



ARMADALE REDEVELOPMENT SCHEME 2004

PLANNING POLICY

CHAMPION DRIVE RESIDENTIAL DESIGN GUIDELINES

Background Report of the Revised Champion Drive Residential Design Guidelines

**ARMADALE REDEVELOPMENT AUTHORITY
FEBRUARY 2010 (Revised)**

Adopted by the ARA Board - Planning on 12 May 2010

Background

The Champion Drive Residential Design Guidelines (the Guidelines), were implemented in September 2005 and comprise specific variations to the R-Codes which support built form outcomes consistent with the Champion Drive Structure Plan and Precinct Objectives in the Armadale Redevelopment Scheme. The current Guideline document acknowledges the need for an update arising from a review of the R-Codes (which was commenced at the time of their implementation).

Additionally the ARA determined in December 2009 to cease the application of the Sustainability Audit for residential development in respect to future land releases, this necessitates consequential changes to the Guidelines.

The application of the Guidelines, in concert with the provisions of the approved Structure Plan and associated Detailed Area Plans have promoted a distinct 'point of difference' in the quality of the streetscape and landscape outcomes. The continued application of the current Guidelines will achieve consistency in the urban form across the estate. Accordingly, it is not considered that major changes to the Guideline document are warranted.

Proposed Changes

There have been numerous minor textural changes to the document which reflect revised Design Element references within the R-Codes and to provide better clarity in respect to the application of some provisions.

In addition, the following changes are noted;

- References to the Sustainability Audit and Local Area Plans for Sustainability (LAIPS) have been deleted.
- Text in respect to the application of Acceptable Development standards and Performance Criteria (at cl. 1.7.2 and 1.7.3) has been changed to more clearly state that applications adhering to the 'acceptable development standards are 'permitted' under the Scheme and that applications requiring a determination in respect to the Performance Criteria are 'discretionary'.
- The objective for Special Purpose Dwellings – Element 7.1 has been replaced to accord with that of the R-Codes.
- Changes to A2 of Element 7.1 have been made to clarify how the requirement for 20% of grouped dwellings designed to be adapted for special purpose usage is to be applied and to include the plot ratio bonuses from the R-Codes attributable to this development type.
- The Glossary has been deleted since this comprised definitions of Sustainable Development measures which were no longer relevant and it has been replaced with a clarification that the definitions of the R-Codes apply.



ARMADALE REDEVELOPMENT SCHEME 2004

PLANNING POLICY

REVISED CHAMPION DRIVE RESIDENTIAL DESIGN GUIDELINES

**ARMADALE REDEVELOPMENT AUTHORITY
FEBRUARY 2010 (Revised)**

Adopted by the ARA Board - Planning on 12 May 2010

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INTRODUCTION

The vision for the *Champion Drive Precinct* is to create an inviting, innovative and sustainable residential estate. Tree lined avenues lead to and encircled rehabilitated wetland and bushland areas. A range of housing types overlook the public open space and cater for a rich variety of households.

Houses are sited to maximise solar access in winter and cooling breezes in summer. Opportunities are made to capture and exploit on-site water resources. Well placed mixed use lots are sited to serve local needs. Streets are highly interconnected with a central tree lined boulevard. Compact cottage lots along the boulevard are serviced by rear laneways, in order to reduce vehicular crossovers at the front boundary and improve the streetscape qualities of the housing.

PURPOSE

The aim of these guidelines is to help achieve a lively, attractive and safe residential estate that promotes environmentally sustainable housing at the gateway to Armadale. These guidelines supplement the development requirements as set out in Parts 4-6 of the Armadale Redevelopment Scheme 2004 (the Scheme), which incorporates the provisions of the R-Codes (2009)

An application for development approval is required for all development within the *Champion Drive Precinct* which is not otherwise exempt under the Armadale Redevelopment Regulations 2003 (the "Regulations").

To help address local area conditions and promote a co-ordinated approach to built form, streetscape, parking and surveillance, these *CDP Residential Design Guidelines* have been prepared to constitute specific variations to the provisions of the R-Codes (www.wapc.wa.gov.au). Where there is an inconsistency between the standards of the R-Codes and these Guidelines, the standards of these Guidelines shall prevail.

