

## Local Planning Policy 3.1: Streetscape

**ADOPTION DATE:** 13 October 2009

**LAST AMENDED DATE:** 28 April 2020

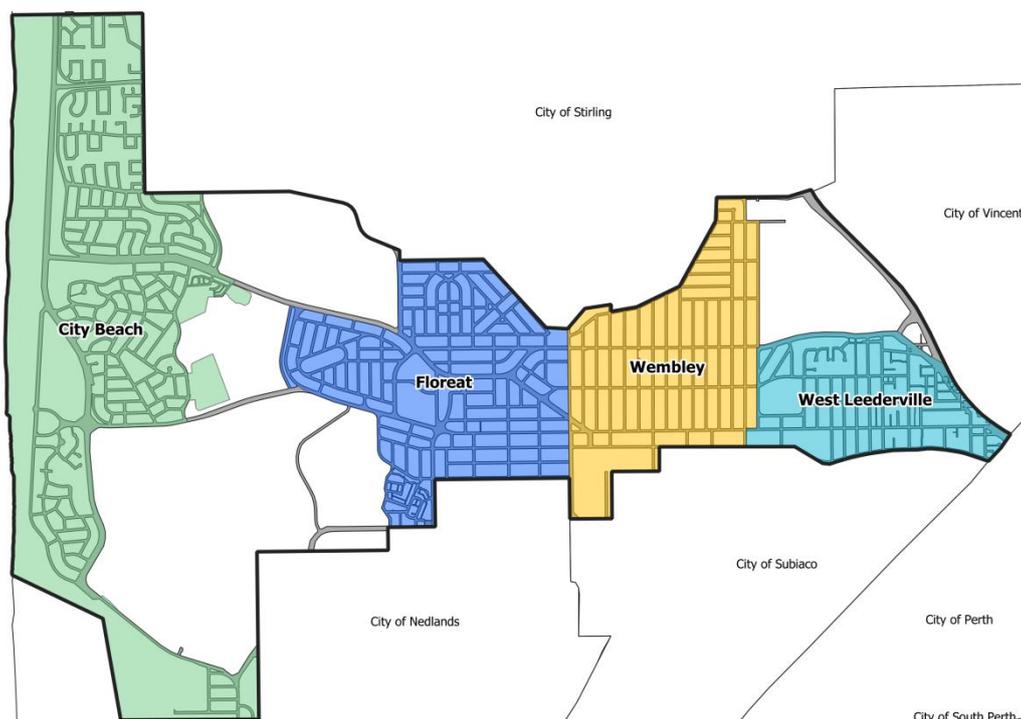
**AUTHORITY:** *Planning and Development Act 2005*  
*Planning and Development (Local Planning Schemes) Regulations 2015*

### INTRODUCTION

This Policy has been adopted for the purpose of preserving and enhancing established streetscapes, creating and preserving neighbourhoods that are attractive, safe and offer high amenity for residents and the broader community of the Town of Cambridge. The Policy covers a range of matters including housing design and siting, building setbacks, fencing, landscaping and crossovers which collectively contribute to maintaining and enhancing streetscape quality.

### APPLICATION

This Policy operates pursuant to Clause 4 of the *Deemed Provisions for Local Planning Schemes [Planning and Development (Local Planning Schemes) Regulations 2015]* (Deemed Provisions). The Policy applies to all residential development in the Town of Cambridge. For some elements, there are different standards applicable to individual precincts shown in Figure 1.



**Figure 1: Precinct Map**

Where relevant to an application for development approval, Clause 3(5) of the Deemed Provisions requires Council to have due regard to this Policy in exercising its discretion to determine such an application.

Clause 7.3.1(a) and 7.3.2 of *State Planning Policy 7.3 Residential Design Codes - Volume 1* (R-Codes) provides that local planning policies may vary or replace the deemed-to-comply provisions of certain design elements of the R-Codes. Design elements not listed in Clause

7.3.1(a) require WAPC approval to vary or replace these provisions. The Town has received WAPC approval for this Policy to vary the provisions of Design Element 5.3.5 - Vehicular Access.

Table 1 identifies the deemed-to-comply requirements of the R-Codes that are varied or replaced by this Policy, and the additional matters for consideration to be applied when applying the design principles.

