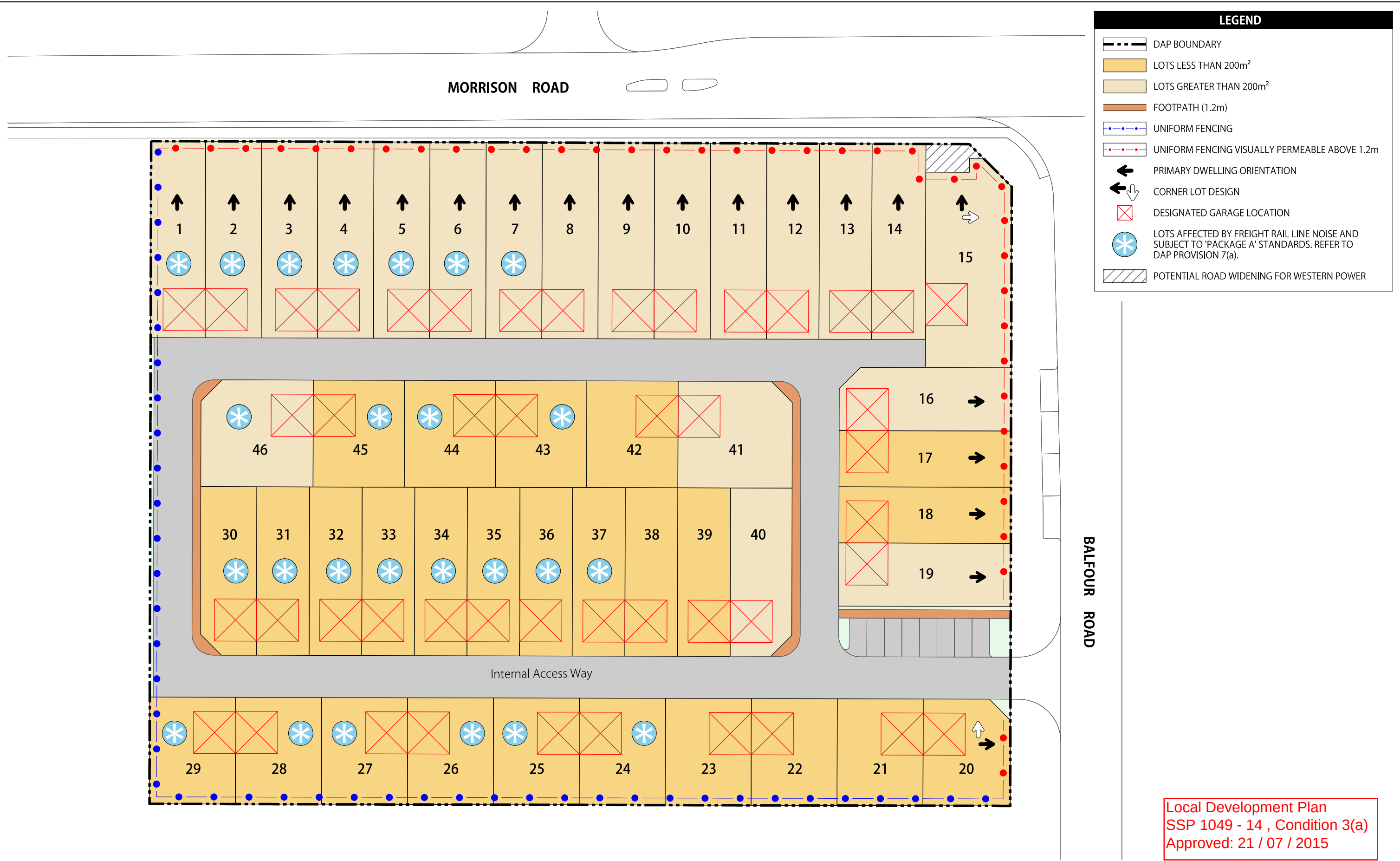




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Built Form Plan Provisions

The purpose of this Built Form Plan (BFP) is to vary the following provisions of State Planning Policy 3.1 – Residential Design Codes (R-Codes) detailed below. All other requirements of the Local Planning Scheme and R-Codes shall be satisfied in all other matters. In the case of any inconsistency between the R-Codes and LPS4, the provisions of this BFP prevail.

Consultation with the adjoining or other landowners to achieve a variation to the R-Codes, as provided by this BFP, is not required.

The following standards represent variations to **R40 provisions** of the R-Codes and constitutes ‘Deemed to Comply’ requirements pursuant to the R-Codes.

