **8b** and **8c**. C3.1.2 Where development adjoins a **right of way** the setback should be measured from the midpoint of the **right of way**. C3.1.3 Development must address adjoining rights of way by providing **passive surveillance** and openings to the **right of way**.

TABLE 8a

Neighbouring Property: Residential Built Form Area	Subject Property: R20	R30	R40	R50	R60	R80	R100+	R – AC3	No R – Code
R20	A	A	A	C	C	C	C	C	C
R30	A	A	A	B	C	C	C	C	C
R40	A	A	A	B	B	C	C	C	C
R50	A	A	A	A	B	B	C	C	C
R60	A	A	A	A	A	B	B	B	B
R80	A	A	A	A	A	D	D	D	D
R100+	A	A	A	A	A	D	D	D	D
No R – Code	A	A	A	A	A	D	D	D	D
Non-Residential Built Form Area	E	E	E	E	E	F	F	F	F

TABLE 8b

	Setback for ground floor, second storey and third storey	Setback for the fourth storey and above
A	Table 1.3c	Table 1.3c
B	4.5m	6.5m
C	6.5m	12.5
D	R Codes Volume 2 Table 2.1	R Codes Volume 2 Table 2.1
E	Nil	Table 1.3c
F	Nil	R Codes Volume 2 Table 2.1

TABLE 8c

	Wall length (m)													
	9 or less	10	11	12	13	14	15	16	17	18	19	20	25	Over 25
Wall height (m)														
3.5 or less	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4	1.1	1.5	1.5	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.7	1.7	1.8
4.5	1.1	1.5	1.5	1.5	1.5	1.5	1.6	1.7	1.7	1.7	1.7	1.7	1.8	2.0
5	1.1	1.5	1.5	1.5	1.5	1.6	1.7	1.8	1.8	1.8	1.8	1.9	2.0	2.3
5.5	1.2	1.5	1.5	1.5	1.6	1.7	1.8	1.9	1.9	2.0	2.0	2.1	2.3	2.5
6	1.2	1.5	1.5	1.5	1.6	1.8	1.9	2.0	2.0	2.1	2.1	2.2	2.4	2.8
6.5	1.2	1.5	1.5	1.6	1.7	1.9	2.0	2.1	2.1	2.2	2.2	2.3	2.7	3.0
7	1.2	1.5	1.5	1.6	1.8	2.0	2.1	2.2	2.2	2.3	2.4	2.5	2.8	3.3
7.5	1.3	1.5	1.6	1.7	1.9	2.1	2.2	2.3	2.3	2.4	2.5	2.6	3.0	3.5
8	1.3	1.5	1.6	1.7	1.9	2.1	2.2	2.4	2.4	2.5	2.6	2.7	3.1	3.8
8.5	1.4	1.6	1.7	1.8	2.0	2.2	2.3	2.5	2.6	2.7	2.8	2.9	3.3	4.1
9	1.4	1.7	1.7	1.8	2.0	2.3	2.4	2.6	2.7	2.8	2.9	3.0	3.6	4.3
9.5	1.4	1.7	1.8	1.9	2.1	2.4	2.5	2.7	2.8	2.9	3.0	3.2	3.8	4.6
10	1.5	1.8	1.9	2.0	2.2	2.4	2.6	2.8	2.9	3.0	3.1	3.3	4.0	4.8

4. Orientation

4.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O4.1.1 Building layouts respond to the **streetscape**, topography and site attributes while optimising solar and daylight access within the development. O4.1.2 Building form and orientation minimises overshadowing of the **habitable** rooms, **open space** and solar collectors of neighbouring properties during mid-winter.	C4.1.1 **Buildings** are oriented to maximise northern solar access. C4.1.2 Development should be designed such that the shadow cast at midday on 21st June onto any **adjoining property** does not exceed: • **adjoining properties** coded R25 and lower – 25% of the **site area**; • **adjoining properties** coded R30 – R40 - 35% of the **site area**; • **adjoining properties** coded R50 – R60 – 50% of the **site area**; or • **adjoining properties** coded R80 or higher – Nil requirements. C4.1.3 Where adjoining sites are coded R40 or less, **buildings** are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.

