



## Statutory Planning Committee

Notice is hereby given that the next meeting of the  
Statutory Planning Committee will be held on:

**Tuesday 25 October 2011**  
**10.00 am**

**Level 2, Room 2.39**  
**One40 William Street**  
**Perth**



**Neil Thomson**  
**Secretary**

# Statutory Planning Committee

## Membership:

Member	Representation – <i>Planning and Development Act 2005</i>	Term of office ends
Mr Gary Prattley	Chairperson, WAPC Schedule 2 clause 4(2)(a)	20/4/2013
Ms Sue Burrows	Nominee of the Director General, Department of Planning Schedule 2 clause 4(2)(b)	Ex-officio
Ms Elizabeth Taylor	Community representative Schedule 2 clause 4(2)(d)	1/2/2012
Mr Ian Holloway	Professions representative Schedule 2 clause 4(2)(e)	1/2/2012
Mayor Carol Adams	Local Government representative Schedule 2 clause 4(2)(f)	1/2/2012
Cr Corinne MacRae	WAPC Nominee Schedule 2 clause 4(2)(g)	1/2/2012
Mr Henty Farrar	Regional Minister nominee Schedule 2 clause 4(3)	26/9/2013

## Quorum: 4

In accordance with the Western Australian Planning Commission (WAPC) Standing Orders 2009, 3.7 - Quorum for meetings:

- (2) A quorum for a meeting of a committee is at least 50% of the number of offices (whether vacant or not) of members of the committee.

## Role:

Schedule 2(4)(4) of the *Planning and Development Act 2005*

The Statutory Planning Committee is the WAPC's regulatory decision-making body and performs such of the statutory planning functions of the WAPC under the *Planning and Development Act 2005* and Part II of the *Strata Titles Act 1985* as are delegated to the Statutory Planning Committee under section 16 and such other functions as are delegated to it under that section. These functions include approval of the subdivision of land, approval of leases and licenses, approval of strata schemes, advice to the Minister for Planning on local planning schemes and scheme amendments, and the determination of certain development applications under the Metropolitan Region Scheme.

## Delegated Authority

- 2.1 Power to determine applications for approval to commence and carry out development lodged with or referred to the WAPC pursuant to the provisions of a region scheme.
- 2.2 Power to approve detailed plans requiring the subsequent approval of the WAPC as a condition of development approval pursuant to the provisions of a region scheme and power to confirm that conditions imposed by the WAPC on a development approval pursuant to the provisions of a region scheme have been complied with.
- 2.3 Power to determine whether or not proposals and the ongoing implementation of a region scheme comply with conditions (if any) applied pursuant to sections 48F and 48J of the *Environmental Protection Act 1986*.
- 2.4 Power to determine whether or not applications to commence and carry out development are of State or regional importance, or in the public interest, pursuant to any resolution of the WAPC made under a region scheme requiring such determination.
- 2.5 Power to request the Minister for Planning to approve the WAPC disregarding the advice of the Swan River Trust in whole or in part in relation to the approval of development of land within the Riverbank or Development Control Area as defined under the *Swan and Canning Rivers Management Act 2006* where the determining authority is the WAPC.
- 2.6 All functions of the WAPC as set out in -
  - (i) Sections 14(a), 14(c), 34, 97, 98, 100, 104, 105, 106, 107, 109, 110, 111, 134, 135, 136, 138, 139, 140, 142, 143, 144, 145, 147, 151, 153, 154, 157, 169, 185, 214, 215, 216 of the Act;
  - (ii) Town Planning Regulations 1967;
  - (iii) Regulations 21, 22, 24 and 27 of the Planning and Development Regulations 2009;
  - (iv) *Strata Titles Act 1985* or the provisions of a strata or survey-strata scheme;
  - (v) Strata Titles General Regulations 1996;
  - (vi) Section 52 and section 85 of the *Land Administration Act 1997*;
  - (vii) Section 40 of the *Liquor Control Act 1988*;
  - (viii) *Perry Lakes Redevelopment Act 2005*.
- 2.7 Power to determine requests for variations to plans of subdivision where WAPC approval is required pursuant to the provisions of an approved local planning scheme.
- 2.8 Power to provide comment on and grant approval to plans known generally as outline development plans, structure plans and similar plans, and to planning policies and similar documents or amendments thereto, requiring the approval or endorsement of the WAPC pursuant to the provisions of a local planning scheme.
- 2.9 Power to provide comments or advice on behalf of the WAPC to a local government or a redevelopment authority where a provision of a local planning scheme or a redevelopment scheme requires comments from the WAPC.

- 2.10 Power to execute and accept the benefit of easements in gross, covenants in gross, records on title and other instruments for dealings in land for subdivisions, strata subdivisions and developments in accordance with any applicable policy and legislation.
- 2.11 Power to make recommendations to the Minister for Planning in relation to requests from local governments to expend monies paid by subdividing land owners in lieu of setting aside free of cost to the Crown, areas of land for public open space, where such recommendations are in accordance with WAPC policy.
- 2.12 Power to determine whether or not a proposal is likely to have a significant effect on the environment pursuant to section 38(1) of the *Environmental Protection Act 1986* and to refer such proposal to the Environmental Protection Authority.
- 2.13 Power to waive or clear conditions affixed as conditions of approval.
- 2.14 Power to endorse diagrams and plans of survey and deposited plans involving the acquisition and resumption of land created pursuant to Part 11 of the Act and the *Land Administration Act 1997*.
- 2.15 Power to advise the Minister for Planning on any appeal or matter arising therefrom pursuant to Part 14 of the Act.
- 2.16 Power to defend and otherwise deal with applications for review lodged with the State Administrative Tribunal and to appeal, defend, respond and otherwise deal with any matter that may be appealed to the Supreme Court on a question of law.
- 2.17 Power to defend, respond, appeal and otherwise deal with legal proceedings.
- 2.18 Power to prepare and approve, subject to the prior approval of the Minister for Planning, policies relating to planning matters and/or the functions of the WAPC, save and except for State Planning Policies under Part 3 of the Act.
- 2.19 Power to determine matters under Regional Interim Development Orders.

**This meeting is not open to members of the public.**

## RELEVANT INFORMATION FOR MEMBERS

### Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Part 6 of the Standing Orders 2009, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

- direct and indirect pecuniary interests (financial);
- proximity interests (location); and
- impartiality interests (relationship).

A “**direct pecuniary interest**” means a relevant person’s interest in a matter where it is reasonable to expect that the matter if dealt with by the board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the person.

An “**indirect pecuniary interest**” means a relevant person’s interest in a matter where a financial relationship exists between that person and another person who requires a board or Committee decision in relation to the matter.

A “**proximity interest**” means a relevant person’s interest in a matter if the matter concerns -

- (i) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (ii) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (iii) a proposed development, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land.

An “**Impartiality interest**” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an association or an association with any decision making process relating to a matter for discussion before the board or a Committee.

Members disclosing any pecuniary or proximity interests for an item can not participate in discussion or the decision making procedure relating to the item and must leave the meeting room during the discussion of the item. Members disclosing an impartiality interest in an item must also leave the room during the discussion or the decision making procedure relating to the item unless the Committee, by formal resolution, allows the member to remain. The reason to allow a member to remain must be stated in the formal resolution and will be minuted.

### Disclosure of representations

Where a member has had verbal communication with or on behalf of a person with an interest in a matter which is before a meeting, the member is to disclose the interest.

Where a member is in receipt of relevant written material (including email) from or on behalf of a person with an interest in a matter which is before a meeting, the member is to table the material at the meeting for the information of members and relevant employees.

# ORDER OF BUSINESS

1. **Declaration of opening**
2. **Apologies**
3. **Members on leave of absence and applications for leave of absence**  
Mr Gary Prattley has submitted an application for leave of absence for the meeting of 25 October 2011
4. **Disclosure of interests**
5. **Declaration of due consideration**
6. **Deputations and presentations**
  - 6.1 **Subdivision to create 2 Lot(s) for Residential Purpose – Lot 136 Brockman Avenue, Dalkeith (refer Item 10.7)**  
Mr Greg Rowe – Town Planning Consultant  
Mr Len Buckeridge – Builder / Architect  
Dr Mews – Owner
  - 6.2 **ANSIA Structure Plan and Shire of Ashburton Amendment 10 (refer Items 9.5 and 10.5)**  
Mr Jeff Breen (Chief Executive Officer, Shire of Ashburton)  
Mr Rob Paull (Planning Consultant, Shire of Ashburton)
7. **Announcements by the Chairperson of the board and communication from the WAPC**
8. **Confirmation of minutes of 11 October 2011**
9. **Reports (see attached index of reports)**
10. **Confidential items (see attached index of reports)**
11. **General business**
12. **Items for consideration at a future meeting**

Item No	Report	Request	Report Required by
7438	Directions 2031	Planning Director - 2031 to brief the Committee after WAPC/SPC workshop on 3 October 2011	Oct/Nov 2011
13. **Closure - next meeting to be held on 8 November 2011**

## Statutory Planning Committee

Minutes  
of ordinary meeting 7446  
held on Tuesday 11 October 2011

### Attendance

#### Members

Mr Gary Prattley	WAPC Chairman (Presiding Member from 10.13 am)
Mayor Carol Adams	Local Government nominee
Ms Sue Burrows	Nominee of the Director General, Department of Planning
Mr Henty Farrar	Regional Minister's nominee
Mr Ian Holloway	Professional representative
Cr Corinne MacRae	WAPC nominee
Ms Elizabeth Taylor	Community representative (Presiding Member to 10.13 am)

#### Officers

Ms Sarah Cosstick

#### Department of Planning

Principal Planning Officer - Metro North East

#### Committee Support

Ms Christina Sanders                      Committee Support Officer - Department of Planning

Due to the absence of the Presiding Member and in accordance with clause 3.6 of the Standing Orders 2009, a member was chosen to preside over the meeting.

**Mayor Adams nominated Ms Taylor.  
Ms Taylor accepted the nomination.**

### Resolved

***Moved by Mayor Adams, seconded by Mr Holloway***

*That Ms Taylor preside over the meeting of the Statutory Planning Committee in the absence of the Presiding Member.*

***The motion was put and carried.***

#### 7446.1 Declaration of Opening

The Presiding Member declared the meeting open at 10.02 am, acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed Members. She extended a welcome to Mr Henty Farrar, attending his first SPC meeting and invited members to introduce themselves.

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### 7446.2 Apologies

Nil.

### 7446.3 Members on Leave of Absence and Applications for Leave of Absence

Mr Prattley has previously submitted application for a leave of absence for the Statutory Planning Committee meeting scheduled for 25 October 2011.

### 7446.4 Disclosure of Interests

Member	Minute No.	Page No.	Nature of Interest
Cr Corinne MacRae	9.1	3	Impartiality

Cr Corinne MacRae is employed by the City of Swan.

#### Resolved

***Moved by Mayor Adams, seconded Mr Holloway***

*In accordance with clause 610(7) of the Standing Orders 2009, members of the Statutory Planning Committee agree that the member listed above, who has disclosed an impartiality interest is permitted to participate in discussion and voting on the items.*

***The motion was put and carried.***

### 7446.5 Declaration of Due Consideration

No declarations were made.

### 7446.6 Deputations and Presentations

Nil.

**Mr Prattley arrived at 10.13 am and resumed the Chair.**

### 7446.7 Announcements by the Chairperson of the Board and communication from the WAPC

Mr Prattley apologised for his late arrival.

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### 7446.8 Confirmation of Minutes

#### 7446.8.1 Minutes of the Statutory Planning Committee meeting held on Tuesday 27 September 2011

##### Resolved

***Moved by Cr MacRae, seconded by Mayor Adams***

*That the minutes of the Statutory Planning Committee meeting held on Tuesday 27 September 2011, be confirmed as a true and correct record of the proceedings.*

***The motion was put and carried.***

### 7446.9 Reports

#### 7446.9.1 Proposed Subdivision - Lots 2 & 9004 Arthur St and Lot 9003 Suffolk Street Caversham

File 144593  
Report Number SPC/47  
Agenda Part C  
Reporting Officer Planning Manager Metropolitan Planning North East

##### **Cr MacRae disclosed an interest.**

<b>Member</b>	<b>Nature of interest</b>
Cr MacRae	Impartiality

After some discussion on this item the Committee requested minor change to Recommendation 1. The Committee further requested that an additional recommendation be added, as Attachment 1 is misleading and does not indicate that this is the applicant's proposed buffer.

##### **Officer's Recommendation**

That the Western Australian Planning Commission resolves to refuse the application for subdivision of Lots 2 and 9004 Arthur Street and Lot 9003 Suffolk Street Caversham for the following reasons:

1. The proposed subdivision is inconsistent with the requirements of State Planning Policy No. 4.1 State Industrial Buffers Policy and the Environmental Protection Authority Guidance Statement No. 3

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Separation Distances Between Industrial and Sensitive Land Uses as it proposes residential subdivision within the approved 500 metre buffer to an existing mushroom farm.

In this regard the scientific study provided by the applicant in support of a reduction of the buffer to the mushroom farm to 400 metres has not demonstrated to the satisfaction of the Department of Environment and Conservation and the WAPC that prospective owners of the proposed lots within 400 metres of the mushroom farm will not be adversely affected by the operation of the mushroom farm.

2. The proposed subdivision for residential purposes is within an area affected by a buffer to an existing mushroom farm which would adversely impact on the amenity of the prospective purchasers of the lots and be contrary to orderly and proper planning of the area.
3. The proposed subdivision is inconsistent with the WAPC Development Control Policies No 1.1 and 2.2 provisions of State Planning Policy No.1 and contrary to the City of Swan Local Planning Scheme No.17, by reason that the proposed subdivision conflicts with the endorsed Caversham North Local Structure Plan as it proposes the subdivision of land for residential purposes within the area identified in the Structure Plan as the buffer to an existing mushroom farm.
4. Approval to the subdivision would set an undesirable precedent for the further subdivision of surrounding lots within the approved mushroom farm buffer.

### **Resolved**

***Moved by Mayor Adams, seconded by Ms Taylor***

*That the Western Australian Planning Commission resolves to refuse the application for subdivision of Lots 2 and 9004 Arthur Street and Lot 9003 Suffolk Street Caversham for the following reasons:*

1. *The proposed subdivision is inconsistent with the requirements of State Planning Policy No. 4.1 State Industrial Buffers Policy and the Environmental Protection Authority Guidance Statement No. 3*

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*Separation Distances Between Industrial and Sensitive Land Uses as it proposes residential subdivision within the approved 500 metre buffer to an existing mushroom farm.*

*In this regard the scientific study provided by the applicant in support of a reduction of the buffer to the mushroom farm to 400 metres has not demonstrated to the satisfaction of the Department of Environment and Conservation and the WAPC that prospective owners of the proposed lots will not be adversely affected by the operation of the mushroom farm.*

2. *The proposed subdivision for residential purposes is within an area affected by a buffer to an existing mushroom farm which would adversely impact on the amenity of the prospective purchasers of the lots and be contrary to orderly and proper planning of the area.*
3. *The proposed subdivision is inconsistent with the WAPC Development Control Policies No 1.1 and 2.2, provisions of State Planning Policy No.1 and contrary to the City of Swan Local Planning Scheme No.17, by reason that the proposed subdivision conflicts with the endorsed Caversham North Local Structure Plan as it proposes the subdivision of land for residential purposes within the area identified in the Structure Plan as the buffer to an existing mushroom farm.*
4. *Approval to the subdivision would set an undesirable precedent for the further subdivision of surrounding lots within the approved mushroom farm buffer.*
5. *The Statutory Planning Committee notes with concern that the applicant's plan (Attachment 1) misrepresents their proposed buffer as the buffer.*

***The motion was put and carried.***

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7446.9.2

### **Subdivision to Create Four (4) Lots Zoned Residential Development - Frenchman Bay Road, Big Grove, Albany**

File 138740  
Report Number SPC/48  
Agenda Part G  
Reporting Officer Regional Manager Great Southern

#### **Resolved**

#### ***Moved by Ms Burrows, seconded by Mr Holloway***

*That the Western Australian Planning Commission resolves to approve the reconsideration of the subdivision application for Lots 20, 21 and 110 Frenchman Bay Road, Big Grove, in accordance with the plan date-stamped 2 March 2010 subject to the following conditions:*

#### **CONDITIONS:**

- 1. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the provision of an underground electricity supply service to lots 1, 2 and 3 as shown on the approved plan of subdivision. (Western Power).*
- 2. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the provision of suitable easements under Section 167 of the Planning and Development Act 2005 for existing and/or future distribution (<33,000 Volt) electricity network infrastructure. (Western Power).*
- 3. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and equipment, located on or near the lots shown on the approved plan. (Western Power).*
- 4. The foreshore reserve as shown on the plan of subdivision being shown on the Deposited Plan as a 'Reserve for Recreation' and vested*

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*in the Crown under Section 152 of the Planning and Development Act 2005, and such land to be ceded free of cost and without any payment of compensation by the Crown. The precise width and alignment of the additional foreshore reserve to be determined by the Local Authority in consultation with the Department of Water. (Local Government).*