BACKGROUND

ARA Concept Plan

The *Champion Drive Precinct* incorporates a contiguous development area linking the former Champion Drive High School site and the TAFE site on the corner of Lake Road and Champion Drive. The *ARA Concept Plan 2004* and Section 6.10 of the Scheme set out the vision for the precinct.

Local Area Plans for Sustainability

In formulating these *CDP Residential Design Guidelines* reference was made to *ARA Planning Policy (adopted under the Scheme in August 2004)* which envisaged the form of development in the Champion Drive Precinct was to be determined by reference to these Precinct Design Guidelines and the R-Codes.

Residential Design Codes

The R-Codes allow for the preparation of Local Planning Policies to address local requirements for streetscape, building design, building height etc. The *CDP Residential Design Guidelines* address these local issues and contain additional provisions to promote energy efficient housing and water sensitive design principles.

RANGE OF RESIDENTIAL HOUSING LOTS

The *CDP Residential Design Guidelines* vary different housing types, land use mixes, access and densities on the various lots within the Champion Drive Precinct as follows:

- **Parkland (Pack Lots) R40 – Will require Detailed Area Plans**
Grouped housing lots with rear street access fronting onto Public Open Space.
Approx area 850-1550sqm Approx frontage 18-26m.
- **Grouped Housing – Opposite Parkland (R40) - Will require Detailed Area Plans**
Single Grouped Housing lot backing onto Champion Drive, with street access on three sides opposite Public Open Space
Approx area 3155 sq.m Approx frontage 42m
- **Cottage Parkland Lots (R30 without rear laneway) - Will require Detailed Area Plans**

Small lots opposite parkland with a single street frontage and vehicular access via the front of the lot.
Approx area 493-759sqm Approx frontage 12-14m

■ **Cottage Lots (R30 with rear laneway) - Will require Detailed Area Plans**

Lots served by a rear laneway for vehicular access and garaging, resulting in a pedestrian friendly front street
Approx area 325-384sqm Approx frontage 12-14m

■ **Traditional Lots (R20)**

Traditional residential lots generally with a single street frontage and vehicular access via the front of the lot.
Approx area 502-825 sq.m Approx frontage 14-17m

■ **R40/Local Centre - Will require Detailed Area Plans**

Medium density mixed use development to service nearby residents.
Approx area 1414-2657 sq.m Approx frontage 45m

DETAILED AREA PLANS

Detailed Area Plans must be prepared for the development of lots as specified in Section 1.3 of these Guidelines. Detailed Area Plans should result in Residential Development that satisfies Section R26-28 of *Liveable Neighbourhoods – Edition 2*:

NOTIFICATION

The *CDP Residential Design Guidelines* will:

- Be reflected in the CDP Structure Plan and Subdivision Guidelines;
- Provide clear parameters to architects/developers when preparing development proposals for each individual lot;
- Provide guidance to the ARA in assessing development applications; and
- Provide certainty to adjoining and surrounding residents as to what can or cannot be done on the site.

THE APPROVAL PROCESS

Application for Planning Approval

Planning approval is required for all development (including single residential) not otherwise exempt by the Regulations. The form of an application for approval is prescribed by such Regulations.

Accompanying Information

Information to accompany an application for planning approval submitted to the ARA is to be in accordance with Part 2 and Part 3 of the R-Codes and Regulations 3 & 4.

EXPLANATION OF GUIDELINE DOCUMENTS

These guidelines consist of a set of objectives, a rationale, followed by Performance Criteria, each in turn matched by a set of Acceptable Development provisions. The guidelines must be read in conjunction with the Design Elements as set out in Part 6 and 7 of the R-Codes and the accompanying explanatory text and diagrams.

The R-Codes are the primary source document, with these guidelines setting out variations and where necessary new provisions to the Acceptable Development Standards and the Performance Criteria as set out in Part 6 of the R-Codes to meet local requirements and sustainability objectives.

The R-Codes were revised in 2009 and adopted as a State Planning Policy. Accordingly, these Design Guidelines have been updated to reflect the revised R-Code Design Element references.

(It should also be noted that the ARA resolved in December 2009 to discontinue the application of the Sustainability Audit provisions for new lot releases within the Precinct and further changes to the Design Guidelines have been incorporated to reflect this).