NOTES: Condition 3 of WAPC approval reference 1049-14 required the preparation of a Strata Management Statement (SMS). Specifically, 3(a) required a by-law to be included in the SMS which states that all re/development of the lots is required to comply with a development approval issued by the local government.

An approved “Built Form Plan Plan” included in the approved SMS (pursuant to s42(1) of the *Strata Titles Act 1985*) is a development approval issued by the local government and satisfactorily addresses Condition 3(a). This is supported by the SMS containing by-laws prohibiting alteration of the approved “Built Form Plan Plan” without the consent of the Shire of Mundaring and WAPC, as provided for under section 42(2d) of the *Strata Titles Act 1985*.

The provisions of the approved Strata Management Statement will provide for ongoing development control pursuant to 5(C) of the *Strata Titles Act 1985*. Where development proposes to vary the provisions of the “Built Form Plan Plan”, a separate development approval will be required to be issued by the Shire of Mundaring.”

1. OPEN SPACE		
Lot Size		Minimum
a) Lots 200m ² or less:		40%
NOTES: As per Clause 5.1.4 C4 of the R-Codes, a proportionate share of the common property area can be used for the purpose of calculating Open Space.		
2. STREETSCAPE + SETBACKS		
	Minimum	Maximum ^{NB}
a) Morrison and Balfour Roads:		
i. Primary Street Setback:	2.0m	4.0m
ii. Secondary Street Setback:	2.0m	N/A
b) Internal Access Way:		
i. Front Boundary Setback to Lots 20 – 46:	2.0m	N/A
ii. Rear Boundary Setback to Lots 1 – 19:	1.0m	N/A
iii. Secondary (Side) Boundary Setbacks:	1.0m	N/A
c) Boundary Walls:	Provision	
	Boundary walls are permitted to both side boundaries, regardless of length and behind the nominated front/Primary Street and rear setbacks, subject to the following:	
	i. Each dwelling being designed to provide a high level of architectural detail, and variations in materials and/or colours to the front elevation, including at least two of the following:	
	• A minimum of one gable or half gable on the front/Primary Street elevation;	
	• An entry feature with a separate roof and supported by posts, piers or pillars;	
	• A minimum of one feature/blade wall on the front/Primary Street elevation that is elevated above the roof line at the eave; and/or	
	• Comprising a contrasting render finish or feature material that is equal to or not less than 20% of the overall front/Primary Street facade below the roof line.	

NOTES:

1

Average Primary Street setbacks do not apply.

2

Corner lots are exempt from the maximum setback provision.

3

Minor variations may be permitted beyond the maximum street setback if providing for improved building articulation and design.

3. BUILT FORM
- a)

The design of dwellings on Lots facing Morrison and Balfour Roads shall include at least one major opening facing the Street. This shall be articulated so to present as the front elevation and shall not be obstructed by visually impermeable fencing.
- b)

All dwellings shall include passive surveillance of the internal access way. In the case of lots with a frontage less than 10m, a glazed front door shall be deemed acceptable.
- c)

The dwelling design for designated corner lots shall include a side return which has at least one major opening facing the direction of the Secondary Street. The side return shall be articulated so to present as an extension of the front elevation and shall not be obstructed.
- d)

All Outdoor Living Areas shall comply with the minimum size and dimensions pursuant to the R-Codes.
- e)

Outdoor Living Areas shall be located on the northern side of the lot, or a suitable alternative at the rear of the site for north facing lots.
- f)

The rooves of the dwellings are to be limited to the Colorbond colours (or an appropriate equivalent colour of another range):

i.

Classic Cream;

ii.

Dune;

iii.

Paperbark;

iv.

Shale Grey;

v.

Surfmist; or;

vi.

Evening Haze.
4. VEHICULAR ACCESS & GARAGES
- a)

Designated garage locations are identified on the Detailed Area Plan; this referencing the side of the lot to which the garage should be located, unless otherwise approved by the Shire of Mundaring. Designated garage locations do not prescribe boundary walls.
- b)

Internal Lots with a frontage less than 10m: Garages may exceed 50% of the frontage subject to the following:

i.

The entrance of the dwelling shall be the dominant feature of the façade and shall incorporating at least two of the following design measures:

•

A minimum of one gable or half-gable on the front street elevation;

•

An entry feature with a separate roof and supported by posts, piers or pillars;

•

A minimum of one feature/blade wall on the front street elevation that is elevated above the roof line at the eave; and/or

•

Comprising a contrasting render finish or feature material that is equal to or not less than 20% of the overall street facade below the roof line.
- c)

No lot vehicle access is permitted via Morrison or Balfour Roads, with all parking to be serviced via the designated internal access way.
5. UNIFORM ESTATE FENCING
- a)

Any Estate provided fencing/retaining on private lots shall not be modified without written approval from the City and shall be maintained as visually permeable by landowners where applicable.