5. *All right(s)-of-way within the subdivision, together with right-of-way being extended to the western boundary of proposed Lot 9000, to follow the alignment of the Neighbourhood Connector in the Big Grove Outline Development Plan being shown on the Deposited Plan and vested in the Crown under Section 152 of the Planning and Development Act 2005, and all such land is to be ceded free of cost and without payment of compensation by the Crown. The alignment of the right-of-way is to be agreed between the subdivider and the Local Authority, in consultation with the Department of Environment and Conservation. (Local Government).*
6. *Access easements in favour of lots 1, 2 and 3 over lot 9000 to be shown on the Deposited Plan (WAPC).*
7. *All buildings, outbuildings and/or structures being demolished and materials removed from the proposed foreshore reserve adjacent to proposed Lot 3. (Local Government)*
8. *Notification in the form of a section 70A notification, pursuant to the Transfer of Lands Act 1893 (as amended) is to be placed on the Certificates of Title of the proposed lots 1, 2 and 3 advising that:*

*"This lot contains buildings that are situated within the proposed foreshore reserve as shown in the Big Grove Outline Development Plan (ODP). Upon further subdivision or development of the lot the final foreshore reserve as shown on the Western Australian Planning Commission endorsed ODP shall be ceded free of cost to the Crown, and any existing buildings or structures within the*

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*foreshore reserve shall be removed at this time." (WAPC)*

9. *Notification in the form of a section 70A notification, pursuant to the Transfer of Lands Act 1893 (as amended) is to be placed on the Certificates of Title of the proposed lots 1, 2 and 3 advising that:*

*"Further subdivision or development of the lot will not be supported without direct road frontage to a fully constructed public road, with full urban services (including reticulated sewer, reticulated water and underground power) being provide to the lot". (WAPC).*

10. *Notification in the form of a section 70A notification, pursuant to the Transfer of Lands Act 1893 (as amended) is to be placed on the Certificates of Title of the proposed lots 1, 2 and 3 advising as follows:*

*VULNERABLE COASTAL AREA - This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years. (WAPC).*

11. *The Applicants entering into a Deed with the City of Albany at the cost of the Applicants by which the Applicants covenant in a form which runs with the land restricting the development of dwellings, dwelling extensions or ancillary buildings requiring planning approval within the future foreshore reserve as delineated in an ODP over proposed Lots 1, 2 and 3. Notice of this restriction is to be placed on the Deposited Plan. (Local Government).*

### ADVICE

1. *With regard to Condition 1, Western Power provides only one point of electricity supply per freehold (green title) lot and requires that any existing overhead consumer service is required to be converted to underground.*
2. *The purpose of Condition 2, is to ensure that any existing or proposed development does not interfere with any existing and/or proposed*

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*Western Power assets. The applicant is advised to contact Western Power for further information and advice regarding easement requirements. All costs associated with the registration of easements are to be borne by the applicant.*

3. *With regard to Condition 3, if an existing aerial electricity cable servicing the land the subject of this approval crosses over a proposed lot boundary as denoted on the approved plan of subdivision, satisfactory arrangements will need to be made for the removal and relocation of that cable.*
4. *The City of Albany advise that if any portion of the existing building is to be demolished to facilitate the proposed subdivision, a Demolition Licence is to be obtained from the local government prior to the commencement of demolition works.*

### ADVICE TO LOCAL GOVERNMENT AND APPLICANT

1. *To minimize the clearing of any vegetation, the demarcation of the foreshore reserve through any remnant vegetation shall be via bollarding or other similar methods rather than fencing.*

***The motion was put and carried. was put and carried.***

**7446.9.3**

#### **Temporary At-Grade Car Park for QEII Medical Centre**

File 08/50042/3  
Report Number SPC/49  
Agenda Part` G  
Reporting Officer Planning Manager

A late item was tabled and discussed.

**Resolved**

**Moved by Mr Holloway, seconded by Cr MacRae**

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*That the Western Australian Planning Commission resolves to approve the proposed development of a temporary at-grade car park at the QEII Medical Centre – Lots 8699 and 9075 Monash Avenue, Nedlands subject to the following condition(s) and advice:*

1. *The development to be carried out within the area shown on the plan date stamped 5 October 2011 by the Department of Planning on behalf of the Western Australian Planning Commission (with additional modification by Departmental staff as depicted in Attachment 4). (Copy Attached)*
2. *The temporary car park is to operate for a maximum period of five (5) years from the date of this approval.*
3. *A construction management plan is to be prepared and implemented by the applicant to the specification of the City of Nedlands and the satisfaction of the Western Australian Planning Commission prior to the commencement of site works.*
4. *A survey is to be undertaken to determine the presence of any potential breeding hollows which may be utilised by the Carnaby's Cockatoo to the specification of the Department of Environment and Conservation and the satisfaction of the Western Australian Planning Commission prior to the commencement of site works.*
5. *Mature trees, in particular Banksia and Allocasuarina, are to be retained where possible through the development of the temporary car park to the specification of the Department of Environment and Conservation and the satisfaction of the Western Australian Planning Commission.*

### ADVICE TO APPLICANT

1. *The proposed development is to comply with all relevant Acts and Regulations.*

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2. *The Environmental Protection Authority advises that there is a preference for the vegetation to be retained on site to be relocated from the southern portion of the site fronting Monash Avenue, where the vegetation is mapped as Degraded to Completely Degraded, to the northern portion of the site where the vegetation is of a higher condition rating.*
3. *With regards to Condition 4, the proponent is reminded of its own relevant obligations under the Commonwealth Environmental Protection and Biodiversity Conservation Act 1999.*
4. *An Acid Sulfate Soils Self-Assessment Form and, if required as a result of the self-assessment, an Acid Sulfate Soils Report and an Acid Sulfate Soils Management Plan shall be submitted to and approved by the Department of Environment and Conservation before the development is commenced. Where an Acid Sulfate Soils Management Plan is required to be submitted, all development shall be carried out in accordance with the approved management plan.*

*The "Acid Sulfate Soils Self-Assessment Form" can be downloaded from the Western Australian Planning Commission's website at: [www.wapc.wa.gov.au/Applications/Subdivision+and+application/default.aspx](http://www.wapc.wa.gov.au/Applications/Subdivision+and+application/default.aspx)*

*The "Acid Sulfate Soils Self-Assessment Form" makes reference to the Department of Environment and Conservation's "Identification and Investigation of Acid Sulfate Soils" guideline. This guideline can be downloaded from the Department of Environment and Conservation's website at: [www.dec.wa.gov.au/management-and-protection/acid-sulfate-soils/guidelines.html](http://www.dec.wa.gov.au/management-and-protection/acid-sulfate-soils/guidelines.html)*

**The motion was put and carried.**

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### 7446.10 Confidential Items

#### 7446.10.1 Shire of Pingelly Local Planning Scheme No 3 Amendment 1 - For Final Approval

File 853/4/25/3P1V  
Report Number SPC/50  
Agenda Part E  
Reporting Officer Planning Manager Wheatbelt

**THIS ITEM IS CONFIDENTIAL**

**Mr Farrar and Ms Taylor voted against the item.**

#### 7446.10.2 Shire of Dalwallinu Local Planning Strategy and Local Planning Scheme No. 2 – For Consent to Advertise

File TPS/0468/1  
Report Number SPC/51  
Agenda Part E  
Reporting Officer Planning Manager, Southern Regions

**THIS ITEM IS CONFIDENTIAL**

#### 7446.10.3 Shire of Mount Marshall Local Planning Scheme No. 3 and Local Planning Strategy - For Consent to Advertise

File TPS-0241  
Report Number SPC/52  
Agenda Part E  
Reporting Officer Planning Manager Wheatbelt region

**THIS ITEM IS CONFIDENTIAL**

### 7446.11 General Business

Nil.

### 7446.12 Items for Consideration at a Future Meeting

Item No	Report	Request	Report Required by
7438	<i>Directions 2031</i>	Planning Director – <i>Directions 2031</i> to brief the Committee following the workshop held on 3 October 2011	Oct/Nov 2011

### 7446.13 Closure

The next ordinary meeting is scheduled for 10.00 am on Tuesday 25 October 2011.

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There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 10.52 am.

**PRESIDING MEMBER** \_\_\_\_\_

**DATE** \_\_\_\_\_

Unconfirmed

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**H SUBDIVISIONAL / SURVEY STRATA**

10.6 ENDORSEMENT OF LOCAL STRUCTURE PLAN: LOT 510 AND PT LOT 511 KURRA STREET, NEWMAN

10.7 SUBDIVISION TO CREATE 2 LOT(S) FOR RESIDENTIAL PURPOSE - LOT 136 BROCKMAN AVENUE, DALKEITH

## ITEM NO: 9.1

### MURDOCH ACTIVITY CENTRE MAIN STREET AND MIXED USE PRECINCT DETAILED AREA PLAN AND DESIGN GUIDELINES

**WAPC OR COMMITTEE:** Statutory Planning Committee

REPORTING AGENCY: Department of Planning  
REPORTING OFFICER: Planning Manager Murdoch Activity Centre  
AUTHORISING OFFICER: Executive Director Strategy, Policy and Projects  
AGENDA PART: A  
FILE NO: SPN/0277 & 755/02/17/0004P0003  
DATE: 18/10/2011  
ATTACHMENT(S): 1. Murdoch Activity Centre Mixed Use Precinct and Main Street Design Guidelines - Design Guidelines Text (October 2011).  
2. Murdoch Activity Centre Main Street and Mixed Use Precinct Design Guidelines - Background and Detailed Area Plan report (October 2011).

#### RECOMMENDATION:

*That the Western Australian Planning Commission resolves to endorse the:*

- (i) Murdoch Activity Centre Main Street and Mixed Use Precinct Design Guidelines: Background and Detailed Area Plan Report (October 2011); and*
- (ii) Murdoch Activity Centre Mixed Use Precinct and Main Street Design Guidelines (October 2011);*

*to guide planning and development of the area.*

#### SUMMARY:

The key points relating to this report are as follows:

- A related report was considered by the Western Australian Planning Commission (WAPC) on the 25th August 2009. The WAPC resolved to note that the Murdoch Activity Centre Main Street and Mixed Use Precinct Detailed Area Plan and Design Guidelines is to be endorsed by the Statutory Planning Committee for use by the City of Melville, the WAPC and the relevant Development Assessment

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Panel (DAP) when considering development applications within the Mixed Use Precinct and Main Street of the Murdoch Activity Centre. The Statutory Planning Committee's endorsement of the detailed area plan and guidelines is now sought.

**BACKGROUND:**

The Murdoch Activity Centre Structure Plan (Part A - Fiona Stanley Hospital and Health Precinct) was approved by the WAPC in January 2007 to provide a framework for future development of the Fiona Stanley Hospital and Health Precinct. The structure plan identified the need to undertake the preparation of a detailed area plan for the Main Street and Mixed Use Precinct and develop related design guidelines for the provision of residential, commercial, retail, hospitality and entertainment uses.

**LEGISLATION / STRATEGIC PLAN / POLICY:**

**Legislation:** *Planning and Development Act 2005*  
Section:

**Strategic Plan**  
Strategic Goal: Planning  
Outcomes: Planned Local Communities developing a sense of place  
Strategies: Encourage innovation in the design of our communities

**Policy**  
Number and / or Name: Murdoch Activity Centre Structure Plan - Part A

**DETAILS:**

The Murdoch Mixed Use Precinct and Main Street area is located in the south-west quadrant of the intersection of South Street and the Kwinana Freeway. An urban design exercise was undertaken in July 2007 to consider future development of the Main Street and Mixed Use Precinct.

The following urban design objectives were identified.

- A visual connection from the Main Street to the railway station pedestrian entrance via the town square must be established.
- The town square is expected to provide for private vehicle drop-off and taxi ranks together with short term on-street parking.
- The town square is to be 'framed' by buildings and active edges of all sides.
- The town square will be designed with no kerbs to facilitate universal access and provide all amenities expected in a civic place (seats, shelter, landscape features, public art etc).
- Public alfresco areas could take advantage of the southern side with the possible introduction of colonnades.
- Provision for a public car park should be made beneath the town square.

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- The secondary future pedestrian access to the railway station should also be connected to the town square.
  - Activation of street frontages is key.

In 2008 a study was initiated to investigate and identify preferred land use and design options, and then develop a Detailed Area Plan and Design Guidelines for the Main Street and Mixed Use Precinct. The study included consultation with key stakeholders and a workshop that included examination of various land use options.

The Design Guidelines have been developed for the City of Melville and the WAPC to encourage the development of a high quality and vibrant Main Street and Mixed Use Precinct at Murdoch, inclusive of the new Fiona Stanley Hospital and planned new development at the St John of God Hospital and Murdoch University.

The Design Guidelines have been structured around 6 elements of design consideration, being:

- site planning
- built form;
- station interface;
- public spaces;
- parking and servicing; and
- safety and security.

The Design Guidelines have been established as an alternative to the requirements of the R Codes within the subject area only. Where the guidelines are silent on a particular matter the R Codes will prevail.

Development proposed along the Main Street and within the Mixed Use Precinct will be considered against 'performance criteria' provisions and objectives within the Design Guidelines. The Design Guidelines also allow for development bonuses (e.g. increased storeys) subject to meeting specified 'bonus criteria' including where a proposed development improves the amenity of the area or provides a public service.

An urban design statement demonstrating and explaining the positive townscape contribution of the proposal will be required to accompany development applications within the subject area.

#### **GOVERNMENT AND CORPORATE IMPLICATIONS:**

The Design Guidelines will assist the State Government with its assessment of proposed developments within the Murdoch Main Street and Mixed Use Precinct.

#### **CONSULTATION:**

The Design Guidelines were developed in consultation with the Murdoch Activity Centre Steering Committee. The Steering Committee includes representatives from St John of God Hospital, Fiona Stanley Hospital (South Metro Area Health Services), Murdoch University, City of Melville and Department of Planning.

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The Design Guidelines were presented to the City of Melville at its August 2009 meeting for endorsement. It resolved to support the intent of the guidelines on the 18th August 2009.

The Department of Planning's Urban Design Section has reviewed the Detailed Area Plan and Design Guidelines and supports their endorsement by the WAPC (Statutory Planning Committee) as a basis for assessing related development applications and to encourage high quality urban design outcomes within the core of the activity centre.

**OFFICER'S COMMENTS:**

It is considered that the Design Guidelines provide appropriate and required urban design guidance for developments abutting the Murdoch Activity Centre Main Street (Barry Marshall Parade) and the Mixed Use Precinct. It is noted the Detailed Area Plan and Design Guidelines directly relates to land under the control of LandCorp (mixed use precinct), Department of Health/South Metro Area Health Services (Fiona Stanley Hospital), St John of God Hospital and Murdoch University. All of these organisations are represented on the Murdoch Activity Centre Steering Committee.

It is acknowledged that the Steering Committee and City of Melville both support the Detailed Area Plan and Design Guidelines.

The Detailed Area Plan and Design Guidelines reports have been subject of minor text revisions to align the documents with Directions 2031 which recognises the Murdoch Activity Centre as a 'Specialised Centre'. These minor text revisions are contextual only and do not affect any specific details or requirements associated with the Detailed Area Plan and/or Design Guidelines. The documents were also revised to reflect the WAPC's recent adoption of the *Murdoch Activity Centre Interim Access and Parking Policy 2011*.

Copies of the Murdoch Activity Centre Main Street and Mixed Use Precinct Detailed Area Plan and Design Guidelines reports (October 2011) are in Attachments 1 & 2.

In view of the above, endorsement of the Detailed Area Plan and Design Guidelines is recommended.

# Murdoch Activity Centre Mixed Use Precinct and Main Street Design Guidelines

Design Guidelines Text

October 2011

**Department of Planning**

# Introduction

*By 2031 the Perth and Peel regions will need to provide for 550,000 new people, 328,000 new homes and 353,000 new jobs.*

*Directions 2031 proposes Activity Centres and Transit Oriented Development as fundamental to a successful future for Perth.*

*As part of this strategy a specialised activity centre is proposed for Murdoch at the South Street Bus/Rail Interchange.*

Directions 2031 is the new strategic framework for guiding Perth and Peel and recognises the benefits of a more consolidated city while working from historic patterns of urban growth. Importantly, the framework sets achievable goals that will promote housing affordability over the longer term. Directions 2031 addresses urban growth needs and also take into consideration the need to protect our natural ecosystems.

The framework provides for different lifestyle choices, vibrant nodes for economic and social activity and a more sustainable urban transport network. The framework will also encourage a long-term approach to the provision of infrastructure in an economically sustainable way.