Objectives

In assessing and determining applications for residential development within the *Champion Drive Precinct*, the ARA shall have regard to the objectives set out in these guidelines. The objectives contain discrete variations to the objectives as set out in the R-Codes to suit the precinct.

Rationale

The guidelines give a rationale to indicate why the ARA has varied specific provisions in the R-Codes and/or added new provisions to reflect local requirements.

Acceptable Development

Development complying to the *Acceptable Development* standards set out in the relevant Design Element of the R-Codes (subject to meeting variations to such standards as contained within these guidelines), is deemed to be a 'permitted' development under the provisions of the Scheme, subject to the submission of an Application for Development in accordance with Scheme and Regulations (see Addendum 2).

Performance Criteria

Development is to meet the *Performance Criteria* as set out in the Design Elements of Part 6 of the R-Codes (subject to the modifications as set out within these guidelines). In doing so the following will need to be taken into consideration:

- (a) When an applicant chooses not to rely upon the *Acceptable Development* provisions and bases any aspect of a proposal on the relevant *Performance Criteria*, the onus will be on the applicant to provide documentation to show, to the ARA's satisfaction, that the *Performance Criteria* as set out within the R-Codes and the Design Guidelines has been met.
- (b) Where a development is the subject of an application for planning approval and requires the exercise of discretion by the ARA, the ARA may, having regard to the criteria in Clause 4.7 of the Scheme, despite the non-compliance, approve the application unconditionally or subject to such conditions as the ARA sees fit.
- (c) In considering an application for planning approval under Clause 4.7 of the Scheme, where, in the opinion of the ARA, the variation is likely to affect any owners or occupiers in the general locality or adjoining the site which is the subject of consideration of the variation, the ARA may:
 - (i) consult the affected parties in accordance with Clause 4.17 of the Scheme;
 - (ii) have regard to any expressed views prior to making its determination to grant the variation.

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Clause 4.7 of the Scheme states that in addition to the matters specified in section 48(1) of the Act the ARA may grant or refuse to grant approval of the proposed development having regard to (inter-alia):

- (a) any matter which it is required by the Scheme to consider;
- (e) the objectives of the precincts set out in clause 6.10;
- (f) any planning policies and design guidelines made under Part 2 of the Scheme; and
- (g) any structure plan which is in effect under Part 7 of the Scheme; and

Clause 4.17 of the Scheme states that a proposed development may have a significant effect on any land, the ARA may consult with any owner or occupier of that land prior to making any decision on the application.

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT		
ELEMENT 6.2: STREETSCAPE	OBJECTIVES To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.	
RATIONALE	PERFORMANCE CRITERIA	ACCEPTABLE DEVELOPMENT
	Subject to the following modifications, new development should meet the Performance Criteria as set out in Design Element 6.2 of the R-Codes.	Subject to the following variations, development which complies with the Acceptable Development Standards of Design Element 6.2 of the R-Codes is deemed to meet the modified Performance Criteria.
Allow variations in front setbacks to facilitate energy and water efficient design.	<p>6..2.1 Set Back of Buildings Generally</p> <p>Replace the Performance Criteria as set out in Clause 6.2.1 of the R-Codes with the following:</p> <p>P1 Buildings set back an appropriate distance to ensure they:</p> <ul style="list-style-type: none"> • Contribute to the desired streetscape; • Provide adequate privacy, maximise winter solar access to living areas and private open space of dwellings; • Facilitate siting of dwellings to take advantage of cooling breezes, shading and/or canopy vegetation; • Provide space for implementation of Water Sensitive Urban Design principles and practices; • Allow safety clearances for easements for essential service corridors. 	No change to Acceptable Development Standards as set out in Clause 6.2.1 A1 of the R-Codes.

