RESIDENTIAL DESIGN CODES VARIATIONS & R-MD CODES

1. INTRODUCTION

This policy varies certain Deemed-to-Comply requirements of the Residential Design Codes of Western Australian (R-Codes) relating to boundary walls for garages, reduced setbacks for patios and walls without major openings and limitations on building height of carports and patios.

This policy also invokes medium density single house development standards (RMD Codes) in areas zoned Urban Development, generally in accordance with Appendix 1 of WAPC's Planning Bulletin 112/2016.

This policy has been prepared in accordance with Schedule 2, Part 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 and also Part 7 of the R-Codes, wherein it is specified which provisions of the R-Codes may be varied by a local planning policy.

2. APPLICATION OF POLICY

This Policy applies to boundary walls for garages and carports, reduced setbacks for patios and walls without major openings and limitations on building height of carports and patios within the Residential zone.

This policy also applies medium density single house development standards (R-MD Codes) in areas zoned Urban Development, including variations to: street and lot boundary setbacks, open space, garage widths and setbacks, front fences, parking, visual privacy and solar access.

This policy varies or augments relevant Deemed-to-Comply requirements contained within the R-Codes subject to compliance with the requirements outlined in the Policy Statement below. As such, Residential Design Code Variation (RDCV) applications will not be required in these instances.

3. POLICY OBJECTIVES

- (a) To provide greater guidance in the application of R-Codes Deemed-to-Comply requirements to suit the development circumstances in the City of Armadale.
- (b) To ensure buildings and structures are sited and designed appropriately and integrate with the residential streetscape and amenity.
- (c) To implement the R-MD Codes.

4. POLICY STATEMENT

4.1 Boundary Walls - Garages and Carports (R-Codes 5.2.1 C1.1 & C1.5)

In areas coded R17.5, walls to garages and carports may be built up to one side boundary where not higher than 3.0m with an average height of 2.7m from natural ground level, up to 9m in length and subject to a minimum street setback line of 4.5m in the case of a Primary Street or 1.5m for a Secondary Street.

4.2 Reduced Boundary Setbacks- Patios (R-Codes 5.1.3 C3.1 (i))

In areas coded R15 and higher, patios may be built up to the boundary subject to the following criteria:

- a) Supporting posts to be assessed as forming part of the boundary wall;
- b) Building height to be determined in accordance with Category A of Table 3-Maximum Building Heights;
- c) Roof and gutters to be no closer than 450mm from boundary;
- d) Roof pitch not to exceed 34 degrees;
- e) Compliance with Open Space requirements (Clause 5.1.4 of the R-Codes);
- f) Patios not to exceed 75m² in area.

4.3 Reduced Boundary Setbacks for Wall Heights of 3.5m or less without major openings (R-Codes 5.1.3 C3.1(i))

In areas coded R15 and higher, any wall or portion of wall without a major opening with a height 3.5m or less above natural ground level is permitted to be setback a minimum of 1m from the boundary regardless of its overall length.

4.4 Building Height- Carports and Patios (R-Codes 6.1.2 C2)

The maximum building height for patios and carports (and similar freestanding structures) is to be determined in accordance with Category A of Table 4 - Maximum Building Heights.

4.5 Outbuildings (R-Codes 5.4.3 C3)

The setbacks, height and maximum floor area requirements for outbuildings shall be in accordance with Planning Policy PLN 3.4-Outbuildings.

4.6 Medium-density Single House development standards in areas zoned Urban Development (R-MD Codes)

The development standards (as outlined in Table 1 below) apply to lots zoned Urban Development that are:

- a) not subject to an approved Local Development Plan; or
- b) subject to a Local Development Plan approved after 25 May 2020; and
- c) Not within the following residential estates: Heron Park, Kamara, Mason Green, Holland Park, Piara Gardens, Riva and The Nursery.