The key themes of Directions 2031 are:

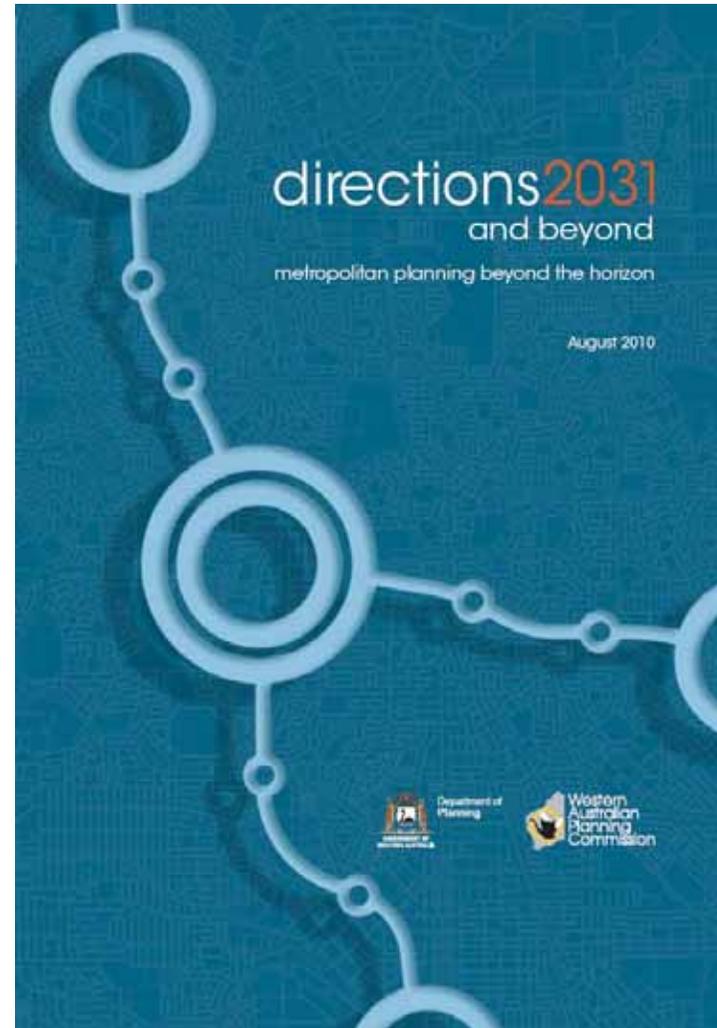
*Liveable - Living in, or visiting our city should be a safe, comfortable and enjoyable experience.*

*Prosperous - Our success as a global city will depend on building on our current prosperity.*

*Accessible - All people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home.*

*Sustainable - We should grow within the constraints placed on us by the environment we live in.*

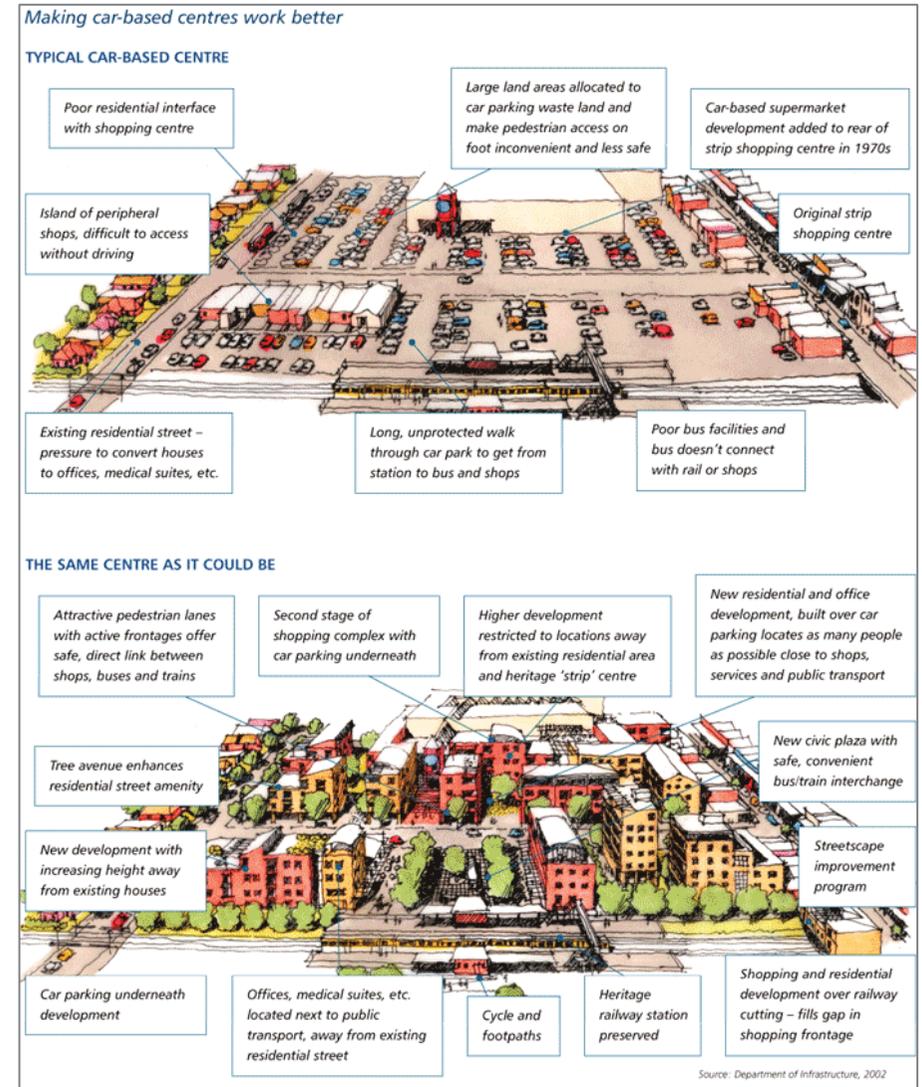
*Responsible - We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure.*



### Activity centres network:

Activity centres are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These areas consist of a concentration of commercial uses, combines with a varying proportion of other land uses. In some cases they may develop around a large facility, such as a university, rather than a commercial centre. The role and function of centres, and the diversity of activities within them will vary depending on their catchment; however, in general they will:

- Provide services, employment and activities that are appropriate for and accessible to the communities they support;
- Be integrated with and encourage the efficient operation of the transport network, with particular emphasis on promoting public transport, walking and cycling and reducing the number and length of trips
- Be designed based on transit oriented design principles
- Provide opportunities as places to live through higher density housing and the development of social and cultural networks;
- Encourage the agglomeration of economic activity and cultivation of business synergies; and
- Support the development of local identity and sense of place.



## Design Guidelines

The concept of design guidelines for the Murdoch Activity Centre Main Street and Mixed Use Precinct was first introduced in the Murdoch Activity Centre Structure Plan – Part A (MACSP), which was endorsed in June 2007 by the Western Australian Planning Commission. It was identified that there was a need to develop design guidelines to provide for continuity of design and ensure quality outcomes that would support the function of the Activity Centre in line with Directions 2031 principles.

The approach taken is to concentrate on understanding the function of the Centre and the inter-relationships between movement, land uses, economic values, built form, environmental systems and human aspirations. Problems that exist in towns and cities are largely the result of considering the above factors in isolation. By considering these issues mutually it will ensure that their inter-relationships are fully understood, and improve the underlying function of the Centre.

These guidelines refer to a specific study area within the Murdoch Activity Centre, being the Mixed Use Precinct (MUP) and Main Street, as reflected in Figure 1 in the Study area in the context of the Murdoch Activity Centre Structure Plan – Part A, WAPC 2007). This study area is further divided into several Precincts. These Precincts reflect an area of primary interest, particularly for the purpose of developing design guidelines and are broadly reflected in Figure 2. Whilst the final layout and design of the precinct have changed since the MACSP Part A, the principles of the design endorsed for the structure plan by the WAPC remain the same. The final precinct layout is illustrated in Figure 3.

Figure 1 - Study Area



Figure 2 - Study Area Precincts

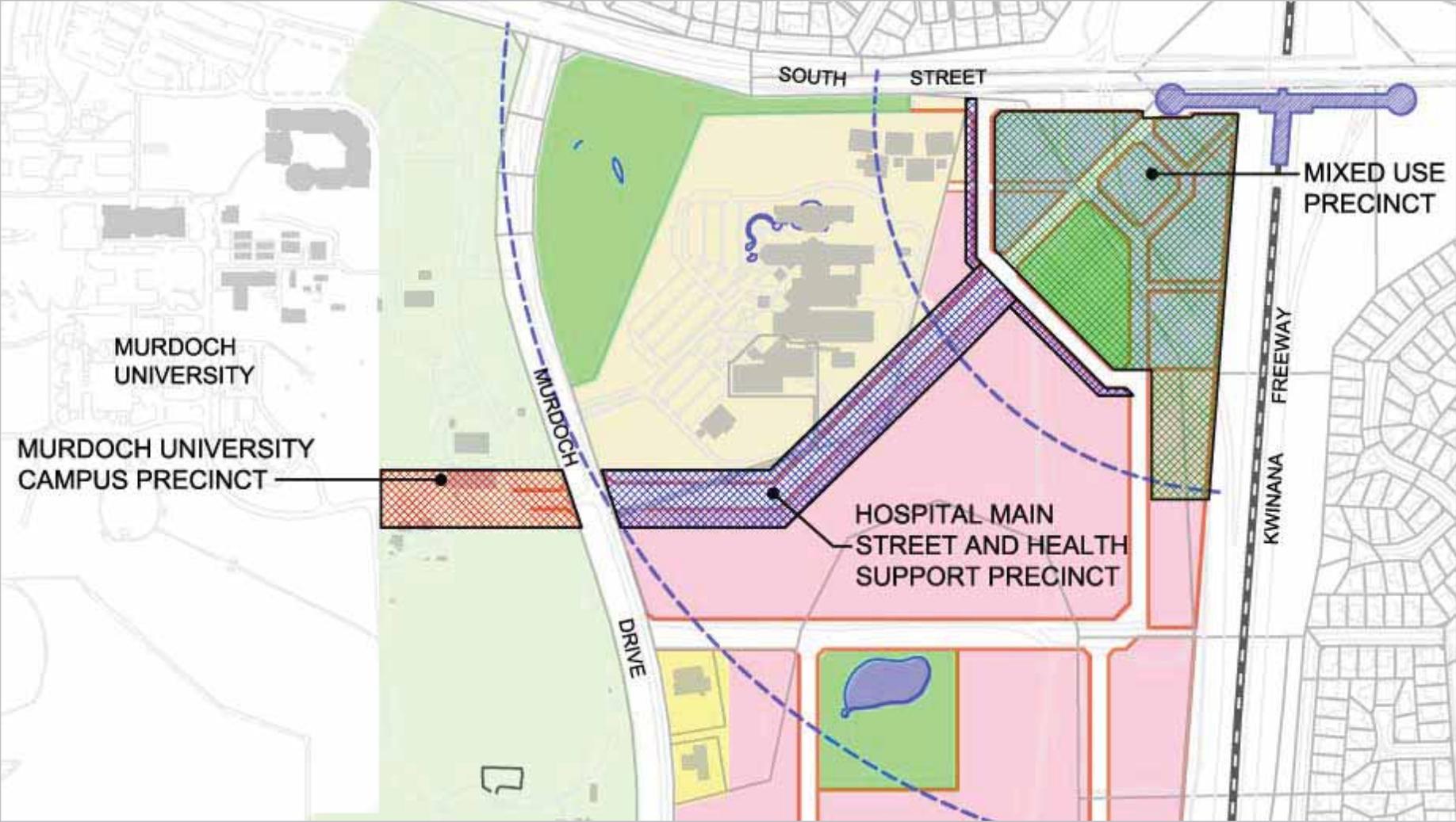


Figure 3 – Precinct Layout Plan



The MUP is further divided into areas of focus pertaining to affected at grade street frontages (A-C) and upper levels street frontages (D – first floor and above) as illustrated in Figure 4.

Figure 4 - Precinct Layout Plan



The Health Support Precinct (HSP) (see Figure 5) is located on the border of the 400m walkable catchment from the station, between the MUP and the FSH. It is subject to market driven forces in terms of its development (timing and type), even though it is within the FSH/Department of Health site. The Health Support Precinct is considered to be the interface between the FSH and the MUP.

**Figure 5 - Health Support Precinct**



The balance of Main Street, between the Health Support Precinct and Murdoch Drive is referred to in these guidelines as the Hospital Main Street (HMS), and the extension of Main Street within Murdoch University (Discovery Way) is referred to as the Murdoch University Campus Precinct (MCP) (see Figure 6).

**Figure 6 - Hospital Main Street and Murdoch University Campus Precinct**



Hospital Main Street



Murdoch University Campus Precinct

The guidelines have been developed to support the City of Melville and the Western Australian Planning Commission to encourage the development of a vibrant Main Street and Mixed Use Precinct at Murdoch, inclusive of the new Fiona Stanley Hospital (FSH), St John of God Hospital (SJOGH) and Murdoch University.

Development proposed within the MUP and along Main Street should be considered against the 'Performance Criteria' provisions within this document, which are identified numerically after the letter 'P' (i.e. P3.8), and against the Objectives.

An Urban Design Statement demonstrating and explaining the positive townscape contribution of the proposal should accompany development applications within the area defined by these guidelines and will be reviewed by Department of Planning and/or City of Melville experts with backgrounds in relevant disciplines such as Landscape Architecture, Architecture, Urban Design, Town Planning, Interior Design, Built Form Sustainability or other, at the discretion of the WAPC and/or the City of Melville. Further detail of the requirements of the Design Statement can be found in 15.0 Design Statements.

*Where applicable, the definitions of terms and expressions used in this document should have the same meaning as set out in the City of Melville's Community Planning Scheme No 5 (CPS5). Where a term or expression is used that is not included in the CPS5, the interpretation of that term or expression is included in Section 16.0 Interpretations of this document.*

The guidelines are structured around 6 Elements of design consideration, being:

- Site Planning;
- Built Form;
- Station Interface;
- Public Spaces;
- Parking and Servicing; and
- Safety and Security.

Bonus Criteria also form part of these design guidelines, where specific built form outcomes are proposed through the 6 Design Elements.

The guidelines have been divided into precincts that share similar urban design character and aims.

**Part One** of this document relates to all precincts within the Study Area and each Performance Criterion relates to development within the whole of the Main Street and Mixed Use Precinct (excepting where the Murdoch University South Street Campus Development Strategy and Development Design Guidelines prevail).

**Part Two** of this document addresses Performance Criteria provisions which are specific to certain locations.

## Related Documents

### State Planning Policy 3.1 – Residential Design Codes

The purpose of SPP 3.1 (the Residential Design Codes of WA 2002 as amended, or the R Codes) is to provide a comprehensive basis for the control, through local government, of residential development throughout Western Australia. They are intended to cover all requirements for planning control purposes and to minimise the need for councils to introduce separate planning policies or variations to these matters.

SPP 3.1 outlines design requirements for housing density, streetscape, boundary setbacks, open space, access and car parking, site works, building height, privacy, design for climate, and incidental development. The policy is incorporated into all town planning schemes across the state and is therefore to be considered as part of CPS5.

These Design Guidelines have been established as an alternative to the requirements of the R Codes within the Study Area only. Where these Guidelines are silent on a particular matter, the R Codes should prevail. The definitions of terms and expressions used in this document should have the same meaning as set out in the City of Melville’s CPS5 and in the R Codes.

### Development Control Policy 1.5 – Bicycle Planning

Development Control Policy 1.5 – Bicycle Planning (DC 1.5) was adopted by the WAPC in 1998 as a response to the issues of:

- Adverse environmental affects of motor vehicles;
- Encouraging low energy lifestyles as a result of the 1970’s ‘energy crisis’;
- Efficient use of transport infrastructure; and
- Road congestion and demand for car parking.

The policy aims to make cycling safer and more convenient for users; to ensure that adequate planning for cyclists is undertaken; to encourage the use of bicycles as an alternative to private motor vehicle use; highlight the benefits of cycling; and to ensure adequate provision of cycling facilities is considered in statutory planning processes.

State and local government support the policy in the design and development of transport routes and new subdivisions. The policy identifies the type of service provision required and where such provision is encouraged.

## **Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development**

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (DC 1.6) is an amendment to the 1999 Development Control Policy 1.6 Planning to Enhance Public Transport Use. It was amended and adopted in 2005 by and for the WAPC to reflect the Government’s vision for a sustainable future, and is in line with the Directions 2031 strategy and TOD principles.

The objectives of DC 1.6 can be summarised as follows:

- To promote and facilitate an alternative to private vehicle use;
- To enhance accessibility to services and facilities;
- To improve equity for those without a private vehicle;
- To encourage development that allows planning for more efficient public transport;
- To reduce the instance of contra-flow during peak periods by creating departure points that are also destinations;
- To ensure the optimal use of land within Transit Oriented Developments (activity centres);
- To ensure that transit infrastructure facilitates transit supportive development by maximising safety, security and convenience;
- To promote and facilitate walking and cycling within Transit Oriented Developments; and
- To promote and facilitate integrated transport nodes and activity corridors.

DC 1.6 is supported and encouraged by the State in several ways. The implementation of the policy is integral to the process of Town Planning Scheme, Metropolitan Region Scheme, and local planning policy development and review. It is aligned closely with Directions 2031 and the principles of TOD development.

The policy is also expected to be considered in the determination of development applications for the subdivision, development of land and redevelopment of existing areas within transit oriented localities as identified by the Directions 2031 Framework.

