

CITY OF SUBIACO

PLANNING POLICY No. 4.2

Daglish Precinct

ADOPTION DATE: 1999
REVIEW DATE: 23 September 2014
19 November 2019

AUTHORITY: TOWN PLANNING SCHEME NO. 4
RESIDENTIAL DESIGN CODES (2019)

Statutory background

This policy is made pursuant to clause 78 and Clause 37(2) of *City of Subiaco Town Planning Scheme No. 4 (Scheme)*. Where relevant to an application for development approval, clause 27(4)(b) of the Scheme requires council to have regard to this policy in exercising its discretion to determine the application.

Clause 7.3.1(a) of the *Residential Design Codes (Codes)* provides that local planning policies may vary or replace the deemed-to-comply provisions of certain design elements of the Codes, including those in design elements 5.1.2, 5.2.3 and 5.2.4.

This policy is to be used in conjunction with the Scheme, Part 5 of the Codes and any other relevant council policies relating to residential land. Should there be any inconsistencies between the provisions of this policy and:

- (1) the Scheme, the provisions of the Scheme prevail;
- (2) the Codes, the provisions of the Codes prevail;
- (3) the Conservation Area policy, the Conservation Area policy will prevail; and
- (4) other general council policies, the provisions of this policy prevail.

Purpose

This policy has been adopted for the purpose of preserving and enhancing the established neighbourhood character and residential amenity of the Daglish Precinct. The policy encourages the maintenance of pockets of higher density residential uses, while still allowing for new development to occur that meets the needs of the changing community. This planning policy applies to the Daglish Precinct as identified in City of Subiaco Town Planning Scheme No. 4.

The Precinct comprises the land bounded by Hay Street, the Perth to Fremantle Railway line, and the municipal boundary to the south and west. Within the precinct there are three identifiable sub-areas which are distinct in character. The Daglish Precinct and sub-precincts are shown in figure one.

This policy applies to all types of development within this precinct, with the exception of multiples dwelling developments in areas coded greater than R30 which are adequately covered by Part 6 of the Codes.

