

Policy P351.5 Streetscape Compatibility – Precinct 5 ‘Arlington’ and Precinct 6 ‘Kensington’

Responsible Business Unit/s	Development Services
Responsible Officer	Manager Development Services
Affected Business Unit/s	Development Services

Policy Objectives

1. To preserve or enhance desired streetscape character, by ensuring that new residential development has bulk and scale that is compatible with the streetscape within which it is located.
2. To enhance standards of residential amenity by focusing on key design elements identified by the local community as being important to the maintenance of streetscape compatibility.
3. To provide guidance as to Council’s expectations in relation to the application of Design Element 6.2 – Streetscape Requirements of the Residential Design Codes of Western Australia (R-Codes); and clause 4.5 – General Design Guidelines (relating to the design of residential development) and clause 7.5 – Matters to be Considered by Council (in considering applications for development approval) of the City’s Town Planning Scheme No. 6 (TPS6).
4. To identify the extent of nearby development to be taken into consideration when assessing the streetscape compatibility of proposed residential development.

Policy Scope

1. This Policy is applicable to all land zoned Residential within Precinct 5 ‘Arlington’ and Precinct 6 ‘Kensington’ identified in Figures 1 and 2.
2. The Policy applies to:
 - (a) the portion of any proposed Single House or Grouped Dwelling which is visible from the street, where the dwelling has a frontage directly onto a public street; and
 - (b) additions to any applicable dwelling.

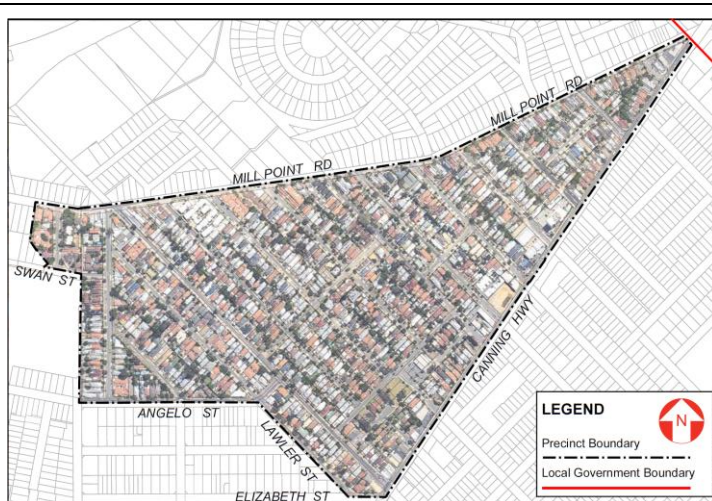


Figure 1 – Precinct 5 ‘Arlington’

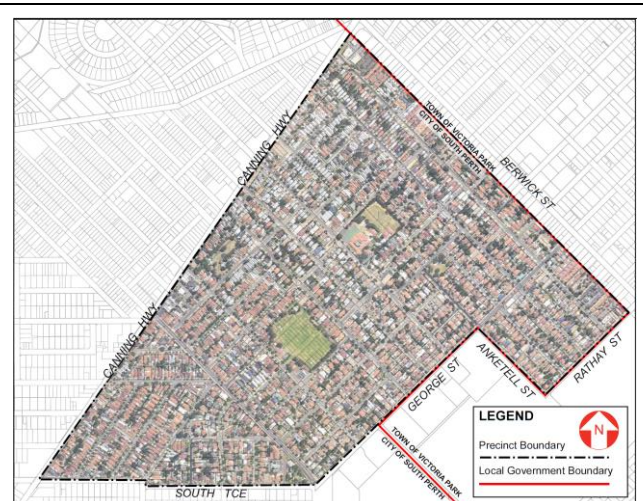


Figure 2 - Precinct 6 ‘Kensington’

3. Those properties having a public street frontage only to Canning Highway are excluded from the application of the Policy.
4. For the purpose of this Policy, lots with a boundary to Canning Highway and one or more other public streets (which are not rights-of-way) are deemed to have their primary street frontage to one of those other streets and Canning Highway is deemed to be a secondary street. Development of such lots is therefore subject to the provisions of this Policy.
5. The provisions of Council Policy P302 'General Design Guidelines for Residential Development' are not applicable to any land within Precinct 5 'Arlington' and Precinct 6 'Kensington'.

