

Kensington / South Perth – Character Study Report – Part A

#ShapeOurPlace Stage 2



City of
South Perth



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Executive Summary

Background and Intent

The City of South Perth #ShapeOurPlace project has been developed to help understand the role of Canning Highway as an activity corridor and how medium density development can occur whilst respecting the established character of the surrounding area. This Character Study follows on from this previous work, focusing on the area closest to Canning Highway between Berwick Street and Douglas Avenue/ Lawler Street. The purpose of this report is to identify various elements of existing built form that contribute positively to the character of the study area, which in turn will form the basis of future planning controls to sensitively accommodate medium density development.

Approach and Methodology

This Character Study has been informed by historical research followed by a street-by-street survey of the study area. The Study also looks at how character has been defined through past consultative processes undertaken by the City, by reviewing public submissions received as part of Stage 1 of #ShapeOurPlace, along with those received for some of the area's more recent multiple dwelling development applications. These views provide awareness as to what the community value in terms of identified character elements, as well as what elements are considered less desirable.

Case studies are also presented to demonstrate recent medium density developments that could have a role within the future of the study area. All are located within inner-city Perth and have been based on selection criteria that seek to demonstrate urban design principles, particular character elements identified in the Character Study, or elements that were seen as either positive or negative as raised in previous community consultation. The case studies represent ways of responding to local character or principles through built form and context.

Summary of Key Findings

This report found that to a varying extent, the original character of streetscapes in the study area remains apparent despite changes that have occurred over the years. Analysing the findings of the street survey in context with an understanding of previous community consultation, this Character Study has sought to identify a range of valued 'elements' that contribute positively to the character of the study area, which should be emulated in a contemporary way as part of future medium density development:

- a) **Openness and sense of space** - The open character of the area is provided through a consistency in front setbacks and the provision of side/rear setbacks, which provide a sense of separation and openness between dwellings and opportunities for soft landscaping;
- b) **Trees and green spaces** - The street trees and greenery in the front gardens soften the hard appearance of the roads and buildings, contribute to the aesthetic appeal of the streets, provide shade and create a sense of connection to nature;
- c) **Fine grain traditional detail** - Traditional buildings have a shared palette of materials, a fine grain detail and consistent form which collectively contributes to the character of the area and its sense of place. Whilst it is not desirable to mimic traditional styles moving forward, new development can learn from and interpret in a contemporary manner, the special qualities of early buildings;
- d) **Respect for topography** - Generally the built form complements and responds (i.e. is stepped without large areas of retaining to the existing topography of the land), which in many instances enables views of the city and surrounding areas to be captured;
- e) **Separation of use** - The lineal pattern of development, with commercial buildings, higher densities and infill located close to the highway ensure a high level of amenity is maintained to the predominately lower-density one and two- storey single houses located on the suburban side streets;



- f) **Subdivision pattern** - despite on-going urban renewal since the 1960s there is a general consistency in the layout and size of allotments throughout the study area. As a result the buildings contained within the precinct present as relatively compact and contained forms as opposed to continuous, horizontal rambling forms; and
- g) **Connection to the street** - Regardless of their age and style, those buildings which positively contribute to the streetscapes share similar characteristics in that they address the street with both windows and front doors being parallel to the street often with street facing verandahs, porches, balconies and permeable front fencing.

Concluding Comments

Whilst the area has changed and evolved over time it still displays an underlying character cohesiveness, which should be celebrated and enhanced through future development. Simply put, future development needs to play by the “street’s rules”. The Character Study, refined through public consultation, will inform relevant planning controls to guide the future built form of the study area.



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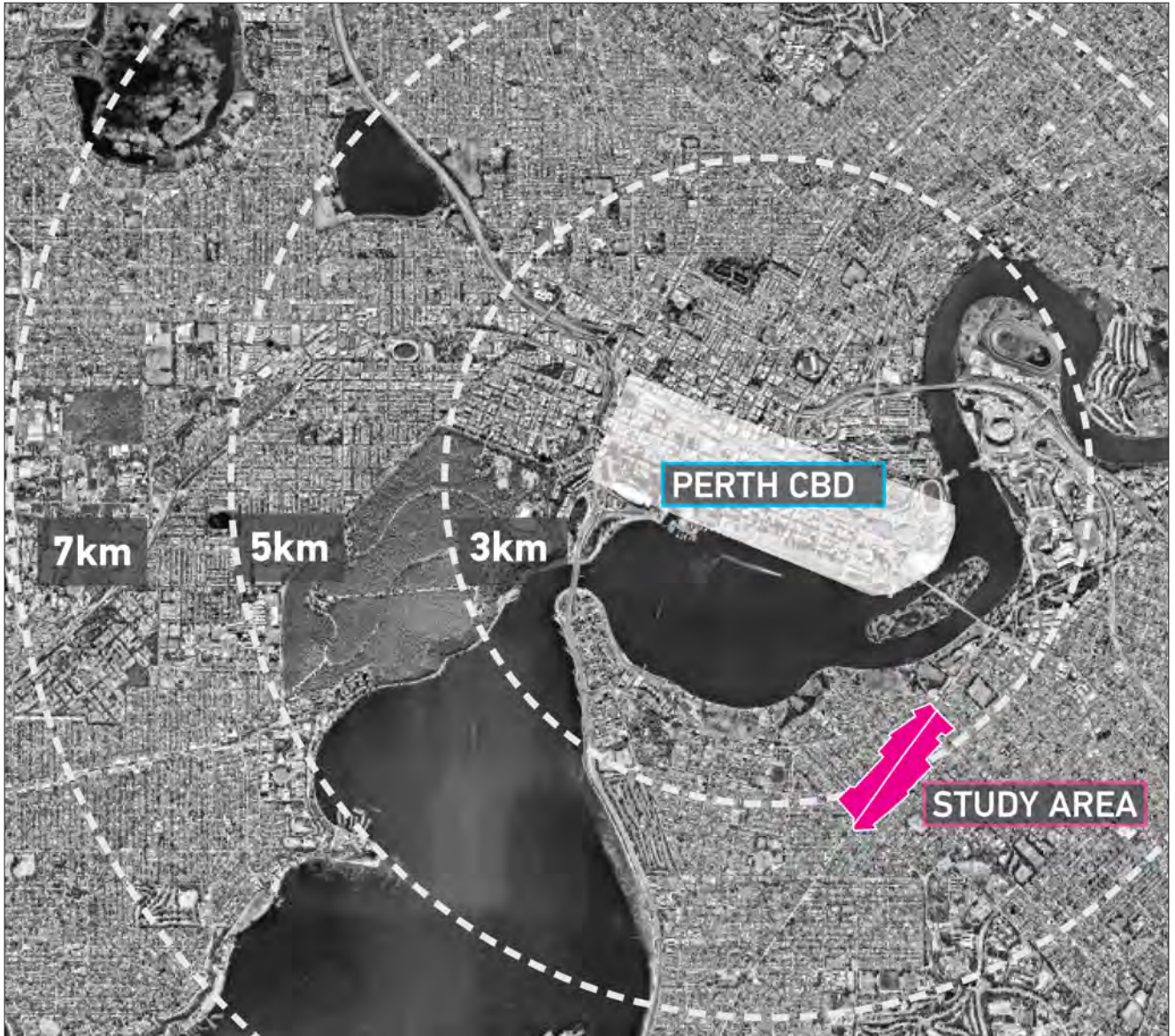


Figure 1. Location Plan



1. Introduction

The City of South Perth (the City) #ShapeOurPlace project has been developed to help understand the role of Canning Highway as an activity corridor and how medium density development can occur whilst respecting the established character of the surrounding area. To date the #ShapeOurPlace project has included the delivery of the *Canning Highway Residential Density and Built Form Study* (November 2015), which is referred to herein as Stage 1 of #ShapeOurPlace.

Stage 1 included a broad character survey to inform appropriate locations for increased height/densities, community consultation and the development of suggested development controls to help deliver medium density development. One of the key recommendations from Stage 1 was for additional studies to be undertaken, including:

- Character Study to undertake a comprehensive review of the existing building stock and understand how this impacts future development; and
- Detailed design guidelines for individual areas to provide more detailed local planning provisions.

Building on this work, TPG Town Planning, Urban Design and Heritage (TPG) has been appointed to assist the City deliver Stage 2 of the #ShapeOurPlace project; and to address the above recommendations. The objectives for Stage 2 of the #ShapeOurPlace study are:

1. Identify elements of existing built form that contribute positively to the character of the study area and surrounding suburbs;
2. Prepare a draft amendment to Town Planning Scheme No. 6 to facilitate medium density development adjacent to Canning Highway and an appropriate transition from the highway to surrounding suburbs;
3. Prepare draft planning controls (e.g. policy or design guidelines) to supplement the R-Codes and protect the identified character elements in new residential development, including medium density development.

This report focuses on point 1 above and identifies *'elements of existing built form that contribute positively to the character of the study area and surrounding suburbs'*. Essentially it is a 'Character Study,' which seeks to:

- Understand the history and pattern of development of the study area that has influenced the existing built form;
- Analyse the existing streetscapes and built form to identify any commonalities or unique attributes; and
- Identify character elements which contribute positively to the character of the area.

This report firstly provides some further background on Stage 1 and the relevant planning framework, both which underpin our work and strategies for moving forward.

1.1 Study Area

The study area for the Character Study includes Place 1 and Place 2 as identified in Stage 1 of the #ShapeOurPlace study. This includes properties along Canning Highway and the surrounding properties generally 150 metres either side of the highway, between Berwick Street and Douglas Avenue/Lawler Street. The study area is depicted in Figure 1.

The study area sets the general area of focus for the Character Study and it is recognised that areas close to the Highway have a different character to the areas further from the Highway. A component of the study is to therefore recommend a planning framework to accommodate medium density form close to the highway (which, through redevelopment, will aim to improve the character of the area) and that provides a transition to the surrounding lower density areas. The study area, however, is not strictly limited to the above and surrounding areas can be taken into account where relevant and justified.





Figure 2. Study Area Place 1 and 2



2. Project Background

The City's Draft Local Housing Strategy (2011) identifies that a medium density flank should exist for the length of Canning Highway, to provide a suitable transition between the high density Highway Commercial zoning (and the ridge) and low density residential development in the adjoining suburbs. The suggested medium density flank is to extend for 100 metres either side of Canning Highway. In addition it sets out that, upper-medium to high density should be investigated for key intersections along Canning Highway, namely the following:

- Barker Avenue/Thelma Street/Canning Highway;
- South Terrace/Canning Highway; and
- Douglas Avenue/Canning Highway.

The Canning Highway Residential Density and Built Form Study (November 2015), also known as #ShapeOurPlace, stemmed from the City's Draft Local Housing Strategy (2011), seeking to assist in the delivery of its recommendations.

As part of #ShapeOurPlace Stage 1, consultation with the community was undertaken in two phases. The first phase was to establish an understanding of the community's desire for the future including what built form is preferred. This consultation found:

- A preference for single houses throughout the area;
- A preference for more intense development at key locations (e.g. Way Road/Mill Point Road, the intersection of Douglas Avenue and Canning Highway, between Thelma Street and Cale Street and between Dyson Street and Douglas Avenue);
- Design and built form elements that break up the bulk and scale of a building (e.g. large areas of landscaping, large balconies, eaves and large setbacks); and
- Some preference for lower scale heights in certain locations (2 storeys or less) and some preference for greater height in other locations.

The feedback from the stakeholders and community led to a series of key recommendations proposed in the built form study. #ShapeOurPlace Stage 1 proposes that the future development of the area be categorised into three streetscape types:

- **Highway** - relates to all lots that are directly facing Canning Highway. The streetscape rhythm and pattern for this category reflects high intensity development, comprising apartments, mixed use developments and terraces within three to six storey buildings.
- **Urban** - relates to those properties behind the highway. The character shares similar characteristics to the highway streetscape including smaller setbacks and a denser urban form; however the scale is between that of the highway and suburban street, and building heights are three to four storeys.
- **Suburban** - is reflective of a typical residential street. The streetscape is open with large setbacks and open spaces with a two to three storey building height limit.

Refer to Figure 3 - Streetscape plan showing highway, urban and suburban types.

The report seeks to better understand the existing 'suburban' character and to identify elements which should be embraced/respected as part of any future 'urban' type development. Responding to the established character will ensure the character of the study area is not destroyed as it undergoes future change and will ensure the delivery of the vision for #ShapeOurPlace:

"#ShapeOurPlace will facilitate the development of Canning Highway as an urban corridor while enabling a transition that harmoniously integrates development between the highway and the suburbs.

#ShapeOurPlace promotes activation of places, sustainable living through increasing use of public transport and reinforces the strong relationship the community has with its local area."



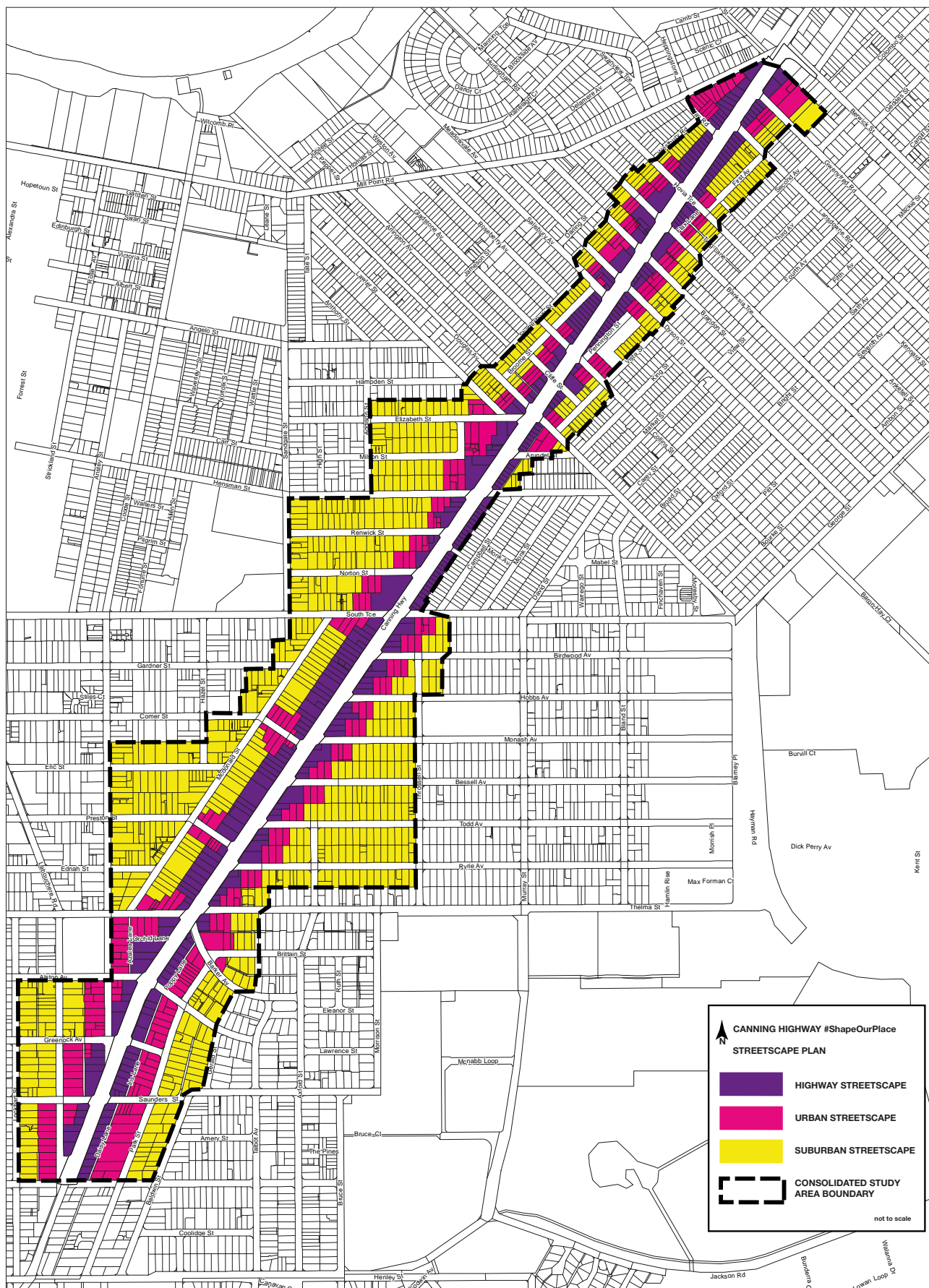


Figure 3. Streetscape plan showing highway, urban and suburban types. Source: Shape Our Place Canning Highway Residential Density and Built Form Study (November 2015) pg. 6

3. Planning Context

3.1 State Planning Framework

Strategic Metropolitan Planning Direction

There are two key State strategic planning documents prepared by the Western Australian Planning Commission (WAPC) that provide a high level, spatial vision for accommodating a rapidly expanding population within the Perth metropolitan region:

1. Directions 2031 and Beyond; and
2. Draft Perth and Peel @ 3.5 Million.

The primary objective of these plans is to promote a consolidated urban form and infill development through orderly and proper planning, and directing this infill into appropriate locations. Medium density development is to largely be accommodated along existing transport linkages throughout Perth. These urban corridors will link activity centres and be serviced by sustained public transport; supporting the concept of transitioning key transport corridors into multi-functional corridors that allow for efficient movement and high amenity.

