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Provisions

This Local Development Plan (LDP) applies to Lots 1 - 60 within The Hales - Local Structure Plan area. Unless otherwise defined on this LDP, all development shall be in accordance with the City of Kalamunda Local Planning Scheme No. 3 and the R-Codes for the R60 density code. The R-Codes do not apply where varied below. The following provisions vary existing R-Code standards for building and garage setbacks (Clauses 5.1.2, 5.1.3, 5.2.1 and 5.2.2) and open space (Clause 5.1.4). Compliance with the provisions of this LDP negates the need for planning approval for lots of 260m² or less.

Minimum Open Space and Outdoor Living

1. 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.
2. The OLA has a minimum 3.0m length and width dimension.
3. Clause 5.1.4 Open Space deemed-to-comply requirements of the R-Codes do not apply.

Street Setbacks

4. 3.0m minimum to lots fronting Crimson Boulevard;
5. 2.0m minimum to lots fronting internal streets and public open space.

Lot Boundary Setbacks

5. Buildings may be constructed on both lot boundaries with no maximum lengths.
6. Boundary wall heights to comply with Table 3 (Category B area buildings) and include walls built up to the site boundary.
7. Side boundary setbacks to public open space to be a minimum of 1.0 metre.

Garages - Front access lots

8. For lots 29 - 43 and 47 - 54 Garages are to be setback a minimum of 3.0 metres from the primary street and are not to be forward of the dwelling alignment. Garages may be aligned with the dwelling provided they do not exceed the garage setback line.
9. For two storey dwellings only, garages may be forward of the dwelling alignment to a maximum of 1.0 metres where the garage alignment complies with the primary street setback.
10. Double garages are permitted on lots less than 10 metres wide where dwellings are two storeys.
11. Where a garage location and access from a right-of-way or secondary street results in an undesirable urban design outcome, variations to clause 5.3.5 Vehicular Access C5.1 of the R-Codes may be applied so as to allow for garage access to be from the primary street frontage.

Garages - Rear access lots

12. Where a lot abuts a rear laneway, vehicle and/or garage access must be from the rear laneway.
13. Garages are to be setback 1.0m from rear laneway.

Front Fences

14. Where front fencing has been installed by the developer, modifications to fences are not permitted.

Drainage

15. All dwellings are to be connected into the road drainage network. Connection of the dwelling is to be at the connection pit provided within the lot and is the responsibility of the owner. Building plans are to identify lot connection details when making application for a building licence to the City of Kalamunda.

Built Form

16. Lots 13 - 25, 29 - 43 and 47 - 60 are exempt from R-Code provisions determining solar access, overlooking, privacy and overshadowing for adjoining sites.
17. For lots 13 - 24, dwellings shall provide an outdoor light orientated towards the public open space.



This Local Development Plan has been approved by Council under the provisions of the City of Kalamunda Local Planning Scheme No. 3 and The Hales Local Structure Plan.

Manager Approval Services: _____

Date: 10.12.20

8485_LDP06E_20200212 Forrestfield Local Development Plan Stage 10 - DRAWING: A. GLASBURN - DATE CREATED: 2020.02.12 - PROJECTION: MGA84 GDA94 - CADASTRE: LANDGATE