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT

<p>ELEMENT 6.2: STREETSCAPE</p> <p>RATIONALE</p>	<p>OBJECTIVES To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.</p> <p>PERFORMANCE CRITERIA ACCEPTABLE DEVELOPMENT</p>	
<p>To reduce prominence of carports and garages on street frontages.</p>	<p>6.2.3 Set Back of Garages and Carports</p> <p>Replace the Performance Criteria as set out in Clause 6.2.3 of the R-Codes with the following:</p> <p>P3 The location of carports and garages does not diminish the visual amenity of the streetscape, does not dominate views of the dwelling from the street and integrates with features of associated dwellings.</p>	<p>Clause 6.2.3 A3.4 and A3.5 of the R-Codes are substituted with the following:</p> <p>A3.4 Carports setback 4.5 m from the primary street. This may be reduced where the carport adjoins a dwelling, provided the carport is at least 0.5m behind the dwelling alignment (excluding any porch, veranda or balcony).</p> <p>A3.5 Garages set back 4.5m from the primary street. This may be reduced where the garage adjoins a dwelling, provided the garage is at least 0.5m behind the dwelling alignment (excluding any porch, veranda or balcony).</p>
<p>Solid high walls can reduce visual amenity and may prevent resident surveillance of the street and of neighbouring homes.</p> <p>Preference is given to visually permeable fencing which secures and defines the property frontage whilst allowing casual surveillance of both the public and private domain.</p>	<p>6.2.5 Street Walls & Fences</p> <p>No change to Performance Criteria as set out in Clause 6.2.5 P5 of the R-Codes.</p>	<p>Clause 6.2.5 A5 of the R-Codes is substituted with the following:</p> <p>A5.1 Front fences shall be designed to ensure a clear view between dwelling and street and comply to the following:</p> <ul style="list-style-type: none"> (i) With the exception of timber picket fences, all front fencing is required to be visually permeable above a height of 0.6m by incorporating brick or limestone piers with infill railings. (ii) The base of the front fence is not to exceed 0.6m with infill railings to a maximum height of 1.2m above the base of such a fence. (iii) Permeable infill railings should generally be 80% open to a maximum of 20% solid. (iv) Piers or columns to underside of

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT

<p>ELEMENT 6.2: STREETSCAPE</p>	<p>OBJECTIVES To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.</p>	
<p>RATIONALE</p>	<p>PERFORMANCE CRITERIA</p>	<p>ACCEPTABLE DEVELOPMENT</p>
		<p>capping are not to exceed 1.8m in height and 2.1m to top of capping (refer Figure 3.2.5).</p> <p>(v) All heights shall be measured from the natural ground level of the subject site adjacent to the front lot boundary.</p> <p>(vi) The base of the fence and the piers shall be constructed of either face brickwork, rendered brick or limestone blocks.</p> <p>(vii) Retaining walls shall not exceed a height of 0.5 metres, in addition to the base of the wall, and shall be designed and finished to match the wall.</p> <p>A5.2 Where a fence is constructed along the primary street boundary, a pedestrian inward opening gate is to be provided which gives a clear sightline between the front door and the street.</p> <p>A5.3 In the case of a corner property, solid fencing up to 1.8 metres in height is permitted on the secondary street frontage, at a minimum of 4m from the commencement of the corner truncation.</p> <p>A5.4 The fence within the primary street setback area, or secondary street setback area (includes boundary fences on all street frontages of corner sites) being constructed in material compatible with the dwelling, but in any case, not being fibro cement, corrugated sheets or flat sheet metal.</p> <p>A5.5 Gates across the driveways which do not obstruct vehicular or pedestrian movement outside the lot boundaries and allow unrestricted vehicular access to visitor parking bays or otherwise demonstrate compliance with Clause 6.5.3 of the R-Codes.</p>