Definitions

amenity

Those qualities and characteristics of a site and its neighbouring area that contribute to the comfort and pleasantness of the residential environment.

façade

The exterior wall or walls of a building that address the primary street.

frontage

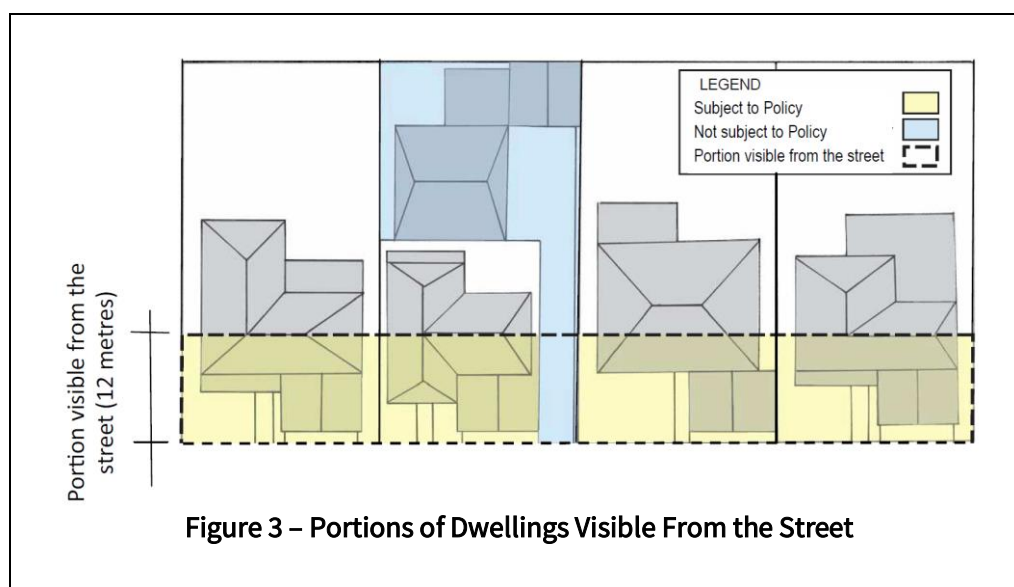
Has the same meaning as in the R-Codes. (NOTE: The term refers to the width of a lot at the primary street setback line).

front setback area

The portion of a lot situated between the primary street boundary and the front of the closest dwelling.

portion visible from the street

The portion of a dwelling that is situated within 12 metres of a primary street boundary or secondary street boundary of a lot, as depicted in Figure 3.

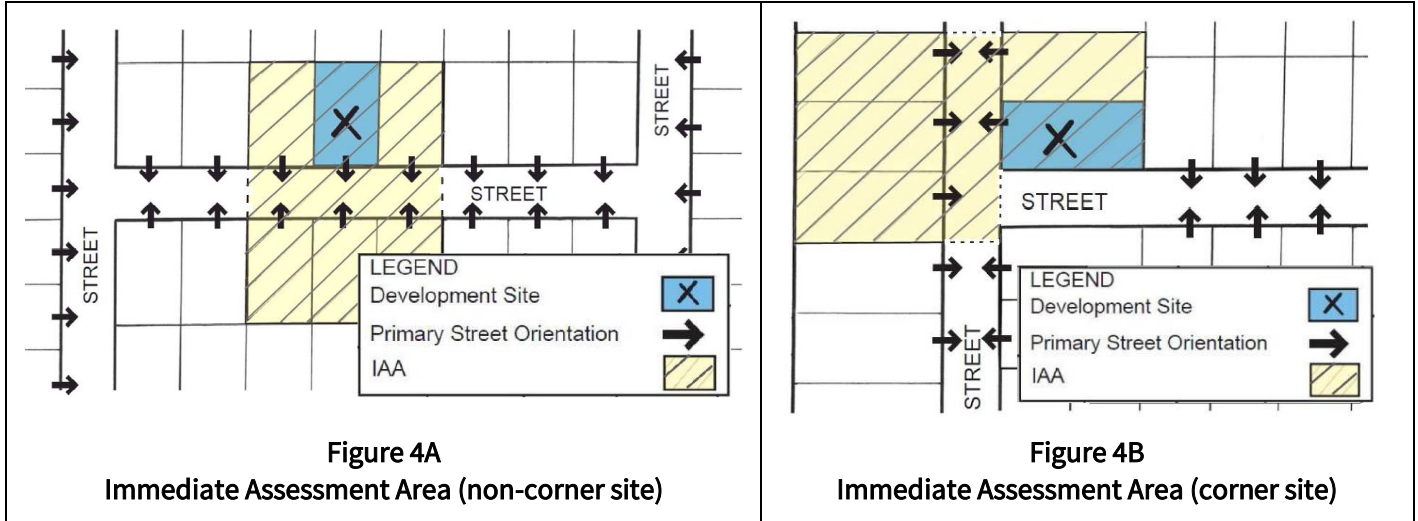


scale

The perceived visual magnitude of a building in relation to neighbouring existing buildings within the Immediate Assessment Area and Wider Assessment Area. The perceived scale is determined by the form, height and bulk of the proposed building and its spatial separation from the street and dwellings.