The study area is located within the 'Central Sub-region' which aims to minimise the impact on existing suburbs and retain the existing built-up residential character by encouraging urban consolidation in areas that have access to existing and future amenity, employment and quality public transport. The draft Central Sub-regional Planning Framework identifies an infill housing target for the South Perth local government area of 8,300 new dwellings for a city of 3.5 million.

Relevant infill housing and urban consolidation principles include the following:

- (a) Ensure the attractive character and heritage values within suburbs are retained and minimise changes to the existing urban fabric;
- (b) Provide for a diversity of quality higher-density housing to match the changing demographics of the growing population and ensure that the scale and design of new development integrates into the surrounding neighbourhood;
- (c) Ensure that existing and planned public transport routes are supported by quality higher-residential land uses;
- (d) Ensure more efficient use of existing and planning service and social infrastructure to achieve a more sustainable urban environment;

The above State strategic planning direction and principles will inform Part B of the Character Study.

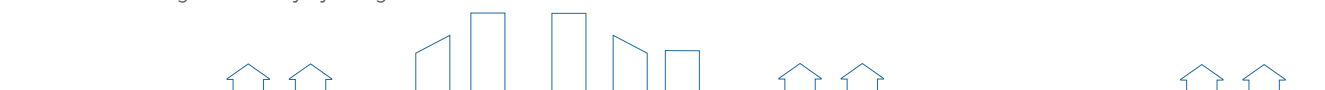
Capital City Planning Framework

The Capital City Planning Framework sets out a spatial framework for central Perth, a focus area of 12km by 12km around the city centre, including the study area. The framework indicates how the objectives of *Directions 2031* can be delivered in this focus area.

The Capital City Planning Framework identifies a potential activity centre within the study area, located at the intersections of Canning Highway and Berwick Street (and although not identified within Perth and Peel @ 3.5 Million, is reflected in



Figure 4. A section through an urban corridor showing the relationship of the buildings to the streets and laneways. Source: Department of Planning Diverse City by Design.



the City's Local Housing Strategy). Here, there is an opportunity encourage significant development and create a gateway to the City.

Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is the key statutory mechanism for the implementation of future strategic land use and infrastructure proposals within the Perth metropolitan area. Local level planning is required to be consistent with the broad land use zonings and reserves assigned under the MRS. Canning Highway is reserved as a 'Primary Regional Road' under the MRS (including widening over private land). Land adjoining the reservation is zoned 'Urban'.

State Planning Policies and Development Control Policies

A number of WAPC State Planning Policies, Development Controls and Guidelines will be given due regard during the preparation of Part B of the Character Study. It is important to note these documents do not relate specifically to land use or transport planning, but rather intend to provide guidance and understanding for future built form considerations. These include but are not limited to:

- State Planning Policy 3 Urban Growth and Settlement;
- State Planning Policy 3.1 Residential Design Codes;
- State Planning Policy 3.5 Historic Heritage Conservation;
- Development Control Policy 1.6 Planning to Support Transit Use and Transport Oriented Development;
- Development Control Policy 5.1 Regional Roads (Vehicular Access);
- Planning Bulletin 113 Multiple Dwellings in R40 Coded Areas and Variation to R-Codes Multiple Dwelling Development Standards.

3.2 Local Planning Framework

City of South Perth Town Planning Scheme No. 6

The City of South Perth TPS6 was originally Gazetted in 2003 and sets out the local statutory planning framework for the municipality.

Land within the study area adjoining Canning Highway is zoned either 'Highway Commercial' or 'Residential' under TPS6. All Highway Commercial zoned lots have a residential density coding of R80 to guide dwelling development. The majority of the Residential zoned lots adjacent, or in close proximity to, the Highway Commercial lots have a density coding of between R15 and R25 under TPS6. This has the effect of permitting a high density development directly next to a low density development.

Residential development in the Highway Commercial zone has a maximum plot ratio of 0.5 under TPS6, while the R-Codes permit residential development in an R80 coded area to a plot ratio of 1.0. This provides a disincentive to mixed use developments - which are limited by plot ratio controls - compared to wholly residential developments. This seeming disconnect between the two planning controls will be investigated during the preparation of Part B of the Character Study.

Local Planning Policies

The key Local Planning Policy relevant to the study area is Local Policy P351.5 Streetscape Compatibility - Precinct 5 'Arlington' and Precinct 6 'Kensington' (Residential Design Policy Manual). As outlined in the #ShapeOurPlace Report, P351.5 provides guidance for development within the Arlington and Kensington Precincts excluding the properties with frontage to Canning Highway only. The intention of the policy is to maintain the character and amenity of the locality. Importantly, P351.5 does not provide guidance for multiple dwellings; accommodating single dwelling developments and extensions visible from Canning Highway, only. The preparation of Part B of this Character Study will give due regard to the policy provisions and intent, and consider amendments to appropriately address character retention for multiple dwelling and mixed use developments.



3.3 Other

Canning Highway Road Reservation

Canning Highway is affected by a Metropolitan Region Scheme 'Primary Regional Road' Reservation to facilitate road widening, which has a significant impact on properties abutting the highway. This is particularly apparent on the southern side.

The road reservation has the potential to include:

- Two lanes of traffic in each direction;
- A transit/bicycle lane in each direction;
- Wider verges for pedestrians, shared use and utilities/services; and
- A median strip.

Under the intent of Development Control Policy 5.1 Regional Roads (Vehicular Access), new development fronting Canning Highway should provide vehicular access from a side street or laneway, thereby rationalising the number of crossovers onto a Primary Regional Road. This has both a positive effect on improve traffic safety and flow, and a negative effect on potentially limiting the development potential of 'land-locked' parcels of land should access to Canning Highway not be granted. The preparation of Part B of this Character Study will give due regard to the implications of the Canning Highway road reservation.





Figure 5. Extract from the City's TPS6, which shows the current zonings and reserves applicable to the study area.

4. How is the Area Anticipated to Change

4.1 What is anticipated to change?

#ShapeOurPlace Stage 1 recommends a transition of higher densities along urban corridors, medium density in the transition area behind the highway and lower density in the residential area. Streetscape typologies of Highway, Urban and Suburban were developed to ensure that any future medium density development delivers the required transition (refer to Figure 3).

The Residential Design Codes (R Codes) set out 'the medium-density residential development outcome would be generally land coded R30 to R60, and would be developed under the provisions of parts 5 and 6 of the R-Codes, depending on the type of development proposed. These areas predominantly contain grouped dwellings and single houses.'

In simple terms, this will mean that in the 'urban' streetscape zone (the transition zone) there is an opportunity to redevelop existing single dwellings for medium density housing, which could include a range of built forms up to four (4) storeys in height as recommended in #ShapeOurPlace. The following table from #ShapeOurPlace Stage 1 provides a matrix that identifies the built form typologies considered appropriate for the relevant streetscape type.

There are areas of Residential R80 extant in the study area, that fall within the proposed 'urban' streetscape zone (the transition zone). 'Downcoding' (reducing residential density) is not seen as appropriate in the study area because of the strategic location of the area adjacent to a major transport and activity corridor. Currently TPS6 limits the R80 areas to a maximum of three (3) storeys, whereas #ShapeOurPlace Stage 1 recommends up to six (6) storeys in some locations.

Refer to Figure 6 - Proposed Height Plan from #ShapeOurPlace Stage 1

As set out in #ShapeOurPlace Project1, the maximum heights are indicative suggestions only. Some lots in their current form are not considered an appropriate size to support the level of development proposed and as a result a sliding scale for heights is recommended based on an increased lot size.

Residential zoning, building heights and residential density coding as established by TPS6 are the current built form controls in the study area. Following on from the work completed, Part B of the Character study will test what controls will be best applied to manage changes within the Study Area into the future, shaping how it will ultimately change.

Streetscape Type	Housing Typology				
	Single house	Townhouse	Manor house/ apartment	Terrace	Apartment
Highway	X	X	X	✓	✓
Urban	✓	✓	✓	✓	✓
Suburban	✓	✓	✓	X	X



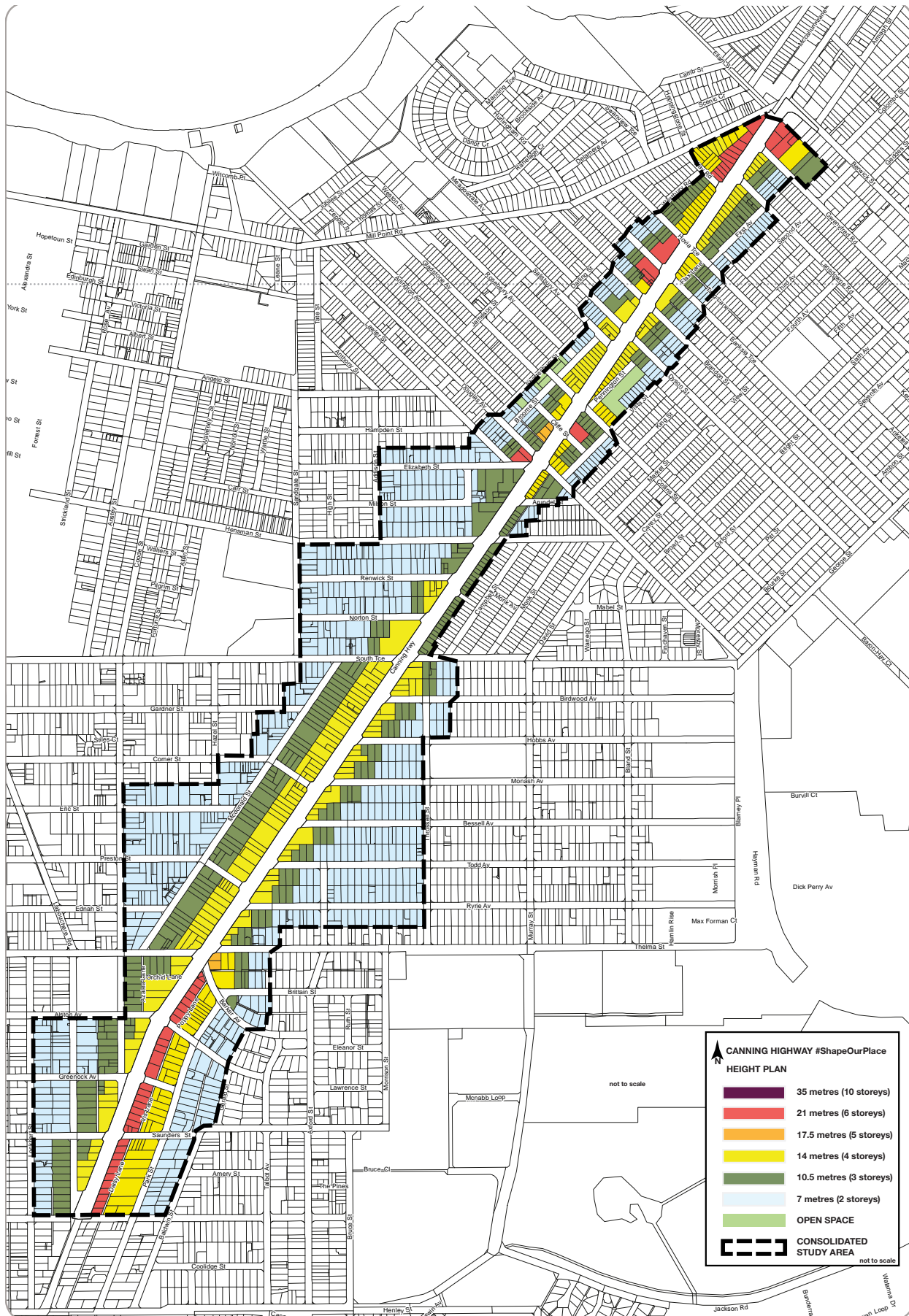


Figure 6. Proposed Height Plan from #ShapeOurPlace Stage 1

5. The Character Study

5.1 What is Character?

The recognition and protection of a place's local character and distinctiveness is an important part of the planning agenda particularly as densities in established areas are being increased. A development that responds sensitively to its context and an established character, is likely to be better accepted by the existing community and can enhance the area's sense of place and value.

As noted in *State Planning Policy 3.5 Historic Heritage Conservation* it is important to distinguish between "historic heritage significance" and "urban character". Areas of "historic heritage significance" are select areas with special qualities embodied in the built form, will generally be quite rare within a locality and will have some form of underlying aesthetic, social, scientific or historic cultural heritage value. The retention (i.e. prohibition of demolition) of contributory buildings is important to protect areas of "historic heritage significance."

Urban character is essentially identified by the built form and age of an area and its relationship with the surrounding topography, open space, streetscape, land use and activity. Different combinations of these factors help create local distinctiveness and character. Understanding the character of a locality can assist in ensuring that new development positively contributes to an area's local distinctiveness.

5.2 Methodology

This Study has been informed by a street-by-street survey of the study area, which was undertaken in July 2016. The survey was conducted for the purpose of documenting the existing character of the study area; identifying the various elements that contribute positively to that character, and to identify areas which demonstrate a high level of intactness and conversely those subject to a greater degree of change/variation.

A Street Record Form was prepared for each street, which helped the project team understand the range of characteristics evident in each street in terms of:

- Age of construction of buildings
- Traditional architectural styles
- Nature of uses
- Construction materials
- Height
- Front setbacks
- Car parking arrangements
- Front fence treatments
- Front garden character
- Verge treatments

The Street Record Forms are contained within Appendix A and have helped inform the character analysis contained in the following sections.

Prior to undertaking the street survey some historical research was undertaken to provide a rounded understanding of the study area in terms of how and when it evolved.



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6. Historic Overview

The Swan River Colony was established in 1829. In the early years of settlement there was little development in the area now known as the City of South Perth. This was partly attributed to its sandy soils, which mostly proved infertile and due to the lack of easy access to Perth. The first active settlement in South Perth occurred in 1833 with the establishment of a flourmill at Point Belches, which was to become Millers Pool. From the 1850s settlers began to grow fruit and vegetables along the South Perth foreshore which, whilst swampy and subject to flooding, was found to be fertile. Subsequently dairy farms were also established along the foreshore. The market gardens in the area continued well into the twentieth century.

Essentially a residential suburb, South Perth had its early development and business section confined almost solely to Mends Street, at the foot of which is the ferry terminus. The road between Kelmscott and Canning Bridge, called Fremantle Road (now Canning Highway), was gazetted in 1873, and carried a lot of traffic though the South Perth area. However, it was little more than a cleared bush track at the time.