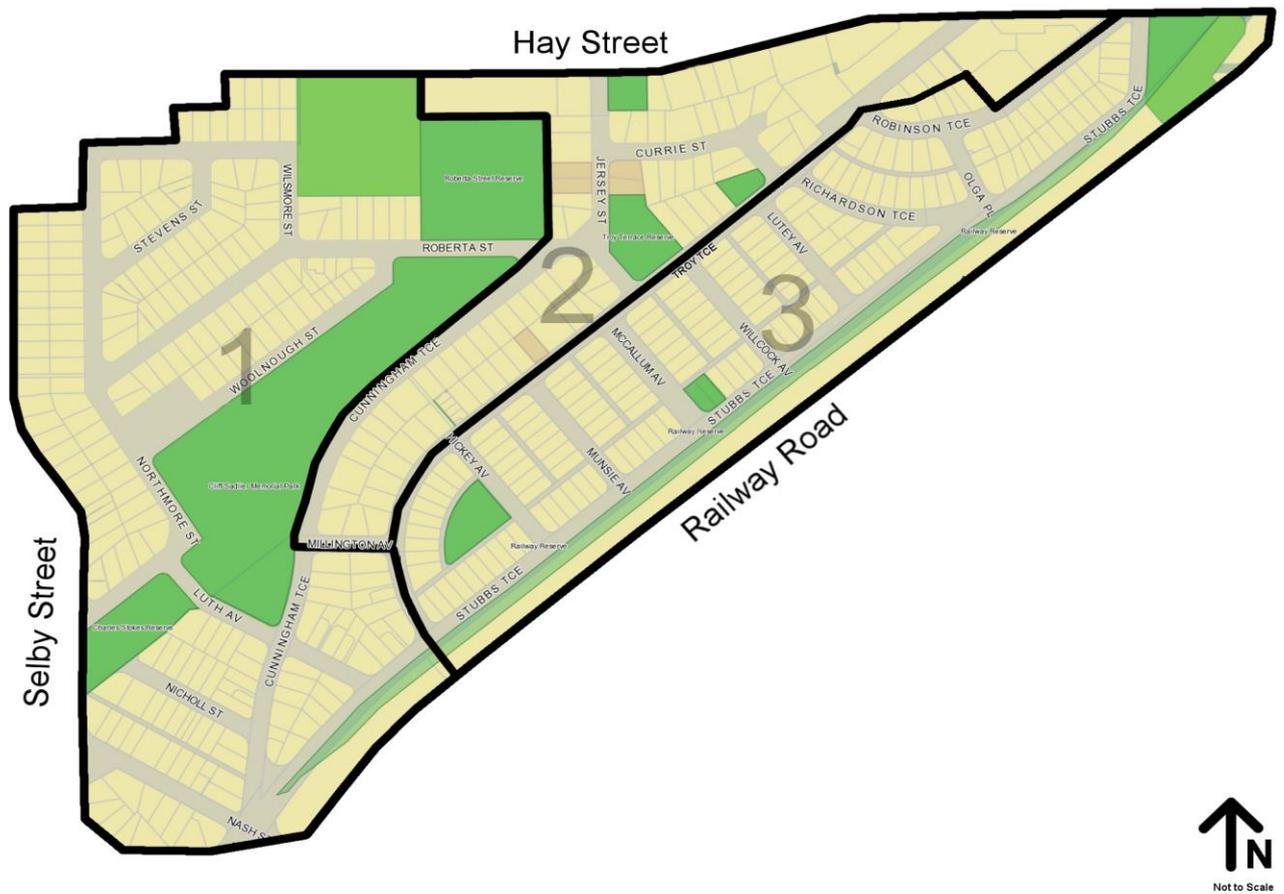


Figure 1: Dalglish Precinct Sub-Precincts

To assist in achieving the purpose outlined above, this policy:

- (1) Provides a comprehensive basis for the control of residential development within the Dalglish Precinct; and
- (2) Where applicable to residential development:
 - (i) Identifies matters which will be considered when applying the design principles in certain design elements of the Codes; and
 - (ii) Replaces the deemed-to-comply requirements and/or provides additional deemed-to-comply requirements in relation to certain design elements of the Codes as summarised in table one below.

Table 1: Summary of Sub-precinct Requirements

Sub-precinct	Design Element	Matters for Consideration in Applying Design Principles Provided	Deemed to Comply Requirements Replaced	Additional Deemed to Comply Requirements Provided	Deemed-to-comply building height category
Sub-precinct 1	5.2.4 Street Walls and Fences	P4	No	Yes C4.1	Category B
Sub-precinct 2	Development is to be in accordance with the provisions of the Scheme, Codes and all relevant policies.				Category B
Sub-precinct 3	5.1.2 Street Setback	P2.1 P2.2	C2.1 C2.2 Note - C2.3 and C2.4 have not been replaced and still apply	Yes C2.5 - C2.10	Category A
	5.2.3 Street Surveillance	No	No	Yes C3.3	
	5.2.4 Street Walls and Fences	P4	C4.1 - C4.3	No	

Where matters are identified for consideration when applying design principles of the Codes, these are not exhaustive and council may consider any other matter which is relevant to the application of the design principle to a particular development application.

This policy is to be read in conjunction with the Codes.

Precinct Description

The Daglish Precinct is a predominantly residential area immediately north and west of the Perth to Fremantle railway line. There are three main categories of residential development within the Daglish Precinct:

1. More contemporary suburban development in Western Daglish developed in the 1960s and 1970s on University Endowment land;
2. Higher density, rental flats in the Jersey Street and Troy/Cunningham Terrace areas developed mainly during the 1960s; and
3. Inter-war housing, some of which was built during the 1930s under the Workers' Homes Act, close to the railway line.

The contemporary suburban development in western Daglish (sub-precinct one) is predominantly low density dwellings which are consistent in scale and character with car-orientated design and poor pedestrian amenity. The higher density area (sub-precinct two) contains a consistent pattern of flats at similar setbacks however the area lacks in environmental quality, surveillance and aesthetics. The inter-war housing close to the railway line (sub-precinct three) has been designed on garden suburb principles with leafy streets and a highly connected grid system of street blocks. Lots here are typically larger in size and characterised by large, open front setback areas. There is access to

on-site parking from existing crossovers from the primary street, however, the front setback areas are predominantly devoid of any car parking structures. A network of rear sealed Rights of Way also exists within this sub-precinct providing opportunities for alternative access.

