

Local Planning Policy 1.1

Residential Development (Low and Medium Density)



Administrative

Version	Date	Comment
1.0	23 February 2021	Adopted
2.0	28 July 2026	Reviewed

Authority

- *Planning and Development (Local Planning Schemes) Regulations 2015* (**LPS Regulations**)
- City of Subiaco Local Planning Scheme No. 5 (**Scheme**)
- Residential Design Codes Volume 1 2024 (**R-Codes Volume 1**)

Statutory background

This Local Planning Policy (**the Policy**) is made pursuant to:

- Schedule 2, Part 2, Division 2 of the LPS Regulations relating to local planning policies
- Clause 3.2.3 of the R-Codes Volume 1, which allows for local governments to amend, replace or augment 'deemed to comply' provisions

This Policy applies in conjunction with the **Scheme**, the R-Codes Volume 1 and any other relevant local planning policies. All other provisions of the R-Codes Volume 1 which are not amended, replaced or augmented by this Policy continue to apply.

Purpose

The Policy aims to protect, enhance, and respectfully evolve the existing residential character of Subiaco over time. It also provides necessary certainty to ensure the scale of development aligns with the unique and valued character of Subiaco's neighbourhoods.

The Policy provides the assessment criteria to be used for **single houses**, **grouped dwellings**, and **multiple dwellings** on [low and medium density] residential zoned land. It adopts a performance based approach to achieve high-quality built form outcomes.

Application

The Policy applies in conjunction with the R-Codes Volume 1, specifically, to land zoned Residential in the **Scheme** where development is proposed on **low** or **medium density** land (**Table 1**).

Table 1: Application of Policy

Applicable assessment criteria	Single Houses	Grouped Dwellings	Multiple Dwellings
Low Density - Policy area 1, 2, 3 and 4 - Part B of the R-Codes Volume 1	R40 and below	R25 and below	R10 - R25
Medium Density - Policy area 3 and 4 - Part C of the R-Codes Volume 1	R50 and above	R30 and above	R30 to R60

The Policy identifies five **policy areas** within the City of Subiaco (the City) and has specific 'deemed to comply' provisions related to each **policy area**, for both **low** and **medium density** residential development as applicable.

High density development is assessed against the State's Residential Design Codes Volume 2 and the City's Local Planning Policy 1.2 – Residential Development (High density).

Policy

1.0 Objectives

- To protect and enhance the neighbourhood character and amenity of the predominantly residential areas within the City.
- To encourage new development to reflect the area's existing character through building orientation, bulk, scale, roof pitch and form, detailing and materials, while encouraging high-quality contemporary designs that positively contributes to the streetscape.
- To promote high-quality contemporary designs in policy areas expected to change over time, ensuring they respect nearby low density residential areas.
- To enable design flexibility for single houses and grouped dwellings in policy areas transitioning to higher density and on land adjacent to higher density policy areas.
- To encourage building designs that activate the street, create a pedestrian-friendly environment and provide passive surveillance to the public realm.

2.0 Definitions

2.1 The following terms are defined for the purpose of this Policy.

Abutting:

a lot that is contiguous with another lot to the extent that it shares a common boundary.

Note: This does not include lots separated by a ROW or gazetted road.

Bulk:

the overall size and mass of a building as viewed from the street, public realm and adjoining properties. Key design elements that affect a building's bulk include its height, articulation, street setbacks and lot boundary setbacks.

Character:

as defined in the [City of Subiaco Local Planning Strategy 2020](#) and explained further for each **Precinct** in Part 10 of this Policy.

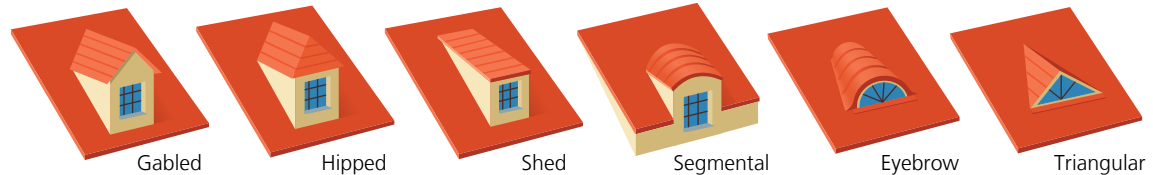
Density Interface:

residential zoned land, allocated a density code of R50 or higher **abutting** land coded R20 and below.

Dormer (window):

a roofed structure that projects vertically beyond the plane of a roof, often containing a window. A dormer typically has its own roof, which can vary in style, including gabled, hipped, flat, or shed roofs (Figure 2.1).

Figure 2.1: Dormer (window)



Grouped Dwelling:

as per the definition in the [R-Codes](#).

Established Neighbourhood Character:

the dominant visual characteristics of the **surrounding area**, formed by the combination of built form, vegetation and the natural landscape in both the private and public spaces. Key elements that shape this character include the orientation of buildings, the size and placement of windows and doors, side setbacks, roof form and pitch, and building **bulk**. This definition does not include colours and finishes.

Established Street Setback Pattern:

the street setbacks on the same side of the street within the **surrounding area** are consistent and do not vary by more than 1.0m.

Heritage-protected Place:

as per the definition in the [LPS Regulations](#).

High Density:

residential zoned land coded R80 and above proposing **multiple dwellings** where [Volume 2 of the R-Codes](#) apply.

Line of Sight:

line of sight is calculated 1m from outside the midpoint of the street side boundary at an 'eye level' of 1.65m (Figures 2.2 and 2.3).

