CITY OF VINCENT

Community Consultation Submission Form		
Serial No:	5.2026.374.1	
Location of Proposed Development:	No. 24 Hutt Street MOUNT LAWLEY (LOT: 21 D/P: 1237)	
Proposed Development:	Proposed Single House - Green Track	
Comment Period:	16 November to 30 November 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 C5.1.1 The primary street setback is to be calculated by averaging the setback of the five adjoining properties, either side of the proposed development. **Deemed exempt setback of 7 metres.**	Proposed primary street setback of 4.2 metres.	***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*	

<table>
<tr><th>Deemed-to-Comply Provision</th><th>Proposed</th><th>Design Principle/ Local Housing Objective</th><th>Comment</th></tr>
<tr><td></td><td></td><td>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.</td><td></td></tr>
<tr><td colspan="4">Parking</td></tr>
<tr><td>Parking calculations as follows:

<table><tr><th>Dwelling Type</th><th>Location B</th></tr><tr><td>1 bed</td><td>1</td></tr><tr><td>2+ bed</td><td>2</td></tr><tr><td>Aged/ Access/ Small</td><td>1</td></tr><tr><td>Ancillary</td><td>1</td></tr></table>
2+ bedroom (2 bays)
Ancillary dwelling (1 bay)

Deemed exempt parking space for 3 bays.</td><td>2 vehicle parking bays proposed.</td><td>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-</td><td></td></tr>
</table>

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
		site, provided that these spaces will meet the following: *i. the off-site car parking area is sufficiently close to the development and convenient for use by residents and/or visitors;* *ii. 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;* *iii. 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* *iv. 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.*	
Solar Access for Adjoining Sites			
R Codes C2.1 Shadow cast at midday, 21 June onto any other adjoining property deemed exempt limit of: R30 – R40 inclusive – 35%	Proposed southern shadow of 44.3%.	***Residential Design Codes - Clause 5.4.2 Solar Access for Adjoining Sites*** ***P2.1*** *Effective solar access for the proposed development and protection of the solar access.* ***P2.2*** *Development designed to protect solar access for neighbouring properties taking account the potential to overshadow existing:* • *outdoor living areas;* • *north facing major openings to habitable rooms, within 15 degrees of north in each direction; or* • *roof mounted solar collectors.*	

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