5. Tree canopy and deep soil areas

5.1 Town Centre, Activity Corridor and Mixed Use.	
Objectives	**Standards**
O5.1.1 **Landscaping** should be designed to reduce the impact of development on adjoining residential zones and public spaces. O5.1.2 **Landscaping** should provide increased urban air quality, tree and vegetation coverage and a sense of **open space** between **buildings**. O5.1.3 The provision of **landscaping** that will make an effective and demonstrated contribution to the City's green canopy to reduce the impact of the urban heat island effect. O5.1.4 Development that prioritises the retention of mature and healthy trees. O5.1.5 Open air car parks should be appropriately landscaped to provide adequate shading and reduce the impact on **adjoining properties**. O5.1.6 Development includes **deep soil areas**, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	C5.1.1 **Deep soil areas** should be provided in accordance with **Table 9**. C5.1.2 The required **deep soil area** may be reduced to 10% where mature trees, which contribute to 30% or more of the required canopy coverage, are retained. C5.1.3 **Planting areas** should be provided in accordance with **Table 10**. C5.1.4 At least 80%* of the **lot boundary setback area** at ground level should be provided as canopy coverage at maturity. C5.1.5 Evergreen tree species where **landscaping** is used to reduce the impact of building bulk. C5.1.6 Deciduous tree species to the north and south of development to allow natural light penetration to the development and adjoining **buildings**. C5.1.7 Open air car parks, including access ways, should have a minimum of 60% canopy coverage at maturity. C5.1.8 All open-air parking areas should be landscaped at a minimum rate of one tree per four car bays. C5.1.9 The perimeter of all open-air parking areas should be **landscaped** by a planting strip with a minimum dimension of 1.5m. C5.1.10 Existing trees should be retained where they are: • Healthy specimens with ongoing viability; and • Species not included on an applicable weed register.

5.2 Transit Corridor and Residential	
Objectives	**Standards**
O5.2.1 **Landscaping** should be designed to reduce the impact of development on adjoining residential zones and public spaces. O5.2.2 **Landscaping** should provide increased urban air quality, tree and vegetation coverage and a sense of **open space** between **buildings**. O5.2.3 The provision of **landscaping** that will make an effective and demonstrated contribution to the City's green canopy to reduce the impact of the urban heat island effect. O5.2.4 Development that prioritises the retention of mature and healthy trees. O5.2.5 Open air car parks should be appropriately landscaped to provide adequate shading and reduce the impact on **adjoining properties**.	C5.2.1 **Deep soil areas** should be provided in accordance with **Table 9**. C5.2.2 The required **deep soil area** may be reduced to 10% where mature trees, which contribute to 30% or more of the required canopy coverage, are retained. C5.2.3 A minimum of 50% of the **primary street setback** should be provided as **soft landscaping**. C5.2.4 **Planting areas** should be provided in accordance with **Table 10**. C5.2.5 At least 30% of the site area is provided as canopy coverage at maturity. C5.2.6 Open-air car parks, including access ways, should have a minimum of 60% canopy coverage at maturity.

5.2 Transit Corridor and Residential	
Objectives	**Standards**
O5.2.6 Development includes **deep soil areas**, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	C5.2.7 All open-air parking areas should be landscaped at a minimum rate of one tree per four car bays. C5.2.8 The perimeter of all open-air parking areas should be **landscaped** by a planting strip with a minimum dimension of 1.5m. C5.2.9 Existing trees should be retained where they are: • Healthy specimens with ongoing viability; and • Species not included on an applicable weed register.