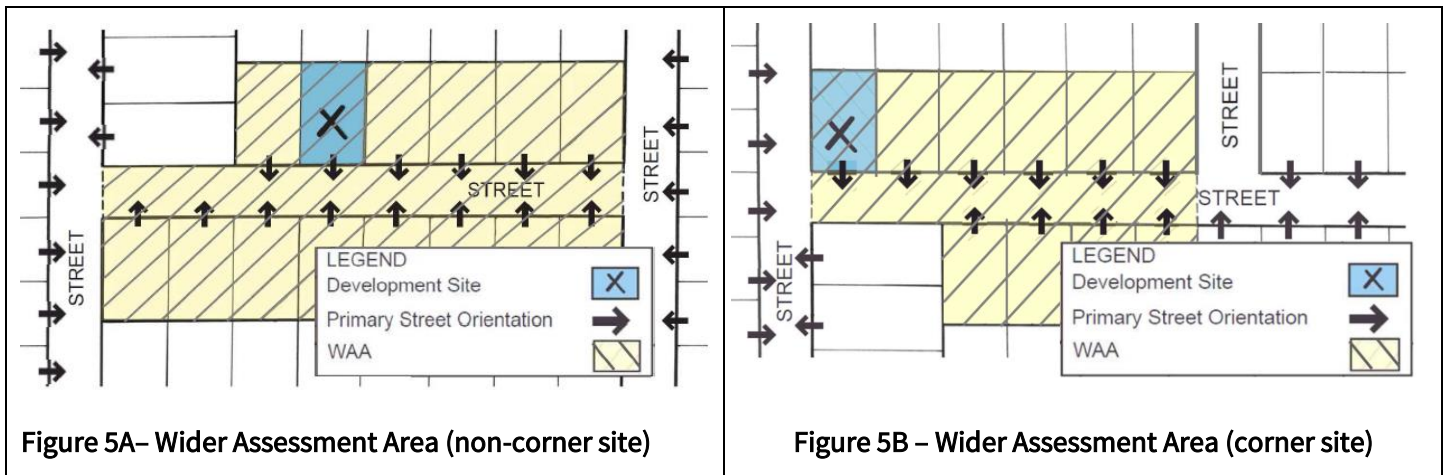
Immediate Assessment Area (IAA)

In relation to the street to which the proposed development has primary orientation, those properties adjoining the side boundaries of the development site and those opposite the development site, as depicted in Figure 4A and Figure 4B – Immediate Assessment Area.



Wider Assessment Area (WAA)

In relation to the street to which the proposed development has primary orientation, those properties on both sides of the street within the immediate street block (to the next road junction or intersection) as depicted in Figure 5A and Figure 5B – Wider Assessment Area.



(NOTE: As indicated in Figures 4A, 4B, 5A and 5B above, both the IAA and WAA only include those dwellings that have the same primary street orientation as the development site.)

Policy Provisions

1. STREETScape ELEMENTS NOT SUBJECT TO CONTROL

Building form, design and site planning elements that are not subject to streetscape controls are as follows:

- (a) Architectural style
- (b) Building colours and materials (including front fencing and roof materials)
- (c) Private gardens

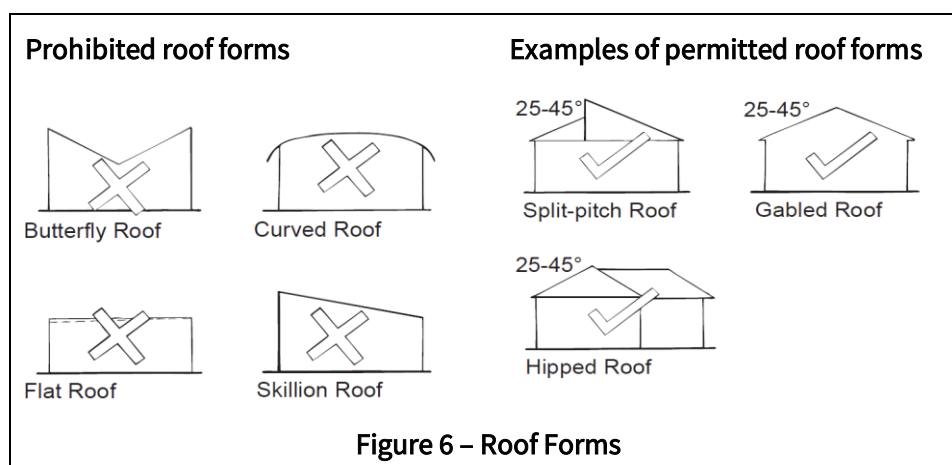
2. BUILDING BULK AND SCALE - STOREYS ABOVE GROUND STOREY

