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Planning Policy Manual – Part 1

Section 6.3
Goderich Design Policy

NOTE: Proposed Scheme Amendments Are Shown In Red – pgs. 9 & 18

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1.0 OBJECTIVES

The intent of this policy is to encourage new development in the policy area which meets the following specific objectives:

- Establish a diverse residential environment where a high standard of amenity is provided, where historical themes are built upon, and where a variety and sense of urban richness will be evident.
- Promote a variety of housing types to accommodate a socially and culturally diverse community.
- Establish an identifiable retail and community focus for residents, employees and visitors in the Town Centre on Hay Street.
- Encourage a mix of uses in which commercial opportunities are provided, for people from both within and outside the area, while maintaining an overall residential theme. As part of this mix home offices should be actively promoted within the policy area.
- Strengthen the legibility of the public domain and provide friendly, active and people orientated streets.

2.0 POLICY AREA

This policy shall apply within the area designated on Figure 1 – Goderich Design Policy Area. Streets within the policy area are also divided into Categories A and B, as designated on Figure 1 and detailed in Section 4.3.1.

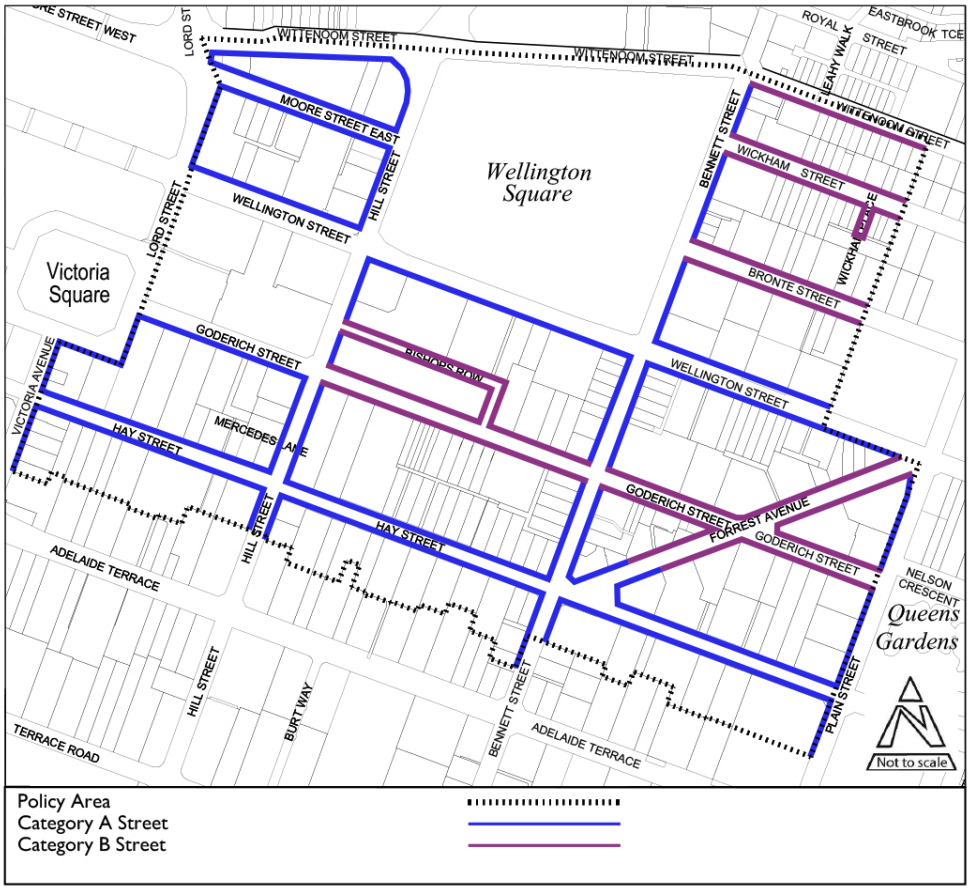


Figure 1 – Goderich Design Policy Area

3.0 DEFINITIONS

The terms '**height**', '**setback**' and '**street building height area**' are defined in Schedule 4 Definitions of City Planning Scheme No. 2. References to the Street Building Height and Setback Plan and Maximum Building Height Plan in the definition of 'street building height area' shall be taken however to refer to those plans included in this policy.

For the purposes of this policy:

'**laneway**' means a narrow (generally 6 metres wide or less) road, right of way or right of carriageway, in either public or private ownership, which provides access to the side or rear of lots principally for servicing adjoining land uses and activities. Laneways are generally open to the sky.

'**lower building levels**' means those levels of a building at or below the street building height prescribed on the policy's Street Building Height and Setback Plan.

'**narrow lot**' means a lot which is:

- <15 metres in width where proposed development would require a 3 metre setback standard under Section 4.3.5 of this policy; or
- <17 metres in width where proposed development would require 4 metre setback standard under Section 4.3.5 of this policy.

'**upper building levels**' means those levels of a building above the street building height prescribed on the policy's Street Building Height and Setback Plan.

'**street building heights**' are prescribed on the policy's Street Building Height and Setback Plan and apply to the street building height area.

4.0 POLICY

4.1 Land Use

Objective:

- To actively encourage the development of a wide range of inner city residential opportunities augmented by complimentary supporting services and employment opportunities within the area, with a strong focus on the Town Centre on Hay Street.

4.2 Density/Plot Ratio

Objective:

- To provide a control on building mass that will assist in directing development to areas in which it is desired, and achieves the land use and built form objectives for the area.