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# PART ONE

## *The Murdoch Activity Centre Vision*

*The Murdoch Activity Centre (MAC) is proposed to be a vibrant hub of activity supporting the primary education and health functions of the area. World class hospital and educational facilities form one part of a busy commercial and residential area, which is frequented by regular users of the precinct but is also accessible and legible to a casual user. Public transport is an integral part of the precinct and is considered essential in delivering a precinct which has reduced car dependency.*

# 1.0 Site Planning

## Form and Character

**Objective - To reinforce the unique identity of the Main Street and Mixed Use Precinct by forming distinct street character, to form urban landmarks and to form urban vistas to key locations inside and outside the Precinct**

*The character of a street resides not just in the buildings along the street, but also in their relationship to each other, the spaces and barriers provided by roof form and height and in streetscape elements such as trees, fences, signs, poles, wires, kerbs, pavements and their colours and textures.*

*Character also involves people and their cultural context. Any new development should contribute to the character of a street and be influenced by the urban setting and context, the composition, use and proportions of the surrounding development and active frontages.*

- P1.1** Development should respond to the urban design principles identified in Section 6.3 of the Murdoch Activity Centre Structure Plan Part A.
- P1.2** Developments should be sympathetic to the surrounding environment in composition, proportion, materials, colours and finishes
- P1.3** Shopfronts at ground floor level should provide for attractive window displays, active frontages and restrained signage.



Streetscape elements



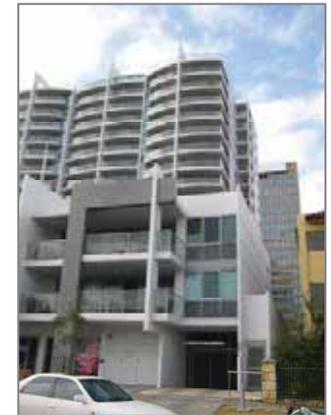
## Street Setbacks

**Objective – To maintain a continuous urban wall enhancing the existing streetscape and providing active and interesting pedestrian experiences**

*Ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale*

*New buildings that are setback from the street boundary could adversely affect the vibrancy and activity required to support an Activity Centre*

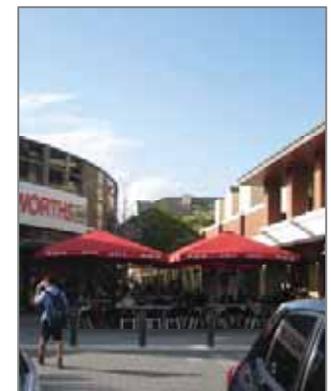
- P2.1** New buildings within all precincts should predominantly be designed with a nil setback to the front boundary, with a maximum setback of 1.5 metres to allow for building façade design features and articulation.
- P2.2** Development that proposes a variation to this setback by way of public spaces and plazas will be considered on their merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the Main Street and Mixed Use Precinct.
- P2.3** The front façade of any building which has an overall height greater than 18 metres above ground level should provide a setback of 5 metres from the front boundary for that portion of the building which exceeds 18 metres above ground level (allows 4 storeys of commercial with a nil setback). This will provide a consistent building height at street frontage in a podium effect, whilst ensuring that the bulk of the overall height of the building does not dominate the streetscape.
- P2.4** Notwithstanding the requirements of **P27.3** and **P27.4**, colonnades or awnings are required where practicable for all development at ground level, particularly adjacent to corner truncations to contribute to pedestrian flow and comfort. Where colonnades are proposed the minimum dimensions should be consistent with **P27.4**.
- P2.5** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in Section 14.0 Bonus Criteria.



Podium elements



Public plazas



## Side and Rear Setbacks

**Objective** – To provide a continuity of frontage to encourage activity and provide interest whilst allowing for view corridors from multi-level developments throughout the Main Street and Mixed Use Precinct.

- P3.1** Any new development in the Study Area should be built up to both side boundaries and may be built up to the rear boundary for the portion of wall up to the height of the podium, except for those side boundaries abutting a road reserve or pedestrian path, where the front setback provisions should apply.
- P3.2** Notwithstanding P3.1, where a pedestrian access way has been identified adjacent to a side boundary of a development site, the development should be required to address the pedestrian access way.
- P3.3** Development above the podium height should complement adjacent properties and be designed to allow for adequate access to sunlight and ventilation for all developments within the Main Street and Mixed Use Precinct

Public plazas



Development addressing pedestrian access ways



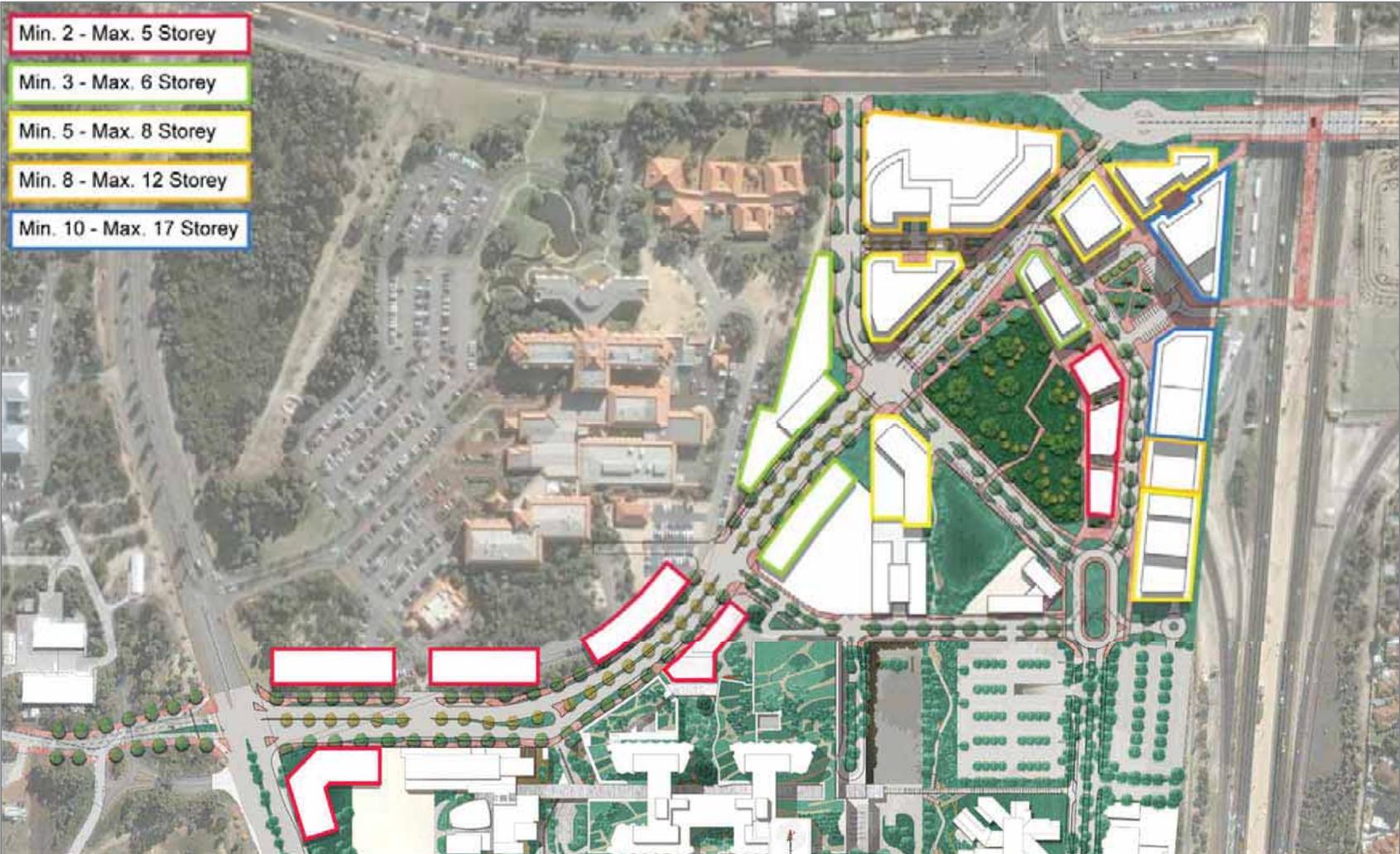
## Building Height

**Objective – To encourage substantial activity in the Precinct by allowing for taller buildings to accommodate a variety of uses.**

*To ensure that building heights are consistent with the desired scale and built form of the Precinct, to facilitate 'Landmark' (iconic) development at key site locations and to ensure that built form takes full advantage of the development opportunity to support the desired activity in the centre.*

- P4.1** Minimum building heights should be in accordance with the Building Heights Plan (Figure 7) and should be measured from the natural ground level.
- P4.2** Maximum building heights should be in accordance with the Building Heights Plan (Figure 7) and should be measured from the natural ground level.

Figure 7 - Building Heights Plan



- P4.3** Notwithstanding that Building Height may be subject to bonus development criteria, the total maximum height of any building should be in accordance with the Jandakot/CASA Obstacle Limitation Surface, measured from Australian Height Datum (AHD).
- P4.4** Building height is the maximum vertical distance between NGL along the street frontage to the wall height of the upper-most storey of the building (see Figure 8). This measurement excludes attachments to the building, and plant and equipment located on the rooftop. Where a development has a gabled roofline at the front boundary, the height of the building should be measured as the maximum vertical distance of the wall height (A) plus half the height of the gable (B).
- P4.5** The WAPC and/or the City of Melville may permit bonus storeys for development in accordance with the Bonus Criteria in Section 14.0 Bonus Criteria.

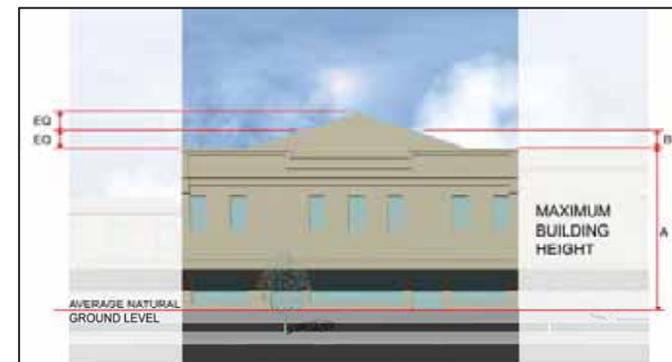
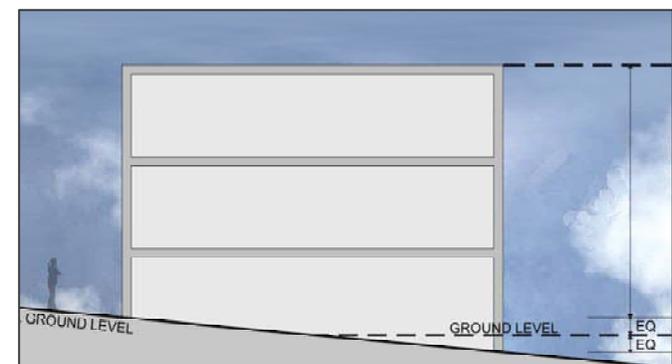


Figure 8 - Measurement of NGL



## Responsiveness to Street Layout

**Objective - To encourage a street layout with a focus on supporting public transport and pedestrian/cyclist services and to protect and enhance pedestrian links.**

*Good quality and accessible public transport is key to meeting the objectives of Directions 2031. Street frontages should promote a visual and functional interaction between public transport stops, pedestrian paths and new buildings. Pedestrian links and access ways are also necessary to activate the Main Street and Mixed Use Precinct. Successful pedestrian links will have active uses opening onto them, and encourage the flow of activity along them*

- P5.1** Development proposed adjacent to bus stops should be designed so as to provide enough physical space between the building and the stop for comfortable pedestrian usage, including where alfresco areas are proposed. Bus stops along Main Street should be located so as to best support this criteria.
- P5.2** Development proposed adjacent to bus stops should be designed so as to provide additional shelter where practicable for bus patrons. Awnings are encouraged over the public realm.
- P5.3** Developments should be designed so as to discourage graffiti and vandalism and will use materials to support this.
- P5.4** Bus shelters should be easy to see from the pedestrian footpath and from the road and should be well lit at night to support user safety and security.
- P5.5** Pedestrian links should be of a design that incorporates visual interest and activity. Inclusion of retail facilities can provide interest and maintain the desired human scale.
- P5.6** Use of daylight should be maximised and a high level of lighting should be provided in all links.
- P5.7** Pedestrian links should not be interrupted by vehicular crossovers or other activities, however, where unavoidable, adequate signage should be incorporated to identify that pedestrians have right of way.



Development set backs from bus shelters to allow for pedestrian movement



Sheltered pedestrian access ways should not be impeded by activities

P5.8 Innovative development of sites adjacent to pedestrian links will attract concessions in accordance with Section 14.0 Bonus Criteria.

### Permissible Land Uses

**Objective - To encourage mixed land uses within each precinct that are appropriate to the primary function of that precinct**

*The Main Street and Mixed Use Precinct should be a place of activity during daylight and evening hours. Land uses that promote movement and activity are encouraged throughout the area.*

P6.1 Development should be in accordance with Performance Criteria P27.7, P28.4, P29.5, P30.6, P31.5 and P32.3



A variety of land uses is encouraged



## Mix and Distribution of Uses

**Objective – To encourage a diverse mix of uses within the Main Street and Mixed Use Precinct, To provide flexibility in the distribution of land uses throughout the Main Street and Mixed Use Precinct and to residential living within the Main Street and Mixed Use Precinct.**

*A diverse mix of uses will encourage and has the ability to extend the hours of activity within the centre. The development of retail alone will not promote this diversity.*

*Residential development can result in active places throughout the day and into the evening. Mixed with the constant active use of the hospital and education precincts, residential development will support the vibrancy and safety of the precinct and the station interchange.*

*There is considerable flexibility in the possible distribution of land uses throughout the precincts. The mixing of land uses is encouraged and development proposals will be treated on their merit.*

**P7.1** A mix and variety of uses is encouraged both vertically and horizontally in all Precincts. Developments which are proposed for a mix of uses or designed in such a way that supports building conversion over time may attract concessions in accordance with Section 14.0 Bonus Criteria.

**P7.2** Applications for land uses other than those identified in **PART TWO** should only be considered at the discretion of the WAPC and/or the City of Melville and should be submitted with a Design Statement detailing the benefits of the proposed land use against the objectives of these guidelines.



Mix of uses at different levels and adjacent to one another

## Protection of Identified Vegetation

**Objective – Protection of environmental assets that have been identified as being of matters of national environmental significance are considered to be fundamental to any development in the Main Street and Mixed Use Precinct**

The Commonwealth Department of Environment, Water Heritage and the Arts has identified that the conservation area within the Main Street and Mixed Use Precinct is an important part of the feeding and nesting habitat of the Carnaby's Black Cockatoo. The activity of fauna and flora within the Main Street and Mixed Use Precinct will contribute to a strong balance between the 'urban' and 'natural' environment and has the potential to greatly enhance the experience of Main Street and Mixed Use Precinct users.

- P8.1** Development surrounding the conservation area will be sympathetic to the sensitivity of the conservation area. Any development adjacent to the conservation area should be designed so as to encourage circulation of air into and away from the conservation area, and design which supports managed overlooking of the area<sup>1</sup> will be supported and may attract concessions in accordance with Section 3.0 – Passenger Facilities
- P8.2** All development of landscaping or planting proposed within the Main Street and Mixed Use Precinct will consider the use of flora species able to be used by Carnaby's Black Cockatoo for foraging, as identified below:
- Dryandra;
  - Eucalyptus;
  - Grevillea;
  - Hakea; and
  - Lambertia.

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<sup>1</sup> Uses adjacent to the conservation area will need to consider design which manages rubbish and waste to avoid littering into the conservation area.

Figure 9 - Land Fronting the Conservation Area



## Levels

**Objective – Pedestrians and users should at all times be connected with the land uses that form part of the Main Street and Mixed Use Precinct.**

*The Main Street and Mixed Use Precinct faces a particular urban design challenge in the variation in level across the Main Street and Mixed Use Precinct area. Activation of all street frontages remains key, regardless of the level change, and there is an opportunity to take advantage of the level change to create innovative design and attractive spaces.*

**P9.1** The internal level of any development should, where possible, have a finished floor level no greater than 500 mm below or above the adjacent pedestrian ground level to ensure interaction between pedestrians and the adjacent buildings. Development which fronts a street with differing levels should consider innovative design to meet this criterion.

## Universal Access

**Objective – All development in the precinct should allow for access for all members of the community.**

The Main Street and Mixed Use Precinct should be an inviting and user friendly place for all members of the community. Universal access should be provided for all developments in a variety of ways.

**P10.1** All development should provide universal access. Clever design features for ramps etc are encouraged to make universal access an integral part of design.



Minimise levels changes and provide universal access

## 2.0 Built Form

### Appearance/Facades

**Objective – Development of the Main Street and Mixed Use Precinct should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive, and provide definition between public and private spaces.**

*Maintaining a strong urban edge with the built form and providing a variety of high quality architectural forms and features will attract people to the Main Street and Mixed Use Precinct and establish a sense of place.*

*Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Activities at ground level should aim to provide interest for pedestrians. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.*

- P11.1** Continuous frontages are encouraged with large amounts of clear glazing that will promote visual interest. Proposed development should incorporate substantial areas of glazing at frontages (side and rear where relevant). Glazing should comprise no less than 50% of any façade at pedestrian/ground level in all Precincts and where opaque signage is proposed on glazing, unimpeded glazing should still comprise greater than 50% of the frontage.
- P11.2** Active windows and balconies should be incorporated into the design of developments above ground level. Balconies, particularly to residential apartments, should have a minimum 2.0 metre depth to encourage use.
- P11.3** Development which proposes active uses at podium levels is encouraged. Development of podiums that are publicly accessible (cafes, restaurants, open spaces) will attract concessions in accordance with Section 14.0 Bonus Criteria.