Figure 2.2: Line of sight diagram section view

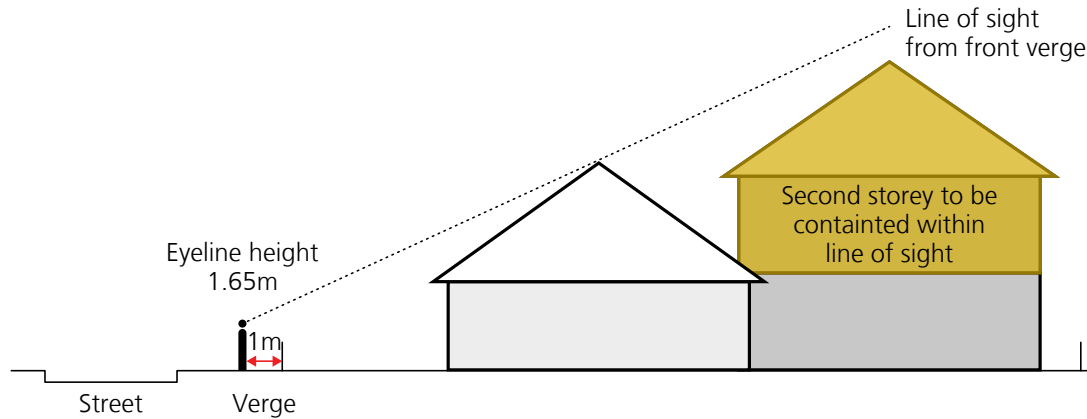
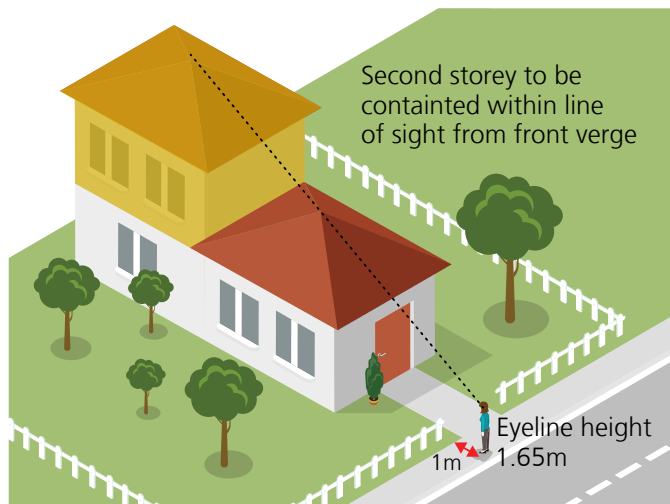


Figure 2.3: Line of sight diagram 3D view



Notes:

- The line of sight varies for each property based on factors like wall height, roof pitch and the overall height of the dwelling.
- Typically, the line of sight is taken from the middle of the subject site street boundary. However, this may vary depending on the specific development. For example, if the ground floor building line varies, the line of sight is taken from the 'worst case scenario'.
- The upper floor might not always be completely concealed from the street. Depending on the size of the upper floor, roof form and pitch, parts of it may be visible on either side of the ground floor ridge. However, it may still meet the line of sight requirement.
- Line of sight is measured from the ridgeline of the house, not from structures like verandahs, carports, or garages etc.

Low Density:

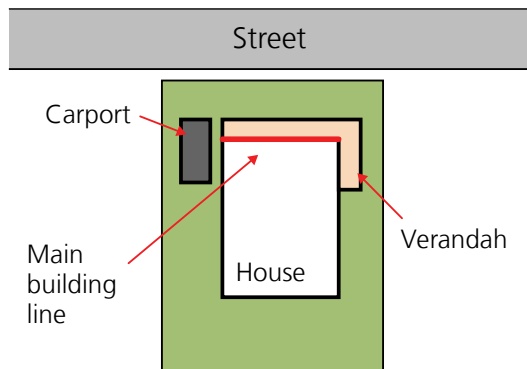
residential zoned land, coded:

- R40 and below for **single houses**
- R25 and below for **grouped dwellings**
- R10-R25 for **multiple dwellings**

Main Building Line:

the point where the main building's wall is closest to the primary street (Figure 2.4). This does not include minor projections like verandahs, porticos, porches, bay windows, or structures like carports and garages, etc.

Figure 2.4: Main Building Line



Medium Density:

residential zoned land, coded:

- R50 and above for **single houses**
- R30 and above for **grouped dwellings**
- R30 to R60 for **multiple dwellings**

Multiple dwelling:

as per the definition in the [R-Codes](#).

Precinct:

the City's character precincts as shown and explained in Part 10 of this Policy.

Predominant:

where there is, in the **surrounding area**, an existing pattern of a design element or feature, nominally greater than 50 per cent.

Scale:

the height, width and length of a building, or buildings, proposed within a development, relative to the built form of surrounding buildings.

Scheme:

[City of Subiaco Local Planning Scheme No. 5](#) (LPS 5).

Single House:

as per the definition in the [R-Codes](#).

Streetscape:

as per the definition in the [R-Codes](#).

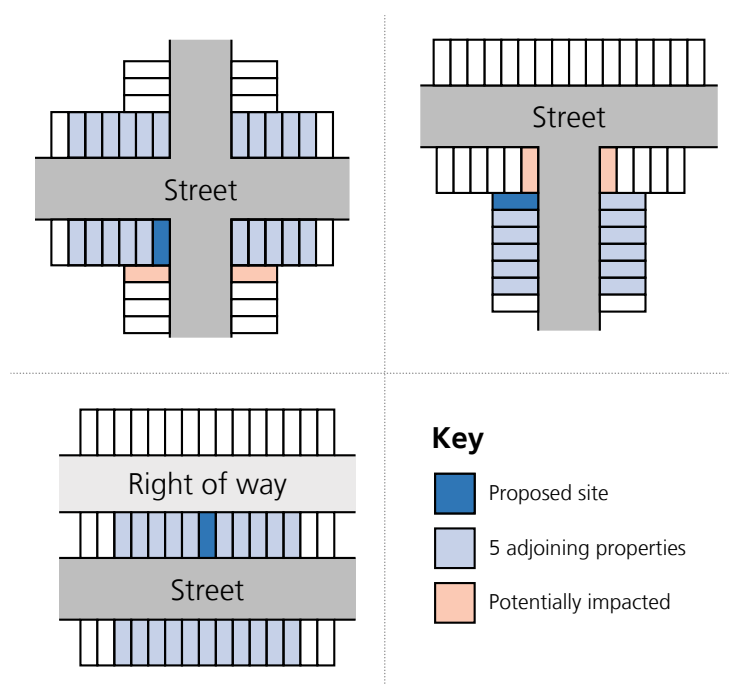
Policy area:

land zoned Residential in the **Scheme** has been divided into five policy areas. Policy areas are shown in Figure 1 in Part 3 of this Policy.

