CITY OF VINCENT

Community Consultation Submission Form		
Serial No:	5.2026.360.1	
Location of Proposed Development:	No. 38A Milton Street MOUNT HAWTHORN (LOT: 2 STR: 13102)	
Proposed Development:	Proposed Alterations and Additions to Grouped Dwelling	
Comment Period:	26 November 2026 to 10 December 2026	
Contact Officer:	Jade-Lee Phung	
	Ph: (08) 9273 6000	**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 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 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, Vincent will take into account the comments of adjoining owners. Vincent is not obliged to support the views of submitters, or to incorporate all suggestions into its decision on a proposal.

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Deemed-to-Comply: Deemed-to-comply provisions provide a straightforward means for the development proposal to demonstrate that it satisfies the objectives and design principles of the R-Codes and City's Built Form Policy. They outline the expected development standards that should be met through this pathway.

Design Principle/ Local Housing Objectives: The design principles and local housing objectives pathway offers an alternative merit-based approach when one or more of the deemed-to-comply provisions are not satisfied. This allows for innovative design responses that may be more context and site responsive. Where a deemed-to-comply provision is not met, the proponent should provide sufficient justification to demonstrate how they have met or exceeded the requirements of the relevant design principle(s) and local housing objectives when this pathway is pursued.

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.

Please refer to the measurements and annotations on the Advertising Plans

Details of aspects requiring local authority discretion:

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
Street Setback			
The carport is permitted an 8.89 metres setback from Milton Street. *Note: The deemed-to-comply street setback is calculated as an average of five adjoining properties to each side of the subject site.*	The carport proposes a 0.5 metre setback from Milton Street.	***Residential Design Codes - Clause 3.3 Street Setback*** ***P3.3.1*** *Buildings are set back from street boundaries an appropriate distance to ensure they:* *i. are consistent with the existing or future streetscape and local character;* *ii. provide sufficient space for tree planting and other landscaping, as well as community interaction;* *iii. provide adequate privacy to the dwellings;*	

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
		iv. accommodate site planning requirements such as parking and utilities; and *v. allow safety clearances for easements for essential service corridors and sightlines.* ***P3.3.2*** *Buildings mass and form that:* *i. uses design features to affect the size and scale of the building;* *ii. provide the opportunity for building articulation, such as well-defined entries, varying setbacks across the building width, verandahs, porches and balconies;* *iii. uses appropriate minor projections that do not detract from the character of the streetscape;* *iv. minimises the proportion of the façade at ground level taken up by building services, vehicle entries, parking supply, blank walls, servicing infrastructure access, meters and the like; and* *v. positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.* ***Built Form Policy Clause 2.3 – Street Setbacks*** ***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.*	
Boundary Walls			
Boundary Walls are not permitted within the primary street setback area.	The proposed bin store and bicycle storage is proposed within the primary street setback area.	***Residential Design Codes - Clause 3.3 Lot Boundary Setback*** ***P3.4.1*** *Lot boundary setbacks reinforce the location's streetscape character and are consistent with the existing or desired built form local character.* ***P3.4.2*** *The setback of development from lot boundaries provides a transition between sites with different land uses or intensity of development.* ***P.3.4.4*** *Buildings are built up to lot boundaries where this:*	

Deemed-to-Comply Provision	Proposed	Design Principle/ Local Housing Objective	Comment
		i. makes more effective use of space for primary garden areas and/or private open space; *ii. maintains adequate solar access to major openings and private open space of adjoining properties; and* *iii. contributes positively to the prevailing or future development context and streetscape as outlined in the local planning framework.*	