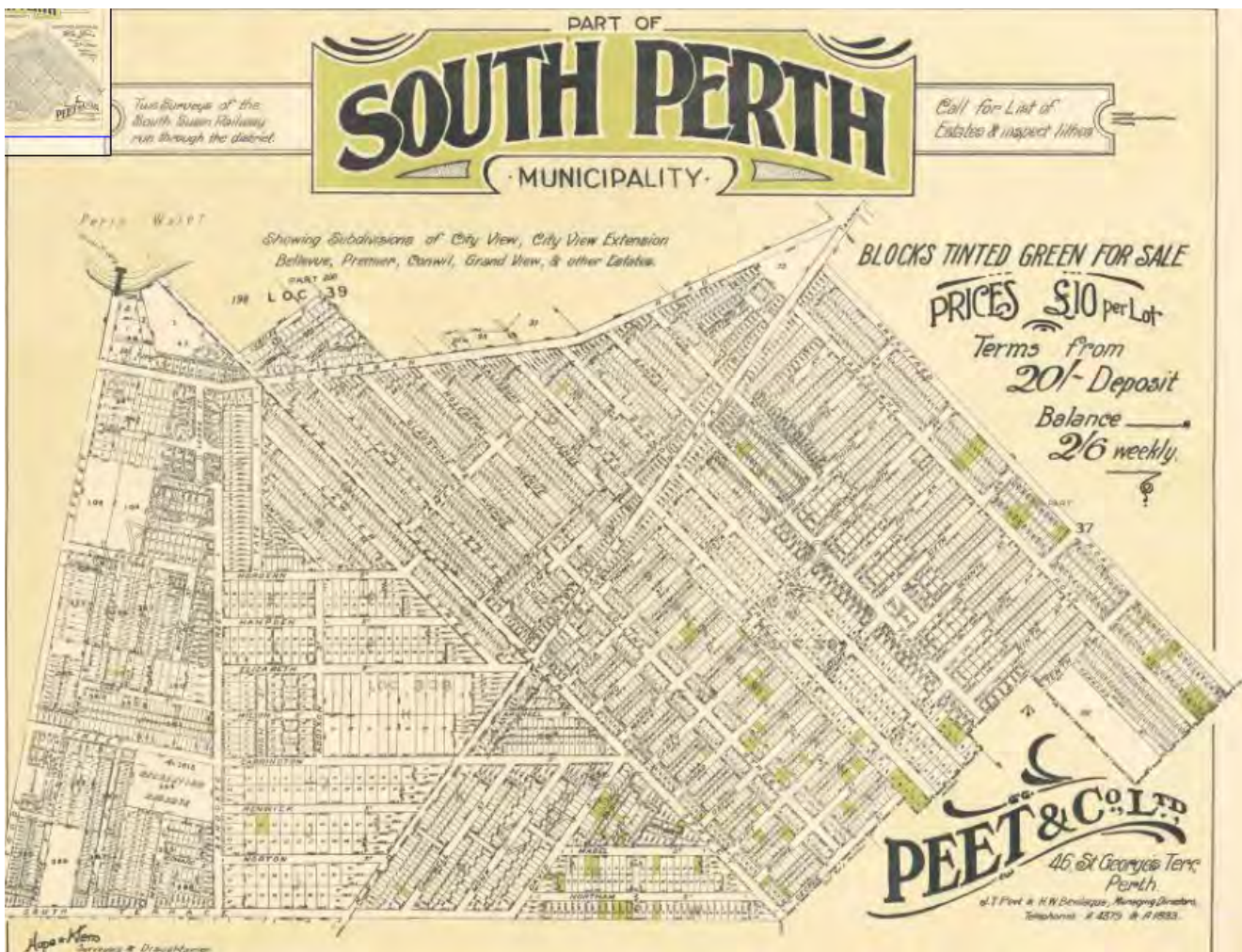


Figure 7. 1913 Subdivision plan for South Perth. Source: State Library of Western Australia 57/7/6

Subdivision plans dated 1902 and 1913 show the road layout and lots in the study area extant at these times. Kensington as a locality did not come into existence until the 1920s. Whilst there had been some residents in the area before this time it was far from built out or established as a residential suburb. Given that much of the South Perth foreshore area was occupied by dairy farms and market gardens, this, combined with the weatherboard cottages that were built in the area, contributed to a semi-rural character in the early years of the twentieth century.

The Wise Post Office Directories confirm that the study area was largely developed from the 1920s. For example in 1910, the portion of Canning Highway (then Fremantle Road) in the study area only had one (1) dwelling listed; and Hovia Terrace and Banksia Terrace recorded no dwellings. By 1920 of Canning Highway (then Fremantle Road) there were eight (8) residents; however Hovia Terrace and Banksia Terrace still recorded no residents. By 1930, Canning Highway (then Fremantle Road) had approximately 74 residents, a service station, a green grocer a fish and chip shop and a grocer. Hovia Terrace had 51 residents and Banksia Terrace had 21 residents between Mill Point Road and Fourth Avenue. The area was well and truly bustling by this time.



Figure 8. Aerial photograph from 1930 of South Perth. Source: *Peninsular city : a social history of the City of South Perth, Western Australia*



This growth corresponded with the construction of a tramway through the study area in 1922, which connected Hay Street, Perth to Como. From the causeway the tram went through Victoria Park across Albany Highway into Canning Highway and continued on the extreme right-hand side of the road in its own unpaved reserve to the corner of Elizabeth Street. From Elizabeth Street it curved into Lawler Street, left in to Angelo Street and terminated at the Zoo. Later another line went through Mary Street to Como. In 1926 the tramway was again extended, this time along Mends Street. The tram service ceased in 1950.

From the 1960s, redevelopment started to occur and a number of multi-storey commercial and residential buildings were constructed throughout South Perth. In the study area redevelopment in the form of taller buildings was concentrated along Canning Highway. With the side streets a number of traditional single storey dwellings were also demolished to make way for new two-storey dwellings and grouped dwellings.

Refer to Figure 10 - Plan showing extent of change that has occurred in the study area.



Figure 9. Tram on Canning Highway in South Perth. Source: Tracks by the Swan : the electric tram and trolley bus era in Perth, Western Australia

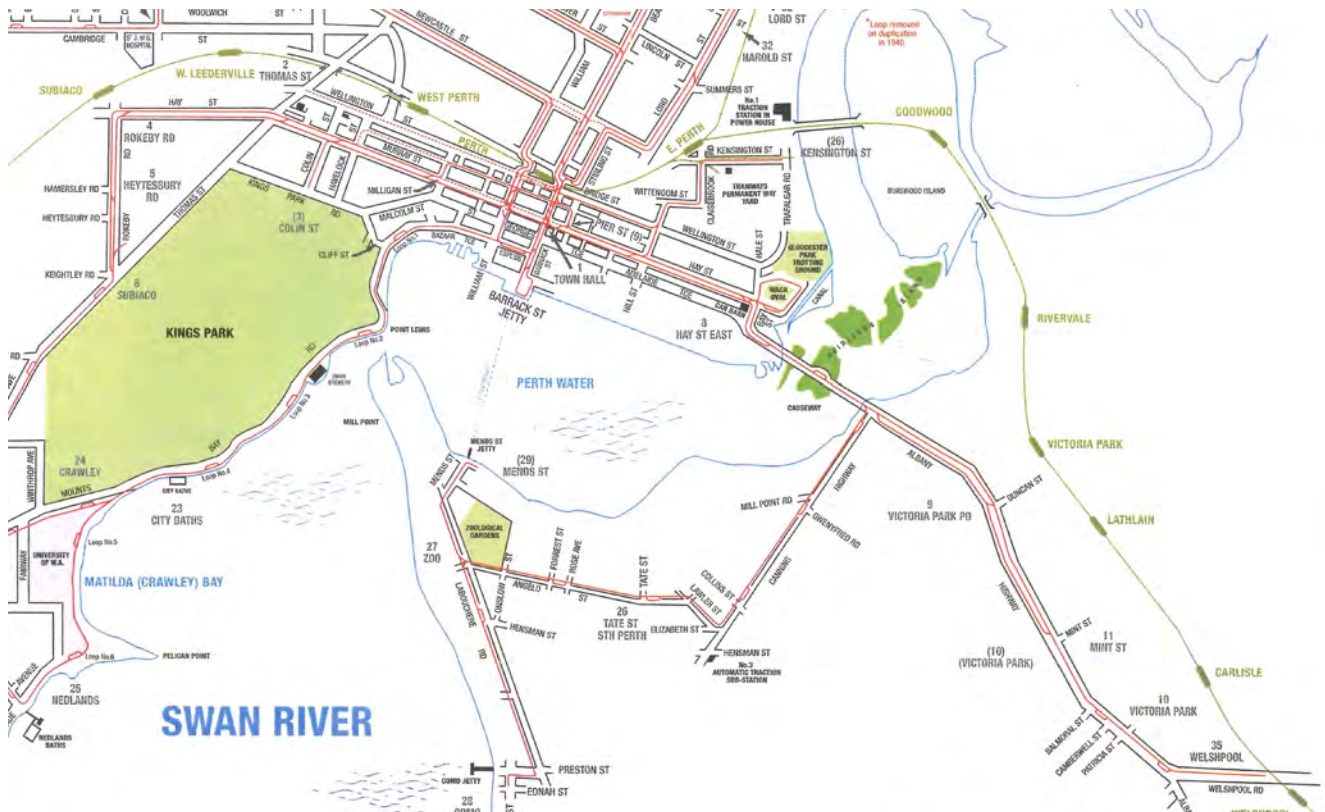


Figure 10. Tram routes in Perth, South Perth route highlighted circled. Source: Tracks by the Swan : the electric tram and trolley bus era in Perth, Western Australia

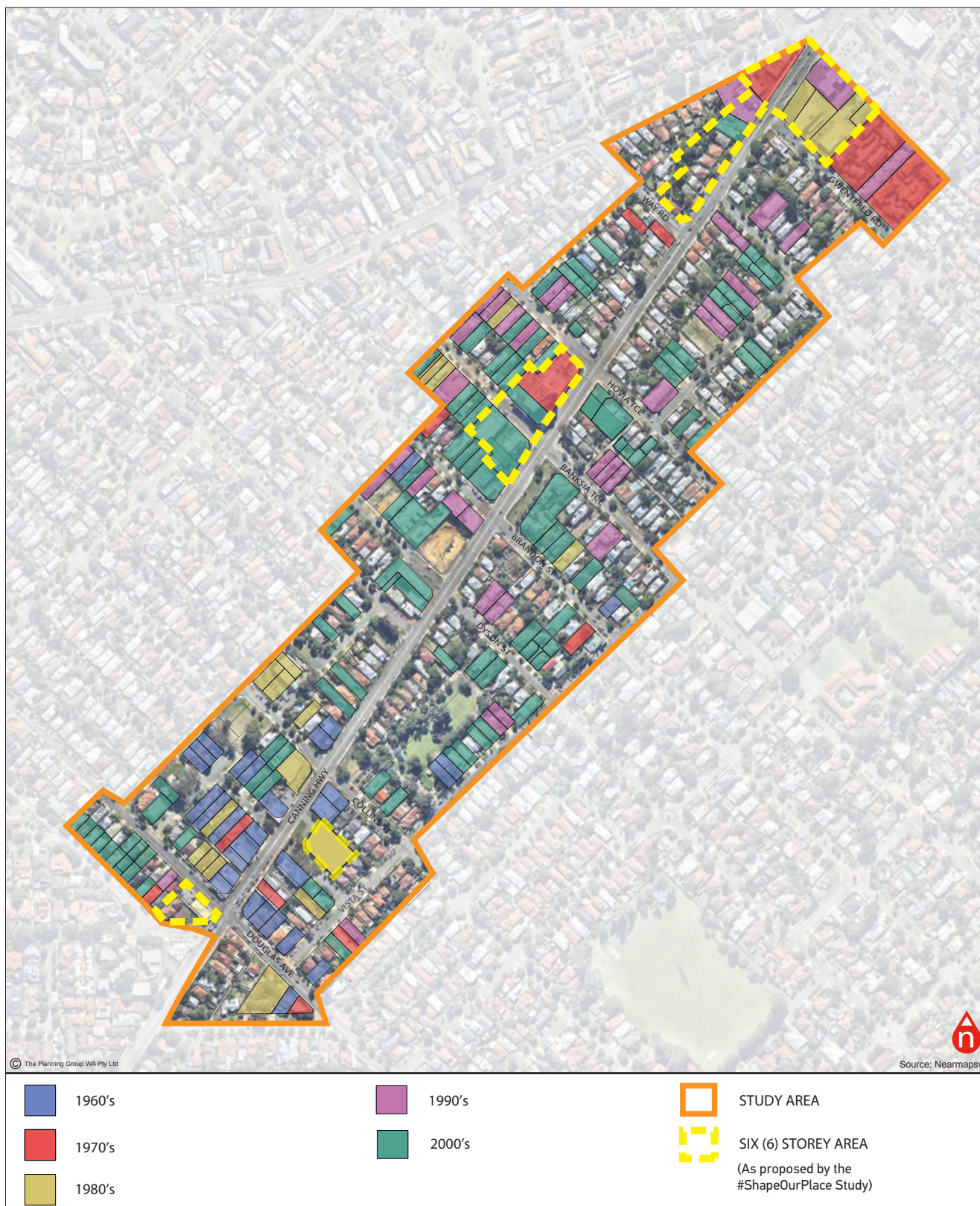


Figure 11. Plan showing extent of change in the study area - non coloured lots represent traditional/original buildings

7. Streetscape Analysis

The character of the streets within the study area is varied reflecting the different stages of intervention and redevelopment that has occurred over the years. However, as explored in the following streetscape character analysis, even streets that appear to have a fragmented built form from a range of periods can still display an underlying character and cohesiveness through their relationships to the street. Decoding and understanding these contributory elements is an important step to ensure that the valued streetscape character is celebrated and enhanced through future development.

The following streetscape character analysis has been informed by the Street Record Forms and provides an overview of the character of the study area closest to the Highway. It is acknowledged that areas further from the Highway have different characters. It is divided into three main sections:

- Suburban Character
- Street Character
- Built Form Character

Refer to Appendix A – Streetscape Record Forms

7.1 Suburban Character

The study area was mostly developed in the first half of the twentieth century and is laid out on a rectangular grid with lots of approximately equal size in individual streets, but with some variation across the area. Canning Highway forms the ‘spine’ of the study area and comprises a mixture of purpose built commercial premises and residential buildings, some which have been converted for commercial use. Beyond this spine the study area comprises residential dwellings with a sprinkling of civic/ community uses and some former corner stores. Many residential buildings along Canning Highway are very poorly maintained.

The topography contributes to the character of the study area with valuable views accessible to the Perth Central Business District (CBD) in places. There is a subtle rise along Canning Highway from the eastern end of the study area to the west, with a high point between Banksia and Brandon Streets. The streets, which run perpendicular to Canning Highway along its northern side, are afforded views to the CBD. These streets gently fall away from Canning Highway to Mill Point Road where the land sits considerably lower.



Figure 12. Image showing views of City from properties near northern side of Canning Highway (Hovia Tce).