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT

<p>ELEMENT 6.2: STREETSCAPE</p> <p>RATIONALE</p>	<p>OBJECTIVES To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.</p> <p>PERFORMANCE CRITERIA ACCEPTABLE DEVELOPMENT</p>
	<p>A5.6 All boundary fencing (other than provided for in the above clauses) will conform to uniform fencing requirements. Rear and side boundary fences (behind the building line) shall be a maximum of 1800mm high and generally constructed in James Hardie “Hardifence” and capping (both “Ferngreen” in colour). However where lots are being created with rear or side boundaries which abut public reserves, particularly major roads to which the lots have no access, the amenity and safety of those reserves is to be protected by the provisions of uniform fencing along the common boundary which is to be in accordance with the Landscape Masterplan adopted for the Champion Drive Precinct.</p>
<p>As an outcome of the Structure Planning process, recommendations were made in respect of Building Design so that houses would complement the bushland character of the local area and enhance the sustainability elements of all new dwellings. The emphasis on shade by the use of canopies, verandas and pergola areas is to create repetitive elements which also have complementary environmental benefits.</p>	<p>6.2.7 Building Design</p> <p>Replace the Performance Criteria as set out in Clause 6.2.7 of the R-Codes with the following:</p> <p>P7 Enhance the streetscape appearance of dwellings to complement the bushland setting, ensure consistency in roof shape and integrate sustainability elements into building design.</p> <p>Clause 6.2.7 A7 of the R-Codes is substituted with the following:</p> <p>A7.1 In order to promote consistency in the roof shape, the roof pitch shall be a minimum of 24.3 degrees.</p> <p>A7.2 Notwithstanding the provisions of A7.1 (above), areas of flat roof shall be hidden behind parapets except where expressed as awnings.</p> <p>A7.3 Elevations to streets and public open spaces are to be articulated to feature clearly defined architectural elements incorporating:-</p> <ul style="list-style-type: none"> ■ Defined entries with expressed roof forms, porticos and/or glazing. ■ The avoidance of blank facades with the provision of projection and indentations in the floor plan with resultant shadow effects and corresponding roof elements; ■ The application of awnings and other shading devices;

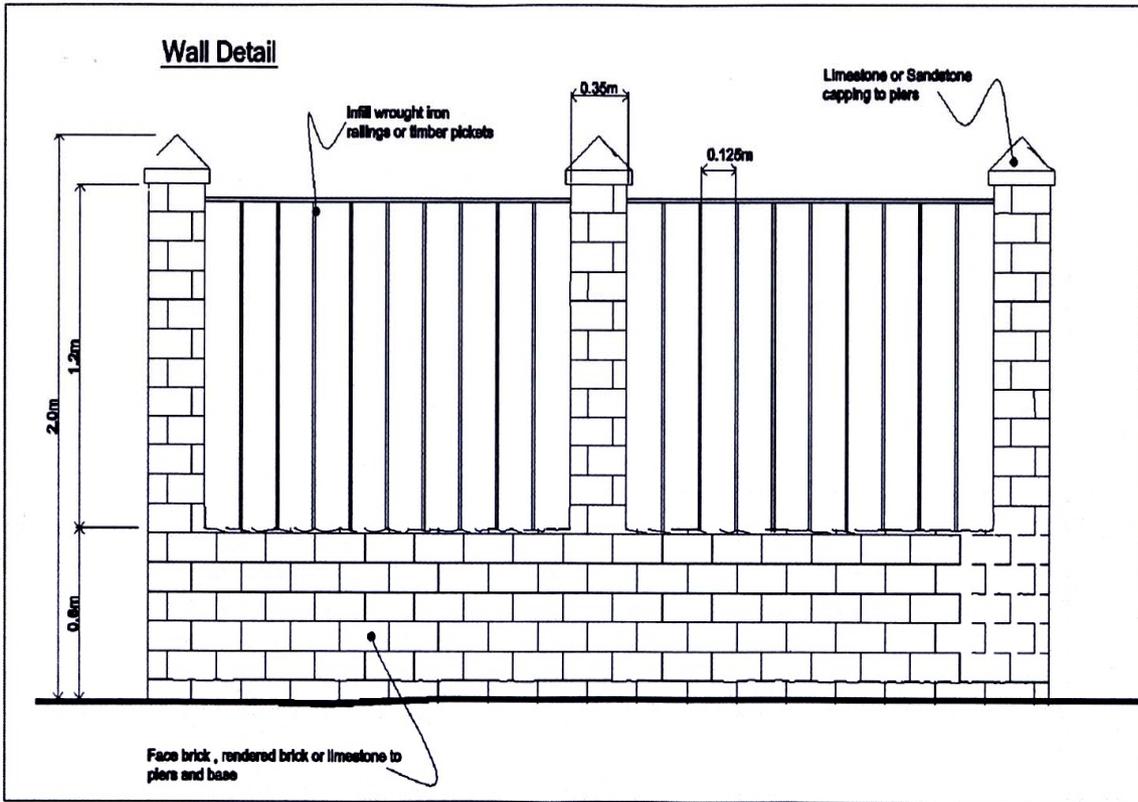
RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT

ELEMENT 6.2: STREETSCAPE RATIONALE	OBJECTIVES To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.	PERFORMANCE CRITERIA ACCEPTABLE DEVELOPMENT
		<ul style="list-style-type: none"> ■ Facades broken by balcony projections on two-storey development; and ■ Accent materials and colours applied to specific elements of the built form. <p>A7.4 Dwellings situated on a corner should address (or face) both streets.</p> <p>A7.5 The same architectural treatment provided to the front facade, as described above in A7.3 (i.e. windows, awnings, gables, materials), is required to be utilised for the first 4.5m of the return (taken from the established building line) to the secondary street.</p> <p>A7.6 Garages / carports to be of the same materials as the main dwelling.</p>
Where a garage dominates the frontage of a dwelling this can detract from the appearance of the dwelling and visibility to the street. It can also affect the overall quality of the streetscape.	<p>6.2.8 Garage Doors</p> <p>No change to Performance Criteria as set out in Clause 6.2.8 P8 of the R-Codes.</p>	<p>Clause 6.2.8 A8 of the R-Codes is substituted with the following:</p> <p>A8 Where a garage is located in front or within one metre of the building, the maximum width of a garage door (or garage wall where a garage is aligned parallel to the street) facing the primary street is not to occupy more than 6m or 50 per cent of the frontage at the setback line, whichever is the less, where they face the street.</p>
Orientating dwellings to address the street provides scope for community interaction and casual surveillance. This similarly applies to rear right of ways where through careful placement	<p>6.2.10 Safety and Surveillance</p> <p>Inserting an additional Clause 6.2.10 as follows:</p> <p>P10 Maintain visibility over streets and public open spaces from adjoining properties by providing ample windows from habitable rooms facing</p>	<p>Inserting accompanying additional Clause A10.1 and A10.2 as follows:</p> <p>A10.1 Where a lot has access to a rear laneway, development is to both address the primary street and overlook the laneway.</p> <p>A10.2 Gardens and rear outdoor areas at</p>

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT

<p>ELEMENT 6.2: STREETSCAPE</p>	<p>OBJECTIVES To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.</p>	
<p>RATIONALE</p>	<p>PERFORMANCE CRITERIA ACCEPTABLE DEVELOPMENT</p>	
<p>of windows to habitable rooms, these areas can then be looked over and not shielded from view.</p>	<p>or overlooking the public domain.</p>	<p>laneways are to be well lit and secure with lockable garage doors and gateways.</p>

Figure 3.2.5 Indicative Front Screen Wall Detail



RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT		
ELEMENT 6.3: BOUNDARY SETBACKS	OBJECTIVES To ensure adequate provision of direct sun and ventilation for buildings and to ameliorate the impacts of building bulk, interference with privacy, and overshadowing on adjoining properties.	
RATIONALE	PERFORMANCE CRITERIA	ACCEPTABLE DEVELOPMENT
	Subject to the following modifications, new development should meet the Performance Criteria as set out in Design Element 6.3 of the R-Codes.	Subject to the following interpretations/variations, development which complies with the Acceptable Development Standards of Design Element 6.3 of the R-Codes is deemed to meet the modified Performance Criteria.
Provide for zero lot line whilst helping minimise the potential for overlooking and/or overshadowing of adjoining properties.	<p>6.3.2 Buildings on Boundary</p> <p>No change to Performance Criteria as set out in Clause 6.3.2 P2 of the R-Codes.</p>	Note: Zero lot lining can be accommodated under the R-Codes in accordance with the Acceptable Development criteria under Clause 6.3.2 – A2. Particular reference will need to be made to Detailed Area Plans where applicable.

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT		
ELEMENT 6.5: ACCESS AND CAR PARKING	OBJECTIVE To ensure adequate provision of secure, visually acceptable and accessible on-site parking for residents and visitors.	
RATIONALE	PERFORMANCE CRITERIA	ACCEPTABLE DEVELOPMENT
	Development to meet the Performance Criteria as set out in Design Element 6 of the R-Codes, with the insertion of an additional Clause 6.5.4. A4.3 as set out below:	Subject to the following variations and the insertion of an additional clause to address universal access, development which complies with the Acceptable Development Standards of Design Element 5 of the R-Codes is deemed to meet the modified Performance Criteria.
In order to help protect the amenity of residents of grouped dwellings, windows to habitable rooms are to be setback	<p>3.5.4 Vehicular Access</p> <p>No change to Performance Criteria as set out in Clause 6.5.4 P4 of the R-</p>	<p>Clause 6.5.4 A4.1 of the R-Codes is substituted with the following:</p> <p>A4.1 Access to on-site parking to be provided,</p>