Continuous frontages with large amount of glazing and active frontages at ground level

## Site Coverage

**Objective – To encourage intensity of development whilst also catering for the wellbeing of Main Street and Mixed Use Precinct users**

*It is expected that the majority of development sites will have close to 100% site coverage at ground level, particularly at the street frontage, to maintain a continuous and interesting frontage. Alternative to open space at ground levels may take many forms and can include private open space on roof tops and terrace areas.*

**P12.1** Development may cover 100% of the site area, provided that open space is provided for residential apartments in accordance with the Western Australian Planning Commission's Residential Design Codes. Shared common space for apartment buildings is encouraged at podium levels and at other places within developments

**P12.2** Where development is not proposed to all boundaries of a site, landscaping design should be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design should be implemented for all landscaped areas.



Roof top terraces and gardens can provide interesting and unique private and shared open spaces



## Roof-scape

**Objective – To improve the aesthetics of the Main Street and Mixed Use Precinct for all users and to contribute variations to ‘normal’ at grade activities.**

*A variety of spaces and activities at all levels of the Main Street and Mixed Use Precinct will create interest and has the potential to improve the amenity of the Centre for all users. Rooftops should be sensitively designed so as to ensure all users have quality outlooks.*

**P13.1** Green podiums, green roofs, roof top gardens and roof top terraces are encouraged. These elements in design will attract concessions in accordance with Section 14.0 Bonus Criteria.

**P13.2** Public access to spaces at podium level is encouraged. The appropriate and sensitive design for podium activity, such as cafes, restaurants, gymnasiums etc will be seen as a substantial benefit to the precinct and will attract concessions in accordance with Section 14.0 Bonus Criteria

**P13.3** Notwithstanding that plant and equipment located on rooftops are not included in the measurement of the height of the development; all plant and equipment should be screened from view at street level. Plant and equipment should be incorporated into the design of buildings.

**P13.4** In addition to screening of roof plant from street level, in designing rooftop services the view or potential view from adjacent higher buildings should also be considered.



## Articulation

### Objective – To support the legibility and amenity of the Main Street and Mixed Use Precinct

*A variety of building forms and types at prominent corners and entries to precincts can contribute to the legibility and sense of place of a precinct.*

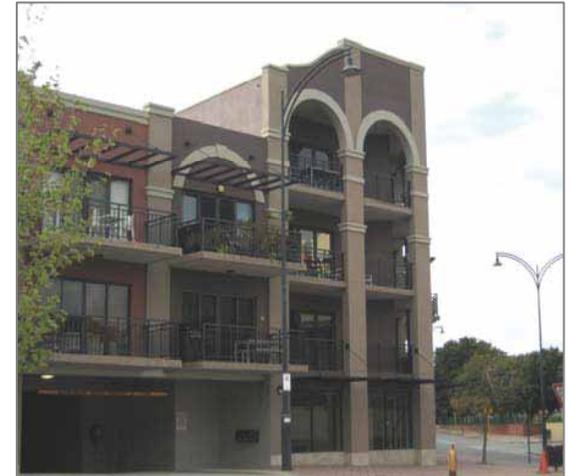
**P14.1** Corner sites should address the corner by providing a minimum 6m x 6m truncation, required at the ground floor only, and by articulating the facade with a variety of materials, colours, integrated elements such as balconies and screens and innovative lighting and signage.

**P14.2** Landmark Sites or Facades as identified in

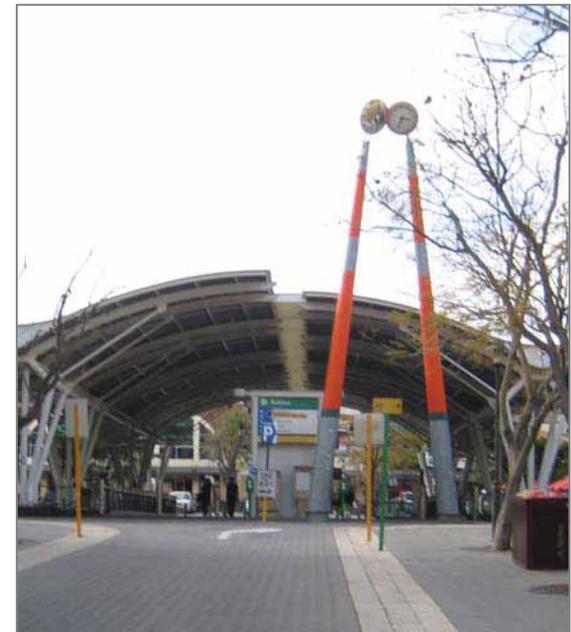
Figure 10 are encouraged to be developed to a scale and in a manner that enhances the overall legibility and amenity of the Main Street and Mixed Use Precinct. Development standards (i.e., height, plot ratio, architecture) for the identified Landmark Sites should be at the discretion of the WAPC and/or the City of Melville. The nominated Landmark Sites are located to allow for development to 'frame' gateways into the CBD area. It is expected that these developments will be taller and denser than their adjoining counterparts.

**P14.3** New development on sites at the entrances to the Main Street and Mixed Use Precinct should contribute to a sense of arrival by providing the following as part of the development:

- ▶ Quality landscaping of the site and adjacent verge area;
- ▶ Signage;
- ▶ Lighting; and
- ▶ Any other measure that identifies the Main Street and Mixed Use Precinct as a major destination point within the area (clock towers etc).



Corner sites of a greater scale



Recognisable entrances

Figure 10 - Landmark Sites/Facades



Murdoch Activity Centre mixed Use Precinct and main Street Design Guidelines  
Design Guidelines Text

## Privacy

**Objective – The Murdoch Activity Centre will be a dense urban activity centre, but will be known for both the activity of its Mixed Use Precinct and the quality of life which it affords its local residents.**

*Design of buildings should consider the privacy of residents within the precinct and provide quality spaces so that the community is encouraged to grow.*

- P15.1 All development should consider the potential impact on residential privacy within the Precinct. Whilst the provisions for privacy should not be as prescriptive as that of the Residential Design Codes, developments should generally consider the requirements of the Residential Design Codes and provide screening or other design measures to ensure that residential spaces maintain privacy.
- P15.2 Development should meet appropriate Australian standards for noise mitigation, and should consider providing additional acoustic treatments for residential uses such as double glazing. Developments which provide acoustic treatments that are in excess of requirements to encourage a more comfortable living environment will attract concessions in accordance with Section 14.0 Bonus Criteria

## Sustainability

**Objective – To establish a high standard of energy efficiency and sustainability for the design of all development within the Main Street and Mixed Use Precinct.**

*The development of the Main Street and Mixed Use Precinct should follow ecologically sustainable design principles to develop a world class showcase of environmentally sound development techniques that can be used as examples for other Main Street and Mixed Use Precinct developments*

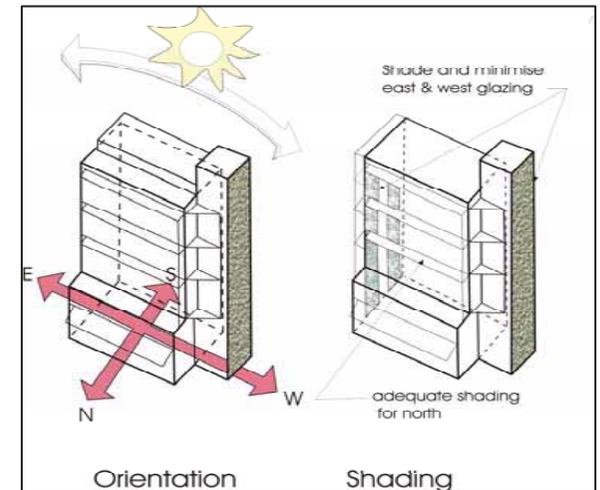
*In recognising that Australia is the driest continent and that water is a precious resource, the design of all development should consider water efficiency.*

*Principles that should be applied to all proposed development include:*

- *Minimise operational and maintenance costs of the development;*
- *Innovative and integrated water resource management;*
- *Reduction in the use of fossil fuel energy by using renewable energy supply sources and employing demand-efficient building techniques and technologies;*
- *Biodiversity and habitat enhancement through appropriate and native landscaping;*

**P16.1** Design information relating to the design factors specified in P16.2 to P16.10 below should be provided for all new building and development applications for development.

**P16.2** All new development should be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. This can be achieved by designing for the climate of the area through correct building orientation, allowing access to natural light and achieving the correct thermal performance of buildings and their materials. New commercial development can achieve significant energy savings by controlling solar gain through glass, particularly from low angle sun from the east and west. Some design factors are:



Use of balconies and eaves as shading devices

- orientation – north and south orientated facades require less energy, minimise west and east facing glass;
- provide adequate shading for all glass other than south facing glass;
- atriums maximise daylight and cross ventilation;
- thermal mass in commercial and residential developments to improve temperature stability;
- natural cross-ventilation to reduce air conditioning needs;
- low energy lamps and controls;
- Building energy management systems;
- incorporation of an upper floor roof/ceiling construction with a minimum thermal resistance value of R1.5;
- use materials of a colour which reflects rather than absorbs solar radiation, whilst ensuring reflective material avoids transferring heat to adjoining properties;
- buildings to meet minimum standards of four stars from the Green Building Council.

**P16.3** All dwellings should comply with the WA State Government 5 Star Plus requirements for Energy and Water use.

**P16.4** Tap fittings (excluding bath and garden) and sanitary flushing systems (dual flush) should be minimum 4 stars WELS rated. Showerheads should be a minimum 3 stars WELS rated.

**P16.5** Apartments should provide ceiling fans to all habitable rooms, where ceilings are 2700 mm or higher and should be orientated to access natural breeze patterns.

**P16.6** Ceiling and wall insulation should be utilised for a minimum thermal resistance.

**P16.7** Built structures should give shade and sun protection, combined with other mechanisms to ameliorate and control the microclimate e.g. planting of shade trees and climbers to reduce heat load on walls. Light coloured materials should be used throughout the development to minimise heat absorption.

**P16.8** The design of all power, electrical and mechanical equipment should include life cycle

costing of energy use and power demand analysis. Renewable energy mechanisms should be considered as part of any proposed development.

- P16.9** The use of irrigated grass is to be minimised, and the use of drought tolerant species and trickle feed systems and subsoil watering is encouraged. Development should consider the use of recycling water grey/black water.
- P16.10** Development that results in the construction of a building with an energy efficiency rating under the Australian Building Greenhouse rating scheme (ABGR) of 5 stars or greater should attract concessions in accordance with Section 14.0 Bonus Criteria.
- P16.11** Unprotected glazing to the north is not permissible.

Use of green elements vertically at Melbourne's Council House

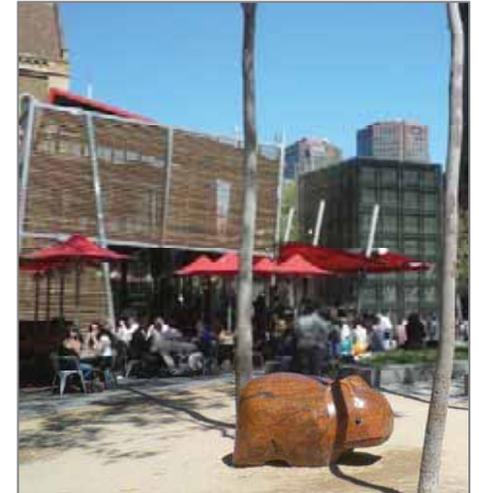


## Materials

**Objective – the Main Street and Mixed Use Precinct will be known for high quality design and appearance. Building materials should generally be of a high quality and will utilise appropriate colours**

*Design of buildings should be innovative and vibrant, but should also exhibit respect for neighbouring developments.*

- P17.1** A schedule and samples of all external materials and finishes should be submitted to and approved by Council prior to or at the time of application for Planning approval.
- P17.2** The use of a variety of materials is encouraged, although very shiny surfaces and large expanses of reflective glass at pedestrian level are generally inappropriate. Sheer curtain walls or other expanses of reflective glass are discouraged.
- P17.3** Dark colours tend to create an unwelcome void in streets and should also be avoided as they may result in a solar load approximately 1.5 times the load for light colours.
- P17.4** Materials used should consider the acoustic environment of the Main Street and Mixed Use Precinct, including the likelihood of frequent helicopter movements associated with the hospital functions in the MAC. All development should comply with the relevant environmental regulations regarding Noise.



Use of various material and colours



# 3.0 Station Interface

## Station Environs

**Objective – Integrate public transport stops into the fabric of the Main Street and Mixed Use Precinct and make them attractive and desirable places to utilise**

*The pedestrian path to the station should be pleasant and enjoyable and continue to attract the interest of users. Active frontages and comfortable pathways will encourage the use and reuse of public transport and foster a feeling of safety.*

- P18.1** Strong, clear signage is encouraged to be incorporated within all development to support wayfinding throughout the precinct.
- P18.2** Buildings should be designed so as to provide a high level of surveillance along access routes and to the stations entrances and exits.
- P18.3** Buildings that form entrances to the rail station should promote wayfinding through material and colours.



## Passenger Facilities

### Objective – Encourage public transport and pedestrian and cyclist activity within the area

*Pedestrians and cyclists can be encouraged to repeat their patterns if the appropriate facilities are available. The provision of public facilities is an important feature in the public activation of an area.*

- P19.1** Facilities which are accessible to all such as toilets are encouraged within all developments and will attract bonuses in accordance with Section 14.0 Bonus Criteria.
- P19.2** End of journey bicycle parking facilities should be located at ground floor or at other such levels as does not require access via steps
- P19.3** End of journey bicycle parking facilities should be located near to entrances, should be located in an area that allows for passive surveillance of the facility to occur wherever possible and should be well lit. They should be located away from areas of high pedestrian activity to minimise inconvenience or danger to pedestrians.
- P19.4** Bicycle parking racks should be constructed of durable materials and designed to allow for bicycles to be locked to the rack. Bicycle storage areas should be secured so as to provide access only to users for daily storage.



Opportunities for storage and security of bicycles



## 4.0 Public Spaces

### High Quality Public/Private Spaces

**Objective – To provide interesting and interactive public spaces throughout the Main Street and Mixed Use Precinct by developing unique spaces and areas of focus**

*Land developers have an opportunity to contribute to the sense of place of the Main Street and Mixed Use Precinct by providing interesting artworks, spaces and ensuring adequate lighting is provided.*

- P20.1** Artwork associated with proposed development is encouraged and may attract concessions in accordance with Section 14.0 Bonus Criteria.
- P20.2** Lighting proposed for all development should limit the possibility of dark shadows in adjacent private and public open spaces.
- P20.3** Additional public spaces and plazas designed into development which contribute to the amenity of the Main Street and Mixed Use Precinct may attract concessions in accordance with Section 14.0 Bonus Criteria.



Public art in many varieties

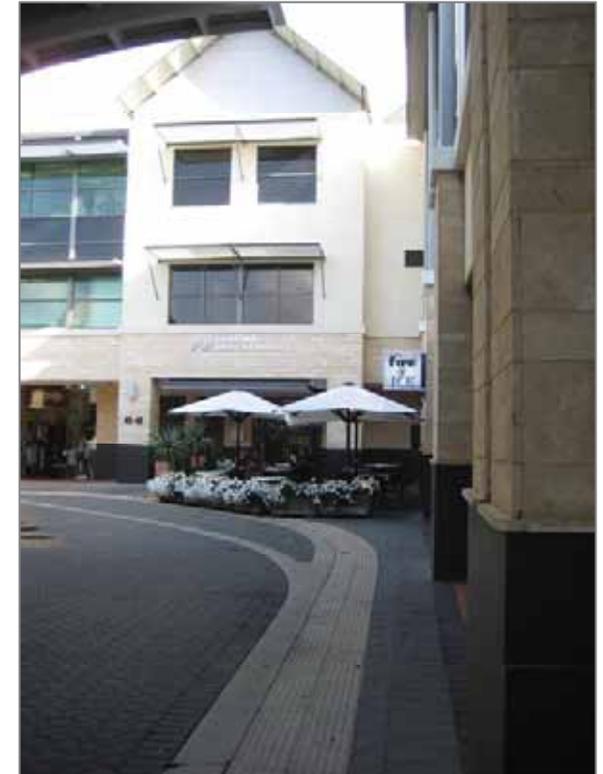


## Street Edges

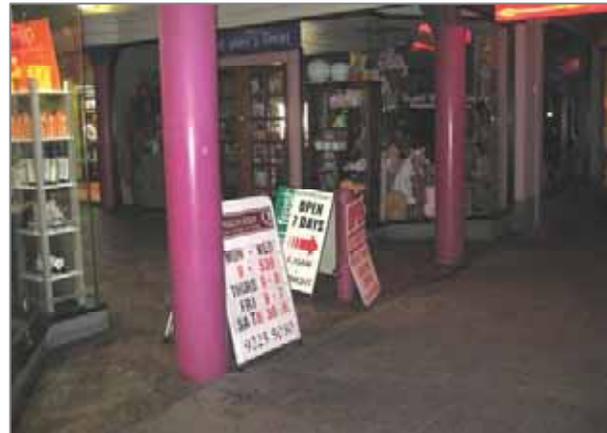
**Objective – To ensure that the Main Street and Mixed Use Precinct is a comfortable and accessible place for all users.**

*Uses that promote activity can sometimes also contribute to a lack of ease for users. Development within the Precinct should always consider the restrained use of signage and advertising. Alfresco areas require approval by Council and should not be approved without consideration of appropriate through movement.*

- P21.1** Development adjacent to street edges should ensure that adequate access is provided for pedestrian traffic. Alfresco dining areas should provide unimpeded through access under awnings/colonnades to protect pedestrians from the elements.
- P21.2** Advertising boards and sales racks should be located so that safe and convenient pedestrian access is not impeded.