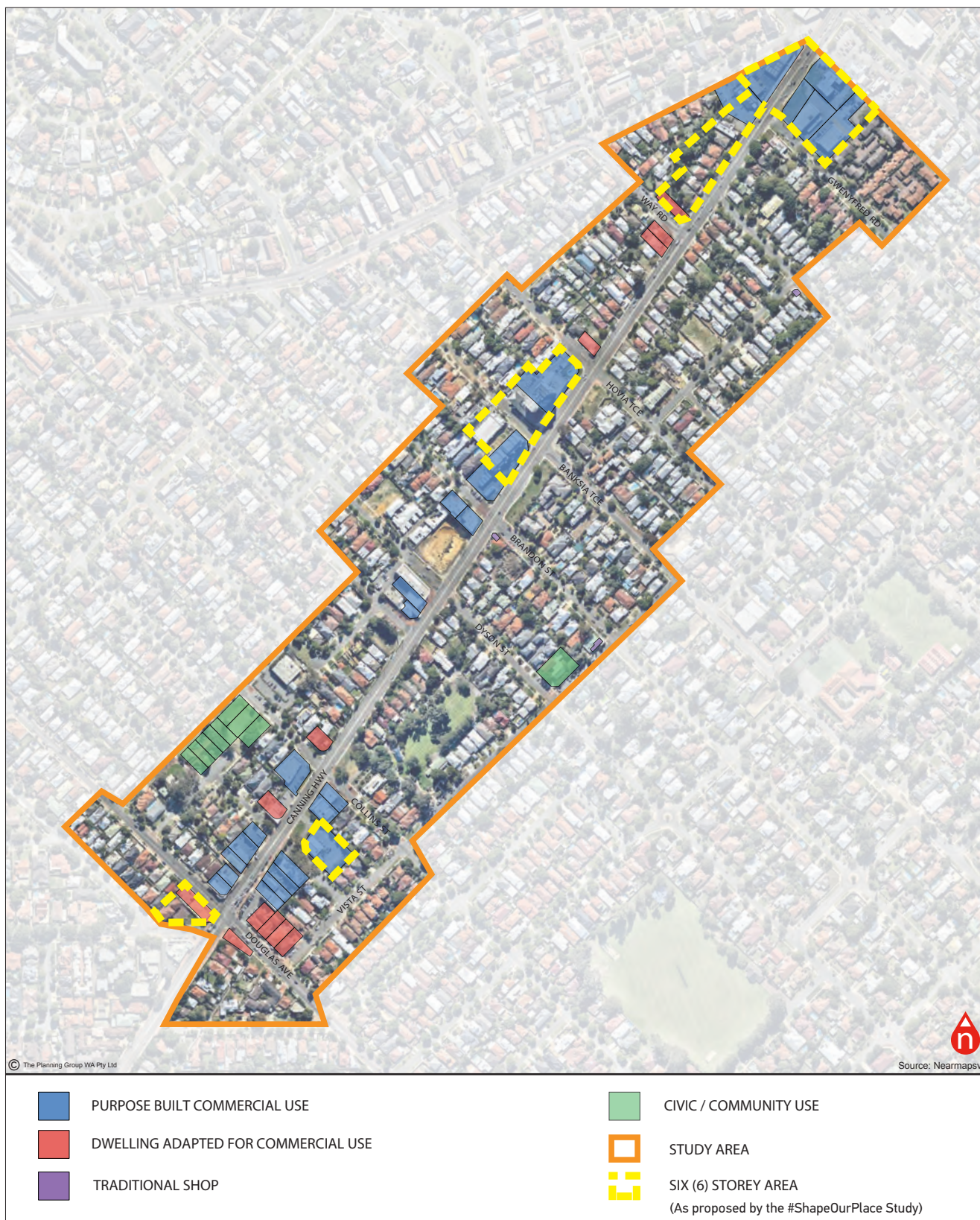


Figure 13. Plan showing extent of commercial and other non-residential uses in the study area. Non-coloured areas are original residential dwellings

7.2 Streetscape Character

To a varying extent, the original character of the various streetscapes remains apparent despite changes that have occurred over the years. Lot sizes range throughout the area, however there is generally consistency per street with the majority of lots being approximately 400 through to 670 square metres in area. Lot widths also vary but largely range between 12.0 and 15.0 metres.

Originally, single storey dwellings with one house to each block was the predominant housing typology. However, in many instances where original dwellings have been demolished lots have been amalgamated to make way for grouped dwelling/apartment buildings, which has interrupted the traditional street pattern, lot size and rhythm.

Dwellings were generally set back a consistent distance from the front boundary from approximately 4 to 8 metres in individual streets. Dwellings were also subject to side setbacks that helped to create a consistent rhythm and spacing between built forms. Whilst new development largely responds to the established street setback, new built forms have pushed towards the boundaries reducing the separation between buildings and the varying setbacks rhythm.

Prior to the 1970's dwellings were generally built without garages and carports. Overtime driveways, carports and hardstands have been constructed within the street setback area, which has changed the character of the residential streetscapes,

signifying the rise in car ownership since the early latter half of the twentieth century. New developments often incorporate double garages under the main roof form, which often take up a large proportion of the ground floor frontage and limit space for gardens.

A number of streets in the study area have rear access. Where rear access is provided, the impact of car parking within the street setback area is reduced (although some car parking is still extant) and the front garden character is able to flourish. Streets in the study area with a rear setback include:

- A portion of Banksia Terrace south of Canning Highway
- A portion of Hovia Terrace south of Canning Highway
- A portion of Canning Highway which runs parallel to Pennington Street
- A portion of Canning Highway between Douglas Avenue and Arundel Street
- A portion of Canning Highway which runs parallel to Broome Street
- A portion of Douglas Avenue between Canning Highway and Broome Street
- A portion of Broome Street which runs parallel to Shaftesbury Street
- Dyson Street

Refer to Figure 15.

The consistency of street verges varies across the areas. However, the majority have footpaths each side of the street with grass verges and street



Figure 14. Image showing landscaped verges with consistent verge trees and driveways providing vehicle access.



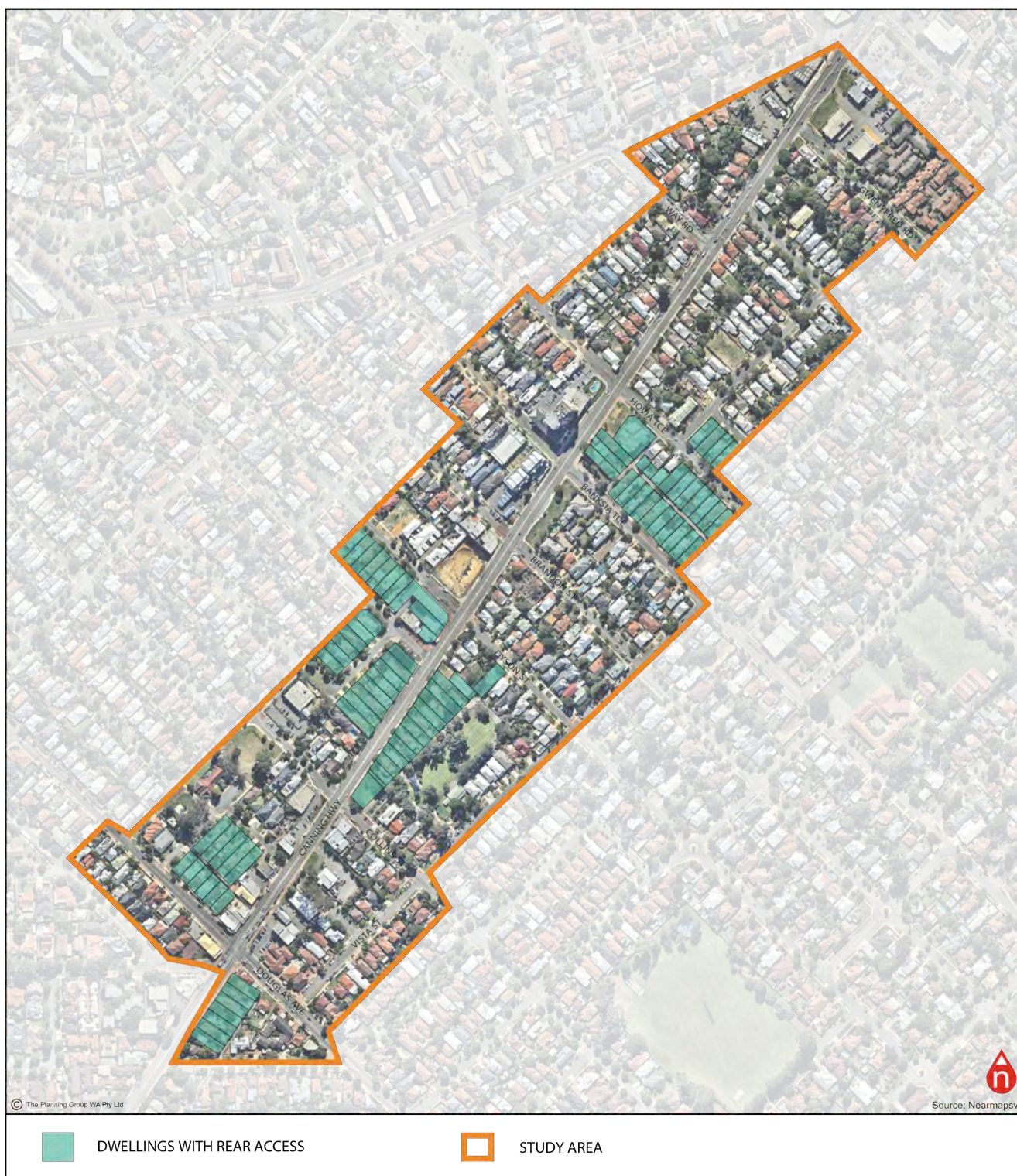


Figure 15. Plan showing rear vehicle access



trees planted at regular intervals. There is some variety in the type and age of street trees across the area, with a mixture of mature and young trees, which appear to be the result of more recent street planting programs. Some verges have been planted out with native plants in lieu of grass, another response to environmental and stormwater management initiatives.

Traditional dwellings were generally set behind a low to medium height front fence within a neat and welcoming landscaped setting. The proportions and material of the front fence often matched that of the dwelling (i.e. low brick walls or timber picket fencing) and enabled clear views to be maintained. Overtime it is evident in the study area that fences have increased in height, have a reduced permeability and often neglect to respond to the character of dwelling they now hide.

7.3 Built Form Character

The study area retains a large proportion of original housing stock typical of middle class housing of their era found throughout the inner Perth Metropolitan area. The character of these original dwellings and their clearly defined private landscaped surrounds are intrinsic to the area's character.

The original housing stock found within the study area predominantly dates from the Inter-War period which as defined in 'A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present' (Apperly, Irving and Reynolds, 1994) as between c.1915 through to c.1940.

The dwellings are generally constructed of red brickwork with either tile or corrugated iron hipped roof forms. Some dwellings have decorative rendered detailing, which is a key feature of their relevant architectural style. Some dwellings have been rendered in their entirety, an approach often undertaken in the mid to latter part of the twentieth century in an attempt to modernise the traditional building forms.

There are a number of isolated and groupings of weatherboard and iron houses remaining, including those in the following streets:

- Landsdowne Street
- First Avenue
- Hovia Terrace
- Banksia Terrace
- Brandon Street



Figure 16. Examples of timber and brick Inter-war bungalows



Traditional architectural styles evident in the study area include Inter-War bungalows, Californian Bungalows and Post-War bungalows. Key characteristics of these styles is explored as follows:

Inter-War bungalow c1915-1940

The Inter-war bungalow is a vernacular style, which stems from the Federation Bungalow style, which was a common building form from the 1890s through to 1915. The style is considered unpretentious, sharing the qualities of homely simplicity and robust honesty. The bungalow is less decorative than its predecessor, the Federation Queen Anne style and is characterised by a number of characteristics:

- Free standing single storey dwellings
- Often limestone foundations
- Red brick construction with rendered detailing/ highlights; or weatherboard clad walls
- Terracotta roof tiles with wide exposed eaves
- Broad simple hipped roof planes with ridge running parallel to the street
- Gable end to the street often with roughcast render or timber batten detail
- Tall chimneys with terracotta pots
- Main roof extending over the verandah

- Verandah roof forms supported by masonry piers or sturdy timber posts
- Timber sash or casement windows

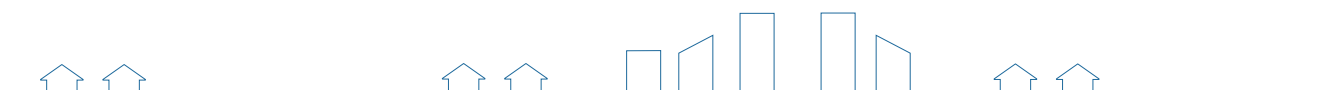
Californian Bungalow c1915-1940

The Californian Bungalow emerged in America as a popular architectural style at the beginning of the twentieth century. This style soon became embraced in Australia's suburbs however it was usually built in brick as opposed to timber. The Californian Bungalow was low slung, planned for casual lifestyles and was expressed in 'earthy' materials.

- Free standing single storey dwellings
- Often limestone foundations
- Brick work often rendered
- Low pitch roof planes with terracotta roof tiles and wide eaves
- Prominent gable facing the street with rough-cast render or timber batten detail
- Substantial verandah piers, often pylon-shaped and tapered upwards from a wide base
- Timber casement windows
- Garages often built to the side of the dwelling



Figure 17. Example of a Californian Bungalow



Post-war Bungalow c1940-1960

After World War II shortages in basic building materials, financial limitations, material shortages and tight government controls impeded development. As a result development that did occur was often devoid of ornamentation and more restrained in form for example with smaller eaves and verandah/porches.

- Free standing single storey dwellings
- Often limestone foundations
- Brick work red and light cream bricks
- Hipped low pitch roof planes with clay or cement roof tiles
- Short boxed eaves
- Small porches often with a flat roof and concrete flooring
- Casement windows either timber or aluminium

7.4 Recent Housing Character

The study area has been subject to a considerable amount of change in the past few decades with every single street having been subject to some form of demolition and redevelopment.

Refer to Figure 11 – which shows extent of redevelopment in the study area.

New developments often exhibit less architectural detailing than the traditional housing stock, have a greater level of site coverage with smaller side setbacks and often embrace a two storey built form (or more).

Building materials and colour schemes of new residential development differs from the traditional dwellings as there is a greater presence of black, grey and blue hues. Traditional dwellings embraced the natural hues found in the selected material itself such as reds, browns and oranges. White/ beige renders were often applied as decoration and timber was painted in a restrained palette of red oxide, Brunswick green and/or cream.



Figure 18. Example of a Post-war Bungalow

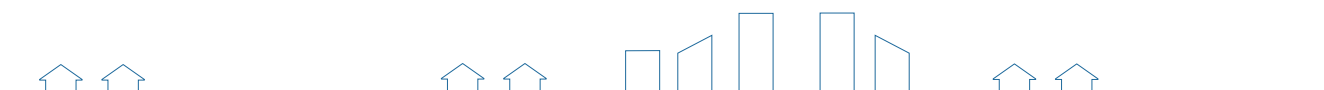




Figure 19. Examples of recent infill development along Hovia Terrace



Figure 20. Examples of infill development along Vista Street, that has sought to respond to the traditional character homes



8. Defining Character through Consultation

Determining the existing character of the study area is important in order to form up a vision for the study area into the future, and how medium density development can successfully and harmoniously be a part of that vision. This report so far has provided an analysis of the development pattern and traditional character of the study area.

However, it is recognised that the views of the community are fundamental in order to understand which character elements are valued and which are less desirable. This section provides a brief summary of consultation that occurred as part of Stage 1 and the outcomes of some recent multiple dwelling Development Applications in order to help define key character qualities.

8.1 #ShapeOurPlace Stage 1 – Consultation and Engagement

As part of Stage 1 two phases of consultation were completed, Phase 1 to establish the community desires and aspirations for the area and Phase 2 to seek feedback on concept plans for the area.

This consultation outlined general community preferences for different elements of built form and density, as well as detailing different density typologies and their location. A high-level summary of these elements is contained in the table below.