Note:

Uniform Estate Fencing will be constructed by the developer along the Morrison Road, Balfour Road and both other side boundaries.

Fencing to Morrison Road and Balfour Road will be visually permeable above 1200mm.

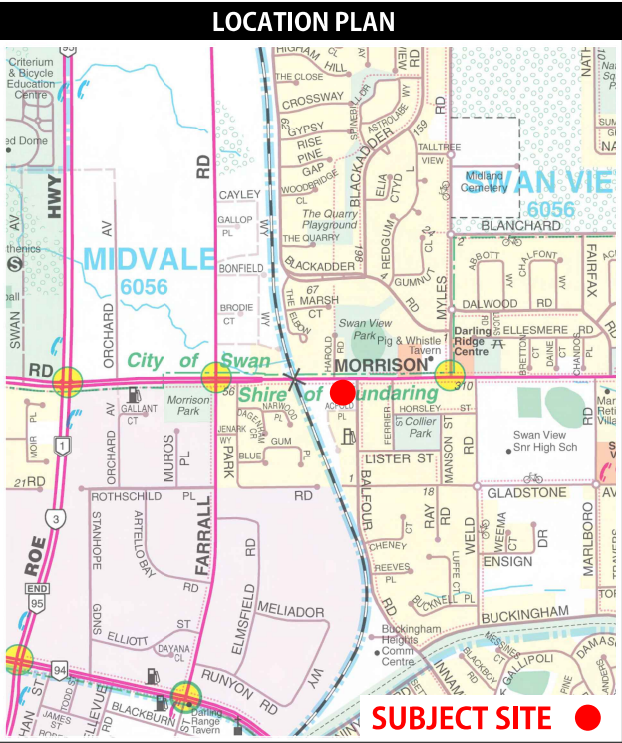
6. NOISE MANAGEMENT
- a)

Lots affected by Freight Rail Line noise are subject to the attached ‘Package A Standards’. Plans and supporting documents accompanying building permit applications for the affected lots must demonstrate compliance with the ‘Package A Standards’ as part of the Building Permit application.
7. LANDSCAPING
- a)

For all lots, the setback between the house and common property shall be planted with a minimum of four plants. At least one plant shall be identified as “Shrubs” and at least three plants shall be identified as “Low Shrubs”, “Climbers and Groundcovers” or “Clumping” in accordance with the Shire of Mundaring’s *Tree Canopy and Understorey Program 2015* (as amended). All landscaped areas shall be maintained to a high standard.”
8. INCIDENTAL DEVELOPMENT
- a)

Outbuildings are to be screened from both Morrison and Balfour Roads, unless constructed from the same materials as the dwelling.
- b)

Clothes drying and storage areas ground based hot water storage tanks are to be screened from public view.



BUILT FORM PLAN

Lot 1 Balfour Road, SWAN VIEW Page 2 of 2

A Circle Bay Pty Ltd. Project

Local Development Plan
SSP 1049 - 14 , Condition 3(a)
Approved: 21 / 07 / 2015

NORTH		
Scale 1:500 @ A3		
0 5 10 15 20 25m		
DATE:	14/01/2014	DRAFTEE: JP
REVISED:	22/05/2015	PLANNER: TV
PROJECTION:	PCG 94	CHECK: TV
DATUM:	AHD	PLAN NUMBER: CIRS4-001E

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The packages and information provided on the following pages are taken from *Implementation Guidelines for State Planning Policy 5.4 Road and Rail Transport Noise and freight Considerations in Land Use Planning*; December 2014.

Where outdoor noise levels are above the *target* level, excluding the effect of any boundary fences, the Guidelines propose acceptable treatment packages that may be implemented without requiring detailed review. The packages are also intended for residential development only. At higher noise levels or for other building usages, specialist acoustic advice will be needed.

The acceptable treatment packages are intended to simplify compliance with the noise criteria, and the relevant package should be required as a condition of development in lieu of a detailed assessment.

Transition between each package should be made on the basis of the highest incident $L_{Aeq(Day)}$ or $L_{Aeq(Night)}$ value to the nearest whole number determined for the building development under assessment.