Surrounding Area:

the five properties on either side of the proposed development on both sides of the street (excluding laneways and right of way) that the house faces (Figure 2.5). If there are fewer than five properties on either side, the surrounding area will be determined on a case by case basis, considering the total number of properties on both sides of the street, at the discretion of the City.

Figure 2.5: Surrounding Area



2.2 All other terms, words and expression used in this policy have the same meaning as they have in the Scheme and the applicable planning framework.

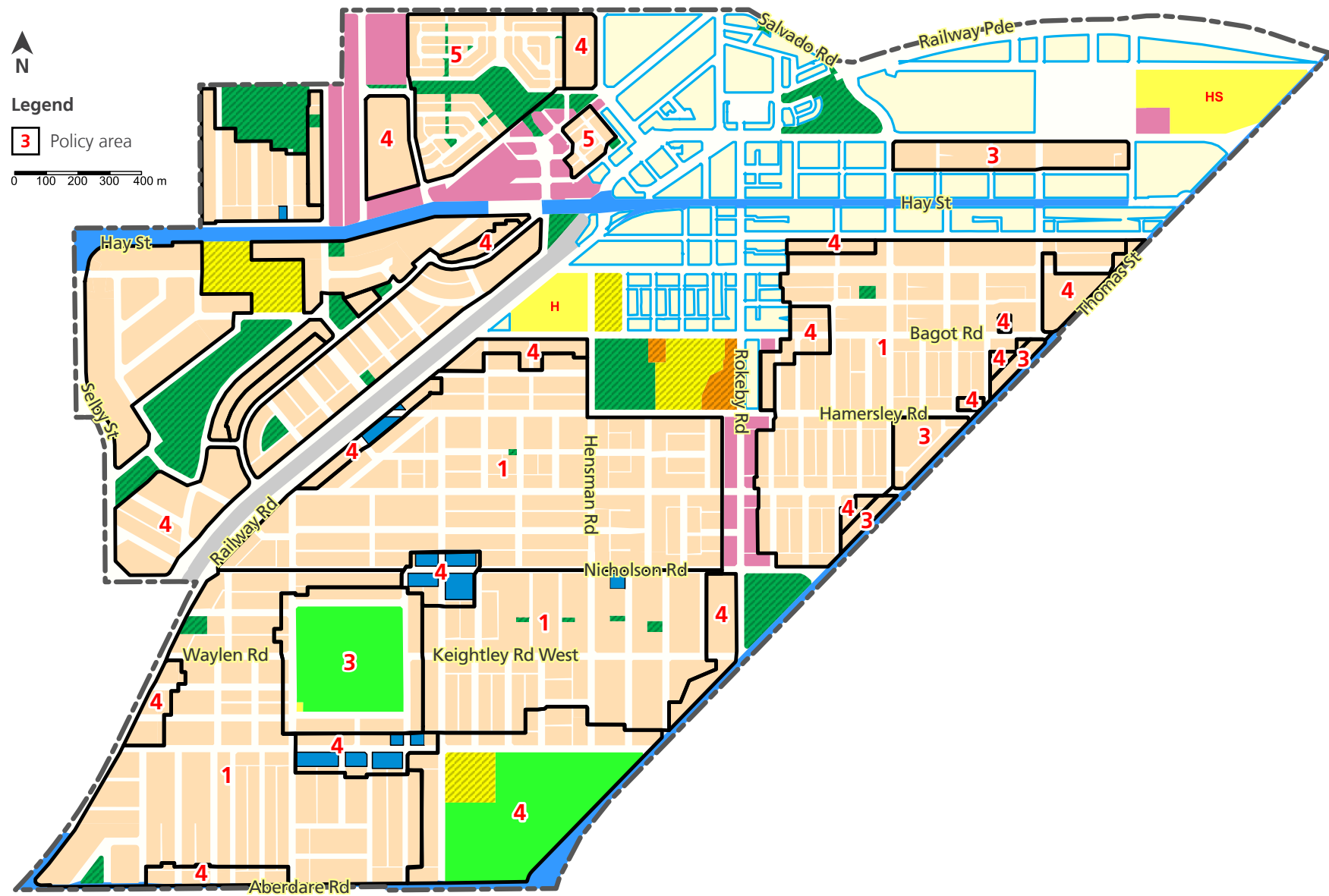
3.0 Policy areas

- a. **Policy areas** are designated areas with the City's residential areas that have context specific planning controls. They can be identified for specific properties in Figure 3.1 and on the City's online Intramaps. They are categorised in **Table 2**.

Table 2: Policy areas

Policy areas 1 and 2	Unique character areas to be retained and enhanced.
Policy area 3	Areas without distinct character : generally developed based on the R-Codes provisions.
Policy area 4	Areas transitioning to higher density. The edges of Policy area 4 in some cases serve as the density interface .
Policy area 5	Areas developed under DevelopmentWA in accordance with Subiaco Redevelopment Scheme No. 2.

Figure 3.1: Policy area map



4.0 General Provisions for Policy areas 1 and 2

4.1 The general provisions in Part 4 of this Policy apply to Policy areas 1 and 2. Table 3 sets out the general development requirements for Policy areas 1 and 2.

4.2 Local Housing Objectives

The following local housing objectives guide decision-making on matters not provided for under the R-Codes Volume 1.

4.2.1 Roof form and pitch

- a. To ensure the proposed roof form and pitch as viewed from the street complements the roof form and pitch evident in the **surrounding area**.
- b. To ensure the proposed roof form and pitch of any additions where visible from the street complements the roof form and pitch of the existing house.

4.2.2 Design of carports and garages

- a. To ensure the proposed development is consistent with the **established neighbourhood character**.
- b. To minimise the impact of the proposed carport or garage on the dwelling and the **streetscape**, particularly with respect to retaining the visual dominance of the dwelling.