TABLE 9

Site area	Minimum area & minimum dimensions	Deep soil areas (minimum % of site)
<650m^2	1m^2 1m x 1m	12%
650m^2 – 1,500m^2	1m^2 1m x 1m	12%
>1,500m^2	1m^2 1m x 1m	12%

TABLE 10

Site area	Minimum area & minimum dimensions	Planting area (minimum % of site)
<650m^2	1m^2 1m x 1m	3%
650m^2 – 1,500m^2	1m^2 1m x 1m	3%
>1,500m^2	1m^2 1m x 1m	3%

6. Visual privacy

6.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O6.1.1 The orientation and design of **buildings**, windows and **balconies** minimise direct overlooking of **habitable** rooms and private outdoor living areas of neighbouring properties.	

7. Public domain interface

7.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O7.1.1 The transition between the private and public domain enhances the privacy and safety of residents. O7.1.2 Street facing development and landscape design retains and enhances the **amenity** and safety of the adjoining public domain, including the provision of shade.	C7.1.1 Car-parking is not located within the **primary street setback**; and where car parking is located at ground level behind the **street setback** it is designed to integrate with **landscaping** and the building façade (where part of the **building**). C7.1.2 Upper-level **balconies** and / or windows overlook the street and public domain areas. C7.1.3 Balustrading includes a mix of visually opaque and **visually permeable** materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas. C7.1.4 Changes in level between the ground floor level of the **building** and the street level average less than 1m and do not exceed 1.2m. C7.1.5 Front fencing includes **visually permeable** materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m. C7.1.6 Fencing, **landscaping** and other elements on the **frontage** are designed to eliminate opportunities for concealment. C7.1.7 Bins are not located within the **primary street setback** or in locations visible from the **primary street**. C7.1.8 Services and utilities that are located in the **primary street setback** are integrated into the design of the development and do not detract from the **amenity** and visual appearance of the street **frontage**.

8. Pedestrian access and entries

8.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O8.1.1 Entries and pathways are universally accessible, easy to identify and safe for residents and visitors. O8.1.2 Entries to the development connect to and address the public domain with an attractive street presence	C8.1.1 Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas. C8.1.2 Access for pedestrians which directly fronts the **primary street**. C8.1.3 Developments should distinguish residential entries from retail and other commercial entries. C8.1.4 Internal ground floor level to be at grade. C8.1.5 Design of balustrades to be integrated into the design of the development. C8.1.6 Ramps are not to exceed 50% of the **active frontage**.

9. Vehicle access

9.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O9.1.1 Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles. O9.1.2 Vehicle access points are designed and located to reduce visual impact on the **streetscape**.	C9.1.1 Service areas and vehicular access should be: • Taken from the rear **laneway** or **secondary street** in the first instances; or • Collocated where taken from the **primary street** to maximise the width of **active frontages**. C9.1.2 Access to on-site car parking spaces to be provided: • Where available, from a **right of way** available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a **dedicated road**; • From a secondary street where no **right of way** exists; or • From the **primary street frontage** where no secondary street or **right of way** exists. C9.1.3 Access to a **right of way** is required to be trafficable to the nearest **dedicated road**. The cost to upgrade a **right of way** to make it trafficable is to be borne by the applicant. C9.1.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.

9.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
	C9.1.5 Roller shutters, doors and screens are to be **visually permeable**. C9.1.6 On-site parking for a development should be located beneath or at the rear of **buildings**. C9.1.7 Where on-site parking provided for customer / client use is not directly visible from the adjacent street, adequate signage should be provided to promote public knowledge of and direction to the car park. This signage should comply with the requirements of the City's Local Planning Policy – Signs and Advertising. C9.1.8 Existing trees must not be removed to provide for vehicle access. C9.1.9 Each lot should provide a maximum of one **crossover**. C9.1.10 The maximum width of a single **crossover** is 3m. The maximum width of a double **crossover** is 5m. C9.1.11 The location of **crossovers** should maximise the ability to provide on-street car parking spaces. C9.1.12 Where a **crossover** meets a pedestrian path there must be clear communication of pedestrian priority. C9.1.13 **Crossovers** must be setback a minimum of 0.5m from the **lot boundary**.