4.3 Built Form

Objectives:

- To ensure that residential and residential/commercial use areas have high levels of amenity which are conducive to residential use;
- To define and enclose Wellington Square and major streets within the area with a continuous edge of appropriately scaled peripheral buildings of relatively consistent height, abutting the front boundaries of their sites;
- To establish a Town Centre with an active people orientated environment characterised by well defined streetscapes, sheltered footpaths, and encourage the active use of the public domain for sitting, sunning and outside eating;
- To create functional buildings with a high level of amenity;
- To create functional and attractive pedestrian areas and public spaces;
- To create an attractive skyline and outlook from the public realm;
- To create areas of diverse and interesting character; and
- To conserve, respect and enhance places of cultural heritage significance.

4.3.1 Street Categories

In order to facilitate the land use and built form objectives of this policy, two distinct street categories have been identified within the policy area. Streets have been identified as either Category A Streets or Category B Streets on Figure 1 and a number of the provisions of the policy vary accordingly.

- Category A Streets – In these streets opportunities for interaction between the public and private realms should be maximised at lower building levels while separation between buildings at upper building levels should be provided to ensure appropriate amenity for occupants of buildings and enhance the outlook from the public realm.
- Category B Streets – In these streets greater separation between buildings and the public realm, and between buildings on adjoining lots, should be provided to ensure higher levels of residential amenity within a landscaped setting.

4.3.2 Street Building Heights

Principles

The street building height of a development should:

- generally be of a low scale in Category A Streets and of a medium scale in Category B Streets;
- generally be consistent with other street building heights within the street;
- generally relate to the role of the street in the city's hierarchy of streets as outlined in the local government's Urban Design Framework;
- maximise sunlight penetration to streets, public spaces and buildings, and provide for moderate to high levels of sunlight penetration within the Town Centre and key public spaces in the middle of the day (10am to 2pm) from August to April; and
- respect the street building heights of places of cultural heritage significance within the street.

Standards

- The street building height should comply with Figure 2 – Goderich Design Policy - Street Building Height and Setback Plan.
- Notwithstanding the street building height specified for a lot on the Street Building Height and Setback Plan, in Category B Streets where reduced side setbacks are proposed on narrow lots, the street building height should also be reduced to ensure appropriate amenity is maintained for occupants of existing or future buildings on adjacent land. Refer to Section 5.2.1.

Note: *Refer to Section 5.2.1 where different maximum street building heights are specified for each of the frontages of a corner lot.*

