



Local Planning Policy No. 12

Development within the Street Setback Area

OBJECTIVES

The purpose of the policy is to provide clear criteria on which applications for structures (principally carports) in the street setback area are assessed.

This is also intended to ensure an acceptable standard of complementary and compatible designs for structures in the street setback area in order to enhance and preserve streetscapes within the Town.

APPLICATION

This policy is applicable to land zoned 'Residential' within the Town of Bassendean.

POLICY

This policy applies without exception to the development of garages, carports and dwelling additions within the street setbacks areas of residentially zoned land.

Minor shade structures such as awnings verandahs and pergolas to front courtyards are not governed by this policy providing these are minor in nature, are not obtrusive and cannot in Council's opinion be used for any other purpose.

Setbacks

The setbacks of car ports, and garages shall be in accordance with Clause 5.1.2 of the Residential Design Codes.

The setback of additions to dwellings shall comply with the applicable Residential Design Code minimum providing that the average setback is met.

Design Materials and Finishes

The material, design and finishes of any proposed structure within the front setback area shall match in all respects those of the dwelling on the lot.

As a minimum standard the following design standards shall apply:

Roof

The roof of the structure to have a similar pitch and be finished in sheet metal or tile to match the colour of the roof of the existing residence.

Support columns

Support columns should be provided in brick or an alternate material to match the materials of the dwelling facing the street.

Where possible new carports to existing houses should only be attached to the dwelling where there is not a verandah or there are no windows to the front wall of the house. Where a verandah exists (and is integral to the house) or there are windows in the street elevation the carport should be detached to provide a delineation of the carport and house.

In a situation where an existing and previously approved metal deck carport within the front setback is dilapidated Council may consider its replacement with a similar sized carport.

The incorporation of storerooms into carports within the front setback area or stand alone storerooms are not supported as these obscure views to the dwelling and detract from the streetscape.

Carports Behind the Building Line

Lean-to and gable metal deck carports are only supported where they are placed behind the Residential Design Code building line, and/or are set to the side of an existing dwelling.

Secondary Streets

In the situation of lots with more than one street frontage to a public road, such as corner lots this policy may apply to both the primary and secondary frontages of the lot. In the case of secondary street setbacks the applicant would need to demonstrate how the proposed structure does not dominate the streetscape and remain as unobtrusive as possible. Large sheds in metal deck material that would dominate the streetscape will not be supported. The assessment of such structures will be based on height, scale, and the existence of fencing and vegetation to screen the structures.

Garage/Carport Doors

Where approval is granted for the development of a carport within the street setback area with a setback less than 4.5–metres non-permeable garage doors will not be supported where visual surveillance of the dwelling is compromised.

A condition shall be imposed on the planning approval requiring that any screening or security door to a garage or carports with reduced setbacks are to be of an open style mesh or equivalent to the Towns' satisfaction.