10. Car and bicycle parking

10.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O10.1.1 Parking and facilities are provided for cyclists and other modes of transport including Electric Vehicle charging stations. O10.1.2 Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and / or have good public transport or cycle networks and / or are close to employment centres. O10.1.3 Car parking is designed to be safe and accessible. O10.1.4 The design and location of car parking minimises negative visual and environmental impacts on **amenity** and the **streetscape**.	C10.1.1 Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays. C10.1.2 Secure, undercover bicycle parking is provided in accordance with the City's Local Planning Policy – Non-Residential Development Parking Requirements. C10.1.3 Parking is provided for cars and motorcycles in accordance with the City's Local Planning Policy – Non-Residential Development Parking Requirements. C10.1.4 Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended). C10.1.5 Car parking areas are not located within the **street setback** and are not visually prominent from the street.

11. Managing the impact of noise

11.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O11.1.1 The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to **dwellings** on **adjoining properties**. O11.1.2 Acoustic treatments are used to reduce sound transfer within and between **dwellings,** and to reduce noise transmission from external noise sources.	C11.1.1 Ground floor tenancies within new commercial **buildings** should provide an acoustic report which demonstrates that they are capable of attenuating noise for a range of land uses including high intensity uses such as small bars, gyms and restaurants. C11.1.2 Potential noise sources such as **garage** doors, **driveways**, service areas, plant rooms, building services, mechanical equipment, active **communal open space** and refuse bins are not located adjacent to the external wall of **dwellings** on **adjoining properties**.

12. Universal design

12.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O12.1.1 Development includes universal design features providing options for people living with disabilities or limited mobility and / or to facilitate ageing-in-place.	

13. Façade design

13.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O13.1.1 Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area. O13.1.2 Building façades express internal functions and provide visual interest when viewed from the public realm.	C13.1.1 Commercial development which fronts the public realm should provide **active frontages** including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street. C13.1.2 Commercial ground floor spaces should have a maximum width of 9m and a finished floor level to finished ceiling level height of a minimum of 3.5m. C13.1.3 Commercial development should provide a continuous protective **awning** over the pedestrian footpath. C13.1.4 Commercial development should identify key design elements in the local area and **streetscape** through an Urban Design Study and integrate and acknowledge these design elements whilst avoiding the use of faux materials.

13.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
	C13.1.5 Commercial building facades visible from the public realm should: • Incorporate a variety of materials, colours, textures and depths; • Not present a blank, monotonous, repetitious or dominant building treatment; • Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the **building**; • Incorporate vertical **articulation** by using tall and narrow façade treatments; • Incorporate **articulation** such as doorways, windows, seating ledges, sills, stall risers and other detailing; • Minimise use of shallow framings systems and thin wall / glazing systems; • Integrate fire boosters, mailboxes and **external fixtures** into the building design or screen them so they appear as part of the façade; and • Integrate signage into the design and **articulation** on the ground floor. C13.1.6 Doorways should have a depth between 500mm and 1.5m to clearly articulate entrances to commercial **buildings** and tenancies. C13.1.7 Where provided, windows, seating ledges, sills, stall risers and other detailing should have a minimum depth of 300mm. C13.1.8 Where provided, stall risers should be a minimum height of 450mm. C13.1.9 Commercial ground floor glazing and / or tinting should have a minimum of 70% **visible light transmission** to provide unobscured visibility. C13.1.10 Security measures should be: • Located and installed internally behind the glazing line or recessed between elements in the façade such as columns or doorway recesses; and • Transparent and visually permeable to allow views inside the **building** and enable internal light sources to be seen from the street. C13.1.11 Where provided, **awnings** should be: • A minimum height of 3.5m and a maximum height of 4m from finished floor level to the underside of the **awning** to accommodate under **awning** signage;

13.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
	• Be setback a minimum of 600mm from the face of kerb; • Respond to any existing and / or proposed verge trees; • Respond to the height, depth and form of existing **awnings** on the subject and adjoining **buildings**; • Respond to the slope of the site; and • Integrated with the design of the façade. C13.1.12 **Verandahs** and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.