**Table 1: R-Codes requirements that are varied or replaced by this Policy**

<b>Design Element</b>	<b>Matters for consideration in applying design principles</b>	<b>Deemed-to-comply requirements replaced</b>	<b>Additional deemed-to-comply requirements</b>
5.1.2 Street Setback	Yes	C2.1 C2.4	C2.5
5.2.1 Setback of Garages and Carports	Yes	C1.1 C1.2 C1.5	C1.6
5.2.2 Garages Width	Yes	C2	No
5.2.4 Street Walls and Fences	Yes	C4	C4.1 C4.2 C4.3 C4.4
5.3.2 Landscaping	Yes	No	Single dwellings only C2.2
5.3.5 Vehicle Access	Yes	C5.1	C5.8 C5.9 C5.10

This Policy is to be read and applied in conjunction with the Town of Cambridge Local Planning Scheme No. 1 (the Scheme), the R-Codes and any other relevant Council policies relating to residential land. Should there be any inconsistencies between the provisions of this Policy and:

- the Scheme; the provisions of the Scheme prevail;
- an adopted Local Development Plan, Activity Centre Plan or Structure Plan: the adopted Local Development Plan, Activity Centre Plan or Structure Plan prevails;
- a specific Local Planning Policy or Guideline applying to a particular site or area (eg. Parkside Walk, Jolimont (Design Guidelines)); the provisions of that specific Local Planning Policy or Guideline shall prevail.

## **POLICY OBJECTIVES**

1. To facilitate orderly and proper planning by providing deemed-to-comply requirements which provide a transparent and logical pathway to approval.
2. Design principles to encourage innovative solutions and creative built form outcomes.
3. To encourage good quality and well-designed development that is respectful of established character and amenity whilst recognising any future character objectives.
4. To maintain the openness of our streetscapes creating a safe and attractive pedestrian environment with passive surveillance of the street.

5. To ensure the presentation, design and form of dwellings are considered as an integral part of the streetscape, connecting visually to the street and not being isolated by fencing, retaining walls, garages or other features.
6. To encourage the retention and enhancement of plantings and landscaping on both private and public land to retain the green character of neighbourhoods, encourage canopy and improve the street presentation of dwellings.

## **PRECEDENT**

This policy acknowledges that there may be examples of built form outcomes in close proximity to a development or elsewhere in the suburb, and whilst these will be considered where relevant as part of any assessment process, such historical incidence will not in itself be considered as a precedent to justify approval of similar structures.

## **CHARACTER DESCRIPTIONS**

### ***City Beach***

#### *Background/Influences*

The origins of City Beach lie in the Garden City Movement of the early twentieth century. The Garden City idea emerged in the UK and was intended to be a remedy to the congested, polluted cities of the Industrial Revolution. It would offer instead planned, self-contained communities surrounded by "greenbelts." Areas of residences, industry and agriculture would be carefully zoned. The concepts of the Garden City Movement in town planning were promoted in Perth by W.E. Bold, the influential Town Clerk of the City of Perth.

Perth did not experience the overcrowding of Europe's industrial cities, but from the early 1900s there was a growing focus on trying to better plan its suburban developments. Early subdivision had been fairly haphazard and dominated by land speculation. By the 1920s there was a drive to use tighter planning controls over road layout, land use, open space proportion, gardens and infrastructural services. The suburbs now known as City Beach and Floreat Park were conceived as part of a particularly ambitious plan for comprehensively designed and controlled urban expansion: the Perth Endowment Lands project.

The Perth Endowment Lands stretched from Selby Street (then the western edge of the city) to the ocean. The City of Perth engaged the land surveying practice of Hope and Klem to draw up plans for a model development. Their 1925 scheme was directly influenced by the Garden City ideal and showed two carefully designed satellite towns. Each would provide secluded residential environments with private villas set in garden surrounds and they would be separated by a "green belt" of undeveloped land.

The "seaside" town (the future City Beach) was to be a pleasure resort. It lay at the ocean terminus of a broad civic parkway (now the Boulevard) and the plan featured arcing residential streets radiating out from a central promenade. The curving streets followed the contours of the naturally hilly topography, allowing more even grades and varied vistas for the houses. They interlocked with cross streets to form a distorted grid. Sites for a number of parks and open spaces were identified.

The initial subdivision (City Beach No.1) was unique at the time for its careful planning and stringent building requirements. There were minimum lot sizes and setbacks, requirements for building orientation and a ban on terraced houses. All buildings, outbuildings and fencing and were to be of "modern design," and buildings of the same, or very similar, design could not be built adjacent one another. A special advisory committee was also planned to provide aesthetic control over development—ensuring its "artistic merit."

However, City Beach did not grow as planned. Building was curtailed for some time by economic depression, distance from the city, and the ready availability of housing lots elsewhere in the city. Development of the suburb gained momentum from the late-1950s onward. The street layouts introduced at this time accommodated new post-war traffic planning theories—using T-junction rather than four-way intersections and a hierarchy of streets from cul-de-sac and local road through to arterial highways. This created quiet, secluded pockets of houses nestled in a landscape setting. The development of the 1962 British Empire and Commonwealth Games athletes' village in the middle of the suburb, and the later Radburn-style housing development in the northern section, introduced further planning variations but continued the basic approach. Into the twenty-first century, continued redevelopment of individual lots by owners has generally seen an increase in hard landscaping, building footprints and bulkiness of the house forms. <sup>1</sup>