Alfresco area separated from colonnade pedestrian movement



Advertising boards impeding pedestrian movement are unacceptable

## Retaining Walls

### Objective – To avoid blank facades throughout the precinct

*Blank facades create spaces with little interest and tend to encourage graffiti and a lack of pride in spaces.*

- P22.1** All proposed retaining walls throughout the Main Street and Mixed Use Precinct should be treated so as not to create a blank wall effect, or a location for potential graffiti (see 6.0 Safety and Security). Landscaping in front of retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls.
- P22.2** Notwithstanding P22.1, all development should comply with P10.1. Where retaining walls are proposed as an interim measure, it is the intention of these guidelines to ensure that in the long term all frontages should provide some form of activity.

## Fencing

### Objective – To avoid blank facades throughout the precinct

*Blank fencing in urban settings has the same effect as blank retaining walls. Fencing should be designed to be aesthetically pleasing to all users who can see it.*

- P23.1** All proposed fencing which is visible from a public place throughout the Main Street and Mixed Use Precinct should be treated in the same way as required in P22.1. Fencing should be of a high quality and should be of acceptable quality on both sides.

## 5.0 Parking and Servicing

### Parking

**Objectives - To ensure that adequate vehicle parking and access is provided for multi- storey development, to ensure that off-street parking is linked to pedestrian routes and to ensure car parking does not dominate the street frontage.**

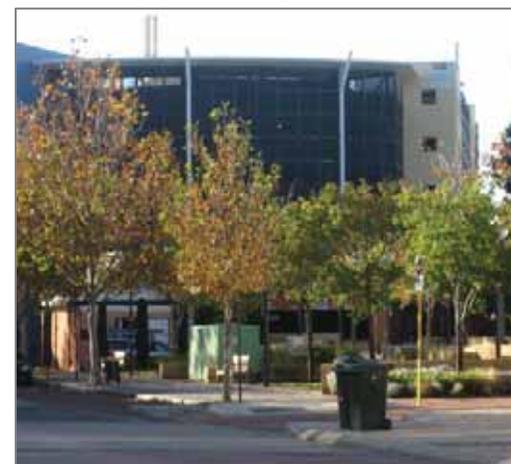
*Parking is an important element to consider for development in the Main Street and Mixed Use Precinct, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the Main Street and Mixed Use Precinct can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally.*

Parking should be provided in accordance with the Murdoch Activity Centre Interim Access and Parking Policy 2011 as adopted by the WAPC on 13 April 2011. The following parking management strategies are included in the interim policy.

- Parking caps will be applied to the Murdoch Mixed Use Precinct as a means to reduce peak period vehicle traffic and to support other transportation and land use objectives.
- Shared parking should be provided for both visitors and employees
- At least 25% of car parking for non-residential uses should be public, short-term parking targeted at visitors and customers.
- All non-residential car parking should be managed through a combination of pricing and limits on parking dwell times.
- Tenant car parking should be unbundled from the sale of properties.
- Motorcycle parking, bicycle parking and appropriate end of trip facilities should be provided.



Parking structures that blend in with the surrounds and have active uses at ground floor



The following Performance Criteria should also apply:

- P24.1** At grade car parking is not desirable in the Precinct. However, where at-grade car parking is proposed as an interim measure prior to full development of the Precinct, the use of landscaping or other methods of screening is encouraged to screen at grade parking from the street. Also encouraged is the use of shade structures which may integrate solar panels and shade trees.
- P24.2** The use of landscaping, screen panels or innovative screening such as artworks should be used to reduce the visibility of car parking areas from the street, without creating concealed spaces which may impact on the safety and security of the Precinct.
- P24.3** Basement and multi storey car parks can present long blank walls to the street, or a gap with unattractive views into the basement car park, and are not desirable. However, where basement or multi level car parks are proposed, effective screening techniques such as planting, semi-transparent fences or screens should be used however; preferably, active uses should 'wrap' car parks.
- P24.4** Underground car parking is encouraged within the Precinct. All parking areas should be well lit and clearly signed.

## **Servicing**

**Objective – to limit the amount of above ground or at grade servicing of the Main Street and Mixed Use Precinct during busy hours**

*Servicing of the Main Street and Mixed Use Precinct should occur outside of busy periods and as a preference should occur via underground service areas.*

- P25.1** The design of service entrances and delivery docks should be undertaken in conjunction with the WAPC and/or the City of Melville. Large loading areas at grade are unacceptable, and where necessary should be adequately screened and should not interrupt pedestrian flow.

## 6.0 Safety and Security

### Safety and Security

**Objective - To ensure a well integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between precincts, and clearly defining private and public space responsibilities**

*Crime Prevention Through Environmental Design or CPTED uses the built environment to reduce the opportunity for crime, increase the perception of safety perceived by authorised users of a space, while increasing the perception of risk by unauthorised users of a space.*

*Development should promote the safety and security of the public environment. Buildings should overlook streets to promote natural supervision. Blank walls onto streets, or large distances between the footpath and openings are discouraged.*

### Safer Design

- P26.1** Access to and through a development should be safe and efficient. Entrances should be positioned so that pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances should be adequately sign-posted with provision of good lighting to enable safe out of hours use.
- P26.2** To maximise visibility and surveillance of the public environment the incorporation of active edge uses, including those at ground level that spill out onto public space and those located at the front of a building on the first floor that enable overlooking into public space, are encouraged. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met.
- P26.3** Clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting should not create concealed spaces near paths and lighting should allow clear lines of visibility. Where the ownership of an area is ambiguous and undefined, it can become the focus of anti-

social and criminal behaviour.

- P26.4** Street furniture and lighting should be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti should be reduced by increased lighting and general design features which promote visibility and discourage crime.



Windows oriented towards streets and public spaces provide natural surveillance

Blank walls oriented towards public spaces limit the ability for natural surveillance to occur



For further information see WAPC Planning Bulletin 79, '*Designing Out Crime*' Planning Guidelines.

CPTED (Crime Prevention Through Environmental Design) strategies will be employed as far as practicable to enhance Natural Surveillance, Natural Access Control and Territorial Reinforcement around the site. Where CPTED cannot provide the desired level of security, target hardening strategies using security measures may be considered.

Principles:

### Natural Surveillance

- All pedestrian and vehicular entry points providing access to the site will be visible from adjacent apartments (balconies/windows/doors) to provide passive surveillance by residents, and deter offenders by providing “perceived surveillance”.
- Building elements will not obscure Natural Surveillance of pedestrian routes, recreational and parking areas.
- Lighting will be designed to provide uniform illumination throughout the site to enhance Natural Surveillance. Over-illumination that makes adjacent areas appear dark should be avoided.

### Natural Access Control

- Facilities, such as garbage bin storage areas, will be designed and located in areas where they can not be used to assist climbing walls or buildings.
- Some types of flora may be considered as able to support security (e.g. creepers against blank walls to hinder graffiti, thorny plants to deter climbing/approach to windows etc).

### Territorial Reinforcement

- Different materials/patterns will be used for on-site roads and parking areas to enhance perception of transition from public roads (off-site) to semi-private roads (on-site) to semi-private parking.
- The boundary between private and public space will, where possible, be marked with low walls and/or fences, permitting a high degree of visibility from both private and public areas.

In the design of any development, physical security measures should not detract from the general appearance of the area, however, recognised construction techniques for passive resistance to forced entry are to be employed.

# PART TWO

## 7.0 Mixed Use Precinct Area A

***Intent:** Area A is the primary focus of the MUP, directly accessing the town square area and the walk along Main Street into this area. Pedestrian traffic through this area will be extremely high, with nearly all public transport activity from FSH, SJOGH, Murdoch University and from the surrounding suburbs culminating here, at the same time being separated from the heavy bus traffic along the northern end of Main Street. Land use in this area should have a strong interface with the public area, and uses such as cafes and retail outlets are highly desirable.*

*Area A refers to the at grade street frontages which will be visible and accessible to all MUP users, as identified in the adjacent image.*

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area A should also respond to the following performance criteria:



**Street Setbacks**

- P27.1** All development proposed in Mixed Use Precinct Area A should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
  
- P27.2** Notwithstanding P2.3 and subject to P14.1 the front façade of any building within 12 metres of a street corner within the lot boundary should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
  
- P27.3** Colonnades should form part of all development fronting public roads as identified in Figure 11. All colonnades should be a minimum width of 4 metres and have a minimum clearance of 4.5 metres in height. Colonnades are further encouraged throughout the precinct in locations other than those identified in Figure 11.
  
- P27.4** Colonnades proposed in accordance with P27.3 should be designed with consideration to pedestrian safety and security and appropriate lighting should be included in the design.
  
- P27.5** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.



Figure 11 - Colonnade Frontages

**Responsiveness to Street Layout**

**P27.6** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.

**Figure 12 - Pedestrian Links**



## Permissible Land Uses

### P27.7 Mixed Use Area A

**P27.7 a)** The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area A:

- Amenity Building
- Amusement Facility
- Civic Building/Community Purpose
- Convenience store
- Hotel/Tavern/Small Bar (drive through establishments are not permitted)
- Lunch Bar/Take Away Food
- Public Amusement
- Public Exhibition
- Restaurant
- Retail
- Shop
- Wine House

**P27.7 b)** The location of a Community Purpose building in the northern part of the precinct to be available for the use of public transport patrons, such as a shower and change room facility, is highly desirable. Development of such a facility in an integrated manner will attract concessions in accordance with Section 14.0 Bonus Criteria.

### Mix and Distribution of Uses

- P27.8** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P27.9** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

### Protection of Identified Vegetation

- P27.10** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.
- P27.11** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

### Levels

- P27.12** All development of the Mixed Use Precinct should allow for secure access from the underground car parking area within the development, either entering directly into the development or accessing directly to the street. Access to the underground car parking area should be designed in consultation with the WAPC and/or the City of Melville.
- P27.13** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground car parking area should be designed in consultation with the WAPC and/or the City of Melville.

**Appearance/Facades**

**P27.14** Development on sites identified adjacent to the conservation area are encouraged to front onto both the Main Street and the conservation area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.

**Station Environs**

**P27.15** All development along the pedestrian path to the station as identified in Figure 12 should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Main Street and Mixed Use Precinct are not permitted.

**P27.16** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.

**P27.17** Buildings that act as entrances and approaches to the station should have an enhanced design to designate them as arrival points. Architectural features of a greater scale or differing geometry are encouraged for these buildings and buildings forming entrances to the station area should attract concessions in accordance with Section 14.0 Bonus Criteria.



Pedestrian Links

**Passenger Facilities**

**P27.18** All commercial development within the Mixed Use Precinct should provide end of journey facilities which support access to the precinct via non-private vehicles. Facilities such as showers, lockers, change rooms and bike storage should be provided in accordance with Table 1. Bicycle facilities should be at grade or serviced by a ramp directly adjacent to facilities so that minimal dismounting is required.

**Table 1 End of Journey Facilities**

Facility	Minimum Provision
Bicycle Parking Bays	1 bay per 400m <sup>2</sup> of gross lettable area for non-residential buildings within a minimum dimension of 1.2m wide and 1.7m long
Bicycle Parking Bays	1 bay for every three residential dwellings
Shower facilities	A minimum of two male and two female showers for the first 10 bicycle parking bays, and one male and one female shower for every additional 10 bicycle parking bays up to a maximum of 10 male and 10 female showers per building
Changing Rooms	To be provided adjacent to or combined with each and every shower facility within the building and to be capable of being locked
Lockers	1 locker should be provided for each bicycle parking bay required and should be well ventilated and be of a sufficient size to store cycle equipment and attire

## 8.0 Mixed Use Precinct Area B

**Intent:** Area B is the secondary at grade focus of the MUP, located along the north south access to the town square and adjacent to Main Street where pedestrian activity is directed towards the town square. Pedestrian traffic through this area will be substantial, coming from TAFE and the southern parts of the FSH as well as from SJOGH, but is less pedestrian oriented as it fronts the main through road networks out of and into the centre. Land use in this area should still have a strong interface with the public roads; however, offices are more of a focus. Other uses may include Consulting Rooms, Amusement Facilities and more space hungry land retail uses.

This area provides an 'entry' into the Main Street and Mixed Use Precinct, introducing the general character of the precinct; less active than the central activity area such that the central activity area is clearly ahead, but beginning to provide on street activity that complements the more intense uses of the core.

Area B refers to the at grade street frontages which will be visible and accessible to all MUP users, as identified in the adjacent image.



All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area B should also respond to the following performance criteria:

**Street Setbacks**

- P28.1** All development proposed in Mixed Use Precinct Area B should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P28.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.

**Responsiveness to Street Layout**

- P28.3** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.

**Permissible Land Uses**

**P28.4 Mixed Use Frontage Area B**

- P28.4 a)** The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area B:
  - Amenity Building
  - Amusement Facility
  - Civic Building
  - Community Purpose
  - Conservation/Recreation
  - Convenience store
  - Lunch Bar/Take Away Food



Pedestrian Links

- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Retail
- Shop

#### Mix and Distribution of Uses

- P28.5** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P28.6** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

#### Protection of Identified Vegetation

- P28.7** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.
- P28.8** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

#### Levels

- P28.9** All development of the Mixed Use Precinct should allow for secure access from the underground carparking area within the development, either entering directly into the

development or accessing directly to the street. Access to the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

- P28.10** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

#### Appearance/Facades

- P28.11** Development on sites adjacent to the conservation area is encouraged to front onto both the Main Street and the open space area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.

#### Station Environs

- P28.12** All development along the pedestrian path to the station should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Main Street and Mixed Use Precinct are not permitted.
- P28.13** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.
- P28.14** Buildings that act as entrances and approaches to the station should have an enhanced design to designate them as arrival points. Architectural features of a greater scale or differing geometry are encouraged for these buildings and buildings forming entrances to the station area should attract concessions in accordance with Section 14.0 Bonus Criteria.



Pedestrian Links

**Passenger Facilities**

**P28.15** All commercial development within the Mixed Use Precinct should provide end of journey facilities in accordance with **P27.18**.

## 9.0 Mixed Use Precinct Area C

***Intent:** Area C comprises all at grade land area not fronting directly onto Main Street, the North South access road and the town square area. Pedestrian activity is likely to be limited to pedestrians coming from the northern side of South Street and from the northern part of SJOGH; the majority of this area fronts main through road networks or is located along the freeway. Land use in this area should have a strong focus on office space and on uses that require limited street frontage exposure but substantial space, such as Cinemas and Recreation facilities (gymnasiums).*

*Area C refers to the at grade street frontages which will be visible and accessible to all MUP users, as identified in the adjacent image.*

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area C should also respond to the following performance criteria:



**Street Setbacks**

- P29.1** All development proposed in the Mixed Use Precinct should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P29.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P29.3** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.

**Responsiveness to Street Layout**

- P29.4** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.

**Permissible Land Uses**

**P29.5 Mixed Use Frontage Area C**

- P29.5 a)** The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area C:
  - Amenity Building
  - Amusement Facility
  - Car Park
  - Child minding centre
  - Cinema/Theatre



Pedestrian Links

- Civic Building
- Community Purpose
- Conservation/Recreation
- Lunch Bar/Take Away Food
- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Retail
- Consulting Rooms

#### **Mix and Distribution of Uses**

**P29.6** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).

**P29.7** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

#### **Protection of Identified Vegetation**

**P29.8** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.

**P29.9** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

**Levels**

**P29.10** All development of the Mixed Use Precinct should allow for secure access from the underground carparking area within the development, either entering directly into the development or accessing directly to the street. Access to the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

**P29.11** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

**Appearance/Facades**

**P29.12** Development on sites adjacent to the conservation area is encouraged to front onto both the Main Street and the open space area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.

**Station Environs**

**P29.13** All development along the pedestrian path to the station should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Mixed Use Precinct are not permitted.



Pedestrian Links

**P29.14** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.

#### **Passenger Facilities**

**P29.15** All commercial development within the Mixed Use Precinct should provide end of journey facilities in accordance with **P27.18**.

## 10.0 Mixed Use Precinct Area D

***Intent:** Area D represents development above ground floor level that does not have direct street frontage, but is still within the pedestrian scale of the area. At first floor level office uses are encouraged, as are uses that do not require a shop front but still encourage activity at ground level. Uses may include restaurants, reception centres and taverns which have a balcony element. Development at this level should still have an active day time use and as a result residential is not encouraged here. The development of residential forms an important part of the MUP, but should be developed at higher levels; also, at higher levels residential development will be able to separate from the noise of the Main Street and Mixed Use Precinct.*

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area D should also respond to the following performance criteria:



**Street Setbacks**

- P30.1** All development proposed in the Mixed Use Precinct should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P30.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P30.3** The WAPC and/ or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.