14. Roof design

14.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O14.1.1 Roof forms are well integrated into the building design and respond positively to the street. O14.1.2 Where possible, roof spaces are utilised to add **open space**, **amenity**, solar energy generation or other benefits to the development.	C14.1.1 The roof form or top of **building** complements the façade design and desired **streetscape** character. C14.1.2 Building services located on the roof are not visually obtrusive when viewed from the street. C14.1.3 Useable roof space is safe for users and minimises overlooking and noise impacts on adjoining sites. C14.1.4 Flat roof structures that are not visible from the street or adjacent properties should have a maximum **solar absorptance** rating of 0.4. C14.1.5 Pitched roof structures or roof structures that are visible from the street or adjacent properties should have a maximum **solar absorptance** rating of 0.5 unless a suitable alternative is identified in the Urban Design Study.

15. Landscape design

15.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O15.1.1 Landscape design enhances **streetscape** and pedestrian **amenity** and improves the visual appeal of the development. O15.1.2 Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	C15.1.1 Submission of a landscape plan prepared by a registered landscape architect. This should include a species list and irrigation plan. C15.1.2 Landscaped areas are located and designed to support mature, shade-providing trees. C15.1.3 Building services fixtures are integrated in the design of the **landscaping** and are not visually intrusive.

15.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O15.1.3 Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies. O15.1.4 Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	

16. Adaptive reuse

16.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O16.1.1 New additions to existing **buildings** are contemporary and complementary and do not detract from the character and scale of the existing building.	C16.1.1 New additions to **buildings** that have heritage value do not mimic the existing form and are clearly identifiable from the original **building**. C16.1.2 New additions complement the existing **building** by referencing and interpreting the scale, rhythm and materiality of the **building**.

17. Water management and conservation

17.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O17.1.1 Minimise potable water consumption throughout the development. O17.1.2 Stormwater runoff from small rainfall events is managed on-site, wherever practical. O1.17.3 Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	C17.1.1 Stormwater runoff generated from small rainfall events is managed on-site. C17.1.2 Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.

18. Waste management

18.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O18.1.1 Waste storage facilities minimise negative impacts on the **streetscape** and building entries. O18.1.2 Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	C18.1.1 Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste. C18.1.2 Communal waste storage is sited and designed to be screened from view from the street.

18.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
	C18.1.3 Where there is an increased waste requirement, an area for waste management must be provided in accordance with the City's Waste Requirement Guidelines.

19. Utilities

19.1 Town Centre, Activity Corridor, Mixed Use, Transit Corridor and Residential	
Objectives	**Standards**
O19.1.1 The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications / broadband services that are fit for purpose and meet current performance and access requirements of service providers. O19.1.2 All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians. O19.1.3 Utilities, such as distribution boxes, power and water meters are integrated into design of **buildings** and landscape so that they are not visually obtrusive from the street.	C19.1.1 Utilities that must be located within the front setback, adjacent to the **building** entry or on visible parts of the roof are integrated into the design of the **building**, landscape and / or fencing such that they are accessible for servicing requirements but not visually obtrusive.

20. Street walls and fences

20.1 Transit Corridor and Residential	
Objectives	**Standards**
O20.1.1 Front fences and walls which enable surveillance and enhance **streetscape**. O20.1.2 Development which adds interest to the street and minimises blank facades.	C20.1.1 Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and / or walls, fences and gates of the immediate surrounding area excluding fibre cement. C20.1.2 Street walls, fences and gates within the **primary street setback** area, including along the side boundaries, and front walls and fences to new development fronting a **right of way** or **dedicated road** to be as follows: • Maximum height of 1.8m above the **natural ground level**; • Maximum height of piers with decorative capping to be 2m above the **natural ground level**; • Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m; • Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm; and

20.1 Transit Corridor and Residential	
Objectives	**Standards**
	• The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed. C20.1.3 Street walls, fences and gates to secondary streets, behind the **primary street setback line**, or walls, fences and gates to the **primary streets** where those streets are district distributor roads to be as follows: • Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City) to reduce the visual impact – for example, significant open structures, recesses and / or planters facing the road at regular intervals and varying materials, finishes and / or colours; and • Maximum height of piers with decorative capping to be 2m above adjacent footpath level. C20.1.4 Exposed **boundary walls** visible to the street are to incorporate the following design features: • Indentations; • Varying heights; • Varying materials, colours and textures; or • Public artwork. C20.1.5 Any proposed vehicular or pedestrian entry gates should be **visually permeable**. C20.1.6 Walls and fences on the side boundaries, only within the **primary street setback are**a, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a s**econdary street**.