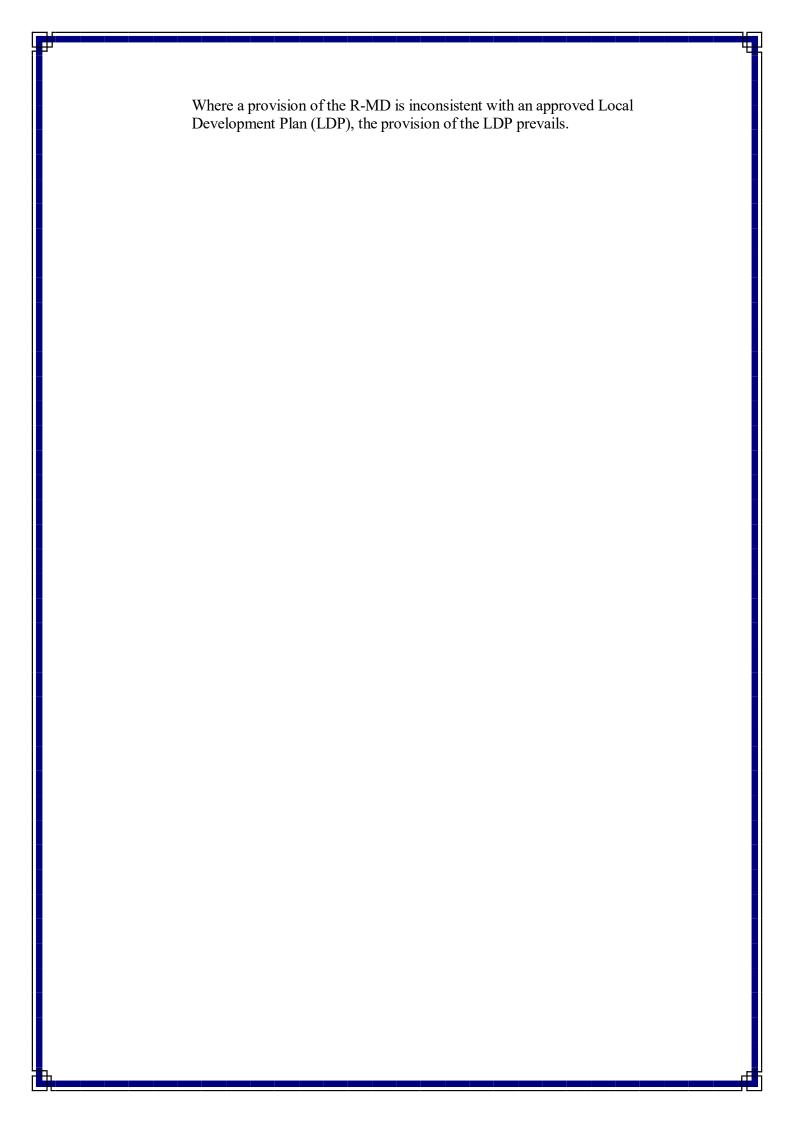


TABLE 1 - Single House Standards for Medium Density in Urban Development Zone (R-MD Codes)

R-MD Provisions (R-Codes)	R-MD 25 (R25)	R-MD 30 (R30 & R35)	R-MD 40 (R40)	R-MD 60 (R50 & R60)	
Street Setbacks (R-Codes 5.1.2)	 3m minimum (no average); 1.5m to porch/veranda (no max length); 1.5m minimum to secondary street. 	 2m minimum (no average); 1.5m to porch/ veranda (no max length); 1m minimum to secondary street. 		 2m minimum (no average). 1m to porch/ veranda (no maximum length). 1m minimum to secondary street. 	
Front Fences (R-Codes 5.2.4)	As per R-Codes.	• Front fences within the primary street setback area being a maximum height of 900mm above natural ground level, measured from the primary street side of the front fence.			
Lot Boundary Setback (R-Codes 5.1.3, C3.1)	 1.2m for wall height 3.5m or less with major openings; 1m for wall height 3.5m or less without major openings. 				
Walls to Boundary (R-Codes 5.1.3, C3.2)	As per R-Codes.	To both side boundaries subject to: • 2/3 maximum length to one side boundary; • 1/3 max length to second side boundary for wall height 3.5m or less.	To both side boundaries subject to: No maximum length to one side boundary; 2/3 max length to second side boundary	No maximum length to both side boundaries.	

