CITY OF VINCENT

Community Consultation Submission Form		
Serial No:	5.2026.378.1	
Location of Proposed Development:	No. 31 Pakenham Street MOUNT LAWLEY (LOT: 216 D/P: 2001)	
Proposed Development:	Proposed Alterations and Additions to Single House (Carports 2)	
Comment Period:	23 November to 7 December 2026	
Contact Officer:	Jake Rashbrook	
	Ph: (08) 6112 5887	**email:** jake.rashbrook@vincent.wa.gov.au

PLEASE INDICATE THE APPROPRIATE BOX:

❑ I **support** the proposal	**or**	❑ I **object** to the proposal **Please provide reasons for and/or your objection**	❑	I neither support or object however, I have some concerns I wish to address.

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

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 is 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
Street Setback			
BFP C5.4.3 Carports shall be setback in accordance with Clause 5.1.1 and 5.1.2 of the Built Form Policy. Is eligible to be reduced in accordance with Cl 5.1.2 C2.1iii of the R Codes up to **1.7m deemed exempt setback.**	Proposed nil (0m) carport setback.	***Residential Design Codes - Clause 5.1.2 Street Setback*** ***P2.1*** *Buildings set back from street boundaries an appropriate distance to ensure they:* • *contribute to, and are consistent with, an established streetscape;* • *provide adequate privacy and open space for dwellings;* • *accommodate site planning requirements such as parking, landscape and utilities; and* • *allow safety clearances for easements for essential service corridors.* ***P2.2*** *Buildings mass and form that:* • *uses design features to affect the size and scale of the building;* • *uses appropriate minor projections that do not detract from*	

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
		the character of the streetscape; • *minimises the proportion of the façade at ground level taken up by building services, vehicle entries and parking supply, blank walls, servicing infrastructure access and meters and the like; 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 5.1 Street Setback (Primary and Secondary)*** ***P5.1.1*** *Development which incorporates predominant features of the streetscape.* ***P5.1.2*** *Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the dwelling.* ***P5.1.3*** *Development which minimises the visual bulk of the buildings through articulation of larger wall lengths and the stepping back of upper storeys walls.*	
Lot Boundary Setback			
Carport deemed exempt **lot boundary setbacks of 1 metre**.	**Northern** carport setback 0.5m from side lot boundary. **Southern** carport setback 0.5m from side lot boundary.	***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;*	

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
		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.*	

(If you wish to provide further comments regarding the above matter, please attach a separate page to this form.)