POLICY

1.0 Objectives

The objectives of this policy are as follows:

- a) To enhance the residential and pedestrian amenity of the Precinct;
- b) To encourage the conservation and enhancement of properties, where properties are listed on the City of Subiaco Town Planning Scheme Register of Places of Cultural Heritage Significance and/or located within designated Conservation Areas;
- c) To reinforce the current diversity of housing types in the Precinct;
- d) To encourage residential development to be orientated to the street or other public areas;
- e) To minimise the impact of carparking structures on the existing established character of the surrounding area;
- f) To allow carparking structures within the front setback area in appropriate circumstances; and
- g) To encourage renovation or development within sub-precinct 3 to reflect the existing scale, character, details, materials and low density of the area.

2.0 Interpretation

2.1 Definitions

The following terms are defined as follows for the purposes of this policy:

Bulk: Refers to the overall physical mass of a building as viewed from the street. The design elements that most notably contribute to bulk with respect to the **streetscape** are height and street setbacks.

Established Neighbourhood Character: Means the dominant visual characteristics of the surrounding area formed by the interrelationship of built form, vegetation and formed topographic characteristics in both the private and public domains within that area. The elements of the built form that contribute to established neighbourhood character are orientation of buildings, window and door proportions, side setbacks as viewed from the street, roof form and **bulk**. These elements do not include colours and finishes.

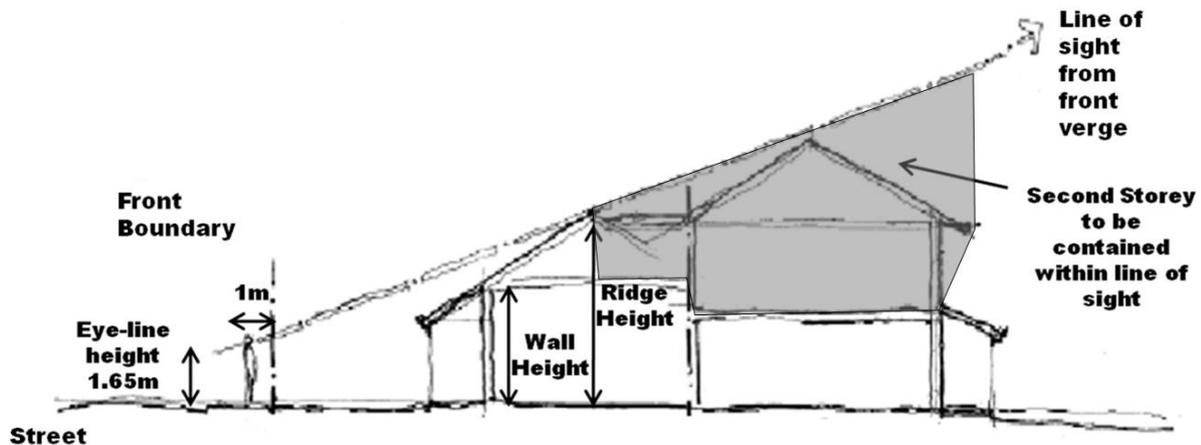
Identified Heritage Significance:

Means those properties:

- Listed on the State Register of Heritage Places;
- Listed on the City of Subiaco Town Planning Scheme Register of Places of Cultural Heritage Significance;
- Contributory places located within a Conservation Area designated under Clause 59 of the Town Planning Scheme;
- Adopted on the city's Local Government Inventory; and
- Identified as having cultural significance on the city's draft 2002 Local Government Inventory as a Level 1 or 2 property.

Line of Sight:

Line of sight is calculated 1 metre from outside the property boundary with an 'eyeline' height of 1.65 metres as illustrated by the following figure:



Note: the line of sight for each property will vary depending on the wall height, roof pitch and overall height of the dwelling. Illustrations depicting typical architectural dwelling styles located within the city with the upper floor setback within the line of sight are included in a separate information sheet available from the city.

Main Building Line:

The point at which the wall of the main building is closest to the front lot boundary, but does not include walls of minor incursions such as verandahs, porticos, porches and the like.

Predominant:

Where there is, in the surrounding area, an existing pattern of a design element or feature, nominally greater than 50%.