21. Setback of garages and carports

21.1 Residential	
Objectives	**Standards**
O21.1.1 The setting back of **carports** and **garages** to maintain **clear sight lines** along the street and not to detract from the **streetscape** or appearance of **buildings**; or obstruct views of **buildings** from the street and vice versa.	C21.1.1 **Garages** are to be setback a minimum of 500mm behind the building line.

21.1 Residential	
Objectives	**Standards**
O21.1.2 Development which preserves and enhances the visual character of the existing **streetscape** by considering building bulk, scale, setbacks and design.	C21.1.2 **Garages** and **carports** must match the existing **building's** predominant colour, scale and materials and must be complementary and subservient to the **building**. C21.1.3 **Carports** must provide an unobstructed view to the **building** from the street. Gates or doors to **carports** are required to be visually permeable. C21.1.4 **Carports** should allow light and ventilation to the **building**. C21.1.5 The total width of any **carport** within the **street setback area** is not to exceed 50% of the **frontage** (including strata lots) of the lot or 6m, whichever is the lesser.

22. Garage width

22.1 Residential	
Objectives	**Standards**
O22.1.1 Development which preserves and enhances the visual character of the existing **streetscape**.	C22.1.1 **Garages** which are 50% or less than the width of the lot. C22.1.2 For lots which are 10m wide or less, a **garage** should be a maximum width of 4m.

23. Development on rights of way

23.1 Residential	
Objectives	**Standards**
O23.1.1 Development which appropriately addresses **rights of way** to facilitate spaces which are welcoming and safe. O23.1.1 Development which provides suitable space for safe vehicle movement in the **right of way**.	C23.1.1 Development on **rights of ways** should be in accordance with the Western Australian Planning Commission's Planning Bulletin 33 Rights of Way or Laneways in Established Areas – Guidelines. **Orientation** C23.1.2 Where a **building's primary street frontage** is a **right of way**, or where no **primary street** or **secondary street frontage** exists, should be oriented to address the **right of way** using clearly defined entry points and **major openings** as if it were a **primary street**. **Setbacks** C23.1.3 Development must be setback 1m from a **right of way**. If the site is subject to **right of way** widening, the setback is measured from the new **lot boundary** after the widening is applied. **Access**

23.1 Residential	
Objectives	**Standards**
	C23.1.4 Access to a **right of way** is required to be trafficable to the nearest **dedicated road**. The cost to upgrade a **right of way** to make it trafficable should be borne by the applicant.

APPENDICES

Appendix 1 Design Principles

1. Context and character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

The distinctive characteristics of a local area include its prominent natural and built features, the overall qualities of its built environment, significant heritage elements, as well as social, economic and environmental conditions.

Good design responds intelligently and sensitively to these factors, interpreting rather than replicating existing features and enhancing the identity of the area, including the adjacent sites, streetscape and neighbourhood.

Good design also responds positively to the intended future character of an area. It delivers appropriate densities that are consistent with projected population growth and are able to be sustained by existing or proposed transport, green networks and social infrastructure.

Consideration of local context is particularly important for sites in established areas that are undergoing change or identified for change.

2. Landscape quality

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Good landscape design protects existing environmental features and ecosystems, enhances the local environmental context and regenerates lost or damaged ecosystem functionality, where possible. It balances consideration of environmental factors such as water and soil management, ground conditions, solar access, microclimate, tree canopy, habitat creation and preservation of green infrastructure with social, cultural and economic conditions.

Good landscape design employs hard and soft landscape and urban design elements to create external environments that interact in a considered manner with built form, resulting in well integrated, engaging places that contribute to local identity and streetscape character.

