



CITY OF VINCENT

Community Consultation Submission Form		
Serial No:	5.2026.348.1	
Location of Proposed Development:	No. 105 Chelmsford Road MOUNT LAWLEY (LOT: 2 STR: 39521)	
Proposed Development:	Proposed Alterations and Additions to Single House (Carport)	
Comment Period:	13 October 2026 to 27 October 2026	
Contact Officer:	Luke Yeates	
	Ph: (08) 6247 3230	email: mail@vincent.wa.gov.au

PLEASE INDICATE THE APPROPRIATE BOX:

☐ I support the proposal	or	☐ I object to the proposal Please provide reasons for your objection	and/or	☐ I neither support or object however, I have some concerns I wish to address.
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Personal Information			
Name(s):			
Affected Address:			
Postal address: (if different to above)			
Telephone:		Email:	
Signature:		Date:	
In accordance with the City of Vincent Policy No: 4.1.31 – Privacy Management, your personal information will not be disclosed, made public or included in any agenda report.			

☐ I am an Owner and Occupier	or	☐ I am an Owner	or	☐ I am an Occupier
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Please Note: - Written submissions to the City are to be received within the comment period so that your views can be considered. - If no submissions are received it will be assumed that there is no objection in relation to the planning, building and heritage matters raised, and those matters will be determined without any further consultation. - There is no obligation to complete this Submission Form. - In determining the application, the City will take into account the comments of adjoining owners. However, please note that the City is not obliged to support the views of adjoining owners or to incorporate all suggestions into its decision on a proposal.



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Deemed-to-Comply: These are the minimum applicable standards, where a development meets the 'deemed-to-comply' requirements this provides a straight forward pathway to approval.

Where a proposal does not meet the 'deemed-to-comply' provisions and therefore seeks to apply the Design Principles then the approval of the decision maker is required for those matters only.

Design Principle: A proposal is required to demonstrate compliance with design principles where it does not satisfy the corresponding deemed-to-comply provisions.

Please note all provisions are open to the exercise of judgement based on the design principles and relevant objectives for that element.

The City is undertaking community consultation to seek input from interested residents; it is not to be taken as any actual or implied support for the application. A decision on the matter will not be made until after the conclusion of the consultation period, following review of all submissions.

Details of aspects requiring local authority discretion:

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
Garages and Carports			
R-Codes Clause 5.2.1 – Setback of Carports and Garages C1.2 Carports set back in accordance with the primary street setback requirements of clause 5.1.2 C2.1(i), except that the setback may be reduced by up to 50 per cent of the minimum setback stated in Table B where: i. the width of the carport does	Primary Street Setback: 4.675m Chelmsford Street average. Carport setback 0.1m from Primary Street in lieu of 2.33m .	Residential Design Codes - Clause 5.2.1 Setback of Garages and Carports P1 The setting back of carports and garages to maintain clear sight lines along the street and not to detract from the streetscape or appearance of dwellings; or obstruct views of dwellings from the street and vice versa. City of Vincent Policy 7.1.1 – Built Form Clause 5.4 Garages and Carports P5.4.1 The setting back of carports and garages to maintain clear sight lines along the street and not to detract from the streetscape or appearance of dwellings; or dominate views of dwellings from the street and vice versa. P5.4.2 Development which preserves and enhances the visual	

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
not exceed 60 per cent of the frontage; i. the construction allows an unobstructed view between the dwelling and the street, right-of way or equivalent; and ii. the carport roof pitch, colours and materials are compatible with the dwelling		<i>character of the existing streetscape by considering building bulk, scale, setbacks and design.</i>	
Lot Boundary Setback			
R-Codes Clause 5.1.3 – Lot Boundary Setback C3.1 i. buildings set back from lot boundaries in accordance with Table B and Tables 2a and 2b; ii. for carports, patios, verandahs or equivalent structures, the lot boundary setbacks in Table B and Tables 2a and 2b may be reduced to nil to the posts where the structure: • is not more than 10m in length and 2.7m in height; • is located behind the primary street setback; and • has eaves, gutters and roofs set back at least 450mm from the lot boundary.	Lot Boundary Setback: 0.7m to western boundary in lieu of 1m.	Residential Design Codes - Clause 5.1.3 Lot Boundary Setback P3.1 Buildings set back from lot boundaries or adjacent buildings on the same lot so as to: • reduce impacts of building bulk on adjoining properties; • provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and • minimise the extent of overlooking and resultant loss of privacy on adjoining properties. P3.2 Buildings built up to boundaries (other than the street boundary) where this: • makes more effective use of space for enhanced privacy for the occupant/s or outdoor living areas; • does not compromise the design principle contained in clause 5.1.3 P3.1; • does not have any adverse impact on the amenity of the adjoining property; • ensures direct sun to major openings to habitable rooms and outdoor living areas for adjoining properties is not restricted; and • positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework. City of Vincent Policy 7.1.1 – Built Form Clause 5.2 Lot Boundary Setback P5.2.1 Development which preserves and enhances the visual character of the existing streetscape by considering building setbacks.	

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
Parking			
R-Codes Clause 5.3.3 – Parking C3.1: A 2+ Bedroom Dwelling located within a prescribed Location B area requires 2 Parking Bays.	1 Parking Bay provided in lieu of required 2 Parking Bays.	Residential Design Codes - Clause 5.3.3 Parking P3.1 Adequate car parking is to be provided on-site in accordance with projected need related to: - the type, number and size of dwellings; - the availability of on-street and other off-street parking; and - the proximity of the proposed development to public transport and other facilities. P3.2 Consideration may be given to a reduction in the minimum number of on-site car parking spaces for grouped and multiple dwellings provided: - available street parking in the vicinity is controlled by the local government; and - the decision-maker is of the opinion that a sufficient equivalent number of on-street spaces are available near the development. P3.3 Some or all of the required car parking spaces located off-site, provided that these spaces will meet the following: - the off-site car parking area is sufficiently close to the development and convenient for use by residents and/or visitors; - any increase in the number of dwellings or possible plot ratio being matched by a corresponding increase in the aggregate number of car parking spaces; - permanent legal right of access being established for all users and occupiers of dwellings for which the respective car parking space is to be provided; and - Where off-site car parking is shared with other uses, the total aggregate parking requirement for all such uses, as required by the R-Codes and the scheme being provided. The number of required spaces may only be reduced by up to 15 per cent where the non-residential parking occurs substantially between 9 am and 5 pm on weekdays.	

Comments

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