Applicants are required to employ appropriate design techniques to ameliorate perceived excessive building bulk and scale of all storeys of the building above the ground storey, in order to maintain streetscape compatibility, taking into consideration the existing forms of development located within either the IAA or WAA. Examples of appropriate techniques include:

- (a) articulation of the street façade;
- (b) stepping back upper storeys of the building;
- (c) in the case of upper storeys, reduction in the floor area of the portion visible from the street;
- (d) use of varied materials, colours and finishes for the exterior of the building, and
- (e) inclusion of major openings and balconies in the façade of the dwelling.

3. ROOF FORMS AND EAVES

- (a) Subject to sub-clause (b):
 - (i) all roofs visible from the street are required to be pitched at an angle in the range between 25 degrees and 45 degrees; and
 - (ii) butterfly, curved, flat or skillion roof forms are not permitted for the portions visible from the street. Figure 6 – Roof Forms illustrates the prohibited roof forms and also provides examples of permitted roof forms.

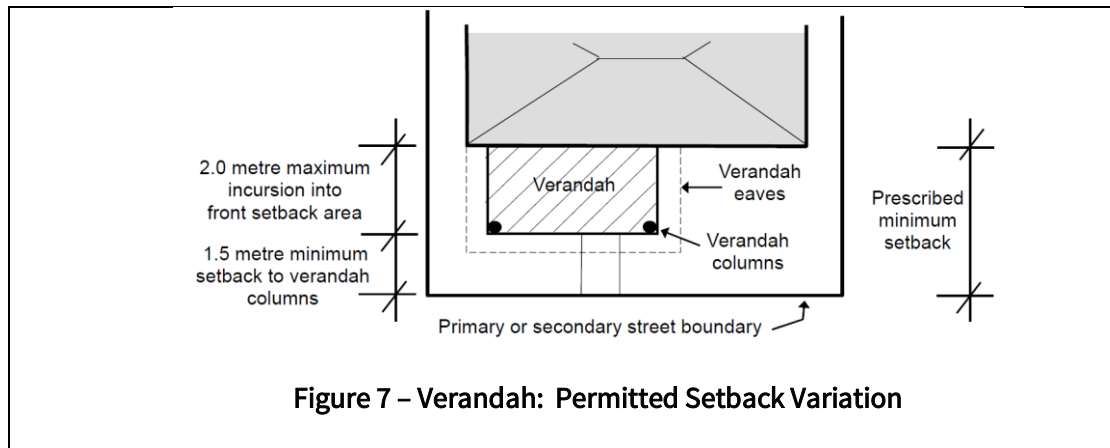


- (b) An applicant seeking approval for a variation from the provisions of sub-clause (a) is to submit for Council's consideration drawings and written justification demonstrating that the bulk, scale and form of the proposed development will be compatible with other dwellings in either the IAA or the WAA. The purpose of using the IAA or WAA is to provide flexibility whereby new development can respond to the streetscape characteristics of either its immediate context or the changing character of an area as defined by the wider context.
- (c) Where under sub-clause (b) an applicant has sought approval for a roof form which is not otherwise permitted, comments are to be sought from the City's Design Advisory Consultants and their comments are to be given due consideration before a decision is made on the development application.
- (d) Eaves are required with a minimum width of 450mm to roofs that are visible from the street.

4. SETBACKS

- (a) Averaging of the primary street setback prescribed in Table 1 of the R-Codes is not permitted unless the primary street setbacks of the existing dwellings on each side of the development site fronting the same street, are less than the primary street setback prescribed in Table 1.
- (b) Notwithstanding sub-clause (a), in order to encourage passive surveillance and interaction with the street, verandah columns are permitted to extend up to 2.0 metres forward of the prescribed minimum setback from the primary or secondary street boundary, provided that the columns are set back not less than 1.5 metres from the street boundary. Figure 7 – Verandah: Permitted Setback Variation illustrates the permitted setback variation.