**Responsiveness to Street Layout**

- P30.4** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.
- P30.5** Development should respond to the street level below by way of balconies, windows and other design features. Overlooking of the streets below is essential for supporting the safety of the precinct.



Pedestrian Links



Upper levels overlooking the street by way of balconies

## Permissible Land Uses

### P30.6 Mixed Use Frontage Area D

**P30.6 a)** The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area D:

- Amenity Building
- Amusement Facility
- Car Park
- Child minding centre
- Cinema/Theatre
- Civic Building
- Community Purpose
- Conservation/Recreation
- Hotel/Tavern/Small Bar<sup>2</sup> ('drive through' establishments not permitted)
- Medical Centre
- Office
- Public Amusement
- Reception Centre<sup>2</sup>
- Residential (second/third floor and above)
- Restaurant<sup>2</sup>
- Wine House
- Consulting Rooms

<sup>2</sup> It should be noted that whilst Hotel/Tavern, Restaurant and Reception Centre are encouraged adjacent to these frontages, it is not considered appropriate for a Hotel/Tavern, Restaurant or Reception Centre with balconies to be located opposite to the SJOGH Palliative Care facility at the northern most part of the MAC.

- P30.6 b)** Residential uses are not be encouraged on or below the second storey, but could be supported as a short term use subject to the appropriate design of the development for future alternative uses.

#### **Mix and Distribution of Uses**

- P30.7** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P30.8** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

#### **Protection of Identified Vegetation**

- P30.9** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.
- P30.10** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

**Levels**

- P30.11** All development of the Mixed Use Precinct should allow for secure access from the underground carparking area within the development, either entering directly into the development or accessing directly to the street. Access to the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.
- P30.12** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.



Strong vertical and horizontal lines encouraged

**Appearance/Facades**

- P30.13** Development on sites adjacent to the conservation area is encouraged to front onto both the Main Street and the open space area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.
- P30.14** Development is encouraged to consider both vertical and horizontal architectural features and design. Utilisation of architectural features for environmentally sustainable design are also encouraged and will attract concessions in accordance with Section 14.0 Bonus Criteria.



**Station Environs**

**P30.15** All development along the pedestrian path to the station should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Mixed Use Precinct are not permitted.

**P30.16** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.

**Passenger Facilities**

**P30.17** All commercial development within the Mixed Use Precinct should provide end of journey facilities in accordance with **P27.18**.



Pedestrian Links

## 11.0 Health Support Precinct

**Intent:** *The Health Support Precinct is located in the northern most end of the FSH development site, and has not been designed at this time. Land uses in this area should have a health support element, such as consulting rooms, medical clinic and medi-hotels.*

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Health Support Precinct should also respond to the following performance criteria:



### Street Setbacks

- P31.1** All development proposed in the Health Support Precincts should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P31.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P31.3** Notwithstanding any other performance criteria to the contrary, the child care centre should be considered acceptable development currently designed.
- P31.3** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.

### Responsiveness to Street Layout

- P31.4** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.



Pedestrian Links

## Permissible Land Uses

### P31.5 Health Support Precinct

**P31.5 a)** The following reflects the land uses that are permissible in the Health Support Precinct;

- Amenity Building
- Child minding centre
- Conservation
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Hotel and/or Medi Hotel
- Office (health related services)
- Educational and research establishment (health related education and research)
- Consulting Rooms

## Mix and Distribution of Uses

**P31.6** Applications for developments within the Health Support Precinct should be of a health related nature or comprise activities that support the health precinct and should be accompanied by a Statement of Support by the landowner detailing the benefit of the proposed land use to the primary function of the existing land uses

**P31.7** Short term and medical support accommodation is encouraged in the Health Support Precinct.

**P31.8** Permanent residential development is not permissible in the Health Support Precinct.

### Appearance/Facades

**P31.9** Development on land fronting the conservation area bounded by the north south road and Main Street (within the Health Support Precinct) is encouraged to front onto both the primary street and to the green linkages within the Health Support Precinct area.

### Passenger Facilities

**P31.10** All commercial development within the Health Support Precinct should provide end of journey facilities in accordance with **P27.18**.

## 12.0 Hospital Main Street

**Intent:** This area is immediately adjacent to the health campuses of the FSH, SJOGH and the Murdoch Medical Clinic and is located between 400m and 800m from the rail station. It is expected that the predominant use along Main Street in this area will be health related services that complement the function of the hospitals. As a result, the preferred uses are consulting rooms, outpatient services, medical offices and retail services that support the primary function of the hospital such as florists, newsagents and cafeterias.

Whilst educational uses are more appropriately located in the Murdoch University precinct, there is room for educational uses along Main Street that have a medical focus, although this is more likely to form part of the internal FSH development.

Note: A Retail Demand Analysis has been undertaken (Jones Lang LaSalle May 2008) for the FSH. This document identifies the type of retail/shop uses that are specifically desirable.



All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Health Support Precinct should also respond to the following performance criteria:

### Street Setbacks

- P32.1** Setbacks above ground level to development in the Hospital Main Street should be assessed on their merit and respond to the surrounding development, but should generally comprise a minimum podium height of 0.4 times the width of the adjacent road reserve or three storeys above ground level and a maximum height of 0.8 times the width of the adjacent road reserve.
- P32.2** Notwithstanding P2.4, frontages in the Hospital Main Street Precinct should be designed, where practicable, to have continuous pedestrian shelter along frontages. This element should be assessed on merit, as it is recognised that some uses cannot accommodate such design feature. In these cases, it is expected that some form of pedestrian shelter will be provided along Main Street, at the cost of the developer, to provide for regular shelter. All shelters should be designed with consideration to pedestrian safety and security and appropriate lighting should be included in the design.

### Permissible Land Uses

#### P32.3 Hospital Main Street

**P32.3 a)** The following reflects the land uses that are permissible in the Main Street Hospital Frontage;

- Amenity Building
- Child minding centre
- Convenience store
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Office
- Retail
- Shop

- Educational and research establishment
- Consulting Rooms

**P32.3 b)** Other development that is supported by the Department of Health as is required within the FSH site and the SJOGH side of Main Street.

#### **Mix and Distribution of Uses**

**P32.4** Applications for developments within the Hospital Main Street Precinct should be of a health related nature or comprise activities that support the health precinct as per the Retail Demand Analysis (Jones Lang LaSalle May 2008) and should be accompanied by a Statement of Support by the landowner detailing the benefit of the proposed land use to the primary function of the existing land uses

**P32.5** Permanent residential development is not permissible in the Hospital Main Street Precinct.

#### **Passenger Facilities**

**P32.6** All commercial development within the Hospital Main Street Precinct should provide end of journey facilities in accordance with **P27.18**.

## 13.0 Murdoch University Campus Precinct

***Intent:** The Murdoch University is a major education and research precinct with a variety of courses. The Murdoch University Precinct will certainly attract uses with an education, research and development element. Subsequently, the development of educational and research establishments in the Murdoch University Campus Precinct (the MCP) would be desirable. Other uses would also be encouraged to support this emerging commercial/mixed-use area such as offices and shops.*

*It is important to note that this precinct is more than a ten minute walk from the MUP, and many of the uses that are appropriate in the MUP may also be required to service this area appropriately. Care should be taken not to detract from the MUP as the primary Main Street and Mixed Use Precinct core.*

All development within the Murdoch University Campus Precinct should have regard to the Murdoch University South Street Campus Development Strategy and Development Design Guidelines. These Guidelines are consistent in intent with the principles and objectives of this document, and are also complimentary to the development of the balance of the Murdoch University Campus.



## 14.0 Bonus Criteria

**Objectives – To adjust land market forces, both to direct development to areas in which it is desired and to offer incentives for complementary actions such as increasing public amenity and to ensure that adequate development opportunities exist to meet the floor space demands of various activities, and to ensure their efficient arrangement**

*The City of Melville Council may consider allowing bonus development of areas within the Main Street and Mixed Use Precinct where the proposed development improves the amenity of the area, or provides a public service*

Where the development, in the opinion of the Council:-

- (a) would either -
- include a community facility or other facility or amenity where that facility or amenity by its design, standard and nature would constitute a significant improvement to the amenity of the locality in the opinion of the Council; or
  - provide significant streetscape improvements, public art within a public space or cash-in-lieu towards significant streetscape enhancements and/or public art, as determined by the Council; or
  - provides a quality façade to a pedestrian link; or
  - result in the development of a building with an energy efficiency rating under the Australian Building Greenhouse rating scheme (ABGR) of 5 stars or greater; or
- (b) would not adversely affect the environmental significance of any other conservation area or place; and
- (c) would not have a significant adverse effect on an adjoining property or a property in the general locality unless -
- the relevant application is advertised in accordance with the requirements of t

- the Town Planning Scheme; and
- any submissions duly received in response to that advertising are considered by the Council; then

Bonus development allowances may be given with regard to heights, plot ratio and car parking.

## 15.0 Design Statements and Expert Advice

### Design Statement

All development proposed within the Main Street and Mixed Use Precinct which is subject to the Design Guidelines within this document should be submitted to the WAPC and/or the City of Melville with an Urban Design Statement. The Urban Design Statement should demonstrate and explain the positive townscape contribution of the proposal and will address compliance to the criteria in these Guidelines and should include the following in addition to the standard requirement for site plans, floor plans and elevations:

1. Drawings of the proposed development in the context of surrounding development, including the streetscape,
2. Drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed building or buildings, and the surrounding development and its context,
3. A photomontages of the proposed development in the context of surrounding development;
4. A sample board of the proposed materials and colours of the façade;
5. Detailed sections of proposed facades; and
6. If appropriate, a model that includes the context.

The Urban Design Statement and Proposed Development will be reviewed by urban design experts at the Department of Planning and City of Melville. The urban design experts shall have a background in relevant disciplines such as Landscape Architecture, Architecture, Urban Design, Town Planning, Interior Design, Built Form Sustainability or other, at the discretion of the WAPC and/or the City of Melville.

## 16.0 Interpretations

### General Definitions

**Building Height** – Building height is the maximum vertical distance between Average Natural Ground Level (ANGL) to the wall height of the upper-most storey of the building. This measurement excludes attachments to the building, and plant and equipment located on the rooftop.

**Convenience Store** – The definition of Convenience Store is as per the City of Melville Community Planning Scheme No. 5 except that it does not include the sale of petrol, which is undesirable in the MUP.

**Design Statements** – A statement accompanying all proposed development in the study area and addressing the criteria included in 15.0 Design Statements of this document.

**Landmark Sites** – Sites which are identified in this report as having significance to the study area in terms of way finding and providing a memorable experience for users.

**Lunch Bar/Takeaway Food** – The definition of Lunch Bar/Takeaway Food is as per the City of Melville Community Planning Scheme No. 5 except that it does not include drive through establishments, which are undesirable in the MUP. The hours of operation of an approved Lunch Bar/Takeaway Food outlet should be determined by the WAPC and/or the City of Melville, and may exceed those allowed in the City of Melville Community Planning Scheme No. 5 definition.

**Medi-Hotel** – Has the same meaning as hotel, in this case refers to a facility that is developed in support of the medical facilities which dominate the Precinct, which persons from regional areas may use from time to time when visiting the hospital facilities.

**Setback** – The horizontal distance between a wall at any point and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary.

# Murdoch Activity Centre Main Street and Mixed Use Precinct Design Guidelines

## Background and Detailed Area Plan Report

October 2011

Department of Planning



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- B Stakeholder Workshop Outcomes Report
- C Staging Plans

# 1. Introduction

This study proposes to build on the background planning and consultation work and recommend land use and design scenarios for the Main Street and Mixed Use Precinct of the Murdoch Activity Centre. The study area forms part of the Murdoch Activity Centre Structure Plan Part A area, located at Murdoch in the south metropolitan Local Government area of the City of Melville adjacent to the Murdoch Railway Station on the Mandurah Line.

## 1.1 Purpose and Objectives

The purpose of this study is to investigate and identify a preferred land use and design option for the study area, and then to develop a Detailed Area Plan and Design Guidelines for the Main Street and Mixed Use Precinct.

This report represents the supporting material to the Detailed Area Plan and sets out the principles which will underpin the Design Guidelines.

## 2. Background

### 2.1 Health Reform

In 2003 the State Government appointed the Health Reform Implementation Committee (HRIC) to develop a vision for the Western Australian health system while ensuring that the growth of the health budget was sustainable. The Reid Report was subsequently released in 2004 outlining the HRIC findings following its review of the existing health system.

One of the key recommendations was to reconfigure the State's existing health system over the next 10 to 15 years in a systematic and integrated way. Part of this fundamental reconfiguration, was the adoption of a north/south of the river model for the Perth Metropolitan region, identifying in particular the need for the designation of a northern tertiary hospital at Charles Gairdner and a southern tertiary hospital (Fiona Stanley Hospital) at Murdoch.

#### 2.1.1 Fiona Stanley Hospital and Health Precinct

The Fiona Stanley Hospital and Health Precinct is integral to the total rebuild of Western Australia's health system and an important step towards its improved safety, sustainability and efficiency.

At the completion of Stage 1 the hospital will provide a range of acute medical and surgical services, and be the home of Western Australia's major centre for treatment of trauma, burns, and heart and lung transplants. It will also include:

- (a) the State's first comprehensive cancer services south of the river including radiotherapy treatment facilities, medical oncology and haematology;
- (b) renal transplantation and dialysis;
- (c) paediatric services;
- (d) a full array of tertiary medical and surgical services;
- (e) extensive radiology services including MRI, CT and PET/CT; and
- (f) a state-of-the-art medical research facility to be built by the Western Australian Institute for Medical Research.

The Fiona Stanley Hospital will ultimately be the only tertiary hospital for residents in the southern metropolitan area; housing relocated tertiary services from Royal Perth Hospital and Fremantle Hospital.

### 2.2 Perth to Mandurah Line

The Mandurah Line (formerly known as the Southern Suburbs Railway) runs from Perth to Mandurah and was opened on Sunday 23 December, 2007.

The Line comprises 72 route kilometres of railway, 774m of tunnels under the Perth CBD, 20 bridges and structures and 11 stations, including the Murdoch Station.

Projections showed more than 50,000 boardings each day along the Line, proposing to take almost 21,000 cars off the Freeway. However, patronage on Line has already exceeded by more than 40 per cent the numbers forecast for overall usage of the Line.

The new Line is carrying between two and three times as many passengers as the average 16,000 people who rode the buses along the same route, and patronage at the Murdoch Station is 127% above predicted numbers. Additionally, approximately 60% of passengers at Murdoch arrive via a bus link.

The Mandurah Line and associated public transport node at Murdoch support a growing precinct, both for business and urban needs, and the health and education uses proposed for the area provide a strong anchor for development in this area.

### **2.3 Murdoch Activity Centre Structure Plan**

The Murdoch Activity Centre Structure Plan – Part A (MACSP) was prepared jointly by the former Department For Planning and Infrastructure and the Department of Health (DoH) in full consultation with the City of Melville and other major stakeholders. The structure plan map is attached to this report at [Appendix A](#) and a full copy of the text and attachments can be found on the Western Australian Planning Commission website. The Western Australian Planning Commission (WAPC) approved the MACSP in January 2007.

The primary goal of the MACSP Part A was to provide a framework for future development of the structure plan area, which includes the development site for the Fiona Stanley Hospital (see Section 2.1.1). The structure plan identified a range of general land uses within the area whilst remaining flexible enough to incorporate a range of uses anticipated. Further structure planning of areas adjacent to the MACSP has now commenced.

The Mixed Use Precinct of the Murdoch Activity Centre (MAC) is located in the northeast corner of the site, in the south west quadrant of the intersection of South Street and the Kwinana Freeway. An urban design exercise was undertaken in July 2007 to look at future development of the Mixed Use Precinct and Main Street. A range of objectives were identified, including:

- ▶ A visual connection from the Main Street to the railway station pedestrian entrance via the Town Square must be established;
- ▶ The Town Square is expected to provide for private vehicle drop-off and taxi ranks together with short term on-street parking;
- ▶ The Town Square is to be 'framed' by buildings and active edges of all sides;
- ▶ The Town Square will be designed with no kerbs to facilitate universal access and provide all amenities expected in a civic place (seats, shelter, landscape features, public art etc);
- ▶ Public alfresco areas could take advantage of the southern side with the possible introduction of colonnades;
- ▶ Provision for a public car park should be made beneath the Town Square; and
- ▶ The secondary future pedestrian access to the railway station should also be connected to the Town Square.

The Detailed Area Plan and Design Guidelines developed in this report reflect these objectives, as well as the objectives developed through subsequent consultation and external design exercises for the Fiona Stanley Hospital, St John of God Hospital and Murdoch University.

## **2.4 Fiona Stanley Hospital Precinct Master Plan**

The Precinct Master Plan for the hospital is intended to provide the planning and urban design framework for the delivery of health services within a fully integrated and mixed use environment and has been developed through an extensive consultation process with hospital end user groups and stakeholders.

The aim of the Precinct Master Plan is to ensure that the Hospital Precinct is a key destination within the Main Street and Mixed Use Precinct. The Precinct planning is based on a long term view that the Main Street and Mixed Use Precinct will develop into a key regional location, serving a board range of the community needs.

The Precinct Master Plan informs and is informed by the activities in the balance of the Main Street and Mixed Use Precinct area, and detailed design of the primary roads and building design for the Hospital has already occurred.