4.2.3 Building mass and form

- a. A combination of contemporary and/or traditional materials should be used to complement the **surrounding area**. For additions, materials should complement the existing dwelling.
- b. Architectural features visible from the street should reflect the **scale** and proportion of traditional building elements where this is **predominant** in the **surrounding area**.

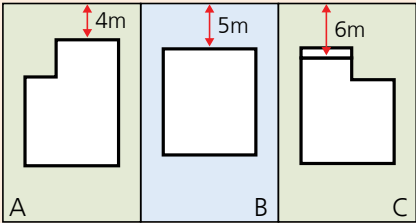
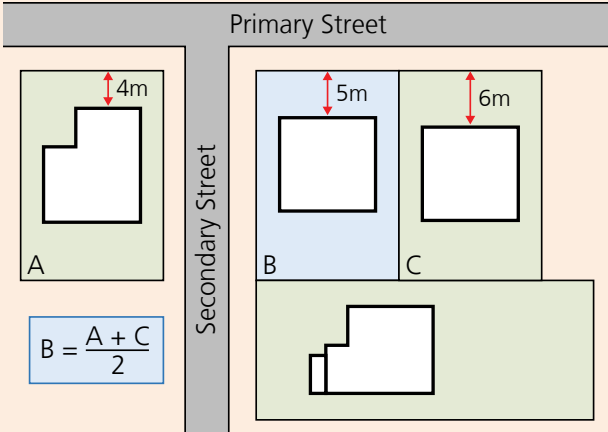
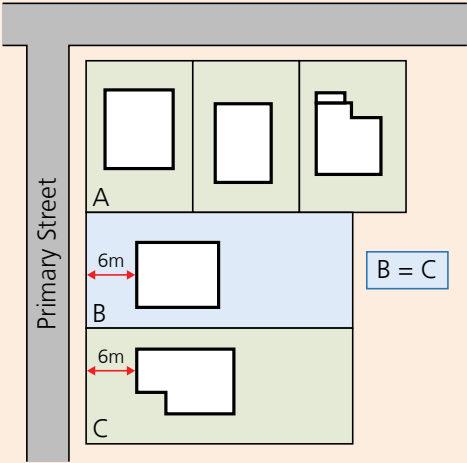
4.2.4 Street walls and fences

- a. Front fences within the primary street setback area should use materials and designs that complement the dwelling or adjoining fences, and are sympathetic to the **surrounding area**.

4.2.5 Minimum frontage

- a. In areas coded R15 and R20, to enable subdivision to occur at a similar pattern to the existing lot pattern in the **surrounding area**, a minimum lot frontage of 8.5 metres may be appropriate where lot frontages of less than that stipulated in **Table 3** of the R-Codes are evident.

Table 3: General Provisions for Policy areas 1 and 2

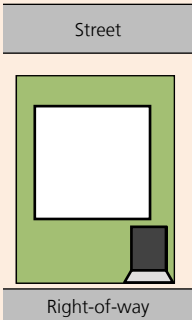
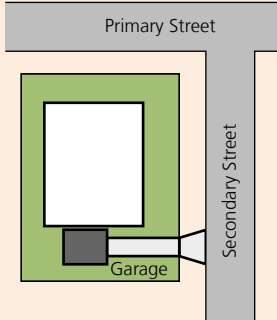
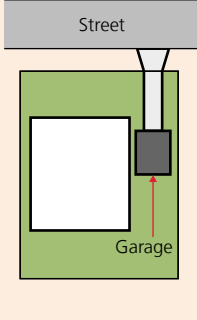
Design Principle	Deemed-to-Comply Provisions
5.1.2 Street Setback	
P2.1	Design Element 5.1.2 - C2.1, C2.2, C2.3 and C2.4 of the R-Codes are replaced with the following. C2.1 The main building line setback from the primary street boundary, for: i. The ground floor setback, is: a. The average of the setback of the two nearest dwellings on the same side of the road facing the same street.  $B = \frac{A + C}{2}$  $B = \frac{A + C}{2}$ b. Where at the end of the street, equal to the nearest dwelling on the same side of the road facing the street.  $B = C$ ii. The upper floor setback, is: a. Below the line of sight to maintain the appearance of a single storey streetscape when viewed from the primary street; or b. Wholly contained within the roof space.

Design Principle	Deemed-to-Comply Provisions
	C2.2 Buildings setback from the secondary street boundary or corner truncation boundary: i. In accordance with Table B of the R-Codes. ii. Where applicable, the upper floor of all development is to be setback a minimum of 1.5m from the ground floor secondary street facade. C2.3 A porch, verandah, unenclosed balcony, or the equivalent may project into the primary street setback area to a maximum of 2m (subject to the Building Code of Australia).
P2.2	C2.4 Buildings mass and form to comply with: i. Facades to be articulated to provide interest to the street. This can include the use of verandahs, different materials and finishes, stepped facades and similar features. ii. Blank walls and featureless facades to not face the street. C2.5 Roof form and pitch to comply with: i. For new development: a. Roof pitch visible from the primary street to reflect the predominant roof pitch of the surrounding area. b. Where no predominant roof pitch is evident in the surrounding area, the roof pitch to be within the range of the surrounding area. c. Roof form to complement the surrounding area. A contemporary interpretation is acceptable. ii. For additions: a. Roof form and pitch to match the existing dwelling where visible from the primary or secondary street.
5.1.6 Building height	
P6	Design Element 5.1.6 - C6 of the R-Codes is replaced with the following. C6 Buildings which comply with Table 3 of the R-Codes for category A area buildings. <i>Note: Dormers are not included in wall height except where the front wall of a dormer runs contiguously with a wall below it.</i>
5.2.2 Garage width	
P2	Design Element 5.2.2 - C2 of the R-Codes is replaced with the following. C2 Where a garage is permitted in Table 4 or 5 of this Policy, the garage door and its supporting structures is not to occupy more than 50 per cent of the main building line as viewed from the street.
5.2.3 Street surveillance	
P3	Design Element 5.2.3 – C3.1, C3.2, and C3.3 remain consistent with the R-Codes. C3.4 has been added to augment the deemed to comply criteria. C3.4 For corner lots, the secondary street façade is articulated with windows and at least one major opening to a habitable room with a clear view of the secondary street.