### *Character*

Although little of the original Garden Suburb-style scheme for City Beach was realised, the suburb's built form is still largely characterised by low-scale (one-to-two storey, with undercroft) detached dwellings of varying architectural styles. Front gardens are typically open and well-landscaped with stands of mature vegetation and a large street setback. These setbacks and building separation, along with low or permeable fencing has resulted in an open and leafy character within the City Beach precinct. The lasting influence of the Garden Suburb ideal is in the overall impression of the established streetscape, with its wide, curving streets and a mature, extensive and informal landscape setting in which sit detached private villas. <sup>1</sup>

### *Desired Future Character*

- New development shall respect natural site levels to maintain the precinct's hilly topography and vistas;
- Development shall be constructed to maintain the traditional street setbacks and clear separation between buildings and lot boundaries, to preserve the original and desired open nature of the precinct's design;
- The visual bulk of new development should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls, to enhance the streetscape vision for detached, low-scale villas set in landscape.;
- New development shall create and enhance open landscaped front gardens within the street setback area to maintain the green character of the streetscape and the precinct;
- Development shall be designed to preserve mature trees and street trees and verge garden landscaping to maintain the green leafy character of the streetscape and the precinct;
- New developments shall be oriented toward the street to maintain streetscape consistency;
- New development shall contribute to the streetscape through varied and high quality architecture, consistent with the original vision for an informal landscape of diverse villas;
- New development shall reduce the impact of parking structures on the existing streetscape by ensuring that such structures are located to the rear or side of properties.

### ***Floreat***

#### *Background/Influences*

The origins of Floreat lie in the Garden City Movement of the early twentieth century. The Garden City idea emerged in the UK and was intended to be a remedy to the congested, polluted cities of the Industrial Revolution. It would offer instead planned, self-contained communities surrounded by "greenbelts." Areas of residences, industry and agriculture would be carefully zoned. The concepts of the Garden City Movement in town planning were promoted in Perth by W.E. Bold, the influential Town Clerk of the City of Perth.

Perth did not experience the overcrowding of Europe's industrial cities, but from the early 1900s there was a growing focus on trying to better plan its suburban developments. Early subdivision had been fairly haphazard and dominated by land speculation. By the 1920s there was a drive to use tighter planning controls over road layout, land use, open space proportion, gardens and infrastructural services. The suburbs now known as Floreat Park and City Beach were conceived as part of a particularly ambitious plan for comprehensively designed and controlled urban expansion: the Perth Endowment Lands project.

The Perth Endowment Lands stretched from Selby Street (then the western edge of the city) to the ocean. The City of Perth engaged the land surveying practice of Hope and Klem to draw up plans for a model development. Their 1925 scheme was directly influenced by the Garden City ideal and showed two carefully designed satellite towns. Each would provide secluded residential environments with private villas set in garden surrounds and they would be separated by a "green belt" of undeveloped land.

The initial subdivision and construction of dwellings in Floreat occurred in the early 1930s. Hope and Klem laid out the Floreat Park No.1 and Floreat Park No. 2 subdivisions. These differed from the original Garden Suburb scheme but were still based on the tenets of low-density housing nestled in a picturesque, leafy environment. The development of the area resulted in formal curving street layouts with an emphasis on symmetry and closed vistas. Neighbourhoods were defined and small recreational reserves were an integral part of the design. Public sites (churches and community hall) were placed at high points with streets leading up to them. The developments featured uniform, detached pavilion-style single dwellings with consistent street setbacks and separation between dwellings to provide for Arcadian landscaping.

In the 1960s, contemporary ideas about neighbourhood planning led to the construction of a community shopping centre and service station (now Floreat Forum). By the late-Sixties Floreat was largely built out.<sup>1</sup>

#### *Character*

Garden Suburb-style streetscape qualities have largely remained a characteristic of development in Floreat—extensive setback of dwellings from the street and the extent of separation between dwellings were features of the original subdivision. The gardens of the single detached dwellings in Floreat are also still typically characterised by extensive landscaping in the front garden and verge, retaining the green character of the suburb. Although informal planting schemes with native vegetation have often replaced the English cottage garden model. The northern section of the suburb retains its informal pocket parks and reserves. The south-east corner of Floreat is characterised by a more regular grid street plan. Its origins are a small subdivision—Darling View Estate—laid out by Hope and Klem in 1917 and incorporated by the City of Perth after the Endowment Lands had begun to be developed. It has had extensive "battle-axe" redevelopment of properties in recent decades. This has resulted in a more intense level of development with more extensive building footprints, reduced street setbacks and reduced soft landscaping and greenery.<sup>1</sup>

#### *Desired Future Character*

- Development shall be constructed to maintain the traditional street setbacks and clear separation between buildings and lot boundaries, to preserve the original open nature and desired gardenesque quality that the precinct was designed for;
- The visual bulk of new development should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls, to enhance the streetscape vision for detached, low-scale villas set in landscape
- New development shall create and enhance open landscaped front gardens within the street setback area to maintain the green character of the streetscape and the precinct;

- New development shall be designed to preserve street trees, mature trees and verge treatments to maintain the green leafy character of the streetscape and the precinct.
- New developments shall be oriented toward the street to maintain streetscape consistency;
- New development shall contribute to the streetscape through varied and high quality architecture, consistent with the original vision for diverse villas set within a gardenesque landscape;
- New development shall reduce the impact of parking structures on the existing streetscape by ensuring that such structures are located to the rear or side of properties.