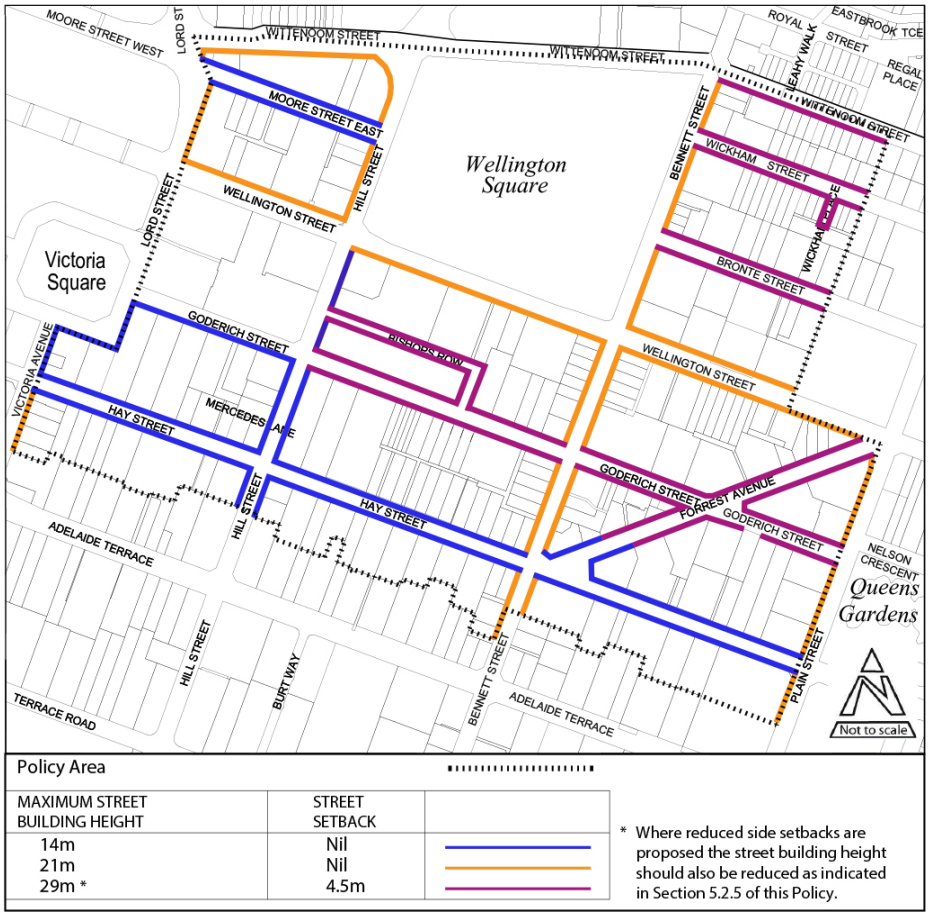


Figure 2 – Goderich Design Policy – Street Building Height and Setback Plan

4.3.3 Maximum Building Heights

Principles

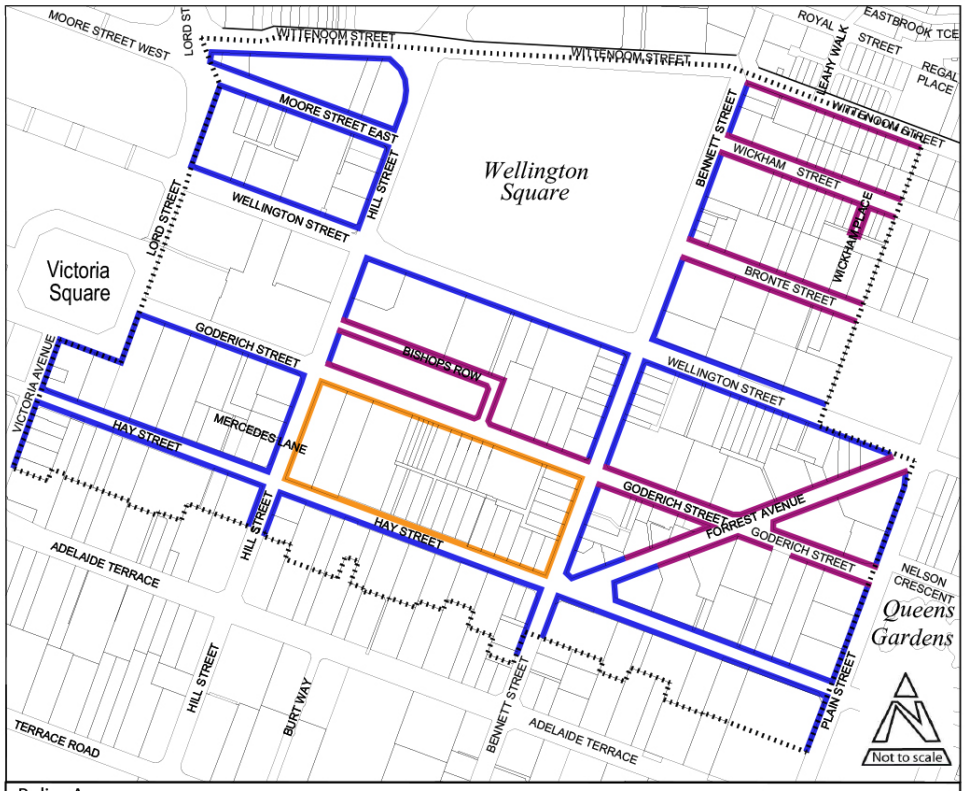
The maximum building height of a development should:

- maximise sunlight penetration to streets, public places and buildings and provide for moderate to high levels of sunlight penetration into the Town Centre and key public spaces in the middle of the day (10am to 2pm) from August through to April; and
- provide for an appropriate level of amenity for existing and future residential uses on adjacent land.

Standards

- The maximum building height should comply with Figure 3 - Goderich Design Policy - Maximum Building Height Plan.
- Within the street block bounded by Hay Street, Hill Street, Goderich Street and Bennett Street, as indicated on the Maximum Building Height Plan, development is required to be contained within a 45 degree angled height plane measured from Hay Street. This 45 degree angled height plane relates to the angle of the sun at noon on the 21 August and 21 April. Containment of development within this plane will ensure that the solar access principles of this policy are met. Whilst it is expected that development should be contained within this plane, it is not intended that development should take this precise form.
- Where a lot is indicated on the Maximum Building Height Plan as having 'no prescribed height limit', the maximum building height should be determined through reference to the objectives and principles of this policy and other built form controls such as plot ratio, street building heights and setbacks.

  Notwithstanding if a lot is indicated on the Maximum Building Height Plan as having no prescribed height limit, in Category B Streets where reduced side setbacks are proposed on narrow lots, maximum building heights will apply to ensure appropriate amenity is maintained for occupants of existing or future buildings on adjoining land. Refer to Section 5.2.2.
- Where the heights specified in this Policy are inconsistent with the heights specified in Special Control Area 33 - Royal Perth Hospital Flight Path Protection under City Planning Scheme No. 2, whichever are the lower heights shall apply.



Policy Area

MAXIMUM BUILDING HEIGHT

Street setbacks above the street building height apply depending upon location, as indicated in Figures a - d.

Additional height above the street building height within a 45 degree angled height plane measured from Hay Street as indicated in Figures a and b.

No prescribed height limit as indicated in Figure c.

No prescribed height limit as indicated in Figure d.

Figure 3 – Goderich Design Policy – Maximum Building Height Plan (1 of 2)