Positive Elements	Negative Elements
<ul style="list-style-type: none"> • Large balconies • Large setbacks • Front gardens • Vegetation, trees, grassed areas • Sustainable design • Eaves • Varied façades and use of different textures • Sympathetic new/modern development • Character retention 	<ul style="list-style-type: none"> • Overlooking of backyards • Security fences and rubbish bins (at rear) • Reduced street setback • Increased traffic/street parking • Overshadowing • Over-development of lots • Garages that dominate the street
Density typologies preferred on/close to the highway	
<ul style="list-style-type: none"> • Terraces and apartments on the highway streetscape • Single houses, townhouses, manor house apartments, terraces and apartments in the transition zone (urban streetscape) • 3-storey townhouses and apartments • 3-6 storey multiple dwellings around the intersection of Canning Highway and Douglas Avenue • 3 storey multiple dwellings and terraces east of Gwentyfred Road 	
Density typologies preferred away from the highway	
<ul style="list-style-type: none"> • Single houses, townhouses, manor house apartments in the suburban streetscapes • 2-storey townhouses • 2-storey grouped dwelling developments • Single houses on south side of Canning Highway (between Landsdowne and Dyson streets) and Market Street 	
Feedback on Building Heights in Place 1 & 2	
<ul style="list-style-type: none"> • No increase of building height limits for First Avenue and Hovia Terrace • Increasing height limits on the South Perth side to buffer the bulk of the Metro Hotel • Increasing height limits for properties in Vista and Collins Streets • Decrease in height limits between Collins Street and Douglas Avenue • Three-storeys is too high for properties on Dyson Street that back onto David Vincent Park 	



8.2 Multiple Dwelling Applications in the Study Area

In order to gauge the perceived character of the area it is important to consider the particular aspects of the existing character that the community view are vulnerable through examining their dialogue in regard to re-development. Three recent multiple dwelling applications within the study area (that received significant community opposition) have been analysed in order to understand these particular issues. A summary of the key issues is provided below, and a table containing a full analysis and details of the applications is contained in Appendix B.

Refer to Appendix B - Summary of Previous Multiple Dwelling Development Applications in the Study Area

The key issues with these applications were:

1. Building Scale and Design

- Excessive bulk, scale, height and density
- Upper storey not set back
- Over-development of the site, particularly for narrow blocks
- Material use and selection
- Under-provision of open space generally, and also 'quality' open space

2. Impact on Surrounding Properties and Area

- The development being 'out of character' with the area and the existing streetscape
- Reduced setbacks (street, rear and side) impacting on the open, lower density character of the area
- Impacts on neighbouring properties in regard to bulk and scale, overshadowing, views and privacy concerns
- Lack of precedent multiple dwelling developments in the vicinity, where single storey character homes are the dominant typology
- High boundary walls
- Scheme zoning not reflecting existing densities, and many surrounding dwellings unlikely to redevelop to zoned density (e.g. multiple strata ownership, recently redeveloped or renovated)

3. Servicing and Functionality

- Increases in noise and traffic
- Increased traffic and street parking
- Anti-social behaviour concerns
- Challenges with rubbish collection



9. Summary of Character Elements

Recent consultation and development applications have highlighted concern that new higher density development will erode the existing character of the area and significantly compromise what the community value and hold dear. As can be seen from the preceding sections, whilst the area has changed and evolved over time it still displays an underlying character cohesiveness, which should be celebrated and enhanced through future development. Simply put, future development needs to play by the “street’s rules”.

The following statements seek to succinctly summarise and translate the valued streetscape characteristics, which will be used to underpin the development of the future built form controls:

- **Openness and sense of space** - The open character of the area is provided through a consistency in front setbacks and the provision of side/rear setbacks, which provide a sense of separation and openness between dwellings and opportunities for soft landscaping;
- **Trees and green spaces** - The street trees and greenery in the front gardens soften the hard appearance of the roads and buildings, contribute to the aesthetic appeal of the streets, provide shade and create a sense of connection to nature.
- **Fine grain traditional detail** - Whilst traditional buildings have a shared palette of materials, a fine grain detail and consistent form which collectively contributes to the character of the area and its sense of place. Whilst it is not desirable to mimic traditional styles moving forward, new development can learn from and interpret in a contemporary manner, the special qualities of early buildings.
- **Respect for topography** - Generally the built form complements and responds (i.e. is stepped without large areas of retaining to the existing topography of the land), which in many instances enables views of the city and surrounding areas to be captured.
- **Separation of Use** - The lineal pattern of development, with commercial buildings, higher densities and infill located close to the highway ensure a high level of amenity is maintained to the predominately lower-density one and two-storey single houses located on the suburban side streets.
- **Subdivision pattern** - despite on-going urban renewal since the 1960s there is a general consistency in the layout and size of allotments throughout the study area. As a result the buildings contained within the precinct present as relatively compact and contained forms as opposed to continuous, horizontal rambling forms.
- **Connection to the street** - Regardless of their age and style, those buildings which positively contribute to the streetscapes share similar characteristics in that they address the street with both windows and front doors being parallel to the street often with street facing verandahs, porches, balconies and permeable front fencing.





Figure 21. New multi-residential development embracing side and front setbacks which assist promote a sense of separation and openness.



Figure 22. New contemporary multi-residential development embracing side and front setbacks, which assist promote a sense of separation and openness





Figure 24. New multi residential development incorporating recycled bricks to enrich contribution to the surrounding streetscape.



Figure 23. Whilst built to the boundary the use of a range of materials assists break up the building bulk and complements extant character in the surrounding area.

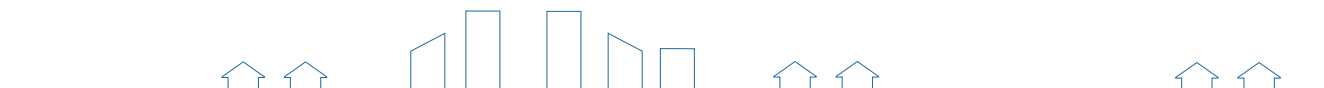




Figure 25. Vertical rhythm of the fence and expressed detail of the buildings stops it from being too monotonous or bland.



Figure 26. Regardless of front setback distances green space and landscaping provides continuity along the streetscape.





Figure 27. New contemporary multi-residential development embracing side and front setbacks; as well as areas for soft landscaping to assist promote a sense of separation and openness.



Figure 28. Retention of character home and development of new built form behind enables the co-existence of the character and density.



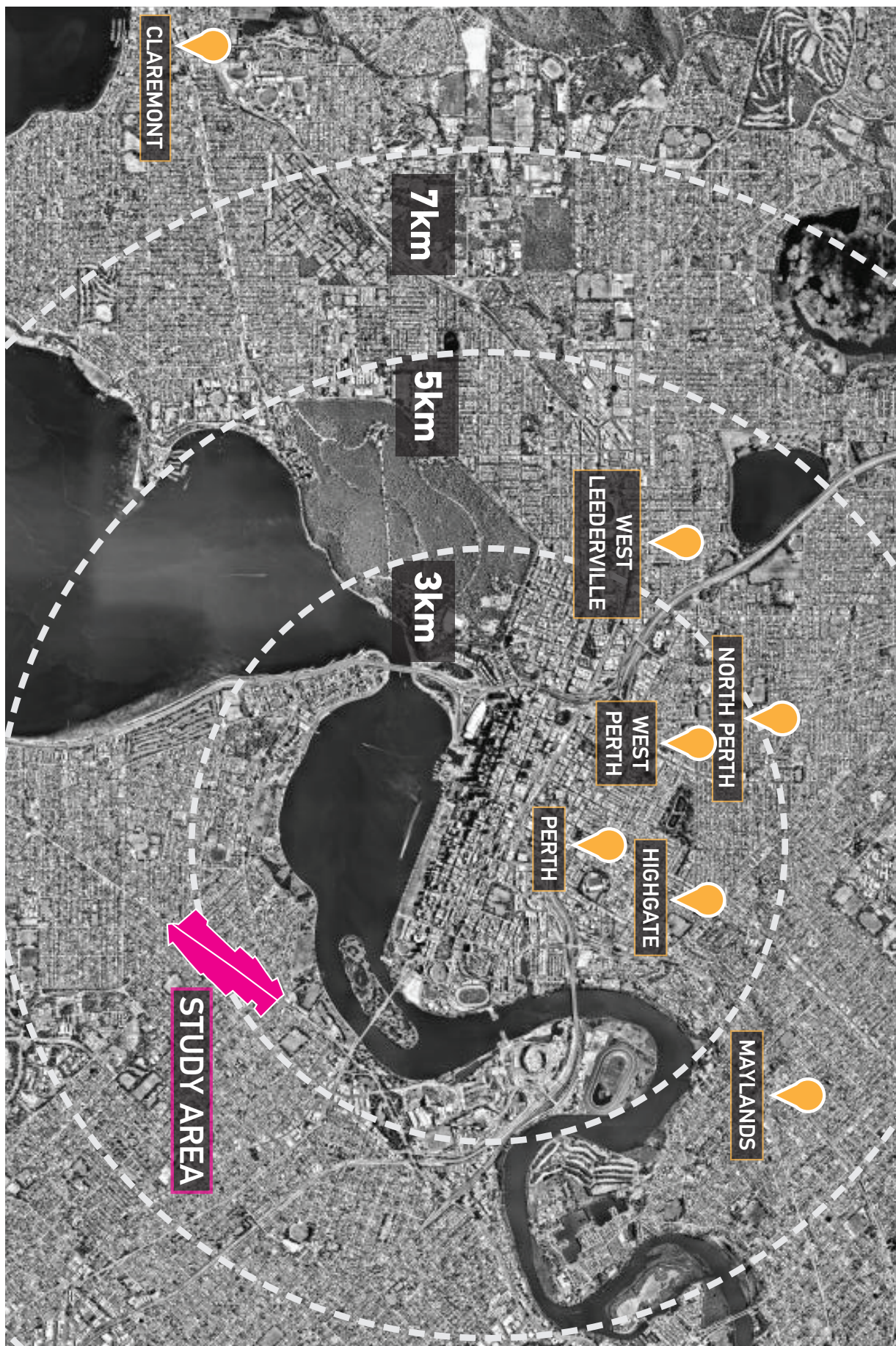


Figure 29. Location of Case Studies

10. Built Form Case Studies

10.1 Case Study Selection Criteria

Built form case studies have been selected to demonstrate developments that could have a role within the future of the study area, and/or demonstrate ways of responding to local character or principles through built form. Each of these examples sits within and responds to its own unique context, which is often of a different character than that of the study area. It is therefore important to acknowledge and recognise the aspects of these examples that are not in keeping with the identified Character Elements, and may not positively contribute to the study area.

Selection criteria were formed in order to guide the choice of case studies below. These selection criteria were based on either urban design principles, particular character elements as identified in the character study, or elements that were seen as positive or negative as raised in the consultation of Stage 1 of #ShapeOurPlace or in community comment received on multiple dwelling development applications in the study area. The undesirable / incompatible elements of these developments have also been identified.

The case studies exemplify one of more of the following desirable selection criteria:

1. Demonstrates compatibility with the existing streetscape or area
2. Demonstrates a good level of resident amenity
3. Varies in built form style, height or materials to fit in with the surrounding area
4. Varies in residential typology to fit in with the surrounding area
5. Considers the value of traditional detail in its physical form
6. Exemplifies a good balance between achieving density and responding to context
7. Displays good provision of open space (or private open space)
8. Considers the privacy or access to natural light of surrounding properties

These case studies are all located within Perth, as this provides some consistency in terms of planning framework, climate, building techniques, materials, character (on a metropolitan scale) and ability to readily adapt into relevant design controls. They are all located within inner-metropolitan suburbs, within approximately 5 kilometres of the Perth CBD, and readily demonstrate many of the considerations relevant to the study area (also located within 5 kilometres of the CBD).



10.2 Perth Case Studies

Northbridge

Shenton Street, Northbridge – Three to six storey residential apartments	
Context: inner city suburb, some surrounding residential and commercial, entertainment precinct, opposite a park, side street	
Highway, urban or suburban typology: Highway, and Highway to urban	
Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> The development fits in well with the neighbouring two-storey residential character townhouses, through staggering of building height, articulation and materiality.
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> The development provides sizable courtyards to the ground floor apartments, which are provided at a slightly elevated level to the adjoining footpath to create a sense of separation. The front courtyards have soft, 'green' landscaping which continues the landscaped front gardens of adjacent and nearby properties. Front fencing is consistent with neighbours in terms of height, permeability and materiality creating a sense of cohesion along the street. Large openings are used throughout to break up the bulk and allow light into the building. Three distinct resident entries are provided, helping to create smaller 'precincts' within a larger development.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> The development distributes its primary bulk in the centre of the site, tapering down to three storeys adjacent similar height development. The development also responds to other key neighbouring 'character' developments in terms of windows with a vertical proportion broken up with mullion detail; similar wall heights and materials (i.e. the use of red brick and render).
5 - Considers the value of traditional detail in its physical form	<ul style="list-style-type: none"> The development is a contemporary interpretation of the Georgian style or architecture, which was a simplified classical form of architecture. It relates to the historic character of the surrounding area in terms of materiality, window detail and carries through the landscaped front setback area.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development balances providing a large number of dwellings on the site whilst responding to the lower scale neighbouring townhouses, particularly through the distribution of bulk and design features. It fits in well given its inner city context and the surrounding built form.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> Ground floor dwellings are provided a sizable courtyard, acting as a buffer of the built form to the street. Dwellings on upper floors are provided with a balcony.
Less Desirable Aspects	Commentary
Large façades	<ul style="list-style-type: none"> Minimal variance to front setbacks or stepping of the front façade to provide relief of the tall built form.





Shenton Street, Northbridge



West Perth

Cowle Street, West Perth – Three storey residential apartments	
Context: Inner suburb, residential street with remnant commercial buildings, sizable verges with street trees, character cottages and residential dwellings, abuts a recreation ground to the rear	
Highway, urban or suburban typology: Highway, urban or urban to suburban	
Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> Retained verge trees help the development to retain compatibility with the existing streetscape. Providing only one crossover for the length of the entire development helps to manage traffic and provide more on-street car parking. Providing frequent entries on the ground floor (every two dwellings) helps to maintain a residential rhythm in the built form. The development also includes a retained and restored heritage cottage integrated into the overall built form.
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> The development provides sizable courtyards to the ground floor apartments, which are provided at a slightly elevated level to the adjoining footpath to create a sense of separation. The fencing to the ground floor courtyards allows a level of permeability to the street.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> The development utilises material cues from the retained cottage (brick, timber and corrugated iron). Render from surrounding built form is also incorporated into the development. This range of materials assists in breaking up the bulk of the built form whilst providing a sense of cohesion and interest.
5 - Considers the value of traditional detail in its physical form	<ul style="list-style-type: none"> The development responds well to the cultural heritage within the streetscape through retention of the original cottage. Bricks from other buildings that had been demolished on site has been salvaged and reused in select feature walls to provide interest and texture. Timber salvaged from other buildings that had been demolished has been used to line entry points to the complex creating a fine grain and detailed feature.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development achieves medium density well on the site over three storeys, which sits well in an existing one-two storey street. The building line of the second and third storeys are well set back to provide large open balconies, and reduce the bulk of the building.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> Ground floor dwellings are provided a sizable courtyard. Dwellings on upper floors are provided with a large balcony.
8 - Considers the privacy or access to natural light of surrounding properties	<ul style="list-style-type: none"> Side façades treated with no openings or only minor highlight windows.
Less Desirable Aspects	Commentary
Lack of openness and sense of space	<ul style="list-style-type: none"> Minimal side setbacks, and reduced street setbacks emphasise the urban form, and reduce the area left for open space.
Horizontal form	<ul style="list-style-type: none"> The absence of side setbacks emphasises the long, horizontal form of the development, albeit only being three storeys.