R-MD Provisions (R-Codes)	R-MD 25 (R25)	R-MD 30 (R30 & R35)	R-MD 40 (R40)	R-MD 60 (R50 & R60)		
			for wall height 3.5m or less.			
Open Space (R-Codes 5.1.4)	 An outdoor living area (OLA) with an area of 10% of the lot size or 20m2, whichever is greater, directly accessible from a habitable room of the dwelling and located behind the street setback area; At least 70% of the OLA must be uncovered and includes areas under eaves which adjoin uncovered areas; The OLA has a minimum 3m length and width dimension; No other R-Codes site cover standards apply. 					
Garage Setback and Width and Vehicular Access (R-Codes 5.2.2, 5.3.3 and 5.3.5)	 Rear load 0.5m garage setback to laneway. Front load 4.5m garage setback from the primary street and 1.5m from a secondary street; The garage setback from the primary street may be reduced to 4m where an existing or planned footpath or shared path is located more than 0.5m from the street boundary; For front loaded lots with street frontages between 10.5 and 12m, a double garage is permitted to a maximum width of 6m as viewed from the street subject to: 					
	 Garage setback a minimum of 0.5m behind the building alignment; A major opening to a habitable room directly facing the primary street; An entry feature consisting of a porch or veranda with a minimum depth of 1.2m; and No vehicular crossover wider than 4.5m where it meets the street. Lots with a frontage less than 10.5m or not compliant with above require single or tandem garaging. 					

R-MD Provisions (R-Codes)	R-MD 25 (R25)	R-MD 30 (R30 & R35)	R-MD 40 (R40)	R-MD 60 (R50 & R60)
Parking (R-Codes 5.3.3)	As per R-Codes.			One on-site bay where dwelling has two bedrooms or less.
Overshadowing (R-Codes 5.4.1)	 No maximum overshadowing for wall height 3.5m or less; No maximum overshadowing for wall height greater than 3.5m where overshadowing is confined to the front half of the lot; If overshadowing intrudes into rear half of the lot, shadow cast does not exceed 25%. 	 No maximum overshadowing for wall height 3.5m or less; No maximum overshadowing for wall height greater than 3.5m where overshadowing is confined to the front half of the lot; If overshadowing intrudes into rear half of the lot, shadow cast does not exceed 35%. 		No maximum overshadowing.
Privacy (R-Codes 5.4.2)	 R-Codes clause 5.4.1 C1.1 applies, however the setback distances are: 3m to bedrooms and studies; 4.5m to major openings to habitable rooms other than bedrooms and studies; and 6m to unenclosed outdoor active habitable spaces. 			No privacy provisions apply.

5. **DEFINITIONS**

Front load Lots where the primary vehicle access is via the front of the lot and the

garage / carport is located at the front of the dwelling.

Rear load Lots where the primary vehicle access is via the rear of the lot, from a

street or right of way (ROW) and the garage / carport is located at the

back of the dwelling.

D13/2/12 Development Services Committee 20 Feb 2012 - Adopted by Council 27 Feb 2012
D7/2/14 Development Services Committee 18 February 2014 - Adopted by Council 24
Exhaustry 2014

February 2014

D32/8/16 Development Services Committee 16 Aug 2016 - Adopted by Council 22 Aug 2016

Revised January 2018 (as per Amendment 86)

D36/5/20 Development Services Committee 19 May 2020 - Adopted by Council 25 May 2020
D9/6/21 Development Services Committee 21 June 2021 - Adopted by Council 28 June 2021