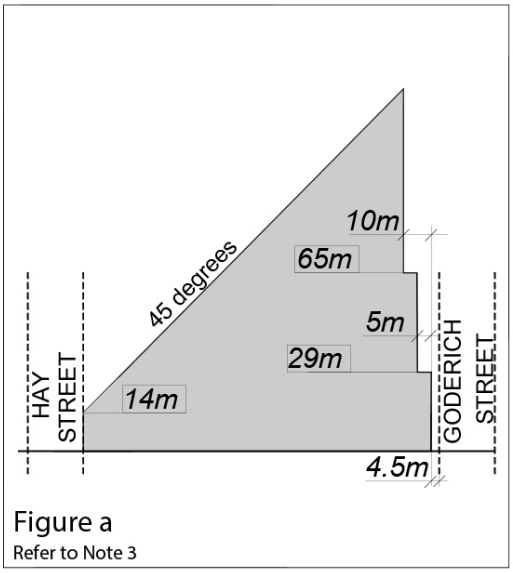


Figure a
Refer to Note 3

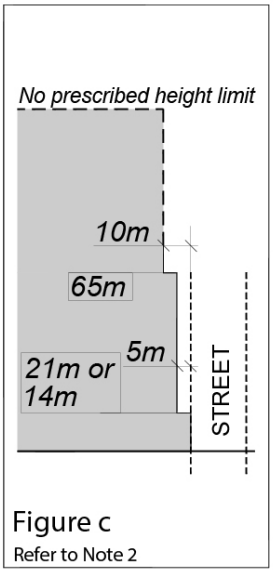


Figure c
Refer to Note 2

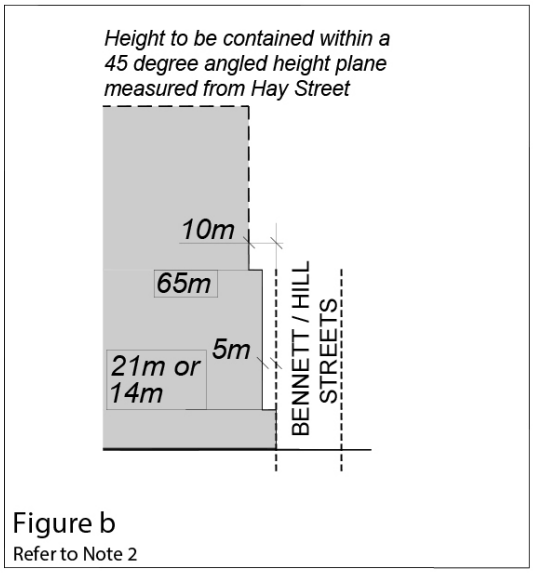


Figure b
Refer to Note 2

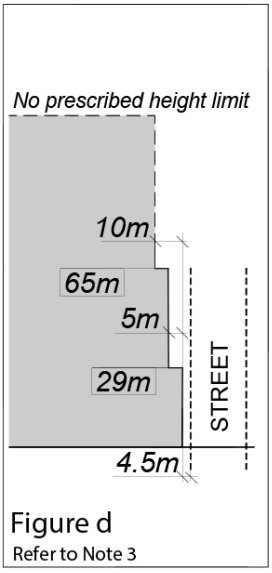


Figure d
Refer to Note 3

Notes:

1. Side and rear setbacks apply as indicated in this Policy.
2. Street building heights should be in accordance with Figure 2 - Street Building Height and Setback Plan.
3. Figures a and d - where reduced setbacks are proposed on narrow lots in Catergory B Streets the maximum building height should also be reduced as indicated in Section 5.2.5 of this Policy.
4. Laneways are not to be regarded as streets for the purpose of this Policy.

Figure 3 – Goderich Design Policy Maximum Building Height Plan (2 of 2)

4.3.4 Street Setbacks

Principles

Lower Building Levels

- The setback of lower building levels should generally provide a consistent building line fronting the street.
- Lower building levels in Category A Streets should generally be built to the street frontage to maximise interaction between the private and public realms.
- Lower building levels in Category B Streets should generally be setback from the street to provide landscaped setback areas which maximise residential privacy and amenity.

Upper Building Levels

The upper levels of a building should generally be setback from the street to:

- assist in distinguishing between the lower and upper building levels;
- provide for an attractive street outlook by opening up views of the sky;
- minimise adverse wind impacts on the pedestrian environment; and
- maximise sunlight penetration into streets, public places and buildings, and to provide for moderate to high levels of sunlight penetration into the Town Centre and key public spaces in the middle of the day (10am to 2pm) from August through to April.

The street setback for both the lower and upper levels of a building should also:

- respect the street setbacks of places of cultural heritage significance within the street; and
- have regard to the street setbacks of other buildings within the street.

Standards

- Buildings should be setback from the street in accordance with Figure 2 – Goderich Design Policy - Street Building Height and Setback Plan and Figure 3 – Goderich Design Policy – Maximum Building Height Plan.
- Where a corner lot has frontages to a Category A Street and a Category B Street, a 4.5 metre street setback should generally apply to the street building height for the entire frontage to the Category B Street.

4.3.5 Side and Rear Setbacks

Principles

The side and rear setbacks of buildings should:

- ensure natural light access and ventilation and privacy within and outlook from buildings appropriate to their use and their location within a central city environment, and in the case of Category B Streets, their location within a key residential environment. Notwithstanding this, in Category A Streets a continuous lower building edge should generally be provided along the street to maximise opportunities for interaction between the private and public realms;
- for upper building levels of buildings fronting Category A Streets, and at all building levels of buildings fronting Category B Streets, provide appropriate separation between

buildings to provide an attractive city skyline and outlook from the public realm by enabling daylight access and opening up views of the sky;

- respect the side and rear setbacks of places of cultural heritage significance within the street; and
- have regard to the side and rear setbacks of buildings on adjoining land.

Standards

Category A Streets – Side and Rear Setbacks

The lower and upper levels of buildings should be setback from side and rear lot boundaries as set out in the tables below except along the street frontage where the lower building levels should have a nil side setback.