Prevailing Street Setback:

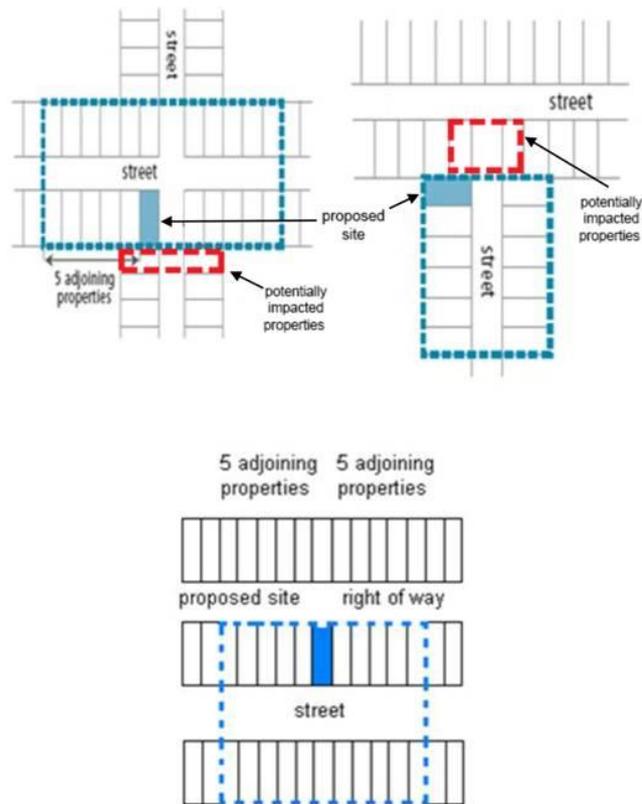
The setback calculated by averaging the street setback of properties within the **surrounding area**.

Scale:

The interrelationship of the height and street setbacks as viewed from the street of all buildings within the surrounding area.

Surrounding Area:

Means the five properties on either side of the proposed development on both sides of the street (excluding laneways / right of ways) that the dwelling is orientated towards (refer to illustrations below).



In instances where there are less than 5 properties on either side of the proposed development, the surrounding area will be determined on a case by case basis having due regard to the total number of properties on either side of the proposed development on both sides of the street, in the opinion of the Manager Planning Services.

All other terms, words and expression used in this policy have the same meaning as they have in the Scheme or Codes.

2.2 Architectural Styles

The provisions of Part 6 of this policy refer to the following architectural dwelling styles:

- California Bungalows; and
- Post-War Bungalows

These dwelling styles are described and illustrated in a separate information sheet available from the city.

3.0 Structure of Provisions

Development guidelines for Sub-precincts one, two and three are provided in Parts 4, 5 and 6 of the policy respectively.

4.0 Sub-precinct one

In addition to the provisions of the Scheme, Codes and all relevant policies, development in sub-precinct one is to be in accordance with the standards outlined in Part 4 of this policy. Where a matter is not dealt with by this policy the requirements are as per the Codes.

4.1 Street Walls and Fences (Streetscape – Design Element 5.2.4 of the Codes)

4.1.1 Matters for Consideration in Applying Design Principle P4

With respect of the application of P4, Council will have regard to the volume of traffic on Selby Street and Hay Street (west of the railway line) and the possible noise attenuation benefits of solid fencing.

4.1.2 Deemed-to-Comply Requirements

In addition to 5.2.4C4 of the Codes, the following will apply:

C4.1 Front fences on Selby Street and Hay Street (west of the railway line) are required to be visually permeable above 1.2m in height above natural ground level for at least 50% of any fencing forward of the main building line, but may be solid below 1.2m in height.

5.0 Sub-precinct two

Development is to be in accordance with the provisions of the Scheme, Codes and all relevant policies.

6.0 Sub-precinct three

In addition to the provisions of the Scheme, Codes and all relevant policies, development is to be in accordance with the standards outlined in Part 6 of this policy. Where a matter is not dealt with by this policy the requirements are as per the Codes. This section is to be read in conjunction with the Codes.

6.1 Street Setback (Context - Design Element 5.1.2 of the Codes)

6.1.1 Matters for Consideration in applying Design Principles P2.1 and P2.2

With respect to the application of P2.1 Council will have regard to the prevailing street setback for both the primary and secondary street (if any).