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT		
ELEMENT 6.5: ACCESS AND CAR PARKING	OBJECTIVE To ensure adequate provision of secure, visually acceptable and accessible on-site parking for residents and visitors.	
RATIONALE	PERFORMANCE CRITERIA	ACCEPTABLE DEVELOPMENT
from communal driveways.	Codes. .	<p>solely from the right-of-way available for the use of the relevant lot (as indicated on the DAP) and adequately paved and drained from the property boundary to a constructed street, or from a secondary street where a right-of-way does not exist.</p> <p>Insert four new dot points to Clause 6.5.4 - A4.3 of the R-Codes as follows:</p> <p>A4.3 Driveways</p> <ul style="list-style-type: none"> • No closer than 1.5 metres to a wall with a window to a habitable room (unless the driveway exclusively services that dwelling). • Where an existing mature tree occurs within a street verge it is not permitted to be removed. A residence proposed for an affected lot is to be designed so that the driveway crossover is located clear of any existing tree. • Crossovers to be a maximum width of 5.0m.at the front boundary and a maximum width of 7 metres at the road. • Driveways to be constructed from segmented pavers. Quality in situ concrete is permitted if finished with a pattern, limestone, washed aggregate or similar subject to City of Armadale requirements. • Where there is a footpath located in the verge area, the footpath is to remain and is not to be removed.

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT		
ELEMENT 6.10	OBJECTIVES	
INCIDENTAL DEVELOPMENT REQUIREMENTS	To ensure residential development occurs in line with detailed structure planning undertaken for the <i>Champion Drive Precinct</i> in respect of type, density, site and climatic responsive design.	
RATIONALE	PERFORMANCE CRITERIA	ACCEPTABLE DEVELOPMENT
	Subject to the following modifications, new development should meet the Performance Criteria as set out in the Incidental Development Requirements under Part 6 of the R-Codes.	Subject to the following variations, development which complies with the Acceptable Development Standards of the Incidental Development Requirements Special Purpose Dwellings Requirements under Part 6 of the R-Codes, is deemed to meet the modified Performance Criteria.
In order to help protect the amenity of residences, external features are to be screened as far as possible from the street and public view.	<p>3.10.2 External Features</p> <p>No change to Performance Criteria as set out in Clause 6.10.2 P2 of the R-Codes.</p>	<p>Clause 6.10.2 A2.1-A2.3 of the R-Codes is substituted with the following:</p> <p>A2.1 External features incorporating:</p> <p>External features incorporating:</p> <ul style="list-style-type: none"> • Waste and vent pipes, cable ducts, air-conditioning and evaporative cooling plant, television antennae, satellite dishes, hot water storage tanks and clothes drying areas are to be concealed from street or public view. • Solar panels may be visible where they are in the same plane as the roof and there is no alternative location, which affords a suitable level of solar efficiency. • Where air-conditioning and evaporative cooling plant is roof mounted it is to be finished in a roof colour to match that of the roofing material.