<sup>1</sup> Character descriptions for City Beach and Floreat were prepared with the assistance of Associate Professor Lee Stickells, University of Sydney, and draw on his research related to the planning and development of those precincts (*Form and Reform: Affective form and the garden suburb*. Doctoral Thesis, UWA, 2005)

### **Wembley**

Development in Wembley dates back to the 1920's and 1930's, with most of the suburb developed by the 1950's. The development pattern was simple grid single residential dwellings, with rectangular form and generous frontages and depths. Laneways were a prominent feature in the subdivision of Wembley.

Wembley's streetscape and built form are highly uniform and characterised by low-density housing from inter-war and immediate post-war period. However, there continues to be an increase in battle-axe style subdivision resulting in an increase in the number of dwellings in the area. The street setback of the main building bulk of dwellings in the area remains highly uniform, however, incursions such as porches, balconies and carport are a prominent feature in the precinct.

#### *Desired future character*

- Good quality and well-designed development that is respectful of established character and amenity of the area;
- Design and form of new development is considered to be an integral part of the streetscape, connecting visually to the street and is not isolated by fencing, retaining walls, garages or other features
- Use of laneways to maximise street trees and reduce the impact of crossovers on streets.

### **West Leederville**

West Leederville was the first residential area to be developed in the Town with initial development consisting of primarily small timber and iron cottages. The initial subdivision was simple grid single residential dwellings with rear access laneways. Typically the subdivision included larger lots located to the west and smaller lots located to the east. However, pockets of West Leederville such as the Hill of Tara area were subdivided differently to the remainder of the precinct, in a curvilinear style and larger lot sizes.

Overall, this inconsistent subdivision pattern and style of residential development has resulted in the area being characterised with an eclectic mix of housing styles and designs and a variety of lot sizes at a range of densities. Large parts of West Leederville are being subdivided on a lot by lot basis. These subdivisions are typically created by dividing lots down the middle, to create narrow lots with small frontages. Higher densities and significant redevelopment of older housing stock in the area has resulted in dwellings that are set back much closer to the street. However, the significant amount of street trees and narrow road reserves helps to create leafy closed streetscape character in this precinct.

### *Desired future character*

- Good quality and well-designed development that is respectful of established streetscape character and amenity of the area;
- Design and form of new development is considered to be an integral part of the streetscape, connecting visually to the street and is not isolated by fencing, retaining walls, garages or other features
- Use of laneways to maximise street trees and reduce the impact of crossovers on streets.

## **DEFINITIONS**

**Architectural feature** An ornamental feature to complement the building, or artwork including paintings, murals and sculptures.

**Diameter at Breast Height** As defined in *Australian Standard 4970:2009 (as amended)*.

**Landscaping** Generally areas of the street setback area not occupied by water impermeable roofed structures except eaves, and includes:

1. areas such as garden beds, ground covers, shrubs and trees, lawn, rockeries and ornamental ponds;

but excludes:

2. swimming pools, artificial turf, turf-cell, pavement, gravelled or pebble areas or any other non-vegetative objects.

**Minor incursion** A porch, open style balcony, verandah, eave, chimney, portico or architectural feature that is located within the street setback area.

**Open style** *In relation to balconies:*  
A balcony without a roof, where balustrades are no higher than 1.2m and no less than 80% of the surface area of the screening (above balustrading) is open or a visually transparent material.

*In relation to Carport Doors:*

The surface area of a carport door is to be no less than 80% open or utilise a visually transparent material.

Note: mesh, obscure perspex and similar materials are unlikely to meet the VLT requirement.

*In relation to street walls and fences:*

1. Street walls and fences can be solid up to 0.75m from natural ground level, measured from the level on the street side.
2. For portions of street walls and fences (including gates) above 0.75m in height:
  - a) With the exception of walls housing letterboxes and meter boxes, open and/or visually transparent elements are to be distributed generally evenly along the length of the street wall or fence; and

- b) Pillars to be no greater than 400mm by 400mm
- c) A minimum of 50% of the surface area between pillars above 0.75m of the total street wall or infill panels, as viewed from the street boundary, is to be open and/or visually transparent; and
- d) Where a street wall or fence (excluding pillars) contains infill panel/gates comprising blades, rails or slats with a depth greater than the width:
  - i. the gaps or visually transparent portions shall be 1.5 times the depth of the blade, rail or slat, and
  - ii. the blade, rail or slat shall have a maximum width of 10mm, and
  - iii. the blade, rail or slat shall have a maximum depth of 70mm.