Residential and Special Residential Use Groups

Building Elevation Condition	**Minimum Side/Rear Setbacks**	
	Lower Building Levels	Upper Building Levels
No Openings or Balconies	Nil	3 metres (up to 65 metres in building height) 6 metres (over 65 metres in building height)
Openings and/or Balconies	4 metres	4 metres (up to 65 metres in building height) 8 metres (over 65 metres in building height)

Other Use Groups

Building Elevation Condition	**Minimum Side/Rear Setbacks**	
	Lower Building Levels	Upper Building Levels
No Openings and/or Balconies	Nil	3 metres (up to 65 metres in building height) 6 metres (over 65 metres in building height)
Openings and/or Balconies	3 metres	3 metres (up to 65 metres in building height) 6 metres (over 65 metres in building height)

Note:

- *Building height shall be measured in accordance with the definition of height in Schedule 4 of City Planning Scheme No. 2 and includes both the lower and upper building levels.*
- *Where more than one tower above the lower building levels is located on the same site, they should be separated as if there were a boundary between them.*
- *Although the standards allow for lower building levels to have nil side and rear setbacks, the local government may require openings and/or balconies to be provided within the lower building levels to achieve private amenity objectives. In these cases, setbacks will be required.*

Category B Streets – Side Setbacks

Buildings should be setback from side lot boundaries as set out in the table below.

Building Elevation Condition	Minimum Side Setbacks
No Openings or Balconies	3 metres (up to 65 metres in building height[1]) 6 metres (over 65 metres in building height[1])
Openings and/or Balconies	4 metres (up to 65 metres in building height[1]) 8 metres (over 65 metres in building height[1])

Note:

- Building height shall be measured in accordance with the definition of height in Schedule 4 of City Planning Scheme No. 2 and includes both the lower and upper building levels.
- Where more than one building is located on the same site, they should be separated as if there were a boundary between them.

Category B Streets – Rear Setbacks

Buildings should be setback from the rear lot boundary a minimum of four metres for building heights up to 65 metres, and a minimum of eight metres for building heights over 65 metres.

Lots with Frontages to Category A and Category B Streets

Where a lot has frontages to both a Category A Street and a Category B Street the setback from each side and rear boundary should be the same as the required setback standard which applies to that boundary on the adjoining lot.

4.3.6 Laneways

For the purposes of this policy, laneways should be treated as a rear boundary and the applicable rear setback standard should apply.

4.4 Building Design

Objective:

- To encourage innovative and high-quality design which, while cognisant of the traditional patterns present in the existing context, will make a contemporary contribution to fulfilling the 'Built Form' objectives of this policy.

URBAN SETTING AND CONTEXT

4.4.1 Context

New developments shall take into account the scale, mass and grain of surrounding buildings and, without seeking to copy or imitate existing structures, new buildings should respond positively to their contexts.

Unsympathetic contrasts of scale and materials relative to adjoining buildings should be avoided.

Where existing streetscapes have strong patterns of either vertical or horizontal emphasis, new buildings should seek to reflect this emphasis.

4.4.2 Subdivision Pattern

In areas where the traditional subdivision pattern contributes to the character of the streetscape new development should recognize this pattern.

4.4.3 Relationship to the Street

Buildings are to address the street and reinforce the traditional relationship of building to street (i.e. building facades should be parallel to the street, the main entrance to the building should face the street, and windows should overlook the footpath and street).

All buildings should provide an entry which is clearly defined and visible from the street.

New developments shall establish ground floor uses which promote activity and informal surveillance of the street. While the demarcation between public space and private space is to be clearly established blank walls, heavy planting, screen walls, or roller shutters are to be avoided.

On residential sites, front fencing should generally be of an open construction with masonry piers and a dado wall. Piers shall be of a maximum of 1800 mm high, and any solid dado shall have a maximum height of 500 mm. These heights shall be calculated above the adjoining pavement level. Infill panels shall have a minimum of 75% of the surface area permeable.

4.4.4 Ground Floor Levels

Basement level car parks shall be treated to ensure the protection of the visual amenity of the development site and adjoining area. In Category B Streets any basements constructed in the street setback area should be below the mean natural level of the relevant street boundary of the lot.

The ground floor levels of buildings shall not be more than 1.0 metre above level of the existing footpath, or where there is no footpath the existing road verge, at the centre of the street boundary of the lot.

The level of the main entrance to the building should be at or near the level of the existing footpath at the street boundary of the lot. Ramps within the street setback area are discouraged, other than those ramps which run directly from the street to the entrance. Any changes in level should generally be dealt with inside the building.

The local government may vary this requirement in the case of steeply sloping sites. In determining whether or not to grant the variation, the local government will determine if the proposed ground floor level meets the local government's objective of maintaining an interactive streetscape and in the case of Category B Streets, a landscaped street setback area.

4.4.5 Pedestrian Shelter

In the City Centre and Town Centre Scheme Use Areas buildings shall incorporate pedestrian shelter over the footpath. This pedestrian shelter shall comply with any relevant local government's Local Laws.

ARTICULATION AND MODELLING

4.4.6 Articulation and Modelling

A variety of architectural expression will be encouraged with strong emphasis on promoting high quality contemporary design. Development should however establish sets of design elements, details, and finishes which break down the bulk of developments, and provide visual interest through the articulation and modelling of their built form.

4.4.7 Corners

Buildings should define street corners and create landmark features on prominent sites. Building corners may be emphasized by greater scale or differing geometry relative to the remainder of the project, or surrounding development. This could include chamfering, curving, additional height, different roof forms, verandahs, balconies or other design elements which accentuate building corners.

4.4.8 Skyline

New high rise developments should incorporate well designed roof tops which add visual interest to the city skyline. Roof level service structures shall be integrated into the building design.

4.4.9 Materials and Finishes

New buildings are not expected to imitate the materials, colours or finishes of the existing area. The emphasis is on the blending of a new building with the best elements of the existing townscape. A variety of materials is encouraged although large expanses of reflective glass are discouraged.