Cowle Street, West Perth



North Perth

Corner of Charles and Bourke Street, North Perth – Three to four storey residential apartments

Context: Inner suburb with more of a suburban development pattern, corner of a primary regional road and a residential street, larger residences (Mediterranean influences) and land parcels nearby, re-developed medium density two-storey townhouses to the rear, gentle slope of the site down to the west

Highway, urban or suburban typology: Highway, highway to urban, or urban

Criteria	Commentary
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> Ground floor residences are provided with large courtyards. Most have high fencing (as a barrier to the major road) with an element of permeability. Upper storeys have large balconies. Large areas of glazing provided. Central common open space provided.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> The development scales down in height from four storeys to three storeys at the rear of the site to ameliorate the impact to the adjacent two-storey townhouses. The development provides a large setback at the rear of the site, which is used for vehicle access, to assist provide a sense of separation from adjoining townhouses. Artistic, bespoke screens have been employed at various locations to address privacy issues whilst also adding a point of difference to the development.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development provides separation between different portions of the building to ensure light into apartments that face internally in the site. The development provides private open space and visitor parking within setbacks, which provides relief from the built density.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> Private open space for residents is provided in the setback areas at ground level. Large balconies are provided for upper floors. Central common open space provided. Boundary setbacks and the central common space achieve a sense of openness for the development.
Less Desirable Aspects	Commentary
Hardscape areas	<ul style="list-style-type: none"> Side / rear setbacks are used to accommodate car parking and driveway access reduce the overall softscape / landscaping areas.





Corner of Charles and Bourke Street, North Perth



Highgate

Corner of Harold and Stirling Streets, Highgate – Five to three storey residential apartments

Context: Inner suburb, residential street with character dwellings, opposite old school building and two new apartment developments, nearby activity corridor and entertainment precinct, neighbouring residential and a church

Highway, urban or suburban typology: Highway, or highway to urban

Criteria	Commentary
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> Ground floor dwellings are provided with sizable courtyards, and are elevated above the adjoining footpath level maintaining privacy for residents without detracting from an active façade. Residential entry access points are provided on both street frontages. Large balconies are provided, some with screening. Soft, 'green' landscaping which continues the landscaping of adjacent and nearby properties has been incorporated into the front fence.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> Whilst the development largely comprises different shades of grey and white it incorporates select areas of red brick, which relates to the red brick old school building opposite. The building steps down to four storeys adjacent the church. The building steps down to three storeys along the east to reduce its impact on adjacent residential properties, and also provides a large setback along this side, which is used for vehicle access and some landscaping, to assist provide a sense of separation from adjoining single storey traditional dwelling. The upper (fourth and fifth) storeys are set back from the street, are less visible and reduce the overall building bulk.
5 - Considers the value of traditional detail in its physical form	<ul style="list-style-type: none"> The development incorporates references to the surrounding residential built form through providing a decorative façade element that appears as a roofline for the ground floor apartments, providing an interpretation of the historic hipped roof forms. The development incorporates select use of red brick, which relates to the red brick found in the old school building opposite and other surrounding traditional dwellings.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development achieves density successfully on the site through setting back upper storeys from the street, and reducing the building height at the side boundaries. Utilising street setbacks at ground level for private courtyards and landscaping creates a residential feel within the streetscape.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> The ground floor courtyards provide good separation between the building and the street, as well as allowing a green landscaped buffer to form. Upper storeys are provided with large balconies with clear glazing, providing a sense of openness.
8 - Considers the privacy or access to natural light of surrounding properties	<ul style="list-style-type: none"> Horizontal screening elements provided on balconies/openings that face adjoining residential properties. Highlight windows provided on the façade adjoining residential properties. Upper storeys are set back from adjoining properties.
Less Desirable Aspects	Commentary
Absence of significant street setbacks	<ul style="list-style-type: none"> The built form dominates the site with minimal opportunities for open space and a sense of openness.





Corner of Harold and Stirling Streets, Highgate



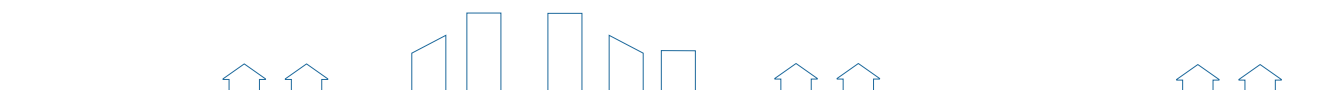
Maylands

Eighth Avenue, Maylands – Five to two storey residential apartments, ground floor commercial	
Context: Inner city suburb, activity/town centre, commercial streetscape, low-density residential to the rear, laneways to the side and rear	
Highway, urban or suburban typology: Highway, or highway to urban	
Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> The development addresses the commercial streetscape by providing a higher ceiling height at ground level, wide awnings and glazing.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> The development steps down in height toward Eighth Avenue, and steps down at the rear of the lot to two storeys adjacent the residential properties to the rear. The building references materials from the adjoining building (red brick, cream render, black metal detailing) in combination with new materials to provide a sympathetic, yet contemporary addition to the street.
5 - Considers the value of traditional detail in its physical form	<ul style="list-style-type: none"> The development provides a contemporary interpretation of the built form style/materials of the adjacent character building. The front façade uses a brick feature and cream render to reflect the spacing and design used in the adjacent building in a contemporary/simplified manner. Openings to balconies on this floor are also designed to reflect the scale and rhythm of the upper floor windows of the adjoining building.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> Although the development sits on a narrow lot, the design has well distributed the density, by focusing the highest point of the building toward the centre of the site, and stepping down the built form to reflect the built form of the existing streetscapes to the front and rear. The development retains access from the adjoining side and rear lanes, allowing the front façade to focus on presentation to the street. The development maximises the adjoining lanes as areas of separation between buildings, and has located balconies to this side of the building to allow access to light and ventilation.
Less Desirable Aspects	Commentary
Reduced / no setbacks	<ul style="list-style-type: none"> The development being built to the site boundaries presents a more urban appearance. Lack of setbacks reduces potential open space.
Expansive façades	<ul style="list-style-type: none"> Lack of eaves, awnings and building variation to the side façade. The size of the façades are emphasised by a lack of varied built form relief (i.e. setbacks).
Lack of greenery	<ul style="list-style-type: none"> The absence of setbacks, and activity centre setting result in a lack of greenery on site, and a dominance of hardscape.





Eighth Avenue, Maylands



Ninth Avenue, Maylands – Three storey residential apartments

Context: Inner city nearby Eighth Avenue commercial precinct and activity corridors, surrounding built form includes character residential

Highway, urban or suburban typology: Urban, or urban to suburban

Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> Development tapers down/is staggered to adjoining single storey residential.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> Balconies provided to capture northern light. Dwellings on upper floors provided with large balconies. Large balconies and terraces to each unit.
5 - Considers the value of traditional detail in its physical form	<ul style="list-style-type: none"> The development reduces in height adjacent one/two storey residential dwellings. Use of variety of materials (including red brick) to responds to predominant material in surrounding streetscape. Pitched roof form proposed in part to respond to predominant surrounding roof form.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development departs from the standard multi-residential form and employs a range of materials, which adds richness to the streetscape.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> Dwellings are provided with a sizable courtyard/balcony spaces.
Less Desirable Aspects	Commentary
Reduced openness	<ul style="list-style-type: none"> High boundary walls to the adjoining neighbour reduces the sense of openness. Reduced street and side setbacks reduce the open space on site.





Ninth Avenue, Maylands



Perth

Corner of Parry and Stirling Streets, Perth – Four to two storey residential apartments

Context: Inner city, opposite open space, nearby entertainment precinct and activity corridors, surrounding built form includes character residential, commercial, and similar medium density developments

Highway, urban or suburban typology: Highway, highway to urban, or urban

Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> Higher built form provided to frame street corner, matching developments on other corners. Development tapers down to adjoining single storey residential, but provides higher density on primary streets.
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> Ground floor dwellings are provided with sizable courtyards. Dwellings on upper floors provided with large balconies. Multiple access entry points provided. Eaves provided to large western facing openings.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> The development stretches from Parry Street to Newcastle Street, with higher development on the street corners, and lower (two to three storey) development in between. This matches the development pattern in the surrounding area, where corner developments are encouraged to be higher, and a residential, typically lower, streetscape forms in between. The development reduces in height adjacent one/two storey residential dwellings.
4 - Varies in residential typology to fit in with the surrounding area	<ul style="list-style-type: none"> The overall development contains apartments throughout, however through built form design, it appears as a different typology to the street. The corner sections of the building present as taller apartment blocks accessed by a communal entry point. The lower two to three storey sections present as more of a townhouse typology, with direct individual access from the street frontage and large courtyards.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development distributes density well across the site, focusing it on the street corners as a feature, with a more residential streetscape created between.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> Ground floor dwellings are provided with a sizable courtyard. Upper floor dwellings are provided with large balconies and clear glazing to create an open feel and take advantage of the outlook over the park opposite.
Less Desirable Aspects	Commentary
Reduced openness	<ul style="list-style-type: none"> Although courtyards are provided on the ground floor, the reduced setbacks present a dominant urban element to the development. The corner façade being built to the boundary line emphasises the scale of the development.





Corner of Parry and Stirling Streets, Perth



Claremont

Corner of Stirling Highway and Freshwater Parade, Claremont – Six to three storey residential apartments, ground floor commercial

Context: Located on a busy regional highway, activity centre, low-density (some character) residential to the rear

Highway, urban or suburban typology: Highway, or highway to urban

Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> The bulk of the development is located on the highway portion of the site. The building is set back from the highway allowing for large trees to be retained at the front portion of the site.
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> Large balconies are provided to all dwellings. Large areas of glazing allow residents to take advantage of the river views to the south, or the northern sunlight in the winter months. The front setback provides separation of the building from the busy highway, and creates a landscaped buffer. Consolidated vehicular access is provided at the rear of the site off Freshwater Parade.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> The building steps down to three storeys at the rear of the site toward the adjoining residential properties. Vehicular access is provided along the rear boundary, creating a setback and buffer between the building and adjoining properties. The rear built form is varied, providing large openings and breaks in the built form to reduce the visual bulk
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The building contains majority of the height and bulk toward the front portion of the site near the highway. The building steps down toward adjacent residential properties, and as the site topography tapers downward. A green landscaped buffer in the front setback allows the retention of large, existing trees and contributes to the amenity of the development.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> The front street setback to the highway contributes to the open feel of the building. Side setbacks, and stepped height toward the rear of the site help to reduce the overall bulk. Large balconies are provided for all dwellings.
Less Desirable Aspects	Commentary
Blank walls	<ul style="list-style-type: none"> The largely blank and inactive façades to the rear and side boundaries reduce the amenity of the transition to the surrounding area and streetscape.
Reduced openness	<ul style="list-style-type: none"> Although the building is set back to the street frontage, it maintains minimal setbacks to the side and rear, reducing the opportunity for open space. The rear setback is used for driveway access, contributing to a hardscape environment.





Corner of Stirling Highway and Freshwater Parade, Claremont



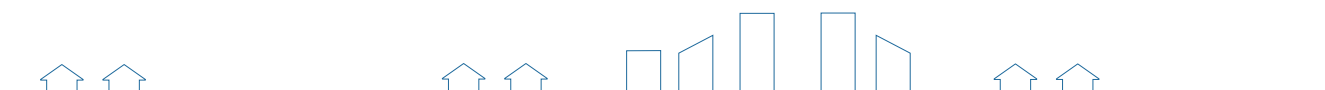
West Leederville

Corner of Cambridge and Kimberley Streets, West Leederville – Six to two storey residential apartments, ground floor commercial

Context: Inner city suburb, activity corridor/town centre, character lower density residential to rear, site slopes up to the north

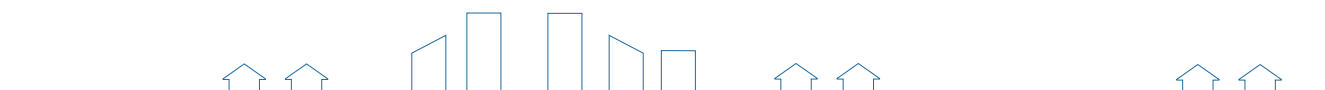
Highway, urban or suburban typology: Highway, or highway to urban

Criteria	Commentary
1 - Demonstrates compatibility with the existing streetscape or area	<ul style="list-style-type: none"> The development addresses the corner through increased building height. The street frontage to Cambridge Street provides consistency through ground floor commercial and wide eaves.
2 - Demonstrates a good level of resident amenity	<ul style="list-style-type: none"> Large balconies are provided to all dwellings, including clear glazing to create a sense of openness. Separate residential entry provided to the secondary street. Consolidated vehicular access provided to the secondary street.
3 - Varies in built form style, height or materials to fit in with the surrounding area	<ul style="list-style-type: none"> Building height tapers as the topography increases, resulting in a two-storey built form interface with the rear residential property.
6 - Exemplifies a good balance between achieving density and responding to context	<ul style="list-style-type: none"> The development manages a stark transition between an activity corridor and low-density character residential primarily through reducing building bulk and height.
7 - Displays good provision of open space (or private open space)	<ul style="list-style-type: none"> Dwellings are provided with large balconies. Common residential area is provided at the rear.
8 - Considers the privacy or access to natural light of surrounding properties	<ul style="list-style-type: none"> Frosted glazing is provided on the rear façade. Screening is provided to large openings on the rear façade. Highlight windows are provided on the rear façade.
Less Desirable Aspects	Commentary
Reduced openness and greenery	<ul style="list-style-type: none"> With reduced street setbacks, there is little opportunity for open space and landscaping. The large amount of hardscape is emphasised by the lack of landscaping and open space.
Repetitive articulation	<ul style="list-style-type: none"> The high level of repetitive articulation and rectilinear shapes emphasises the large form of the building.





Corner of Cambridge and Kimberley Streets, West Leederville





11. Next Steps

The above report concludes the primary findings of the Character Study Report Part A, and will be used to inform the community engagement activities, Part B of the Character Study, and the Scheme Amendment and relevant Planning Controls used to inform the future built form of the study area.

The next steps for #ShapeOurPlace Stage 2 include:

- Preparing materials for public engagement to communicate the findings of the Character Study Report Part A. The consultation will:
 - Confirm that the summary of values and character elements identified in this study are representative of the communities views;
 - Identify gaps in our analysis from the community's feedback who have an in-depth and connected appreciation of the study area.
- Host a Community Open Day allowing the community to provide feedback on the findings of Part A;
- Publish the findings of Part A on the City's website (Your Say) and allow a feedback period of two-weeks; and
- Based on the findings of Part A and engagement feedback, prepare medium density implementation recommendations that clearly outline the planning mechanisms required to achieve the desired built form outcomes within the study area (forming Character Study Report Part B).



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Appendix A

Streetscape Record Forms



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North-western side of Canning Highway

Mill Point Road



Built Form Character	
Age of construction (approx.)	Inter-war and Post-war
Traditional Architectural style	Inter-war Californian Bungalow, Inter-war bungalow. Hipped roof form, street facing gable end, front verandah, rendered detailing, timber windows.
Construction materials	Brick, tile and some corrugated iron
Height	Single storey
Front setback (approx)	Consistent 7 metres
On-site parking (carport/ garage)	Garages to side of dwellings
Garden Character	
Front Fence	Various largely low or open styles
Front Garden	Landscaped gardens
Verge	Footpath, grass verge with a Peppermint tree per property



Way Road



Built Form Character

Age of construction (approx.)	Inter-war
Traditional Architectural style	Inter-war bungalow. Hipped roof form, street facing gable end, front verandah.
Construction materials	Brick, tile and corrugated iron
Height	Single storey
Front setback (approx)	Inconsistent 8 - 18 metres
On-site parking (carport/ garage)	Open carports

Garden Character

Front Fence	High and enclosed
Front Garden	Various paved and landscaped
Verge	Narrow grass verges. Verge trees to western side. No trees along eastern side. Footpath along western side and part footpath along eastern side.