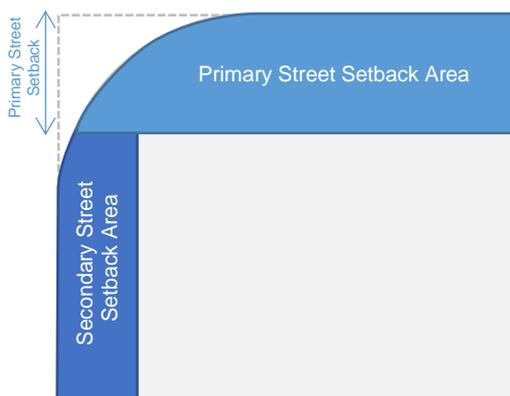
**Primary street** As per the R-Codes

**Secondary street** As per the R-Codes.

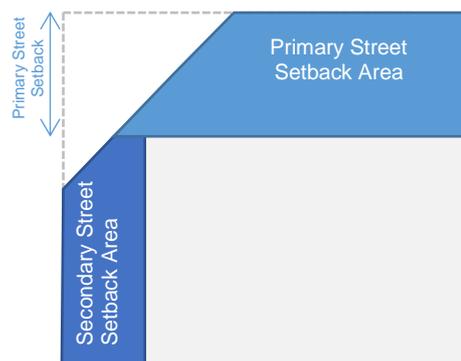
**Visually Transparent** Permits clear views through it, between the street and the dwelling (generally a Visible Light Transmission (VLT) rating of 80% or more is considered to be transparent).

## MEASURING THE STREET SETBACK AREA

Generally street setback area will be measured at 90 degrees to street alignment. For corner lots where the primary and secondary street setback areas intersect, the primary street setback has primacy (images below for reference). On fan shaped lots, where the truncation is curved, the primary and secondary street setback will be measured as if the truncation were not there and the lot boundaries continued until they intersect (see images below).



Curved Corner Truncation



Straight Edged Corner Truncation

## PROVISIONS

### 1. Consideration of a non-complying application for street setbacks as prescribed in the Scheme

Clause 26 of the Scheme establishes specific street setback requirements for residential development within the City Beach (P1) and Floreat (P2) Precincts. This requirement of the Scheme prevails over the R-Codes and Local Planning Policy.

The street setback requirements of Clause 26 of TPS1 have been part of the Scheme since its gazettal in 1998. Prior to that, the City of Perth Buildings on Endowment Lands and Limekilns Estate (By-law No. 43) contained similar street setback provisions for City Beach and Floreat. The setbacks sought to protect the streetscape values and amenity of these 'Garden Suburbs'.

Where a proposal does not meet the criteria of Clause 26, it is considered a 'non-complying application' under Clause 34 of the Scheme. Clause 34 of the Scheme outlines criteria that must be met in order for the non-complying application to be capable of approval. Council is to have due regard relevant matters under Clause 67 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* shall be considered as part of the determination process together with any other matter considered relevant by Council.

In addition to this, Council may have due regard to the criteria below when considering a non-complying application under Clause 34 of the Scheme.

- a. The proposed development within the prescribed scheme setback area shall meet the **Desired Future Character** of the area;
- b. Any building or part of the building (including a carport) in the prescribed scheme setback area shall be set back from side boundaries to preserve a streetscape of distinctly separate single residences separated by open space, and to preserve the amenity of neighbouring properties;
- c. In relation to carports in the street setback area, where the dwelling is being retained and the dwelling was constructed prior to 1970 and as such is considered to form part of the historical character of the area:
  - i. The existing dwelling presents to the street as single storey or the original dwelling is two-storey.
  - ii. The existing garaging is sub-standard in terms of its internal dimensions, and cannot provide cover for two vehicles.
  - iii. A single carport is being replaced by a double carport that is open on all sides and in accordance with Clause 3.1 C1.5 of this policy.
  - iv. If the existing dwelling is remaining, whether adequate space is available to be provide covered car space(s) behind the street setback area.
- d. Retaining wall(s) proposed within the primary and/or secondary street setback may be permitted where:
  - i. Do not detrimentally affect adjoining properties;
  - ii. Are suitably landscaped to reduce the impact of building bulk; and
  - iii. The natural topography of the land can still be interpreted, despite the retaining.