5.0 Specific provisions for Policy area 1

5.1 Table 4 sets out the specific development requirements for Policy area 1.

Table 4: Policy Area 1 Provisions

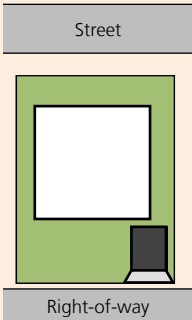
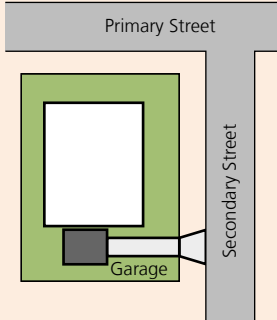
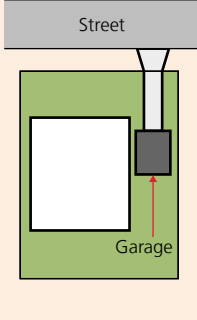
Design Principle	Deemed-to-Comply Provisions
5.2.1 Setback of carports and garages	
P1.1 P1.2	Design Element 5.2.1 – C1.1 and C1.2 of the R-Codes are replaced with the following. C1.3 and C1.4 remain consistent with the R-Codes. <i>Note: New or modified vehicle access arrangements will be assessed separately under Design Element 5.3.5 of the R-Codes Part B. Existing vehicle access arrangements will not be retrospectively assessed.</i> C1.1 Garages and carports are located based on their vehicle access, as follows: - At the rear of the property, where access is from a right-of-way (ROW); or 1m behind the main building line, where access is from a primary or secondary street.  At rear with access from ROW  Minimum 1m behind main building line with access from secondary street  Minimum 1m behind main building line from the primary street C1.2 Where no other option exists to locate a carport or garage in accordance with 5.2.1 - C1.1: - Garages are not acceptable in the front setback area. - Single width carports within the primary or secondary setback area are permitted where they are a predominant feature within the surrounding area. - The width of the carport to not exceed 50 per cent of the width of the dwelling façade, and the construction to allow an unobstructed view between the dwelling and the street. - Carports within the front setback area to be: - Designed to the minimum dimensions of the relevant Australian Standard. - Lightly framed and roofed, allowing views between the dwelling and the street.

Design Principle	Deemed-to-Comply Provisions
5.2.4 Street walls and fences	
P4	Design Element 5.2.4 – C4.1 and C4.2 of the R-Codes are replaced with the following. <i>Note: heights are measured from the NGL on the street side.</i> C4.1 Front fences are permitted within the primary street setback area, with: i. Being visually permeable above 0.9m from natural ground level (NGL). ii. A maximum height of 1.8m from NGL. iii. A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. C4.2 Street walls and fences are permitted along Selby Street, Hay Street, Thomas Street, Railway Road or Aberdare Road, with: i. A maximum height of 1.8m above NGL. ii. A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. iii. Visually permeable or solid impermeable materials. C4.3 Street walls and fences along a secondary street, to meet the Policy's criteria as outlined in: i. 5.2.4 - C4.2, if the fence screens an outdoor living area. ii. 5.2.4 - C4.1, if the fence does not screen an outdoor living area. C4.4 Gatehouses and porticos are permitted within the primary street setback area if they are evident within the surrounding area. If they are evident, the following criteria applies: i. To be integrated into the design of the front fence. ii. They are no wider than 20 per cent of the width of the lot. iii. The wall height to not exceed 2.4m, and the overall height to not exceed 3.5m. iv. Exterior lighting to be provided. v. The gate to be visually permeable to allow clear views between the dwelling and the street. vi. The design of the portico or gatehouse to reflect the style of the front fence.

6.0 Specific provisions for Policy area 2

6.1 Table 5 sets out the specific development requirements for Policy area 2.

Table 5: Policy Area 2 Provisions

Design Principle	Deemed-to-Comply Provisions
5.2.1 Setback of carports and garages	
P1.1 P1.2	Design Element 5.2.1 - C1.1, C1.2, and C1.4 of the R-Codes are replaced with the following. C1.3 remains consistent with the R-Codes. <i>Note: New or modified vehicle access arrangements will be assessed separately under Design Element 5.3.5 of the R-Codes Part B. Existing vehicle access arrangements will not be retrospectively assessed.</i> C1.1 Garages and carports are located based on their vehicle access, as follows: - At the rear of property where access is from a ROW; or 1m behind the main building line where access is from a primary or secondary street.  At rear with access from ROW  Minimum 1m behind main building line with access from secondary street  Minimum 1m behind main building line from the primary street C1.2 Carports to be located in accordance with 5.2.1 C1.1 above; or: - Carports within the primary or secondary setback area to be: - Designed to the minimum dimensions of the relevant Australian Standard. - Lightly framed and roofed, allowing views between the dwelling and the street.
5.2.4 Street walls and fences	
P4	Design Element 5.2.4 - C4.1 and C4.2 of the R-Codes are replaced with the following. <i>Note: heights are measured from the NGL on the street side.</i> C4.1 Front fences are permitted within the primary street setback area, with: - A maximum height of 0.9m above NGL. - A maximum pillar height of 1.0m above NGL, not greater than 400mm by 400mm in dimension. C4.2 Gatehouses and porticos are not permitted within the primary street setback area. C4.3 Street walls and fences are permitted along a secondary street, with: - A maximum height of 1.8m NGL. - A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. - Visually permeable or solid impermeable materials.

7.0 Policy area 3

7.1 Table 6 sets out the specific development requirements for Policy area 3.

7.2 Local Housing Objectives

The following local housing objectives guide decision-making on matters not provided for under the R-Codes:

7.2.1 Minimum frontage

- a. In areas coded R15 and R20, to enable subdivision to occur at a similar pattern to the existing lot pattern in the **surrounding area**, a minimum lot frontage of 8.5 metres may be appropriate where lot frontages of less than that stipulated in Table 1 of the R-Codes are evident.