4.5 Environment and Amenity

Objective:

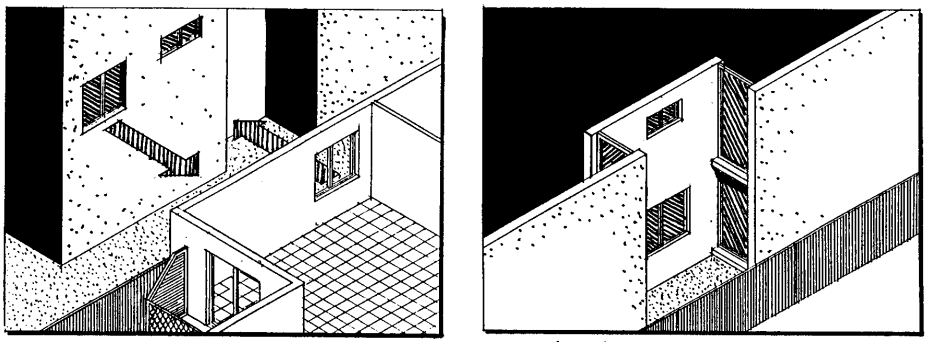
- To ensure that the impacts of new buildings on the environmental amenity of existing and potential development within the policy area are kept within acceptable limits.

4.5.1 Visual Privacy

While overlooking of public shared space is encouraged to promote security, to ensure that new development does not unreasonably diminish the privacy of existing or future occupants, overlooking of windows (particularly bedroom and living area windows) and private open space should be avoided as far as is practicable.

Visual privacy appropriate to the use of buildings and in the context of a city centre environment may be achieved through:

- offsetting openings and balconies; and
- designing openings and balconies to obscure views to and from boundaries with neighbouring properties.



The effective location and design of openings and balconies is preferred to the use of screening devices or obscured glazing, however, where these tools are used they should be integrated into the building design.

4.5.2 Acoustic Privacy

Construction materials and techniques used should enhance acoustical privacy between dwellings and be designed to reduce noise from external elements, particularly in areas of mixed land use.

4.5.3 Overshadowing

All development should be designed to maximise sunlight penetration into streets, public spaces and buildings and provide for moderate to high levels of sunlight penetration into the Town Centre and key public spaces in the middle of the day (10am to 2pm) from August through to April.

4.5.4 Wind Protection

The design of new buildings should not result in detrimental wind patterns causing discomfort at street level. The use of verandahs and modelling of facades should be used to minimize wind effects.

4.5.5 Energy Efficiency

Buildings should be designed to reduce energy consumption by siting buildings to maximize solar access, appropriate external shading, thermal insulation of roofs, the use of solar hot water heating, and appropriate landscaping.

4.5.6 Landscaping

In Category B Streets the majority of the street setback area should be landscaped. This landscaping should include a significant proportion of in-ground planting, although this planting should still allow for views from the building to the street.

Where side and rear setbacks are provided these should be landscaped, with in ground planting where possible, to screen new development from surrounding buildings.

Trees should be planted in open car parking areas to provide shade.

In residential developments the open space requirements of the R - Codes may be relaxed subject to the provision of external private open space to each residential unit (this may be in the form of balconies or terraces with a minimum dimension of 2 metres and minimum area of $10m^2$).

4.5.7 Heritage

Where existing buildings are deemed by the local government to have cultural heritage significance and are included on the Heritage List the local government will, where practicable, seek to conserve or enhance such buildings in whole or in part by granting modifications to development requirements under the provisions of the City Planning Scheme and clause 12 of the Deemed Provisions.

The design of buildings on sites adjoining properties of heritage significance shall as far as possible complement, without miming or copying, the built character of such items in terms of scale, building form, materials, external finishes and colour.

5.0 GENERAL PROVISIONS

5.1 R - Codes

Where this policy does not explicitly establish development standards for residential development the provisions of the R - Codes shall be applied.

5.2. Variations to Policy Provisions

The local government, in dealing with an application within the policy area, may relax any relevant requirements of the R - Codes where such relaxations will comply with the general objectives, principles or standards of this policy.

The local government, in dealing with an application within the policy area, may relax specific standards or provisions of the policy where warranted to achieve a functional building, to enable design flexibility for innovation and/or to respond to a site's context. Specific circumstances are identified in this section for guidance, however they are not intended to be limiting.

Variations will not be granted as of right. The local government shall only approve variations to policy standards or provisions where it is of the opinion that the proposed development:

- complies with clause 36 – Determination of Non-Complying Applications of the Scheme,
- fulfills the objectives of this policy and has regard to the principles of this policy;
- does not adversely affect the amenity of the area; and
- complies with the provisions of Special Control Area No. 33. - Royal Perth Hospital Flight Path Protection, under City Planning Scheme No. 2.

5.2.1 Street Building Heights

- The local government may consider variations to the maximum street building height standards:
  - at street corners in recognition that these may benefit from special design emphasis; or
  - where different maximum street building heights are specified for each of the frontages of a corner lot.

  In determining an appropriate maximum street building height in these instances, the local government shall have particular regard to the:
  - functionality of the building;
  - impact on the streetscape; and
  - solar access and wind principles of this policy.

Where a corner lot has frontage to a Category A Street and a Category B Street priority will be given to protecting the residential amenity of the streetscape in the Category B Street.

- In Category B Streets where side setbacks are reduced on narrow lots the maximum street building height should also be reduced to 14 metres. This is required in order to ensure appropriate amenity is provided for residents of existing or future buildings on adjoining land. Refer to Section 5.2.5.

