



Local Planning Policy 2.9

Residential Streetscapes



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Citation

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy 2.9 – Residential Streetscapes (LPP 2.9).

Introduction

The City of Fremantle has long established streetscapes and the local government aims to maintain the pattern of development that has historically occurred along streets and within suburbs.

Objectives

The objectives of this Policy are to:

- Reduce the dominance of garages and carports on the streetscape;
- Maintain the traditional streetscapes of established areas;
- Ensure changes are not detrimental to the amenity of adjoining lots or the locality.

Application of this Policy

This general Policy applies to all residential development assessed under Volume 1 of the Residential Design Codes (R-Codes) except:

- where a property is a heritage-protected place, which includes all those within a heritage area; or
- where provisions are contained within a Local Planning Policy, Local Development Plan or Structure Plan pertaining to a more localised area.

Refer to Local Planning Policy 3.6 Heritage-protected Places Built Form and Land Use for criteria for development of heritage-protected places.

In the event that there is a conflict between this general Policy and a provision contained within another planning instrument dealing with a specific area, the provision within the specific instrument shall prevail.

The deemed-to-comply criteria in this Policy replace the specified deemed-to-comply clauses of the R-Codes. Where a R-Codes clause or sub-clause is not referred to in this Policy, that clause remains as per the R-Codes. Where any development does not meet the deemed-to-comply criteria, it is to be assessed against the Design Principles of the R-Codes, the Local Housing Objectives of this Policy (as relevant), and the objectives of this Policy.



Policy Provisions

R-Codes Volume 1, Parts B & C		
1. Part B, cl. 5.1.2 – Street setback Part C, cl. 3.3 – Street setbacks		
Deemed-to-comply provisions being modified		
Volume 1, Part B, cl. 5.1.2 (C2.1(i) & (iii), C2.4) Volume 1, Part C, cl. 3.3 (C3.3.1)		
Local Housing Objectives (Design Principles)		
<p>1.1 In addition to the existing design principles of R-Codes clauses 5.1.2 or 3.3 (as appropriate), the local government shall have regard as to whether:</p> <ul style="list-style-type: none"> a) the reduced setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; and b) the setback allows sufficient space for tree retention, planting and other landscaping. 		
Deemed-to-comply (Part B)		
<p><i>Note that heritage areas are excluded from all provisions in this Policy as set out in the 'Application of this Policy' section above.</i></p> <p>C2.1 Buildings, including porches, balconies, verandahs, or equivalent (either enclosed or unenclosed), set back from the primary street boundary:</p> <ul style="list-style-type: none"> i. In accordance with the following table: 		
Table 1.1a: Primary Street Setbacks		
Suburb	Ground Floor Setback	Upper Floor Setback
Fremantle	5m	7m
North Fremantle	5m	7m
Beaconsfield	7m	10m
White Gum Valley	7m	10m
South Fremantle	Outside of the Heritage Area: As per R-Codes	
Samson	As per R-Codes	
O'Connor	As per R-Codes	
Hilton	Outside of the Heritage Area: As per R-Codes	
<p>For purposes of this clause, ground floor setbacks apply to wall heights up to 4m on the street elevation. Above this height, the upper floor setbacks apply.</p>		



- iii. Within the suburbs of South Fremantle, Samson, O'Connor and Hilton only (excluding Heritage Areas): reduced by up to 50 per cent provided that the area of any building, including a garage encroaching into the setback area, is compensated for by at least an equal area of open space that is located between the street setback line and a line drawn parallel to it at twice the setback distance, with such ground floor area occupied by a minimum 50% soft landscaping (refer Figure 2a and 2c of the R-Codes Volume 1);

C2.4 Refer to C2.1(iii) above.

Deemed-to-comply (Part C)

C3.3.1

Buildings are set back from the street boundary in accordance with Table 1.1a above. Minor projections, such as chimneys, eaves, window hoods and other architectural features, are acceptable provided they do not project more than 0.75m into the street setback.

WAPC Approval Required?	Date Approved By WAPC
No	N/A

**2. Part B, cl. 5.2.1 - Setback of garages and carports
Part C, cl. 3.3 – Street setbacks**

Deemed-to-comply provisions being modified

Volume 1, Part B, cl. 5.2.1 (C1.1, C1.2)
Volume 1, Part C, cl. 3.3 (C3.3.4, C3.3.5)

Local Housing Objectives (Design Principles)

- 2.1 In addition to the existing design principles of R-Codes clauses 5.2.1 or 3.3 (as appropriate), the local government shall have regard as to whether:
- a) the proposed garage or carport is consistent with the design and setback of comparable garages or carports within the prevailing streetscape;
 - b) the reduced setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land;
 - c) the setback allows sufficient space for tree planting and other landscaping; or
 - d) the carport is lightweight in construction, simple in design and is visually subservient to the form and proportion of the dwelling.



Deemed-to-comply (Parts B & C)

C1.1 & C3.3.4

- i. Garages and carports set back in line with or behind the front wall of the dwelling.