Table 6: Policy Area 3 Provisions

Design Principle	Deemed-to-Comply Provisions										
5.2.4 Street walls and fences – for low density (Part B of R-Codes)											
P4	Design Element 5.2.4 – C4.1 of the R-Codes is augmented by the following and C4.2 is replaced. <i>Note: heights are measured from the NGL on the street side.</i> C4.1 Front fences are permitted within the primary street setback area, with: i. Being visually permeable above 1.2m from NGL. ii. A maximum height of 1.8m from NGL. iii. A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. C4.2 Street walls and fences are permitted along Selby Street, Hay Street, Thomas Street, Railway Road or Aberdare Road, with: i. A maximum height of 1.8m above NGL. ii. A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. iii. Visually permeable or solid impermeable materials.										
3.4 Lot boundary setbacks – for medium density (Part C of R-Codes)											
	Design Element 3.4 – C3.4.1, C3.4.2 and C3.4.3 of the R-Codes are replaced with the following. Lot boundary setbacks C3.4.1 Buildings to be setback from the side or rear boundary: i. In accordance with Table 3.4a of the R-Codes; and ii. Where abutting a heritage-protected place, to be in accordance with Table 3.4c. Table 3.4c: Side and rear setbacks where abutting a heritage-protected place. <table> <tr> <th>Storey of dwelling</th><th>Minimum lot boundary setback of proposed development</th></tr> <tr> <td></td><td>Single house or grouped dwelling, and multiple dwellings</td></tr> <tr> <td>First</td><td>1m</td></tr> <tr> <td>Second</td><td>1.5m</td></tr> <tr> <td>Third and above</td><td>6m</td></tr> </table>	Storey of dwelling	Minimum lot boundary setback of proposed development		Single house or grouped dwelling, and multiple dwellings	First	1m	Second	1.5m	Third and above	6m
Storey of dwelling	Minimum lot boundary setback of proposed development										
	Single house or grouped dwelling, and multiple dwellings										
First	1m										
Second	1.5m										
Third and above	6m										
3.6 Streetscape – for medium density (Part C of R-Codes)											

P3.6.5

Design Element 3.6 – C3.6.7, C3.6.8, and C3.6.9 remains consistent with the R-Codes. C3.6.10 and C3.6.11 have been added to augment the deemed to comply criteria.

Note: heights are measured from the NGL on the street side.

Street walls and fences

C3.6.10 Front fences are permitted within the primary street setback area, with:

- i. Being visually permeable above 1.2m from NGL.
- ii. A maximum height of 1.8m from NGL.
- iii. A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension.

C3.6.11 Street walls and fences are permitted along Selby Street, Hay Street, Thomas Street, Railway Road or Aberdare Road, with:

- i. A maximum wall height of 1.8m above NGL.
- ii. A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension.
- iii. Visually permeable or solid impermeable materials.

8.0 Policy area 4

8.1 Table 7 and Table 8 set out the specific development requirements for Policy area 4.

8.2 Local Housing Objectives

The following local housing objectives guide decision-making on matters not provided for under the R-Codes.

8.2.1 Street setbacks

- Where there is no established **streetscape** due to increased densities and expected substantial changes, buildings should be setback to contribute to the desired future **streetscape**.

8.2.2 Building mass and form

- New development should be high quality and contemporary in style, while respecting the existing **character** of adjoining **low density** areas and the **bulk, scale** and proportions of existing dwellings and **streetscapes** transitioning to higher density.

8.2.3 Density interface

- Land at the **density interface** should provide a transition between the primary street setbacks of both densities.
- Ensure that development at the **density interface** aligns with both the current and future development context and streetscape.
- Developments at the **density interface** should be designed to minimise negative impacts on the lower density land such as overshadowing, visual privacy, and building **bulk**.

8.2.4 Minimum frontage

- In areas coded R15 and R20, to enable subdivision to occur at a similar pattern to the existing lot pattern in the surrounding area, a minimum lot frontage of 8.5 metres may be appropriate where lot frontages of less than that stipulated in Table 1 of the R-Codes are evident

Explanatory note:

Policy area 4 includes areas expected to transition from mainly single residential dwellings to grouped and multiple dwellings over time. Within Policy area 4, some higher density areas are surrounded by lower density land. The provisions in this Policy apply as follows:

- Table 7:** Applies to **low density** development in accordance with Part B of the R-Codes. Development provisions provide for a transition from the character areas to medium and high density development.
- Table 8:** Applies to **medium density** development in accordance with Part C of the R-Codes. Development provisions provide for an appropriate interface between higher density development and the existing low density residential areas nearby.

Table 7: Policy Area 4 Provisions – for low density (Part B of R-Codes)

	Deemed-to-Comply Provisions
5.1.2 Street setback	
	As per Design Element 5.1.2 in Table 3 of this Policy.
5.2.3 Street surveillance	
	As per Design Element 5.2.3 in Table 3 of this Policy.
5.2.4 Street walls and fences	
	As per Design Element 5.2.4 in Table 4 of this Policy.

Table 8: Policy Area 4 Provisions – for medium density (Part C of R-Codes)

Design Principle	Deemed-to-Comply Provisions
3.3 Street Setback	
P3.3.1	Design Element 3.3 – C3.3.1 and C3.3.2 of the R-Codes are replaced with the following. C3.3.3 remains consistent with the R-Codes. C3.3.1 The main building line setback from the primary street boundary - At a density interface, the setback is the average minimum setback of both densities. Street 2m A ≥R50 3m B ≥R50 4m C ≤R40 $B = \frac{A + C}{2}$ Development site - If there is an established street setback pattern, the setback to reflect this established pattern. $(A+B+C+D+E+F) \div G$ G (No. of properties) Intersecting street A B C D E F Intersecting street - If none of the above provisions apply, setbacks are in accordance with Table 3.3a of the R-Codes. C3.3.2 Buildings to be setback from the secondary street boundary or corner truncation boundary or ROW: - In accordance with Table 3.3a of the R-Codes. - Where located across the secondary street or a ROW to land coded R20 and below, the second storey and above is to be setback a minimum of 1.5m from the ground floor facade.