(NOTE: Under clause 4.3(1)(c) of TPS6, the same setback variation may be approved for balconies.)



5. FENCES WITHIN FRONT SETBACK AREA AND ON SECONDARY STREET BOUNDARIES

Fences within the front setback area and on secondary street boundaries are to comply with the provisions of the R-Codes, TPS6 and Council Policy P350.7 “Fencing and Retaining Walls”.

6. CAR PARKING

- (a) Garages are to be set back in line with the ground storey façade of the dwelling or further.
- (b) Visually permeable single and double carports that enable views of the dwelling to be maintained from the street are permitted within the front setback area as depicted in Figure 8 – Carports in Front Setback Area.

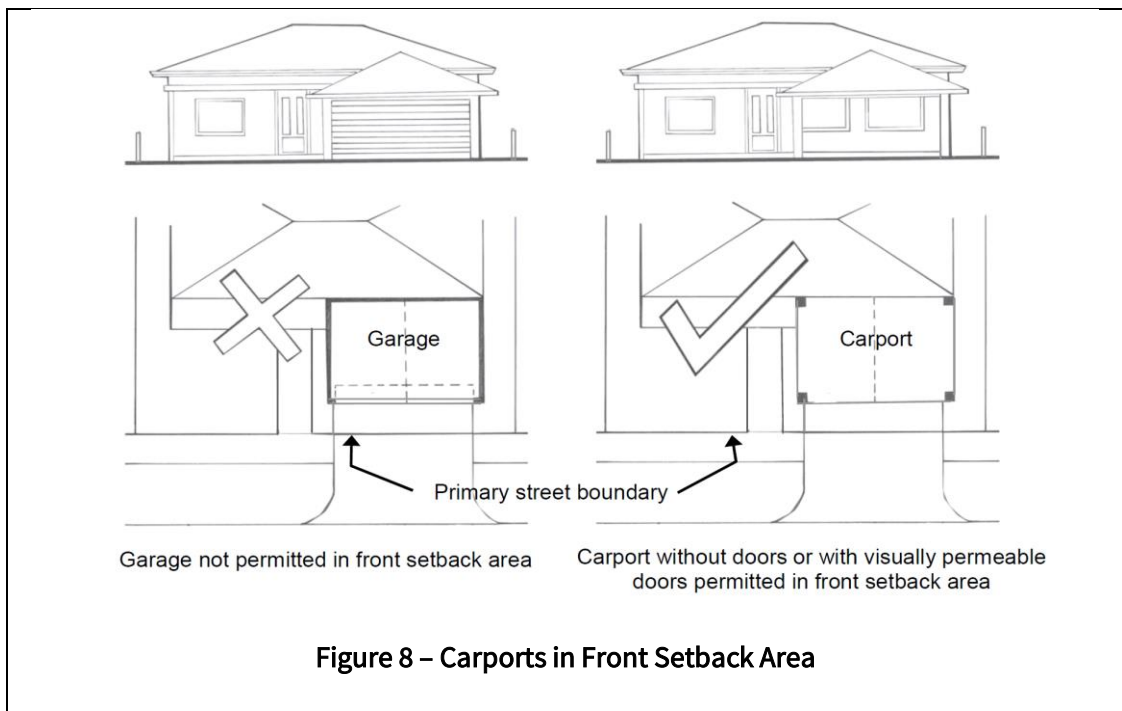


Figure 8 – Carports in Front Setback Area

- (c) Carports within the front setback area are to be constructed of materials and roof forms similar to those of the dwellings to which they are attached.
- (d) Within Precinct 5 – ‘Arlington’, an additional hardstand area to accommodate an unroofed car-parking bay, of the prescribed dimensions as set out within TPS6, is permitted on site. To allow the additional on-site car-parking bay, a variation from the crossover and driveway widths prescribed by the R-Codes is permitted.

7. OUTBUILDINGS WITHIN FRONT SETBACK AREA

No outbuildings other than carports are permitted to be located within the front setback area.

Legislation / Local Law Requirements

City of South Perth Town Planning Scheme No. 6 and specifically:
 Clause 4.5 – General Design Guidelines;
 Clause 7.5 – Matters to be Considered by Council; and
 Clause 9.6 – Planning Policies
 State Planning Policy 3.1 “Residential Design Codes” (2015)

Other Relevant Policies / Key Documents

Council Policy P350 ‘City-Wide Residential Policies’
 City of South Perth Strategic Plan 2017-2027