With respect to the application of P2.2, Council will have regard to the following matters:

Upper Level of a Building

- a) the established neighbourhood character, particularly with respect to scale in terms of height and building bulk;
- b) Whether the proposed development is consistent with the scale of development, in terms of height and building bulk, of the surrounding area; and
- c) the visual impact of the upper floor as viewed from the street.

Roof Form and Pitch

- d) The predominant roof form within the surrounding area;
- e) The impact of the proposed roof form as viewed from the street on the established neighbourhood character;

- f) Whether the proposed roof form as viewed from the street is consistent with the predominant roof form within the surrounding area; and
- g) Where pitched roofs are the predominant roof form, the predominant roof pitch of the surrounding area.

Design of Carports and Garages

- h) Any identified heritage significance of the existing dwelling;
- i) The predominant architectural style within the surrounding area;
- j) The impact of the proposed carport or garage on the dwelling, particularly with respect to its visual dominance.

6.1.2 Deemed-to-Comply Requirements

5.1.2C2.1 to C2.2 of the Codes are replaced with the following:

C2.1 The ground floor of buildings setback from the primary street:

- a. at a distance not less than the 'prevailing street setback'; or
- b. in instances where the setback of surrounding development is greatly varied, in accordance with the setback of the houses on either side of the subject property. Where the setback of the two adjoining houses varies, the setback is to be mid-way between those of the adjoining houses; or
- c. reduced by up to 50 per cent for carports.

C2.2 The ground floors of buildings setback from the secondary street in accordance with Table 1 of the Codes.

In addition to the above and 5.1.2C2.3 and 5.1.2C2.4 of the Codes, the following will apply:

C2.5 The upper floors of buildings are to be setback from the primary street ground floor facade as follows:

- i. Where the predominant architectural dwelling style within the surrounding area is California Bungalows a minimum of 5.5m from the ridge line of the roof; or
- ii. Where the predominant architectural dwelling style within the surrounding area is Post War Bungalows a minimum of 7.5m from the ridge line or the roof; or
- iii. So as to be contained within the line of sight; or
- iv. So as to be contained wholly within the roof space.

C2.6 Where applicable, the upper floor of all development is not to exceed 15% of the site area.

C2.7 Where applicable, the upper floor of all development is to be setback from the secondary street facade a minimum of 1.0m from the ground floor secondary street facade.

Note: For typical examples of the architectural dwelling styles mentioned above, refer to the separate information sheet.

- C2.8 Where pitched roofs are the predominant roof form within the surrounding area, the roof pitch of new development as viewed from the street is to be pitched between 25 to 30 degrees;
- C2.9 Where pitched roofs are not the predominant roof form within the surrounding area alternative roof forms (skillion, flat, curved) are permitted.
- C2.10 Garages located adjacent to or within 1 metre of the main building line and carports within the front setback area to be:
- i. Designed in a minimal fashion to the minimum dimensions and standards of the relevant Australian Standard; and
 - ii. Designed in a manner that allows the visual presence of the existing house to remain the dominant visual feature when viewed from the street; and
 - iii. Lightly framed and roofed allowing views through it to the house to which it relates.

6.2 Street Surveillance (Streetscape - Design Element 5.2.3 of the Codes)

6.2.1 Deemed-to-Comply Requirements

In addition to 5.2.3C3.1 and 5.2.3C3.2 of the Codes the following will apply:

- C3.3 In the case of corner lots, the secondary street facade is to be orientated towards the secondary street ensuring that:
- i. the secondary street facade is articulated with windows; and
 - ii. at least one habitable room window of the dwelling has a clear view of the secondary street.

6.3 Street Walls and Fences (Streetscape - Design Element 5.2.4 of the Codes)

6.3.1 Matters for Consideration in Applying Design Principle P4

With respect to the application of P4, Council will have regard to the impact of the proposed structure on the dwelling and/or the established neighbourhood character.

6.3.2 Deemed-to-Comply Requirements

5.2.4C4 of the Codes is replaced with the following:

- C4.1 Front fences to a maximum height of 0.9 metres above natural ground level, measured from the primary street side of the front fence; and

C4.2 The maximum height of piers with decorative capping to be 1 metres above natural ground level, measured from the primary street side of the front fence; and

C4.3 Gatehouses and porticos are not permitted.