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT		
ELEMENT 7.1	OBJECTIVES	
SPECIAL PURPOSE DWELLINGS REQUIREMENTS	To ensure that dwellings for the aged and for people with special needs can be provided within normal residential areas.	
RATIONALE	PERFORMANCE CRITERIA	ACCEPTABLE DEVELOPMENT
	Subject to the following modifications, new development should meet the Performance Criteria as set out in the Special Purpose Dwellings Requirements under Part 7 of the R-Codes.	Subject to the following variations, development which complies with the Acceptable Development Standards of the Special Purpose Dwellings Requirements under Part 7 of the R-Codes, is deemed to meet the modified Performance Criteria.
To encourage the development of housing which incorporates universal access to people with physical disabilities.	<p>7.1.2 Aged or Dependant Persons' Dwellings</p> <p>Insert a fifth dot point to the Performance Criteria as set out in Clause 7.1.2 of the R-Codes to read as follows:</p> <ul style="list-style-type: none"> the provision of a safe, convenient and legible on-site parking and movement network for people with disabilities including those using wheelchairs and similar mobility aids. 	<p>Clause 7.1.2 A2 of the R-Codes is substituted with the following :</p> <p>A2 At least twenty (20) percent of all grouped dwelling(s) (rounded to the nearest whole number of dwellings) are to be designated for the special purposes of aged or dependent persons within a development site, where the ultimate development potential of the site accommodates 3 or more grouped dwellings and is to comply with the following:</p> <ul style="list-style-type: none"> i the special purpose dwelling is to have a maximum plot ratio area of 100 sq.m; ii safe, logical, well lit and predicable pathways to the designated special purpose dwelling(s) are to be provided which meet the needs of people who are wheelchair users and/or visually impaired. iii Wheelchair access is to be provided via the main entrance of the designated special purpose dwelling(s). iv At least one wheelchair-accessible parking space is

RESIDENTIAL DESIGN GUIDELINES FOR THE CHAMPION DRIVE PRECINCT

<p>ELEMENT 7.1</p> <p>SPECIAL PURPOSE DWELLINGS REQUIREMENTS</p> <p>RATIONALE</p>	<p>OBJECTIVES To ensure that dwellings for the aged and for people with special needs can be provided within normal residential areas.</p> <p>PERFORMANCE CRITERIA ACCEPTABLE DEVELOPMENT</p>	
		<p>to be provided for the exclusive use and adjacent to the designated special purpose dwelling(s)</p> <p>v The designated special purpose dwelling(s) are to incorporate the standards set out in AS 4299 (Adaptable Housing) to the Adaptable House class B standard.</p> <p>vi Visitors car spaces at the rate of one per four special purpose dwellings, with a minimum of one space; and</p> <p>vii At least one occupant is a disabled or physically dependent person or aged over 55, or is the surviving spouse of such a person, and the owner of the land agrees to enter into a legal agreement, binding the owner, his heirs and successor in title requiring that this provision be maintained.</p> <p>viii Provide an outdoor living area in accordance with the requirements of clause 6.4.2 but having a due regard to a one third reduction in the area specified in table 1.</p>

MIXED USE LOTS – R40 DESIGN REQUIREMENTS

In addition to those requirements specified above, the objective for the Mixed Use Lot is to promote medium density mixed use development that can service the day to day needs of persons living and working in the locality. The building form should address both the primary and secondary street where appropriate with equal importance. The streetscape is to be detailed to provide visual interest and protection to pedestrians using its facilities. A high standard of signage is expected in accordance with the ARA Signage Design Guideline.

Building Form

In order to promote variety and interest to the streetscape, the built form must exhibit the following elements to address the street:

- Pedestrian shade awnings, verandas (minimum 2m in width) or other protection is required to the front of any mixed use building or from any rear car bays provided for commercial use.
- Eaves overhang to the front of the building.
- Diversity within the colour, type or texture of materials selected for the dwelling.
- Design and Construction of the built form must consider visual and acoustic privacy (horizontally and vertically) and convenience of access.
- The business component is required to be predominantly located at the ground floor of any development. The use of 2 storey development is strongly encouraged.
- *Corner Lots*: Due to their prominence in the neighbourhood, those dwellings situated on a corner should address (or face) both streets.
- The same architectural treatment provided to the front facade, as described above (i.e. windows, awnings, gables, materials), is required to be utilised for the first 4.5m of the return (taken from the established building line) to the secondary street.
- No blank facades to public view.

Garaging & Access

Access and parking shall be designed to achieve the following:

- Paved parking bays or drop off points may be considered based on commercial and architectural merit.
- Landscaping and security lighting to be provided to any car parking areas.
- Public access should be suitable for people with impaired mobility.

Setbacks

Setbacks shall be in accordance with the formally adopted ARA Detailed Area Plans; and otherwise where not stated, the Residential Design Codes shall prevail.

Site Coverage and Courtyard

- The maximum site coverage is 60%.
- Each dwelling must be provided with private open space of a minimum size of 20 sq.m. This space may take the form of deep balconies or roof terrace.

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DEFINITIONS

Reference is also to be made to definitions contained within the Residential Design Code (2009).