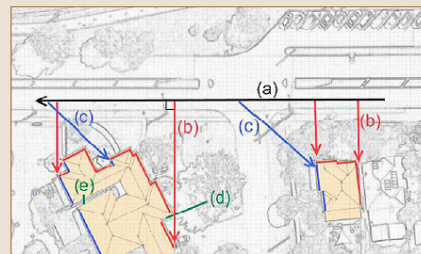
Any departures from the acceptable treatment specifications need to be supported by professional advice from a competent person that the proposal will achieve the requirements of the Policy.

With regards to the packages, the following definitions are provided:

- **Facing** the transport corridor: Any part of a building façade is 'facing' the transport corridor if any straight line drawn perpendicular to its nearest road lane or railway line intersects that part of the façade without obstruction (ignoring any fence).
- **Side-on** to transport corridor: Any part of a building façade that is not 'facing' is 'side-on' to the transport corridor if any straight line can be drawn from it to intersect the nearest road lane or railway line without obstruction (ignoring any fence).
- **Opposite** to transport corridor: Neither 'side on' nor 'facing', as defined above.

Determining building face orientation

The following sketch shows two residences in proximity to a road.



'Facing' façades are identified by drawing straight lines (b) perpendicular (at a 90 degree angle) to the road (a). Where these lines intersect a façade – without obstruction – the façades are shown in red as 'facing' the road.

Façades shown in blue are not 'facing' but have clear lines (c) that intersect the road at any angle, and are therefore classed as 'side on' to the road.

The remaining façades are 'opposite' to the road.

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Package A

Area	Orientation to Road or Rail Corridor	Package A (up to 60 dB $L_{Aeq}(\text{Day})$ and 55 dB $L_{Aeq}(\text{Night})$)
Bedrooms	Facing	Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$ 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings.
	Side	Windows systems: As above.
	Opposite	No requirements
Other Habitable Rooms Including Kitchens	Facing	Windows and external door systems: Glazing up to 60% of floor area (minimum $R_w + C_{tr}$ 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Doors to be either 35mm thick solid timber core door with full perimeter acoustic seals. Glazed inserts to match the above. Sliding glass doors to be same performance including brush seals.
	Side	Windows and external door systems: As above.
	Opposite	No requirements
General	Any	- Walls (minimum $R_w + C_{tr}$ 45) – Two leaves of 90mm thick brick with minimum 50mm cavity - Roof and ceiling (minimum $R_w + C_{tr}$ 35) – Standard roof construction with 10mm plasterboard ceiling and minimum R2.5 insulation between ceiling joists. - Mechanical ventilation – Refer following pages.
Outdoor Living Area		- Boundary wall to be minimum 2m high; or - Locate on the side of the building that is opposite to the corridor; or - Locate within alcove area so that the house shields it from corridor.

Note: Any penetrations in a part of the building envelope must be acoustically treated so as to not downgrade the performance of the building elements affected. Most penetrations in external walls such as pipes, cables or ducts can be sealed through caulking gaps with non-hardening mastic or suitable mortar.

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Mechanical Ventilation requirements

It is noted that natural ventilation must be provided in accordance with F4.6 and F4.7 of Volume One and 3.8.5.2 of Volume Two of the National Construction Code.

Where the noise *limit* is likely to be exceeded, a mechanical ventilation system is usually required.

Mechanical ventilation systems will need to comply with AS 1668.2 – The use of mechanical ventilation and air-conditioning in buildings. Fresh intake and relief air paths will need to be fully ducted to allow windows to be closed, and be located at positions furthest from the traffic noise sources where practicable.

For acceptable treatment Packages A, B and C, if a ventilation system is provided in addition to operable windows, on all sides facing or side-on to the transport corridor it must either provide:

- Closed roof eaves and wall openings on those sides; or
- Acoustically rated openings and ductwork arrangements to provide a minimum sound reduction performance of R_w 40 into sensitive spaces.

Notification

Notifications on certificates of title and advice to prospective purchasers warning of the potential for noise impacts from major transport corridors help with managing expectations.

The area of land for which notification is required should be identified in the noise management plan and contain a description of major noise sources nearby (e.g. 24-hour freight rail).

Notification should be provided to prospective purchasers, and required as a condition of subdivision (including strata subdivision) for the purposes of noise sensitive development or planning approval involving noise sensitive development, where external noise levels are forecast or estimated to exceed the 'target' criteria as defined by the Policy.

In the case of subdivision and development, conditions of approval should include a requirement for registration of a notice on title, which is provided for under Section 165 of the Planning and Development Act 2005 and Section 70A of the Transfer of Land Act 1893. An example of a suitable notice is:

Notice: This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected, by transport noise. Transportation noise controls and Quiet House design strategies at potential cost to the owner may be required to achieve an acceptable level of noise reduction. Further information is available on request from the relevant local government offices.

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