5.2.2 Maximum Building Heights

- The local government may consider variations to the maximum building height standards applicable to the lots within the street block bounded by Hay Street, Hill Street, Goderich Street and Bennett Street by allowing for minor building projections outside of the 45 degree angled height plane where it can be demonstrated that the objectives of this policy relating to pedestrian and public spaces are achieved and appropriate regard has been given to the sunlight penetration principles of this policy.

- In Category B Streets where side setbacks are reduced on narrow lots the maximum building height should also be reduced to 14 metres. This is required in order to ensure appropriate amenity is provided for residents of existing or future buildings on adjacent land. Refer to Section 5.2.5.

5.2.3 Category A Streets - Street Setbacks

(a) Lower Building Levels

Notwithstanding the nil street setback standard for lower building levels, the local government may require or allow for lower building levels to be setback from the street:

- to provide vistas to places of cultural heritage significance, other important city landmarks or public spaces;

- to provide for appropriate public space (the Bonus Plot Ratio Policy should be referred to determine what is considered an appropriate public space); or

- having regard to the street setbacks of lower building levels within the street.

Where a corner lot has frontages to a Category A Street and a Category B Street, a 4.5 metre street setback should generally apply to the street building height for the entire frontage to the Category B Street.

(b) Upper Building Levels

Whilst generally street building heights should be low scale and upper building levels should be setback from the street, the local government may consider allowing portions of the upper building levels to be built up to the street where it can be demonstrated that:

- it meets the objectives of this policy and has regard to the sunlight penetration and wind principles of this policy; and

- it will provide for an enhanced design outcome and meets the objectives and has appropriate regard to the principles of the City Development Design Guidelines.

5.2.4 Category A Streets - Side and Rear Setbacks

(a) Lower Building Levels

The local government may consider reducing or averaging the side and rear setback standards for the lower levels of a building where appropriate visual privacy and outlook is achieved and appropriate amenity is provided within any adjoining space.

The spaces created by any setbacks should have an appropriate level of amenity. A contiguous area of open space between the building and the relevant boundary is preferred to a series of light wells. Nil side or rear setbacks may be preferable to small side or rear setbacks (<1.5m) that result in unusable and inaccessible spaces.

(b) Upper Building Levels

- The local government may consider reducing the side setback standards for upper building levels on narrow lots where adherence to these would unreasonably impact on the functionality of the building.

  For narrow lots within the areas shown in Figure 4 – Goderich Design Policy – Side Setback Discretion for Narrow Lots, the upper building levels may have a nil setback on both side boundaries.

  For narrow lots in other areas, consideration will be given to allowing a nil side setback on one boundary (particularly where the wall will abut a wall on an adjoining lot of a similar or greater dimension) provided that the side setback proposed on the other boundary is equal to or greater than the minimum side setback standard. However where the lot adjoins a lot within a Category B Street, particular consideration will be given to ensuring appropriate residential amenity is provided for occupants of buildings on the adjoining lots.

- The local government may require the side and rear setback standards to be increased for upper building levels which have a significantly wide elevation (>50m) to satisfy the objectives of this policy and to have regard to the principles of this policy.

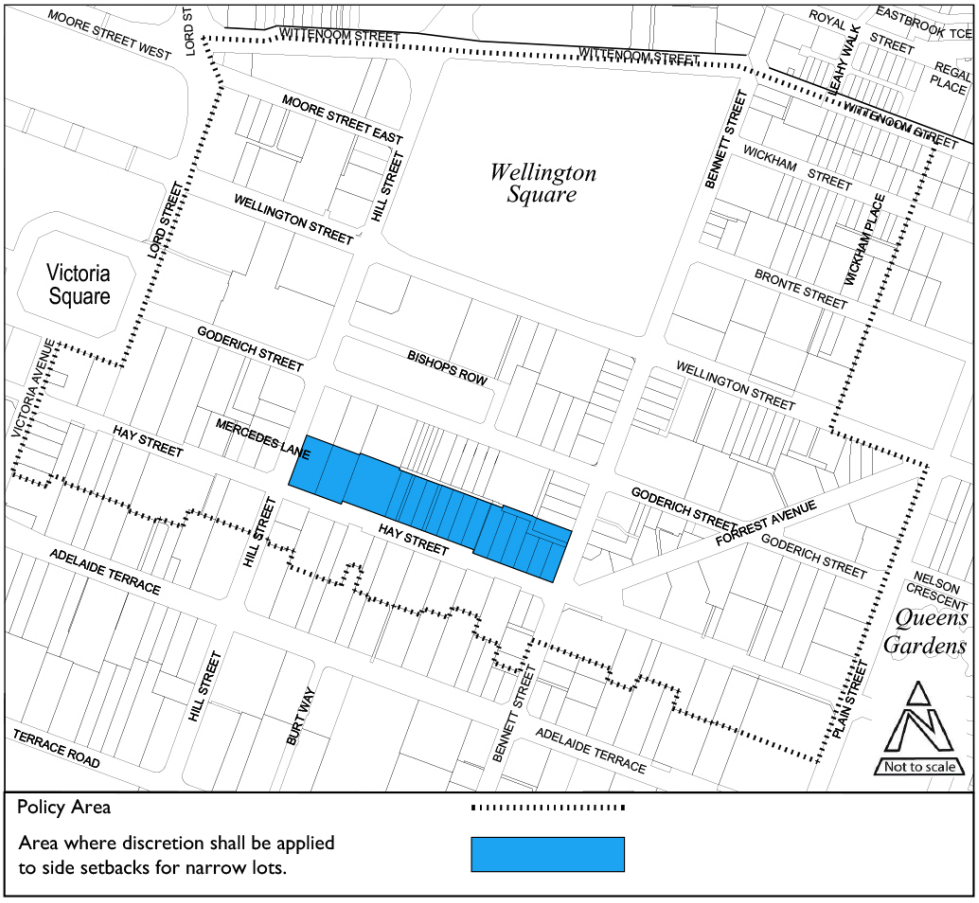


Figure 4 – Goderich Design Policy – Side Setback Discretion for Narrow Lots.