Design Principle	Deemed-to-Comply Provisions										
3.4 Lot boundary setbacks											
P3.4.1 and P3.4.2	Design Element 3.4 – C3.4.1, C3.4.2 and C3.4.3 of the R-Codes are replaced with the following. Lot boundary setbacks C3.4.1 Buildings to be setback from the side or rear boundary: - In accordance with Table 3.4a of the R-Codes; and - At the density interface or abutting a heritage-protected place, to be in accordance with Table 3.4c. Table 3.4c: Side and rear setbacks at the density interface or abutting a heritage-protected place. <table> <tr> <th>Storey of dwelling</th><th>Minimum lot boundary setback of proposed development</th></tr> <tr> <td></td><td>Single house or grouped dwelling, and multiple dwellings</td></tr> <tr> <td>First</td><td>1m</td></tr> <tr> <td>Second</td><td>1.5m</td></tr> <tr> <td>Third and above</td><td>6m</td></tr> </table>	Storey of dwelling	Minimum lot boundary setback of proposed development		Single house or grouped dwelling, and multiple dwellings	First	1m	Second	1.5m	Third and above	6m
Storey of dwelling	Minimum lot boundary setback of proposed development										
	Single house or grouped dwelling, and multiple dwellings										
First	1m										
Second	1.5m										
Third and above	6m										
3.6 Streetscape											
P3.6.1, P3.6.2, P3.6.3, P3.6.4 and P3.6.5	Design Element 3.6 – C3.6.1, C3.6.2, C3.6.3, C3.6.4, C3.6.5 and C3.6.6 remain consistent with the R-Codes. C3.6.10 and C3.6.11 have been added to augment the deemed to comply criteria. Addressing the street C3.6.10 For corner lots, the secondary street façade is articulated with windows and at least one major opening to a habitable room with a clear view of the secondary street. C3.6.11 Building mass and form to comply with the following: - Facades to be articulated to provide interest to the street. This can include the use of verandahs, different materials and finishes, stepped facades, and similar features. - Blank walls and featureless facades to not face the street. Design Element 3.6 – C3.6.7 and C3.6.8 of the R-Codes are replaced with the following. C3.6.9 remains consistent with the R-Codes. <i>Note: heights are measured from the NGL on the street side.</i> Street walls and fences C3.6.7 Street walls and fences are permitted within the primary street setback area, with: - Being visually permeable above 0.9m from NGL. - A maximum height of 1.8m from NGL. - A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. C3.6.8 Street walls and fences are permitted along Selby Street, Hay Street, Thomas Street, Railway Road or Aberdare Road, with: - A maximum height of 1.8m above NGL. - A maximum pillar height of 2.0m above NGL, not greater than 400mm by 400mm in dimension. - Visually permeable or solid impermeable materials.										

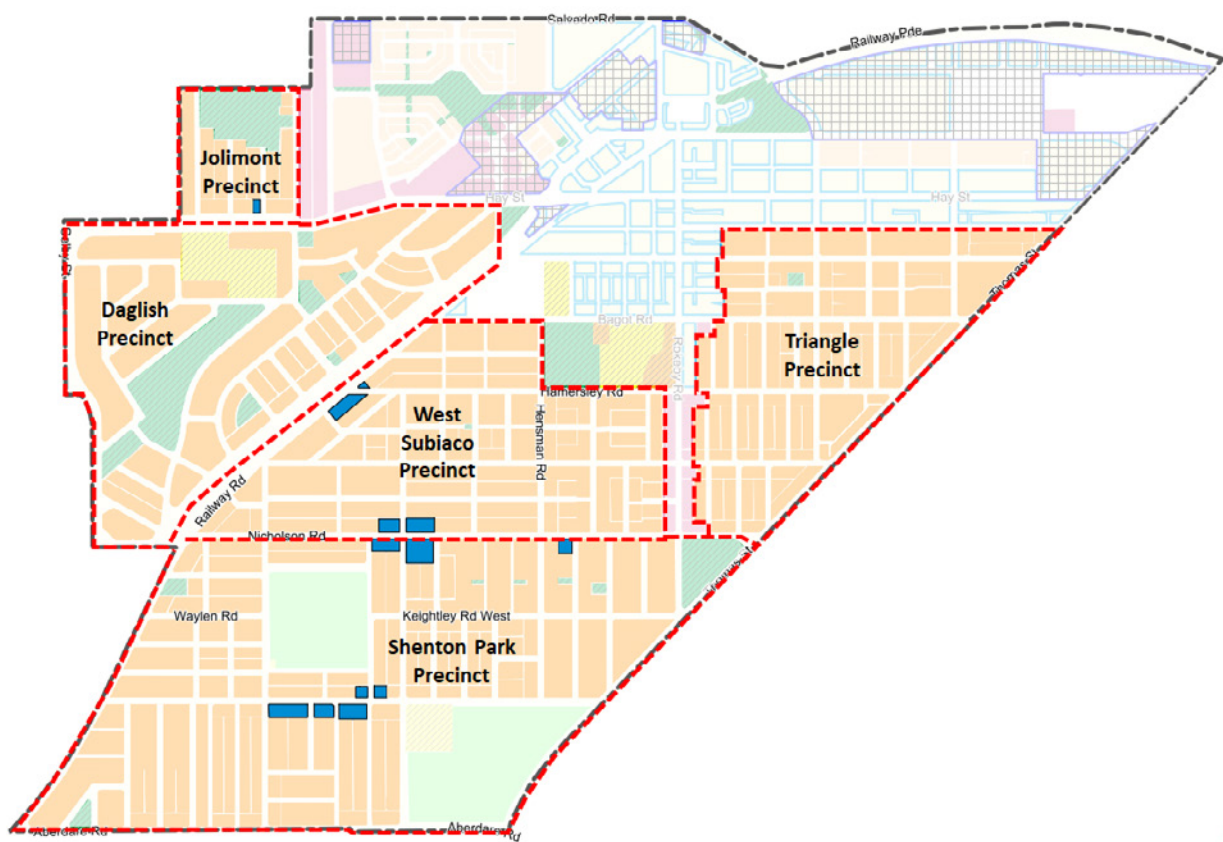
9.0 Policy area 5

9.1 Development is to be in accordance with the provisions of the Scheme, R-Codes and site specific design guidelines.

10.0 Precincts

- a. Precincts serve as broad residential character areas, each with its own distinct identity. These areas are defined through precinct character statements in Part 10.2, which provide insight into the history and unique qualities of the five designated precincts.