Other

There are only two dwellings which front this street, as it largely comprises the secondary elevations of those dwellings fronting Canning Highway, Westbury Road and Mill Point Road.



Westbury Road



Built Form Character	
Age of construction (approx.)	Inter-war and 2000 onwards
Traditional Architectural style	Inter-war bungalow. Hipped roof form, front verandahs and porches, render.
Construction materials	Brick, tile and corrugated iron
Height	Single and two storey
Front setback	Consistent 6 - 12 metres
On-site parking (carport/garage)	Carports in front setback and some garages integrated in with the building.
Garden Character	
Front Fence	Various open styles
Front Garden	Various paved and landscaped
Verge	Wide grass verges with a verge tree per property and a footpath.



Hovia Terrace



Built Form Character	
Age of construction (approx.)	Inter-war, Late Twentieth Century, and Twenty-first Century
Traditional Architectural style	Inter-war bungalow. Hipped roof form, gable end fronting the street, timber windows, front porch.
Construction materials	Brick, timber, tile and corrugated iron
Height	Single and two storey (one three storey)
Front setback	Inconsistent 4-8 metres
On-site parking (carport/garage)	Largely garages integrated with building
Garden Character	
Front Fence	Various open styles, some high and obscure
Front Garden	Various paved and landscaped
Verge	Narrow-medium grass verges with a footpath either side and an inconsistent spread of verge trees.



Banksia Terrace



Built Form Character	
Age of construction (approx.)	Inter-war, 1980s onwards
Traditional Architectural style	Inter-war bungalow. Hipped roof form, gable end fronting the street, timber windows, front verandah.
Construction materials	Brick, timber, tile and corrugated iron
Height	Single and two storey
Front setback	Inconsistent 4 -9 metres
On-site parking (carport/ garage)	Carports in front setback and garages integrated in with the building.
Garden Character	
Front Fence	Various open styles
Front Garden	Various paved and landscaped
Verge	Wide grass verges with a footpath either side and a verge tree (of varying species and age) per property.

Brandon Street



Built Form Character

Age of construction (approx.)	Inter-war, 1980s onwards
Traditional Architectural style	Inter-war bungalow. Hipped roof form, gable end fronting the street, timber windows, front verandah.
Construction materials	Brick, timber, tile and corrugated iron
Height	Single and two storey
Front setback	Inconsistent 3- 7 metres
On-site parking (carport/ garage)	Carports in front setback and garages integrated in with the building.

Garden Character

Front Fence	Various open styles
Front Garden	Various paved and landscaped
Verge	Wide grass verges with a footpath either side and a verge tree (of varying species and age) per property.



Dyson Street



South-west side



North-west side

Built Form Character

Age of construction (approx.)	Inter-war, 1990s onwards
Traditional Architectural style	Inter-war Californian Bungalow, Inter-war bungalow. Hipped roof form, street facing gable end, front verandah, rendered detailing, timber windows.
Construction materials	Brick, timber, tile and corrugated iron
Height	Single and two storey
Front setback	Consistent
On-site parking (carport/garage)	South-west side of street no vehicular access to dwellings as access is provided from the rear off Salisbury Avenue.

Garden Character

Front Fence	South-west side - open fencing North-west side - high and enclosed
Front Garden	South-west side - landscaped minimal hard paving North-west side - minimal landscaping
Verge	Wide verge with footpath either side of street and verge tree per property.

Other

South-west side more consistent as it retains a high percent of original housing and is devoid of vehicular access.



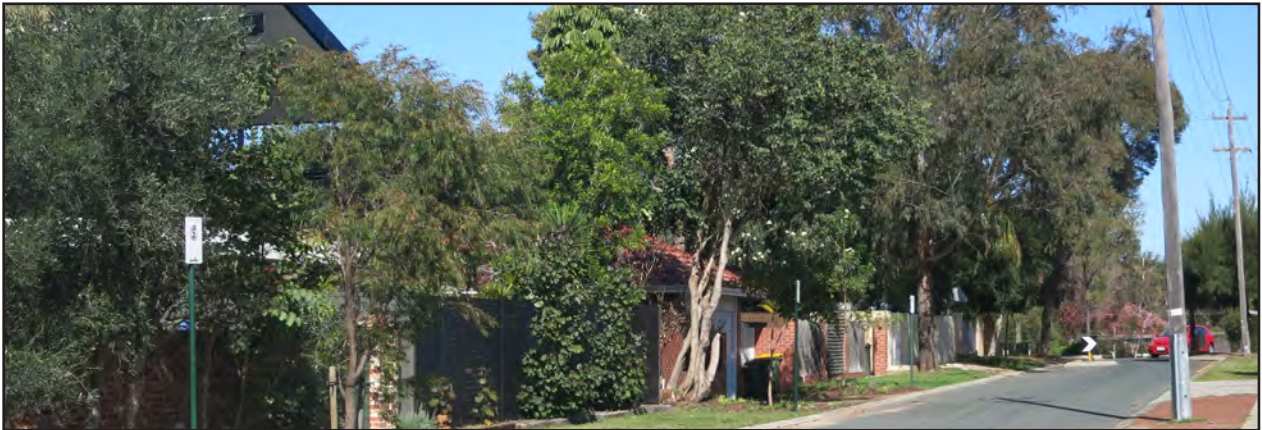
Salisbury Avenue



Built Form Character	
Age of construction (approx.)	N/A
Traditional Architectural style	N/A
Construction materials	N/A
Height	N/A
Front setback	N/A
On-site parking (carport/garage)	N/A
Garden Character	
Front Fence	High and enclosed
Front Garden	N/A
Verge	Wide verge with footpath either side of street and inconsistent spread of verge trees.
other	
South-west side - contains no street facing dwellings as these front Dyson Street North-east - no dwellings front this side of the street.	



Shaftesbury Street



Built Form Character

Age of construction (approx.)	N/A
Traditional Architectural style	N/A
Construction materials	N/A
Height	N/A
Front setback	N/A
On-site parking (carport/ garage)	N/A

Garden Character

Front Fence	High and enclosed
Front Garden	N/A
Verge	Narrow grassed verges, footpath along northern side and generally consistent spread of verge trees.

Other

Whilst there are a couple of dwellings facing this street it largely comprises the secondary frontages (side elevations) of dwellings, which front Salisbury Avenue, Broome Street, Roseberry Avenue, Gladstone Avenue, Arlington Avenue and Douglas Avenue. The street also contains the Collins Street Centre (hall).



Collins Street



Built Form Character	
Age of construction (approx.)	Post-war, 1980s and 2000 onwards
Traditional Architectural style	Post-war bungalow. Red brick, hipped roof form and timber windows.
Construction materials	Brick, tile and corrugated iron
Height	Single and two storey
Front setback	Inconsistent 2-7 metres
On-site parking (carport/garage)	Open carports and garages integrated into building.
Garden Character	
Front Fence	Various open styles
Front Garden	Various paved and landscaped
Verge	Wide grass verge with footpath either side of street and verge trees per property.

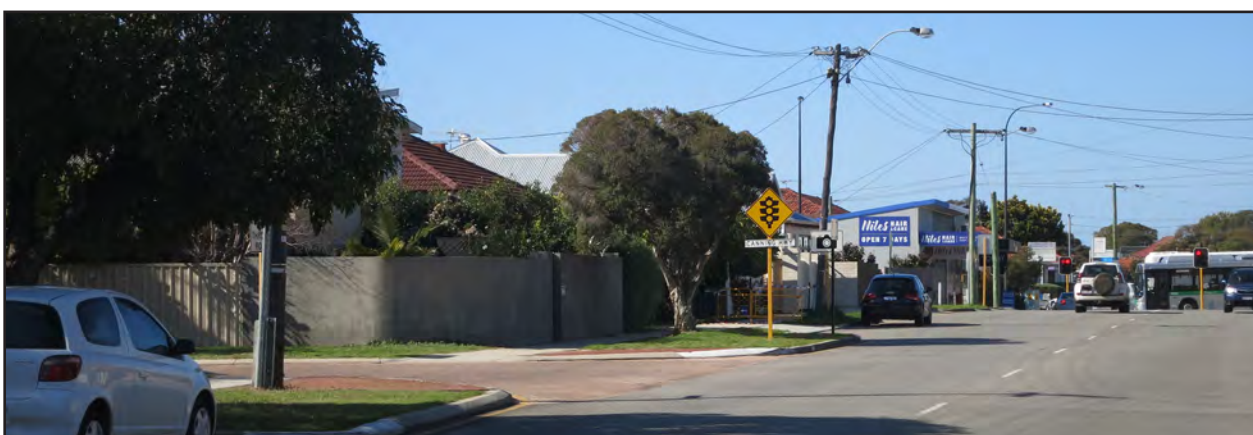


Broome Street



Built Form Character	
Age of construction (approx.)	Inter-war, 2000 onwards.
Traditional Architectural style	N/A
Construction materials	Brick, tile and corrugated iron
Height	One, two and three
Front setback	N/A see 'Other' below
On-site parking (carport/ garage)	See 'Other' below.
Garden Character	
Front Fence	See 'Other' below
Front Garden	See 'Other' below
Verge	Wide verges with footpath along northern side of street. Consistent spread of verge trees.
Other	
<p>Split Street.</p> <p>Portion between Salisbury Avenue and Collins Street:</p> <ul style="list-style-type: none"> - Southern side comprises the rear of dwellings fronting Canning Highway, which has high and enclosed fences and garages. <p>Portion between Douglas and Collins Street:</p> <ul style="list-style-type: none"> - Comprises one dwelling fronting the street. It also comprises the Dyslexic SPELD Foundation. Verges are mulched and contain large mature trees. 	

Douglas Avenue



Built Form Character

Age of construction (approx.)	Inter-war bungalow and 1980s onwards.
Traditional Architectural style	Inter-war bungalow. Hipped roof forms, street facing gables, timber windows, awnings above windows.
Construction materials	Brick, tile and corrugated iron
Height	Single and two storey
Front setback	Relatively consistent despite some variation
On-site parking (carport/garage)	Carports and garages in front setback and garages integrated with building. Carports obstruct views to dwellings beyond.

Garden Character

Front Fence	Various. Both open and high/enclosed types.
Front Garden	Various landscaped and paved
Verge	Narrow paved verge with footpaths either side. Sporadic use of verge trees.



Cliffe Street



Built Form Character	
Age of construction (approx.)	Post-war and 2000 onwards
Traditional architectural style	Post-war bungalow
Construction materials	Brick and tile
Height	Single and two storey
Front setback	Consistent 10 -15 metres
On-site parking (carport/ garage)	Garages integrate with dwellings and in front setback
Garden Character	
Front Fence	Minimal fences. Those extant visually permeable
Front Garden	Landscaped garden
Verge	Wide grass verges (some paved), footpath along western side, inconsistent spread of verge trees.
Other	
This is a cul-de-sac	

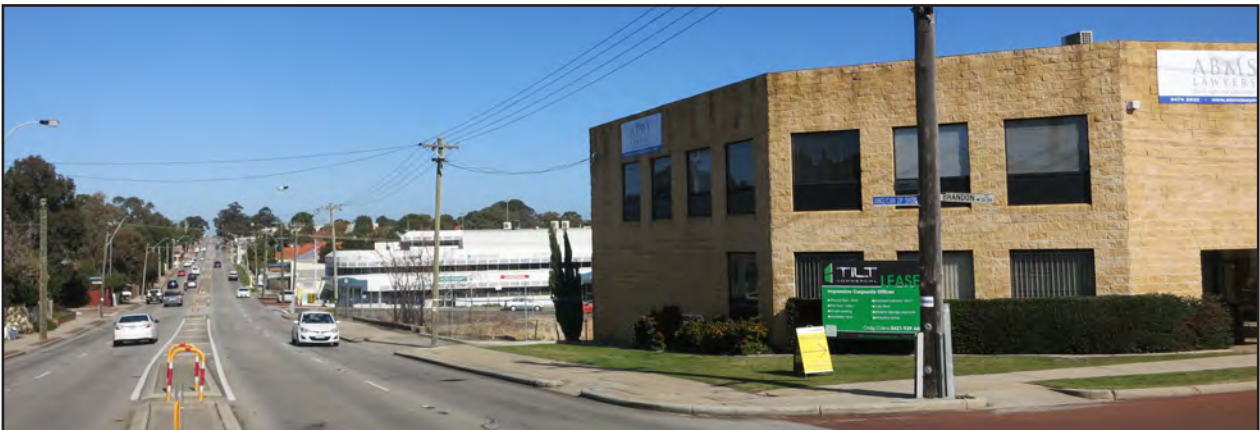
Lawler Street and Elizabeth Street



Built Form Character	
Age of construction (approx.)	1970s, 1990s and 2000 onwards
Traditional architectural style	N/A
Construction materials	Brick and tile
Height	Predominately two storey
Front setback	Consistent
On-site parking (carport/garage)	Garages integrated with dwellings
Garden Character	
Front Fence	High open styles
Front Garden	Landscaped gardens
Verge	Wide grass verge, no footpath, sporadic spread of mature Peppermint verge trees.



Canning Highway



Canning Highway (cont)



Built Form Character	
Age of construction (approx.)	Federation, Inter-war 1960s, 1970s, 1980s and 2000 onwards
Traditional architectural style	Federation Bungalow, Inter-war bungalow.
Construction materials	Brick, tile and iron
Height	Largely single storey, 3-4 storeys to 10 storeys between Brandon Street and Hovia Terrace.
Front setback	Eclectic, traditional groupings of housing demonstrates consistency
On-site parking (carport/garage)	Commercial premises either car parking to rear or a hard stand in front setback. Residential where extant largely hard stands.
Garden Character	
Front Fence	Predominately high and solid walls
Front Garden	Concealed by front wall
Verge	Narrow and accommodates footpath and power pole only
Other	
This portion of Canning Highway comprises a mix of commercial and residential buildings. There are groupings of traditional residential buildings, which demonstrate a high level of consistency. However many of these aren't as well maintained as those in the side streets.	



South-eastern side of Canning Highway

Gwenyfred Road



South-west side



North-east side

Built Form Character	
Age of construction (approx.)	North-east side: 1970s onwards South-west side: Inter-war and Post-war
Traditional Architectural style	Inter-war and Post-war bungalows, Californian Bungalows. Hipped roof forms, street facing gable end, timber windows, rendered detailing.
Construction materials	Brick, tile some corrugated iron
Height	North-east side: Two storey South-west side: Single storey
Front setback	North-east side: various South-west side: 4.5 metres, consistent
On-site parking (carport/garage)	Largely open hard stands, some carports in street setback
Garden Character	
Front Fence	Various low or open styles
Front Garden	Landscaped gardens
Verge	Footpath either side, grass verge with inconsistent spread of mature and young verge trees.
Other	
North-east side: No traditional buildings remaining South-west side: Traditional streetscape character remains intact	

Landsdowne Road



Built Form Character	
Age of construction (approx.)	North-east side: Inter-war and 1990s South-west side: 1900s onwards
Traditional Architectural style	Inter-war and Post-war bungalows. Hipped roof forms, street facing gable end, timber windows, rendered detailing, awnings over windows and verandahs facing the street.
Construction materials	Brick, tile, corrugated iron and some weatherboard
Height	Single storey and two storey
Front setback	North-east side: Relatively consistent, 7 metres South-west side: 2 metres
On-site parking (carport/garage)	Largely open hard stands, some carports in street setback
Garden Character	
Front Fence	North-east side: Various low or open styles South-west side: High and obscure
Front Garden	Landscaped gardens
Verge	Footpath either side, narrow grass verge with consistent spread of mature verge trees, which provide a level of cohesion between both sides of the street.