## 2. Street Setback (Context - Design Element 5.1.2 of the R-Codes)

### 2.1. Deemed-to-Comply Requirements

Pursuant to Clause 7.3.1(a) of the R Codes, the following provisions replace the deemed-to-comply requirements in Clause 5.1.2 C2.1 and C2.4 of the R-Codes with the following deemed-to-comply requirements:

- C2.1 Except where the primary street setback is prescribed in the Scheme, the minimum setback for buildings from the primary street boundary:
- i. in accordance with Table 1 of the R-Codes, with no ability to 'average' or reduce this in accordance with Design Element C2.1 (ii & iii) of the R-Codes;

- ii. in the case of upper floors of buildings with a residential density coding of R30 or R40, an additional 2.0m from the main front wall of the dwelling.
  - iii. in the case of areas coded R15 or higher where a grouped dwelling has its main frontage to a secondary street; or a single dwelling results from subdivision of an original corner lot and has its frontage to the original secondary street; the street setback may be reduced to 2.5m for the dwelling; 1.5m to a porch, verandah, balcony or the equivalent to provide for registered easements for essential services.
- C2.4 Except where a street setback is prescribed in the Scheme, minor incursions shall project a maximum of 1.0m into the street setback area as follows:
- i. in the case of a porch, open style balcony, veranda or portico for the full frontage width of the building at any level;
  - ii. in the case of a minor projection, for 20% of the frontage of the building at any level; and
  - iii. any supporting structure for the minor projection shall be no more than 0.5m in width in any direction.

In addition, the following deemed-to-comply requirements shall apply:

- C2.5 Except where a street setback is prescribed in the Scheme, structures such as a gatehouse not attached to a dwelling, shade-sail, pergola or similar structures located within the street setback area, as outlined in the deemed-to-comply requirements of Clause 5.1.2 C2.1 of this Policy, shall:
- i. have a maximum overall height of 3.0m above natural ground level;
  - ii. have maximum dimensions of 2.0m in any direction for gatehouses located within the street setback area as prescribed in Table 1 of the R-Codes;
  - iii. be a maximum of 6.5m wide, measured from the outside of the piers or posts in any direction for shade sails, pergolas or similar structures located within the street setback area as prescribed in Table 1 of the R-Codes;
  - iv. have a maximum of four piers or posts, each with a maximum width of 0.5m in any direction; and
  - v. be set back from lot boundaries in accordance with Table 1 of the R-Codes.

## **2.2. Design Principles**

Where a development application proposes to address the design principles, it is to be assessed against the relevant design principles of 5.1.2 Street Setback of the R-Codes. Council shall also have regard to the following matters in considering the design principles:

- i. The Objectives of this Policy; and
- ii. The Desired Future Character of the area as outlined in the Character Descriptions section of this Policy.

## **3. Setback of Garages and Carports (Streetscape - Design Element 5.2.1 of the R-Codes)**

### **3.1. Deemed-to-Comply Requirements**

Pursuant to Clause 7.3.1(a) of the R-Codes, the following provisions replace the deemed-to-comply requirements in Clause 5.2.1 C1.1, C1.2 and C1.5 of the R-Codes with the following deemed-to-comply requirements:

- C1.1 Garages shall be set back from the primary street to be in line with, or behind, the front main wall of the dwelling.
- C1.2 Except where the street setback is prescribed in the Scheme, carports shall be set back from the primary and secondary streets a minimum of 1.5m, measured from the pier or post closest to the street.
- C1.5 Carports within the street setback area, as outlined in the deemed-to-comply requirements of Clause 2.1 C2.1 of this Policy, shall:
  - i. be a maximum of 6.5m wide, measured from the outside of the piers or posts;
  - ii. be a maximum height of 4.5m for a pitched roof, 3.0m for a flat roof, and 3.0m (on the lower side) to 4.5m (on the higher side) for a skillion roof;
  - iii. be unenclosed, except where it abuts a dwelling on one side, and for an open style door or gate up to 1.8m high with infill panels that are a minimum 80% open distributed evenly along the surface area; and
  - iv. have a maximum pier or post width of 0.5m in any direction.

In addition, the following deemed-to-comply requirements shall apply:

- C1.6 Garages and carports shall be designed and constructed in a manner that is compatible with the style and finishes of the dwelling.

Note: A setback under this clause does not remove the requirement to provide sufficient sightlines as outlined in design element 5.2.5 of the R-Codes.

### **3.2. Design Principles**

Where a development application proposes to address the design principles, it is to be assessed against the relevant design principles of 5.2.1 Setback of Garages and Carports of the R-Codes. Council shall also have regard to the following matters in considering the design principles:

- i. Whether the existing dwelling is being retained
- ii. The Objectives of this Policy; and
- iii. The Desired Future Character of the area as outlined in the Character Descriptions section of this Policy.

## **4. Garage Width (Streetscape - Design Element 5.2.2 of the R-Codes)**

### **4.1. Deemed-to-Comply Requirements**

Pursuant to Clause 7.3.1(a) of the R Codes, the following provisions replace the deemed-to-comply requirements in Clause 5.2.2 C2 of the R-Codes with the following deemed-to-comply requirements:

- C2 Garages and supporting structures shall be no more than 50% of the width of the street frontage which it faces (primary or secondary).

### **4.2. Design Principles**

Where a development application proposes to address the design principles, it is to be assessed against the relevant design principles of 5.2.2 Garages Width of the R-Codes. Council shall also have regard to the following matters for consideration in applying the design principles:

- i. The Objectives of this Policy; and

- ii. The Desired Future Character of the area as outlined in the Character Descriptions section of this Policy.