Good landscape design provides optimal levels of external amenity, functionality and weather protection while ensuring social inclusion, equitable access and respect for the public and neighbours. Well-designed landscape environments ensure effective establishment and facilitate ease of long-term management and maintenance.

3. Built form and scale

Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Good design achieves an appropriate built form by responding to its site, as well as surrounding built fabric, in a considered manner, mitigating negative impacts on the amenity of neighbouring properties and public realm.

Good design considers the orientation, proportion, composition, and articulation of built form elements, to deliver an outcome that is suited to the building's purpose, defines the public domain, respects important views, contributes to the character of adjacent streetscapes and parks, and provides a good pedestrian environment at ground level.

4. Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life cycle.

Designing functional environments involves ensuring that spaces are suited to their intended purpose and arranged to facilitate ease of use and good relationships to other spaces. Good design provides flexible and adaptable spaces, to maximise utilisation and accommodate appropriate future requirements without the need for major modifications.

Good build quality is achieved by using good quality and robust materials, finishes, elements and systems. Projects should be well-detailed, resilient to the wear and tear expected from its intended use, and easy to upgrade and maintain.

Good design accommodates required services in an integrated manner, without detriment to the overall design outcome.

5. Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

Sustainable buildings incorporate effective environmental design measures that respond to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on energy intensive systems for heating and cooling improves energy efficiency, minimises resource consumption and reduces operating costs over the entire lifecycle of the building.

Other sustainable design measures may also include the use of sustainable construction materials, recycling, material re-use, harnessing of renewable energy sources, appropriate water management and / or adaptive re-use of existing buildings. Good design considers the ease with which sustainability initiatives can be maintained and managed.

Sustainable landscape and urban design adhere to established principles of water-sensitive urban design and minimises negative impacts on existing natural features and ecological processes, as well as facilitating green infrastructure at all project scales.

6. Amenity

Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.

Good design provides internal rooms and spaces that are adequately sized, comfortable and easy to use and furnish, with good levels of daylight, natural ventilation and outlook. Delivering good levels of internal amenity also includes the provision of appropriate levels of acoustic protection and visual privacy, adequate storage space, and ease of access for all.

Well-designed external spaces provide welcoming, comfortable environments that are universally accessible, with effective shade as well as protection from unwanted wind, rain, traffic and noise. Good design mitigates negative impacts on surrounding buildings and places, including overshadowing, overlooking, glare, reflection and noise.

7. Legibility

Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.

Good urban design makes places easy to navigate, with recognisable routes, intersections and landmarks while being well-connected to existing movement networks. Sightlines are well-considered, with built form responding to important vantage points.

Within buildings, legibility is served by a clear hierarchy of spaces with identifiable entries and clear wayfinding. Externally, buildings and spaces should allow their purpose to be easily understood and provide clear distinction between public and private spaces.

Good design provides environments that are logical and intuitive, at the scale of building, site and precinct.

8. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Safety and security is promoted by maximising opportunities for passive surveillance of public and communal areas and providing clearly defined, well-lit, secure access points that are easily maintained and appropriate to the purpose of the development.

Good design provides a positive, clearly defined relationship between public and private spaces and addresses the need to provide optimal safety and security both within a development and to adjacent public realm.

Designing for safety also involves mitigating any potential occupational safety and health hazards that might result from a development during its construction, maintenance and operation.

9. Community

Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.

Good design encourages social engagement and physical activity in an inclusive manner, enabling stronger communities and improved public health outcomes.

In residential developments, good design achieves a mix of dwelling types, providing housing choice for different demographics, living needs and household budgets, and facilitating ageing-in-place.

10. Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

Good design resolves the many competing challenges of a project into an elegant and coherent outcome. A well-conceived design concept informs all scales, from the articulation of building form through to materiality and detail, enabling sophisticated, integrated responses to the complexities of local built form and landscape character.

In assessing design quality, consideration of aesthetics should not be limited to style and appearance; it should also account for design integrity, creativity, conceptual coherence and cultural relevance in a proposal.