First Avenue



Built Form Character

Age of construction (approx.)	Inter-war, 1990s onwards
Traditional Architectural style	Inter-war and Post-war bungalows, corner shop. Hipped roof forms, street facing gable end, timber windows, rendered detailing, awnings over windows and verandahs facing the street.
Construction materials	Brick, tile and corrugated iron. Large number of weatherboard dwellings along southern side.
Height	Single storey and two storey
Front setback	Consistent 4-6 metres
On-site parking (carport/garage)	Largely open hard stands, some carports in street setback. Garages to new dwellings.

Garden Character

Front Fence	Various low or open styles
Front Garden	Landscaped gardens
Verge	Footpath either side, medium width grass verge with consistent spread of mature verge trees.

Other

North side: Limited number of traditional buildings remaining with a high variation amongst other elements
 South side: Traditional streetscape character remains largely intact despite some newer buildings demonstrating a high level of consistency.

Hovia Terrace



Built Form Character	
Age of construction (approx.)	Inter-war and 1990s onwards
Traditional Architectural style	Inter-war bungalows. Hipped roof forms, street facing gable end, timber windows, rendered detailing and verandahs facing the street.
Construction materials	Brick, corrugated iron and high proportion of weatherboards.
Height	Single storey and two storey
Front setback	Largely consistent
On-site parking (carport/garage)	Some hard stands and carports in street setback. However dwellings serviced by rear access.
Garden Character	
Front Fence	Various low or open styles
Front Garden	Landscaped gardens
Verge	Footpath either side, medium width grass verge with consistent spread of mature verge trees, which assist in providing some sense of cohesion between the two sides of the street.



Banksia Terrace



Built Form Character	
Age of construction (approx.)	Inter-war, Post-war and 1990s onwards
Traditional Architectural style	Inter-war bungalows and Post-war Bungalows. Hipped roof forms, street facing gable end, timber windows, rendered detailing and verandahs facing the street.
Construction materials	Brick, tile, corrugated iron and weatherboard
Height	Single storey and two storey
Front setback	Consistent 6 metres
On-site parking (carport/garage)	Some hard stands and carports in street setback.
Garden Character	
Front Fence	Various low or open styles with some high and obscure fences dispersed throughout
Front Garden	Landscaped gardens
Verge	Footpath either side, narrow grass verge with consistent spread of mature verge trees. Bicycle lane along eastern side.



Brandon Street



Built Form Character	
Age of construction (approx.)	Inter-war, Post-war, 1970, 1980s and 2000s onwards
Traditional Architectural style	Inter-war bungalows and Post-war bungalows, Californian bungalows, corner shop. Hipped roof forms, street facing gable end, timber windows, rendered detailing and verandahs facing the street.
Construction materials	Brick, tile, corrugated iron and weatherboard
Height	Single storey and two storey
Front setback	Various more consistent along western side
On-site parking (carport/garage)	Hard stands and some carports in street setback. Garages integrated within new dwellings.
Garden Character	
Front Fence	Various low or open styles, some high solid walls
Front Garden	Landscaped gardens
Verge	Footpath either side, medium width grass verge with consistent spread of young verge trees.



Dyson Street



Built Form Character	
Age of construction (approx.)	Inter-war and 1990s onwards
Traditional Architectural style	Inter-war bungalows and Post-war bungalows, Californian Bungalows, St Martin in the Field Church. Hipped roof forms, street facing gable end, timber windows, rendered detailing and verandahs facing the street.
Construction materials	Brick, fibro, tile and corrugated iron
Height	Single storey and two storey
Front setback	Consistent 4 metres
On-site parking (carport/garage)	Hard stands and some carports in street setback. Garages integrated within new dwellings.
Garden Character	
Front Fence	Various low or open styles
Front Garden	Landscaped gardens
Verge	Footpath either side, medium to wide grass verge with consistent spread of eclectic (young and mature of varying species) verge trees. Some verges with low plantings.



Collins Street



Built Form Character	
Age of construction (approx.)	Inter-war and 1990s onwards
Traditional Architectural style	Inter-war bungalows and Post-war bungalows, Californian Bungalows. Hipped roof forms, street facing gable end, timber windows, rendered detailing and verandahs facing the street.
Construction materials	Brick, fibro, tile and corrugated iron
Height	Single storey with one two storey
Front setback	Consistent 5 to 8 metres
On-site parking (carport/ garage)	Hard stands, garages and some carports in street setback.
Garden Character	
Front Fence	Some low or open styles and a number of high and obscure verges
Front Garden	Landscaped gardens
Verge	Footpath either side, grass verge with consistent spread of mature verge trees.



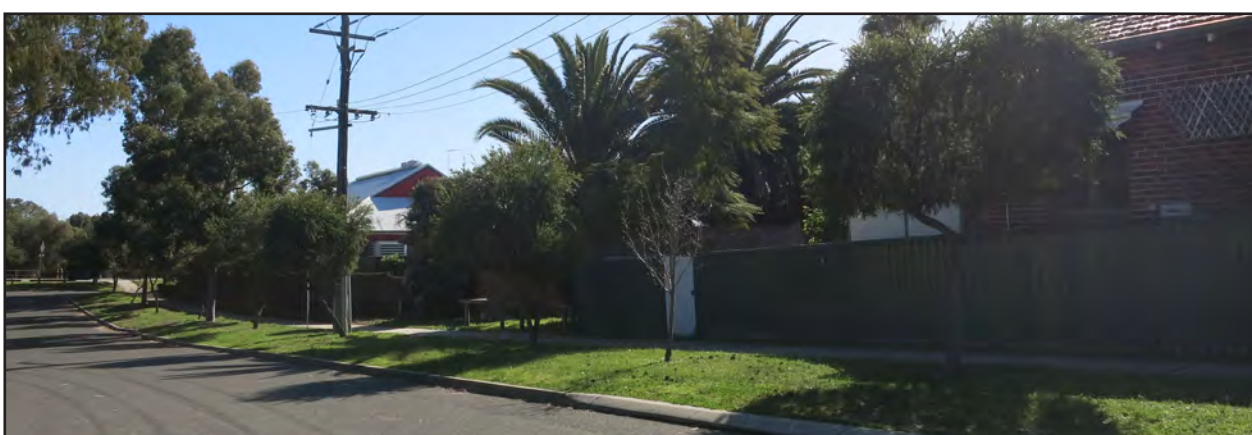
Vista Street



Built Form Character	
Age of construction (approx.)	Inter-war, 1960s, 1970s, 1990s and 2000 onwards
Traditional architectural style	Inter-war bungalow and Californian Bungalow.
Construction materials	Brick, tile and iron
Height	Single and two storey
Front setback	Inconsistent
On-site parking (carport/garage)	Carports in front setback, garages integrated with newer dwellings.
Garden Character	
Front Fence	Various, largely permeable
Front Garden	Landscaped gardens
Verge	Medium to wide verges, footpath either side. Intermittent spread of verge trees (of differing maturity and age).



Cliffe Street



Built Form Character	
Age of construction (approx.)	2000
Traditional Architectural style	N/A
Construction materials	Timber and corrugated iron
Height	Two storey
Front setback	
On-site parking (carport/garage)	
Garden Character	
Front Fence	Nil
Front Garden	Landscaped
Verge	Footpath along east side and partially along west side, grass verge with consistent spread of verge trees. A select number of mature verge trees along southern side.
Other	
Only one dwelling fronts this street, that being a two storey timber dwelling (built c.2000) with a corrugated iron roof. The balance of the street contains the secondary elevations of dwellings, which front Vista Street or commercial properties which front Canning Highway.	



Douglas Street



Built Form Character	
Age of construction (approx.)	Inter-war, 1960s, 1970s and 1980s
Traditional Architectural style	Inter-war bungalows and a Californian Bungalow. Hipped roof forms, street facing gable end, timber windows, rendered detailing and verandahs facing the street.
Construction materials	Brick and tile
Height	Single storey and two storey
Front setback	Inconsistent 5 - 8 metres
On-site parking (carport/garage)	Hard stands, and some carports in street setback.
Garden Character	
Front Fence	Some low or open styles
Front Garden	Some landscaped gardens
Verge	Footpath either side, narrow and paved grass verges with inconsistent spread of small verge trees.
Other	
A number of residences have been converted for commercial usage.	



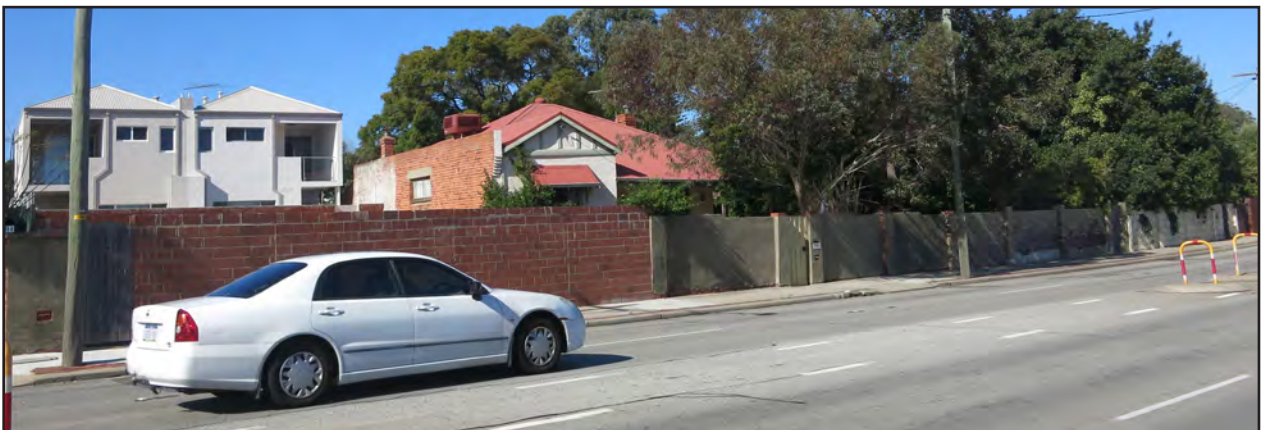
Arundel Street



Built Form Character	
Age of construction (approx.)	1960s, 1970s and 1980s
Traditional Architectural style	N/A
Construction materials	Brick, tile and corrugated iron
Height	Single storey and two storey
Front setback	Various
On-site parking (carport/garage)	Hard stands, and carports
Garden Character	
Front Fence	Hard stands, and carports
Front Garden	Largely devoid of fencing
Verge	Footpath, wide verge with inconsistent spread of verge trees.



Canning Highway



Canning Highway (cont)



Canning Highway (cont)



Built Form Character	
Age of construction (approx.)	Federation Bungalow. Inter-war bungalow, 1960s, 1970s and 2000 onwards.
Traditional architectural style	Federation Bungalow, Inter-war bungalow.
Construction materials	Brick, tile and iron
Height	Largely single storey
Front setback	Largely consistent, some variation with commercial properties.
On-site parking (carport/garage)	Where access is gained from Canning Highway, there is a hard stand.
Garden Character	
Front Fence	Largely solid and high
Front Garden	Concealed by solid wall
Verge Tree	Narrow and accommodates footpath and power pole only.



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Appendix B

Summary of Previous Multiple Dwelling Development Applications in the Study Area



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Kensington South Perth Character Study – Previous DA's in study area

Address	Date of Application / Lodgement	Development Type / No. of Dwellings	Areas of Discretion Sought	Officer / DAP Recommendation	Community/ Consultation Issues
No. 3 Gwenyfred Road, Kensington	4 October 2013	Seven (7) Multiple Dwellings. R80 Residential Zone. Building height limit: 10.5m Plot Ratio limit: 1.0	<ul style="list-style-type: none"> Streetscape compatibility Building setbacks Boundary walls Building size Solar access for adjoining sites 	<p>Officer recommend approval subject to conditions.</p> <p>Council recommended refusal (carried):</p> <ul style="list-style-type: none"> Scale and bulk out of character with adjoining properties Incompatible with immediate streetscape Impact of the three-storey building envelope so close against low rise buildings Does not create an adequate transition from R80 to R15 High wall to adjoining residents (even though it has different materials and textures) Narrow lot width is a fundamental handicap Impact of shadow to adjoining properties Reduce amenity of adjoining properties 	<ul style="list-style-type: none"> Increase noise and traffic Scale and setback of building not in visual harmony with the existing buildings in the focus area Southern side of Gwenyfred Road consists of single storey character homes with no other multiple dwellings on this side Insufficient onsite car parking Height is inconsistent with the streetscape Significantly devalue surrounding properties Negative impact on the lifestyle of surrounding landowners Negative impact on adjoining neighbours due to high walls and reduced privacy May set a precedent for the area, eroding the character of the suburb Rubbish collection will be difficult given the chicane location Does not comply with TPS No. 6, specifically car parking, side setbacks, overshadowing, inconsistency with streetscape
No. 36 Banksia Terrace, Kensington	21 October 2013	Four (4) Multiple Dwellings (three storey building)	<ul style="list-style-type: none"> Streetscape compatibility Building setbacks Boundary walls 	<p>Officer recommend approval subject to conditions.</p> <p>Council recommended refusal (carried):</p> <ul style="list-style-type: none"> Side setbacks and boundary wall do not meet R-Codes Conflicts with scheme objective to facilitate diversity in appropriate locations, whilst retaining the desired streetscape character Conflict with scheme objective to safeguard and enhance the amenity of residential areas, that new development is in harmony with the character and scale of existing development Scale and bulk is out of character with the adjoining properties and existing streetscape 	<ul style="list-style-type: none"> Three storey high 'industrial box' dominates the building and streetscape frontage (suggestions to set third storey back, compatible roofline and open balconies) Impact on streetscape views from neighbouring property (front living spaces) Out of character with the surrounding area Does not comply with R-Codes provision in regard to existing development context Absence of compatibility requirements for multiple dwellings in Policy P351.5 Impact of building bulk (particularly front three-storey component) on neighbouring properties Lack of sufficient 'quality' open space (some provided under upper floors or behind high boundary walls) Lack of open space (35% provided in lieu of 45% required by the R-Codes) Difficulty of achieving high density accommodation on narrow blocks No. 30 Banksia Tce is a good example (wide side setbacks, two-storey dwellings abutting residential, three-storey toward the highway) Non-compliance with side setbacks High boundary wall Industrial in appearance due to materials (unpainted concrete) and louvers Increased traffic and street parking Height is out of character (three storey in existing two-storey streetscape) Concerns of visual privacy and overshadowing to neighbouring properties Disparity in overshadowing requirements (property zoned R50, but only developed to R15)
No. 10 & 12 First Avenue, Kensington	15 May 2015 (SAT reconsideration)	16 Multiple Dwellings in a three storey building Residential R80 Zone		<p>Original Council refusal (July 2014):</p> <ul style="list-style-type: none"> Not in keeping with existing streetscape Adverse impact on property to the west in regard to overshadowing <p>JDAP refusal (4 March 2015):</p> <ul style="list-style-type: none"> Non-compliance with boundary setbacks Visual impact of building bulk Insufficient open space Non-compliance with building design provisions of TPS 6 <p>Officer recommend that Metro Central JDAP approve subject to conditions</p>	<ul style="list-style-type: none"> Incompatible with established streetscape, which is unlikely to be developed to the same R80 coding Bulk and scale incompatible with streetscape Side and rear setbacks do not alleviate bulk and scale Proposed residential density of R137 Multiple dwellings in other streets (Banksia, Hovia, Landsdowne) have larger side setbacks reducing their visual impact, and transition from two to three storeys away from single storey dwellings Insufficient street setback, therefore incompatible with streetscape Overshadowing and visual privacy impacts for neighbouring properties (proposed screening not sufficient) Overdevelopment of the site resulting in increased store, bin, access and car parking areas, less open space/setbacks Suggested podium design and articulation through setbacks Suggestion to remove top-storey units from front elevation Open space is below the existing and preferred character of the area Lack of meaningful landscaping to alleviate bulk (e.g. trees) Increased traffic and street parking concerns Anti-social behaviour concerns Increased noise

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