10.1 Precinct map



10.2 Precinct character statements

10.2.1 Jolimont Precinct

The Jolimont Precinct is a predominately residential area located adjacent to Mabel Talbot Park. It was originally developed as a single parcel of land known as the Jolimont Estate in 1891. Consequently, it displays a uniform subdivision pattern, including rear laneways, and houses a collection of workers' timber cottages from the Federation period.

Apart from the medium density development along Jersey Street, the Jolimont Precinct reflects the scale and character of its original subdivision period. Some redevelopment of the original housing has occurred and although not sympathetic to the simpler timber cottages in all cases, a largely single storey, cottage style urban environment has been retained. Overall, the Precinct features intimate streetscapes with low fences, relatively small front setbacks and minimal side setbacks, with on-site car parking generally accessed via rear laneways. Some new development adjacent Mabel Talbot Park are larger two-storey dwellings, designed to take advantage of views of the park.

10.2.2 Daglish Precinct

The Daglish Precinct is a predominantly residential area immediately north and west of the Perth to Fremantle railway line. A number of distinct areas of development are evident.

Western Daglish is characterised by more contemporary suburban development developed in the 1960s and 1970s on University Endowment land. This area has predominantly low density dwellings which are consistent in scale and character with car-orientated design and poor pedestrian amenity.

Higher density, rental flats were developed in the Jersey Street and Troy/Cunningham Terrace areas during the 1960s. This area contains a consistent pattern of apartments at similar setbacks however the area lacks in environmental quality, surveillance and aesthetics.

Inter-war housing, which was mostly built during the 1930s, is located close to the railway line. This area 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, and some car ports have been constructed over time. A network of rear sealed laneways also exists within this precinct providing opportunities for alternative vehicular access.

A mix of more intensive commercial and residential development exists along Hay Street.

10.2.3 West Subiaco Precinct

The West Subiaco Precinct is a large, predominantly residential area with the Town Centre to the north and the Perth to Fremantle railway line to the west. The Precinct has a variety of housing types, but is mostly made up of single houses on small lots. The street system is laid out in a conventional grid pattern, with narrow rear laneways being a common feature.

Many single houses constructed during the Federation and Interwar periods remain in existence today, with the relatively intact streetscapes giving the Precinct a distinctive and attractive suburban character. New replacement houses have appeared throughout the West Subiaco Precinct over time. These are of one or two storeys, and have generally been respectful of the original house forms and scale, with upper floors often setback further from the primary street.

The northern part of the Precinct on the southern side of Bagot Road has a more pronounced urban character influenced by its proximity to the nearby King Edward Memorial Hospital and the Subiaco town centre. This small area contains a variety of medium density housing types that act as a transition between the differing intensities of development.

While traditional low front fencing is characteristic of the Precinct, solid screen walls and car ports have been constructed more recently in some places to the detriment of streetscapes and the amenity of passing pedestrians.

10.2.4 Triangle Precinct

The Triangle Precinct is a predominately residential area, bounded mainly by major and arterial roads. The orientation of Thomas Street, the Precinct's eastern boundary, provides its distinctive triangular shape.

The Precinct was originally developed following the gold rush of the 1880's and many of the original Federation housing has been retained and renovated to a high standard. The original pattern of development remains largely intact and includes small narrow lots, short front setbacks, low fences, rear laneways and tree lined streets.

The Triangle Precinct makes an important contribution to the diversity of the city's housing stock. Along with Federation houses on small lots, there are examples of grouped and multiple dwellings dating from throughout the last century. Also evident within the precinct are recently constructed dwellings of all types.

10.2.5 Shenton Park Precinct

The Shenton Park Precinct is a large residential area bounded in most part by major roads. The Precinct has a variety of accommodation types, but is predominantly made up of single houses on mostly small lots, particularly in the area where old workers houses remain south of Onslow Road. The street system is laid out in a conventional grid pattern, with narrow rear laneways and an absence of crossovers and vehicle access to the front. The narrow lots and small lot sizes create an intimate character and quiet streets that encourage pedestrian activity.

The Precinct reflects development that mostly occurred over the period 1900 to 1939, however multi-residential development and replacement dwellings have occurred in some areas over time. These are generally respectful of the original cottage forms and scale. The lots located around the edges of Lake Jualbup are steadily being redeveloped with more substantial two storey dwellings, taking advantage of the attractive views over the lake and associated landscaped areas.

The narrow tree lined streets, Lake Jualbup, and Rosalie Park provide for green space that give the precinct its green leafy feel.

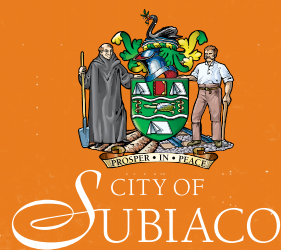
10.2.6 Desirable Future Character

Areas expected to change in character due to a change in density under LPS 5 should be developed to provide a pedestrian friendly interface with the public realm and encourage walkability. Design of new development, whether apartments or townhouses, should be contemporary whilst being respectful to the existing character of nearby low-density residential areas.

Fine grained façade detailing and an opportunity for interaction, permeability and passive surveillance between the public and the private realm are expected, with front fences and landscaping being integrated into the design of the building and contributing to a sense of place. Materials and finishes of new development should be of high quality and respectful to the character typically associated with the area and incorporate organic materials such as brick, limestone and timber without an over reliance on glass, steel and rendered finishes.

Street setback areas should be visually part of the streetscape, should be landscaped, allow for a separation of the public and private realm and should be consistent along the same side of the street.

Where an interface exists between different densities, higher density development should be respectful of its low-density neighbours by scaling development down to provide an appropriate transition. Development may be designed in such a way to displace mass further from lower density areas, while managing the potential for undue adverse impacts to the amenity of other properties.



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