Appendix 2 Definitions

Unless otherwise defined in this Policy, terms used are to be interpreted as defined in the Residential Design Codes (Volumes 1 and 2).

Active frontage – A ground floor space where there is visual and / or physical engagement between those in the street and those on the ground floors of buildings.

Articulation – Architectural composition in which elements and parts of the building are expressed logically, distinctly, and consistently, with clear joints. For the purposes of this Policy articulation refers to points within a dwelling that clearly distinguish one part of the dwelling from another, such as setback between the ground and upper floors and indentations or 'breaks' within building walls.

Awning – A roof-like structure attached to a building to provide shelter.

Clear sight line – Means:

- Continuous horizontal or vertical gaps that constitute a minimum of 50% of the total surface area;
- A minimum gap size of 40mm;
- If slats are orientated to be deeper than they are wide - the distance between the slats must be no less than two-times the depth of the slat; and
- Clear non-reflective glass.

Dedicated road – A road which has been committed to public use in accordance with the *Land Administration Act 1997.*

Planting area – An area, with a minimum soil depth and dimension of 1 metre that supports growth of medium to large canopy trees.

R Codes Volume 1 – Residential Design Codes Volume 1 (as amended).

R Codes Volume 2 – Refers to Residential Design Codes Volume 2 Apartments (as amended).

Solar absorptance – The proportion of incident solar radiation that is absorbed by an external surface when exposed to the sun.

Visible light transmission – Light passing directly through glass.

Appendix 3 Streetscape Character

Housing Type	Key Features		
	Roof Form	Materials	Exterior Feature
Late Colonial Georgian Dwellings (pre 1890)	• Low pitched roof.	• Corrugated iron roofing. • Painted wall finish or smooth textured walling of stucco, painted white or yellow. • Simple, double-hung sash windows.	• Verandah erected around the dwelling, often to the rear skillion, to protect the principal rooms from the penetrating sun. • Verandah usually a lower pitched extension of the main roof.
Queen Anne Federation (1895–1915)	• Dominant roof form, often broken by false gables.	• Roof capped by terracotta frilled ridges. • Red brick walls (though some built of stone or timber). • Leadlight windows. • Use of subtle colours such as cream and brown or cream and red.	• Verandah under the main roof, featuring decorative timber work and floor tiles.
Federation Bungalows (1890–1915)	• Simple hipped roofs often with a protecting gable. Witches hats, gablets and various gables feature in grander bungalows. • Roofs are usually steeply sloped with wide eaves.	• Tuck pointed brick material for the dwelling. • Roofs are covered in terracotta tiles or painted corrugated metal. • Round bullseye to multi-paned and coloured casement sash window, often with leadlights featuring Australian flora or fauna.	• Verandah ornamented with turned timber or cast iron columns, balustrades and a frieze.
Weatherboard Dwelling (1900–1930s)	• Simple hipped roofs.	• Modest structure of simple design with no ornamentation. • Corrugated iron roofs. • Weatherboard walls, painted in whites, creams and green colours. • Timber sash windows place in the middle of each room often flanking a central doorway.	• Full width verandah or no verandah.
Inter-War Californian Bungalows (1920s–1945)	• Low-pitched roofs emphasising horizontal lines.	• Lower portion of wall brown brick, roughcast or pebble dash render or weatherboard walls. • Upper portion of wall rendered and painted in oft-white, beige or cream. • Roofs are covered in terracotta tiles. • Windows either double hung o casement, with panes in small rectangles or diamonds or featuring Art Nouveau or Arts and Crafts patterned stained glass.	• Deep, shady verandah under a low pitch or flat roof. Verandah posts are heavily built.
Post War Bungalows (1945–1960s)	• Hipped/gabled roofs with a low-lying gable of around 30 degrees. • Flat roofs introduced in more contemporary designs.	• Plain red brick or fibro walls and chimneys with minimal exterior decorative elements. • Plain timber or aluminium windows. • Cement roof tiles.	• Rectangular or L-shaped house, with minimal or no verandah.