5.2.5 Category B Streets – Side and Rear Setbacks

- The local government may consider reducing side setback standards on narrow lots where adherence to the side setback standards would unreasonably impact on the functionality of the building.

  Where a variation is supported, nil side setbacks are preferred to side setbacks between nil and three metres which result in spaces which are inaccessible and of limited value.

  Where side setbacks are reduced, the maximum street building height and the maximum building height should also be reduced to 14 metres.

- The local government may consider reducing the side and rear setbacks at the rear of the site at ground floor level to nil where adherence to setback standards would unreasonably restrict the provision of tenant car parking on the lot.

  Where buildings are permitted to extend within this setback area, the maximum building height within the setback area should be four metres.

- The local government may require the side and rear setback standards to be increased for buildings which have a significantly wide elevation (>50m) to satisfy the objectives of this policy and to have regard to the principles of this policy.

5.2.6 Laneways – Setbacks

The local government may consider reducing the setback standard for a laneway where:

- the laneway assists in providing adequate separation between the buildings on lots on opposite sides of the laneway, with appropriate levels of privacy and amenity;
- this is unlikely to have any adverse impact on any special character of the laneway; and
- the objectives of this policy are met and appropriate regard has been given to the principles of this policy.

APPENDIX 1

Glossary of Terms

TERM	DEFINITION
Acoustic privacy	The seclusion of residential units from the impacts of intrusive externally generated noise.
Amenity	Defined in the Deemed Provisions.
Articulation	The division or dissaggregation of a building into distinct segments or parts with a clear delineation of the joints between the constituent parts.
Building mass	The magnitude or overall volume of a building.
Built form	The configuration of the aggregate of all buildings, structures, etc which make up the physical environment of the locality.
Bulk	The size or mass of a building; generally referring to structures which in their context appear relatively large.
Chamfer	An oblique surface constructed by cutting off an edge or corner of a building or structure.
Cohesive	Harmonious grouping of complementary elements. A cohesive townscape contains objects and architectural elements which have a consistent or complimentary overall effect.
Context	The environment within which a building is located. The context is relevant in that much of the building's significance or impact is derived from its relationship with, or its effect on its environs.
Contrasts of scale	Substantial differences between the relative size of buildings or structures. Generally refers to buildings which are large or overbearing in comparison with their context or what is generally accepted.
Grain	Texture of a surface, building, or section of built fabric generated by the arrangement and size of their constituent parts.
Heritage	Buildings, structures or places having aesthetic, historic, scientific or social value for past, present or future generations.
Historic themes	The historical content of the place, with particular reference to the ways in which its fabric has been influenced by historical forces in the course of its development.

TERM	DEFINITION
Home Offices	The carrying on of any business conducted in a dwelling, or by the occupier of a dwelling within the boundaries of the lot upon which the dwelling is constructed. Such businesses do not, however, include those involving the sale or hire of any goods.
Informal surveillance	The casual periodic observation of the public domain from buildings abutting it.
Interactive frontages	Buildings which in areas abutting the street contain uses which provide surveillance of, and bring interest and activity to, the street.
Landmark features	A conspicuous and easily recognizable object in a place or locality which assists in providing legibility to the urban fabric.
Legibility	Urban fabric which, through the clarity of its organization and its wealth of distinguishing features, may be easily read and comprehended.
Mass	The overall size or bulk of a building.
Microclimate	The effects of local patterns of wind, solar access, overshadowing, precipitation etc. on a locality.
Modelling	A wall or building which is sculptured in relief and thus characterized by extensive shadow patterns.
Non-habitable rooms	A room such as a bathroom, laundry, toilet and other spaces of a specialized nature occupied neither frequently nor for extended periods.
Overshadowing	Structures or buildings which block the access of direct sunlight to habitable areas of surrounding buildings or public and private open space.
Public domain	Areas of the city which belong to the community as a whole; generally refers to streets, squares, parks etc.
R - Codes	Defined in the Deemed Provisions.
Scale	Relative size. A large scale building is big in comparison with its context or what is generally accepted. A human scale building has a size or many architectural elements which we can identify with, i.e. their size and proportion are related to our bodily dimensions.
Screen	To conceal or obscure from view.
Skyline	The city's outline. This is most easily seen at dawn or dusk as a dark profile thrown up against the lighter background of the sky.
Social and cultural diversity	An area characterized by residents and occupiers drawn from a range of different income groups and ethnic backgrounds.
Solar access	Areas penetrated by sunlight over extended periods of time during both summer and winter.
Subdivision pattern	The configuration of the original cadastral layout and the influence this layout had on the subsequent development of built form within the locality.
Undercroft	A predominantly open area located below the ground floor level of a building and usually used for parking, storage and other such service uses.
Urban richness	Built fabric characterized by a variety of environmental conditions, diverse uses, and a wide choice of sensory experiences.
Visual integrity	Urban fabric characterized by complementary elements within an environment ordered by consistent and perceptible principles.

TERM	DEFINITION
Visual privacy	The isolation of residential units and external private open space from the intrusive overlooking of occupants of neighbouring properties.
Visual richness	An urban environment characterized by perceptual complexity and interest.