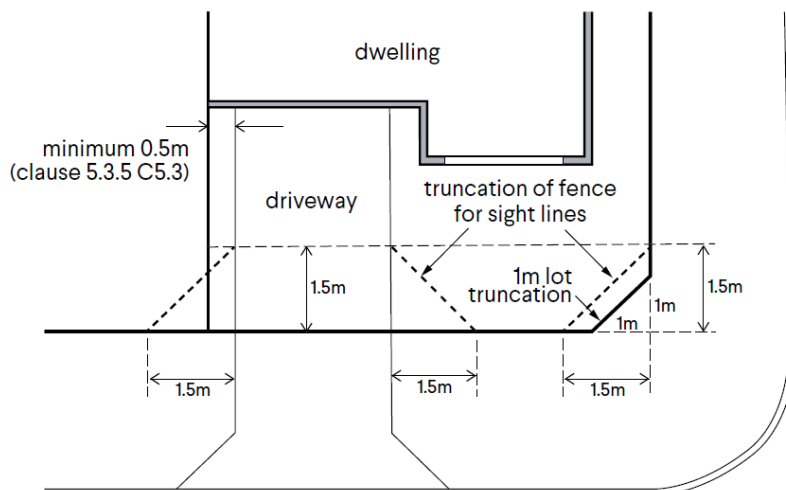
C2.1 & C3.3.5

Carports may be located in front of the dwelling where:

- i. The entire carport (including roof, eaves and pillars/posts) is set back a minimum of 1.5m from primary and secondary street boundaries;
- ii. Pillars and posts have a maximum dimension of 450mm by 450mm;
- iii. The carport does not exceed a maximum height of 3 metres above natural ground level as viewed from the street;
- iv. Where any portion projects into the primary street setback, such portion is open on all sides but may have doors or gates provided they meet the deemed-to-comply criteria of the City’s Local Planning Policy 2.8: Fences (or another area-specific instrument if applicable);
- v. Except for doors or gates specified in (iv) above, the construction allows an unobstructed view between the dwelling and the street, right-of way or equivalent;
- vi. The maximum width of the carport is 6 metres on a property with a frontage of 12 metres or greater, and 3 metres on a property with a frontage of less than 12 metres; and
- vii. The carport is set back from the side lot boundaries in accordance with table 2a of Part B or Table 3.4a of Part C (whichever is applicable) of the R-Codes Volume 1 except that pillars and posts may be built up to the lot boundary where the carport is less than 10m in length and the above subclauses are met.

Note 1: Carports, patios, verandahs or equivalent structures will need to comply with the NCC requirements, including but not limited to fire separation and non-combustible materials.

Note 2: Vehicle sightlines of cl. 5.2.5 of the R-Codes will also need to be met, which requires structures truncated or reduced within 1.5m of where a driveway intersects a street, right of way or communal street as shown in the figure below.





WAPC Approval Required?	Date Approved By WAPC
No	N/A
3. Part B, cl. 5.1.6 – Building Height Part C, cl. 3.2 - Building Height	
Deemed-to-comply provisions being modified	
Nil	
Local Housing Objectives (Design Principles)	
<p>3.1 In addition to the existing design principles of R-Codes clauses 5.1.6 or 3.2 (as appropriate), the local government shall have regard as to whether:</p> <ol style="list-style-type: none"> the proposed height is consistent with the predominant height of development within the prevailing streetscape; and/or the additional height is the result of the sloping topography of the site. 	
WAPC Approval Required?	Date Approved By WAPC
No	N/A
4. Part B, cl. 5.3.5 – Vehicular access Part C, cl. 3.7 - Access	
Deemed-to-comply provisions being modified	
Part B cl. 5.3.5 (C5.2) Part C cl. 3.7 (C3.7.3ii)	
Local Housing Objectives (Design Principles)	
Refer to the Design Principles of the R-Codes clauses 5.3.5 or 3.7 (as appropriate).	
Deemed-to-comply (Part B)	
C5.2 Driveways to primary or secondary street provided as follows: <ul style="list-style-type: none"> driveways serving four dwellings or less not narrower than 3m at the street boundary; and no driveway wider than 4.5m at the street boundary and driveways in aggregate no greater than 6m for any one property. 	
Deemed-to-comply (Part C)	
C3.7.3ii ii. Driveways must be a maximum 4.5m wide at the street boundary.	
WAPC Approval Required?	Date Approved By WAPC
Yes	31 March 2020



Definitions

Prevailing streetscape means the street setbacks of the 3 properties, where appropriate, adjoining either side of the subject site, fronting the same street and in the same street block.

In the case of a corner lot where the dwelling is orientated to the splay, the characteristics of the adjoining three properties, where appropriate, facing both streets shall be considered.

Greater weight may be given to the characteristics of the two immediately adjoining properties on either side of the subject site fronting the same street(s).

For the purpose of this definition, properties separated by a street shall not be considered 'adjoining'.

Local Planning Policy – Document Control			
Responsible Officer		Previous Policy Title	Next Review Date
Manager City Planning		N/A	(four years) 13 May 2030
Version	Decision to Adopt/Amend	Brief Details of Modifications	
1	19 Feb 2013 - OCM	Adoption	
2	6 May 2014 - OCM	Consolidate and clarify elements	
3	28 Nov 2018 - OCM	Introduce crossover widths	
4	13 May 2026 – OCM – C2605-10	Place into deemed-to-comply format, revert to R-Codes for some setbacks	
Public Consultation		Yes	
WAPC Approval Required?		Yes	Date approved by WAPC
			31 March 2020