## **5. Street Walls and Fences (Streetscape - Design Element 5.2.4 of the R-Codes)**

### **5.1. Deemed-to-Comply Requirements**

Pursuant to Clause 7.3.1(a) of the R Codes, the following provisions replace the deemed-to-comply requirements in Clause 5.2.4 C4 of the R-Codes with the following deemed-to-comply requirements:

- C4.1 Street walls and fences within the primary street setback area, including along the side boundary, shall:
  - i. be open style;
  - ii. be a maximum height of 1.8m above natural ground level;
  - iii. have a maximum pier height of 2.0m above natural ground level;
  - iv. have a maximum pier or post width of 0.4m in any direction; and
  - v. be constructed of a material compatible with the dwelling or adjoining fence, and is not to be constructed of fibre cement or metal sheeting.
  
- C4.3 Street walls and fences within the secondary street setback area, behind the primary street setback area, shall:
  - i. be a maximum height of 1.8m above natural ground level;
  - ii. have a maximum pier height of 2.0m above natural ground level;
  - iii. have a maximum pier or post width of 0.4m in any direction;
  - iv. be constructed of a material compatible with the dwelling or adjoining fence, and is not to be constructed of fibre cement or metal sheeting; and
  - v. in City Beach or Floreat Precincts (as outlined in Figure 1), be open style for a minimum of 40% of the length of the street wall or fence.
  
- C4.4 Walls and fences on the rear boundary that abut a Town of Cambridge Scheme Reserve - Parks & Recreation or a Metropolitan Region Scheme Reserve - Parks & Recreation, shall:
  - i. have a minimum of 50% of the length of the wall or fence be open style
  - ii. be a maximum height of 1.8m above natural ground level;
  - iii. have a maximum pier height of 2.0m above natural ground level;
  - iv. have a maximum pier or post width of 0.4m in any direction; and
  - v. be constructed of a material compatible with the dwelling or adjoining fence, and is not to be constructed of fibre cement or metal sheeting.
  
- C4.5 A maximum of two solid portions of wall are permitted within the street setback area for meter boxes and letterboxes. These solid portions of wall shall:
  - i. have maximum height of 2.0m above natural ground level;
  - ii. have a maximum width of 1.0m; and
  - iii. be separated from each other by a minimum distance of 2.0m.

### **5.2. Design Principles**

Where a development application proposes to address the design principles it is to be assessed against the relevant design principles of 5.2.4 Street Walls and Fences of the R-Codes. Council shall also have regard to the following matters for consideration in applying the design principles:

- i. The Objectives of this Policy; and
- ii. The Desired Future Character of the area as outlined in the Character Descriptions section of this Policy.

## **6. Landscaping (Streetscape - Design Element 5.3.2 of the R-Codes)**

### **6.1. Deemed-to-Comply Requirements**

Pursuant to Clause 7.3.1(a) of the R Codes, the following provisions augment the deemed-to-comply requirements in Clause 5.3.2 C2 of the R-Codes, by providing deemed-to-comply requirements for single dwellings as follows:

- C2.2 A minimum of 60% of the primary street setback area (as prescribed by the Scheme or Table 1 of the R-Codes) shall be landscaped, this may be reduced to 50% of the primary street setback area, on the basis of any combination of the following:
- i. additional compensating landscaping is provided behind the primary street setback area and still visible from the primary street; and/or
  - ii. 5% reduction in landscaped area per tree, to a maximum of two trees, for retention or planting of an advanced growth tree (minimum of 2m high and 2m canopy diameter, or minimum 45L bag size) within the primary street setback area.
- C2.3 Landscaping shall be provided between tiered retaining walls within the primary street setback area.

### **6.2. Design Principles**

Variations to the deemed-to-comply requirements of Clause 6.1 may be approved at Council's discretion, subject to the development meeting the following criteria:

- i. Landscaping that enhances the presentation of homes and gardens as viewed from the street;
- ii. The primary street setback area be predominantly garden, substantial plantings and/or the retention of existing vegetation;
- iii. The use of trees as a feature where possible;
- iv. Minimise the amount of hard surfaces in the front setback area;
- v. The proposed development is consistent with the Objectives of this Policy; and
- vi. The proposed development is consistent with the desired future character of the area as outlined in the Character Descriptions section of this Policy.

## **7. Vehicle Access (Site Planning and Design - Design Element 5.3.5 of the R-Codes)**

### **7.1. Deemed-to-Comply Requirements**

Pursuant to Clause 7.3.2 of the R-Codes, in West Leederville and Wembley (as shown in Figure 1) the following the deemed-to-comply requirements in Clause 5.3.5 C5.1 of the R-Codes are replaced with the following deemed-to-comply requirements:

- C5.1 Access to garages, carports and/or parking spaces to be provided:
- i. off a right-of-way (laneway) where an adequately formed right-of-way is available for use of the relevant lot;
  - ii. where a right-of-way is not available, a maximum of one crossover per lot is permitted from the street; or
  - iii. where an adequately formed right of way (laneway) is available, access to a parking space, carport or garage may be permitted from the street via a crossover, only where:
    - an existing dwelling is being substantially retained; and
    - there is existing vehicle access taken from the street to the lot.

Where there is a new dwelling (i.e. replacing the existing) or major redevelopment of a property (including the addition of one or more residences (i.e. group housing) to an existing property) which adjoins an adequately formed right of way, such development shall take access from the right of way and not the street in all cases.

- iv. in the case of a corner lot without right-of-way access, access to the lot is to be taken from the secondary street and the crossover shall be a maximum width of 4.5m (excluding splays). However, in the case of the secondary street being a district distributor road and the primary street is a local road, access shall be taken from the primary street subject to the deemed-to-comply requirement of C5.8 and C5.9.

In addition, the following deemed-to-comply requirements shall apply:

- C5.8 The following provisions apply for all vehicle access:
- i. The minimum width of a driveway and crossover at the property line is 3.0m in all cases;
  - ii. Unless specified elsewhere in this Policy, splays of 0.75m x 0.75m are required either side of a crossover;
  - iii. The minimum width of the vehicle entry point; that is the total width of a crossover and splays if required or permitted, as measured at the kerb line, is 4.5m in all cases; and
  - iv. The location of parking and their associated driveways and crossovers must be designed so as not to interfere with street trees, including their root systems and canopies. The set back of crossovers from street trees shall be in direct relation to Diameter at Breast Height (DBH) as follows:
    - DBH of up to 200mm requires a minimum setback of 1.5m;
    - DBH of 201mm to 400mm requires a minimum setback of 2.0m;
    - DBH of 401mm or greater requires a minimum setback of 3.0m.Only in exceptional circumstances the Town may consider applications for removing/pruning a street tree to allow for installation of a crossover. Trees removed will be replaced. Removal, planting or pruning shall only be undertaken by the Town. The cost of these works is to be covered by the applicant. The tree species selected will be in accordance with the Town's *Treescape Plan*;
- C5.9 In West Leederville and Wembley (as shown in Figure 1) where no right of way or secondary street exists, access may be taken from the primary street subject to the following provisions:
- i. A crossover is to be no more than 4.5m in width where proposed;
  - ii. Splays, if proposed, shall be contained within the 4.5m width as measured at the kerb line and a parking line will need to be marked on the road 2.0m back from the crossover; and
  - iii. In the case of access being required from a Primary or District Distributor Road, or a Distributor A or B road, the crossover may be up to 6.0m in width with splays of 1.0m x 1.0m required either side.
- C5.10 In City Beach and Floreat (as shown in figure 1):
- i. A single crossover must not exceed 6.0m in width (excluding splays);
  - ii. For a lot which only has a primary street frontage (no secondary street frontage) the combined crossover width shall not exceed 6.0m (excluding splays);
  - iii. For a corner lot, the combined crossover width shall not exceed 9.0m (excluding splays). No more than one crossover is permitted per street frontage; and

- iv. Notwithstanding the above, crossovers widths (exclusive of splays) shall be a maximum of 4.5m in St John's Wood, Mt Claremont.
- C5.10 Where crossovers are redundant, the crossover is to be removed and the verge and kerbing is to be reinstalled at the applicant's cost prior to occupation of the dwelling. A crossover is considered to be redundant where it is superfluous to the above deemed-to-comply requirements.

## **7.2. Design Principles**

Where a development application proposes to address the design principles it is to be assessed against the relevant design principles of 5.3.5 Vehicle Access of the R-Codes. In addition to this Council shall have regard to the following matters for consideration in applying the design principles:

- i. The Objectives of this Policy; and
- ii. The Desired Future Character of the area as outlined in the Character Descriptions section of this Policy.
- iii. The placement and width of crossovers and driveways along a street shall aim to maximise opportunities for on street parking.

## **8. Reflective Roofing**

### **8.1. Deemed-to-Comply Requirements**

The following the deemed-to-comply requirements apply to all buildings within the First Schedule (Residential Districts) area of Local Law 43. For the purpose of assessing the solar reflectivity index of materials, the Town considers a solar absorbance of less than or equal to 0.6 to exceed a 40% solar reflectivity index.

- C1.1 Metal roofing with a pitch of more than 5 degrees shall not be constructed with metal sheeting having a solar reflectivity index exceeding 40%.
- C1.2 Other roofing with a pitch of more than 5 degrees shall not be constructed with materials such as polycarbonate, plastic, fibreglass or similar materials having a solar reflectivity index exceeding 40%.

### **8.2. Design Principles**

Where a development application proposes to address the design principles (in addition to the criteria of Clause 2B of Local Law 43 for metal sheet roofing) the following design principles are applicable:

- P1 Roofing materials shall not result in excessive glare upon neighbours and the streetscape due to the position, location, pitch, and finishes used.

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