## **2.5 Stakeholder Consultation**

Consultation to date has been extensive and has included:

### ***MACSP consultation***

The consultation process for the MACSP sought involvement with, among others; key adjoining stakeholders, local government and government agencies, landowners, the local community and indigenous groups. The process commenced with a workshop in June 2005 with all key stakeholders invited. A committee of technical officers from the various key stakeholders continued to meet throughout the preparation and consultation stages of the plan. Key landowners including Murdoch University, St John of God Hospital, WA Police Service and the Department of Education and Training have also been consulted on a regular basis.

A 10-week public comment period followed the release of the MACSP Part A in August 2006, resulting in 84 submissions. In addition, more than 160 direct contacts were made by phone or email and over 250 people attended briefings and presentations.

### ***Agency consultation***

A number of key stakeholders have been involved on a regular and ongoing basis from agencies such as the former Department for Planning and Infrastructure, Department of Education and Training, Public Transport Authority, Main Roads WA and others.

### ***Other key stakeholder consultation***

Regular consultation and communication with other key stakeholders is ongoing via meetings, presentations, and dedicated freecall 1800 phone and email feedback facilities. These stakeholders include, but are not limited to:

- Site neighbours;
- Local government, in particular, the City of Melville;
- Environment groups;
- Indigenous Australians;
- The local community – including residents and community groups; and

- The general public.

### ***Consultation as part of this Study***

A key stakeholder workshop has been undertaken as part of this study. Outcomes of that Workshop are discussed in Section 3 of this document.

## **2.6 Regional Context**

The Main Street and Mixed Use Precinct is located within the City of Melville approximately 15 kms south of the Perth CBD, approximately 9 kms east of Fremantle and three kms from the nearest major retail centre and commercial area.

Figure 1 illustrates the regional location of the Main Street and Mixed Use Precinct area, whilst Figure 2 provides a more detailed local illustration of the area.

Consistent with the objectives of the MACSP, the Main Street and Mixed Use Precinct will be serviced extensively by existing public transport links, cycle ways and pedestrian pathways. The Precinct will be serviced by the new Murdoch train station, developed as part of the recently completed Mandurah Line. The rail station links with the existing major bus interchange at South Street are integral to the activity of the precinct.

Figure 1 Regional Context

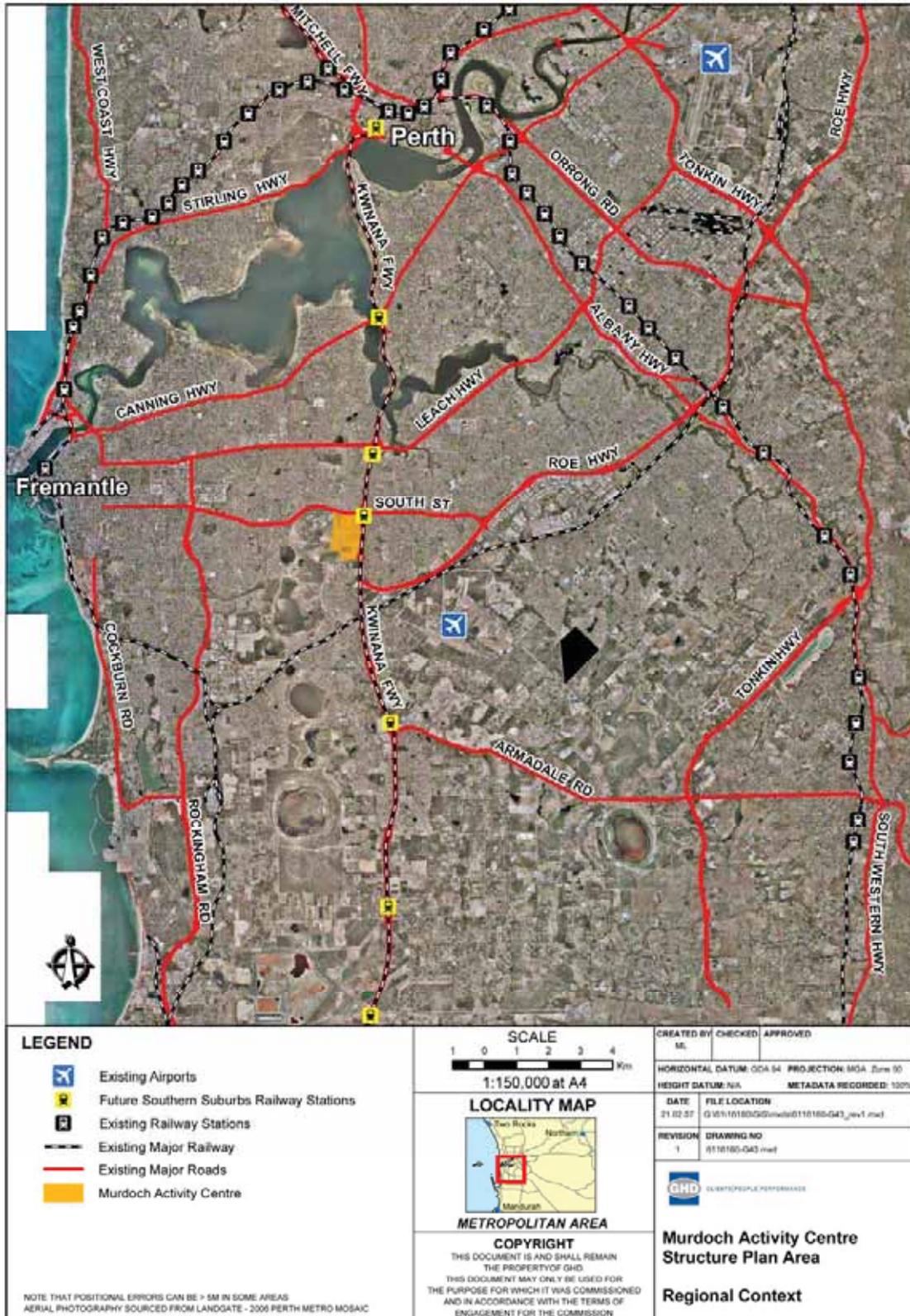
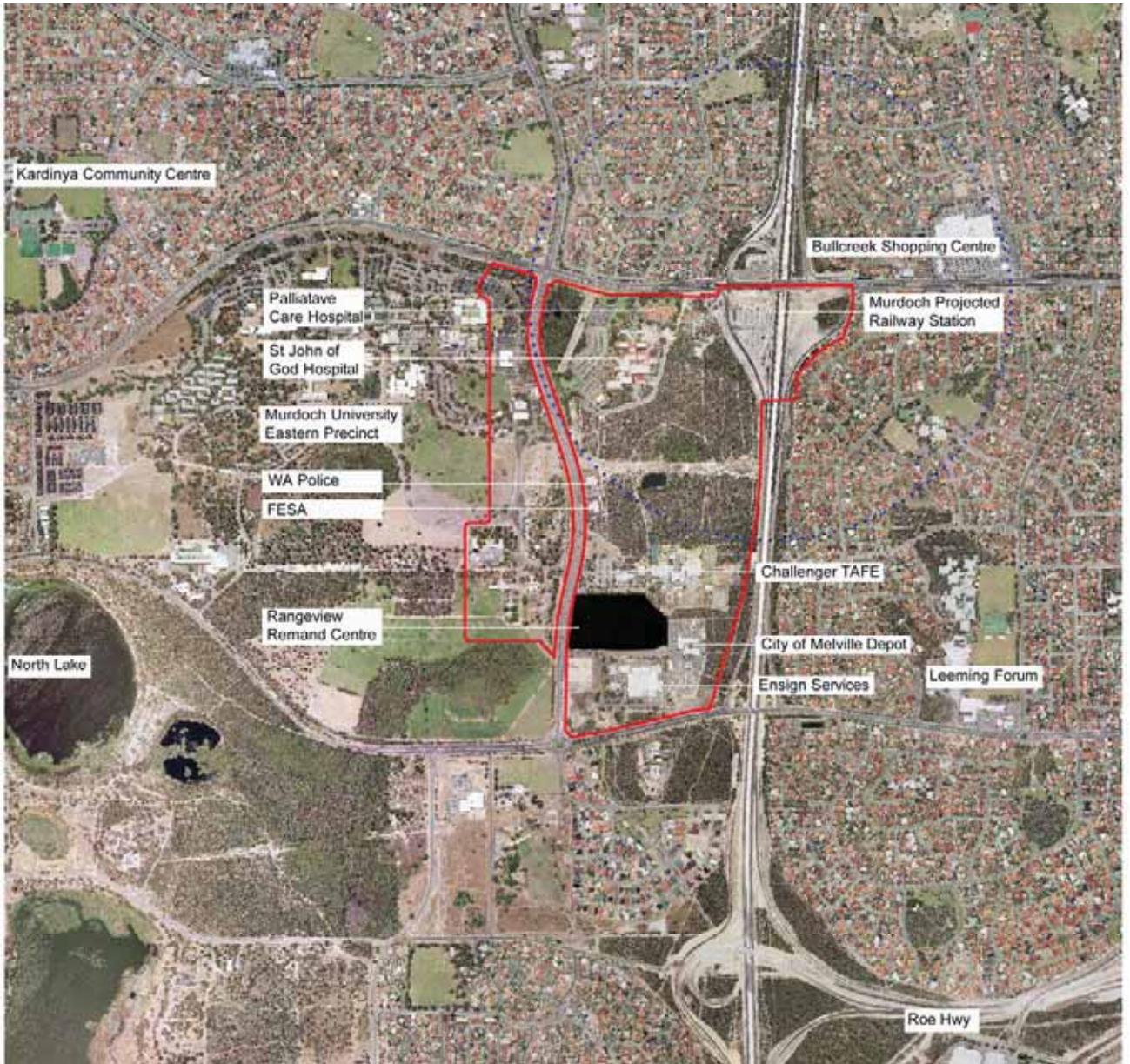


Figure 2 Local Location



— Structure Plan Core Area

····· 800m/10 min walk from railway station

## 2.7 The Study Area

The Study Area is defined in the context of the WAPC endorsed MACSP Part A. Figure 3 illustrates the Study Area which is subject to this Detailed Area Plan based on the endorsed plan.

**Figure 3 The Study Area**



During this study, the final layout and design of the road network has been changed; however, the principles of the design endorsed by the WAPC have remained the same. The final precinct layout is illustrated throughout this report from Figure 5 onwards

The study area is made up of four precincts (see Figure 4);

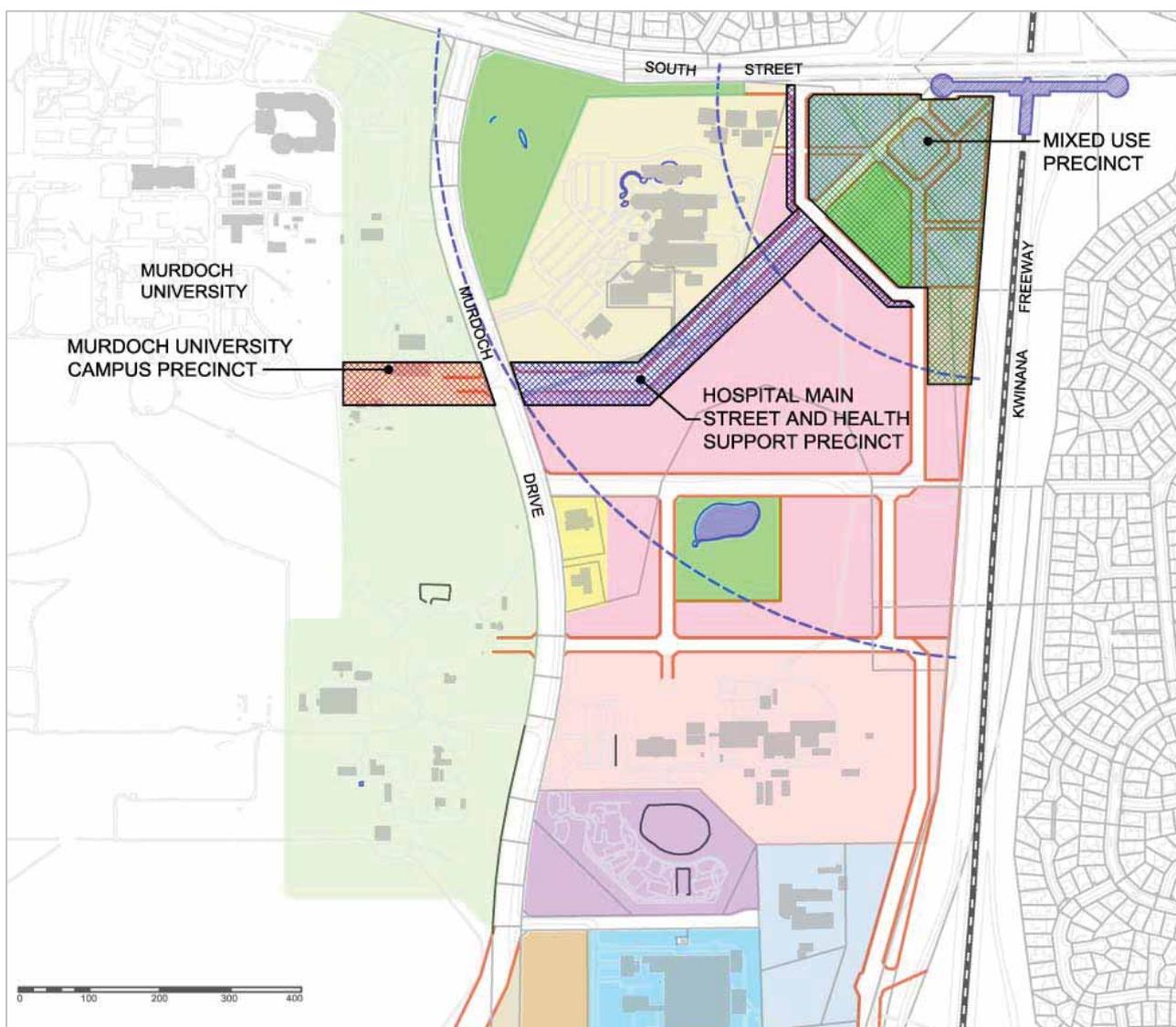
1. the Mixed Use Precinct comprising the primary 400m Transit Oriented Development (TOD) area;
2. the Health Support Precinct which also falls within the 400m walkable catchment and is located at the interface between the two hospitals and the Mixed Use Precinct;
3. the balance of Main Street along the frontage of the Fiona Stanley Hospital and St John of God Hospital within the 400-800m catchment (the Hospital Main Street); and
4. the Murdoch University Eastern Precinct, which falls outside of the 800m catchment within the Murdoch University land area but constitutes part of Murdoch University's long term mixed use/commercial development plans.

It should be noted that the extent to which the Detailed Area Plan and Design Guidelines affect the Health Support Precinct and Hospital Main Street is up to and including:

- ▶ the facade of the buildings, such that these developments are consistent in design with the rest of the study area; and
- ▶ the land uses adjacent to these frontages that form part of the Main Street public realm.

It is also noted that the design of the Fiona Stanley Hospital has been through substantial iterations and will remain as designed. Consultation with the design team has confirmed that the design of the Fiona Stanley Hospital is generally consistent with the intentions of the Design Guidelines.

**Figure 4 Study Area Precincts**



Except for within the Mixed Use Precinct, this Detailed Area Plan and the subsequent Design Guidelines consider design principles and recommendations only for the frontages of the properties of Main Street, 'Road 6' and in a limited capacity on Discovery Way in the Murdoch University Eastern Precinct.

The Precincts have been identified as areas where land uses are likely to be predisposed (due to market forces and landowners expectations) to certain land uses more so than others or where certain land uses are more appropriate than others. There is, however, a great deal of crossover.

### 3. Study Workshop

As part of this study a workshop was held with attendees from all major stakeholders to the precinct including;

- Former Department for Planning and Infrastructure;
- City of Melville;
- Main Roads WA;
- Public Transport Authority;
- Fiona Stanley Hospital (Department of Health/Department of Housing and Works);
- Murdoch University;
- St John of God Hospital;
- Department of Education and Training; and
- LandCorp

Other invitees included the City of Cockburn, the Murdoch Medical Clinic and the Department of Agriculture and Food WA.

Prior to this workshop, meetings were also held with the following parties to discuss preliminary expectations;

- Former Department for Planning and Infrastructure;
- City of Melville;
- Main Roads WA;
- Public Transport Authority;
- Fiona Stanley Hospital;
- Murdoch University;
- St John of God Hospital; and
- LandCorp.

The purpose of the workshop was to look at various options for the design of the precinct, focusing on the Mixed Use Precinct as an area within the study area that required urgent resolving.

The outcomes report from the workshop is attached in full at [Appendix B](#) to this document; however, the general expectations of the stakeholders for the study area that were communicated at the workshop were;

- Location and form of parking for businesses in the precinct is important.
- A pedestrian friendly environment.
- Ensuring synergy between the various design guidelines that will be created.

- Contribute to sense of public safety. Ensure high levels of take-up and activation at the street level.
- Include measures to avoid anti-social behaviour and visually unattractive areas.
- Ensure the solution can be sustained by the market (commercial viability).
- Ensure target mode splits are achieved with minimal congestion with the bus link open at the opening of the hospital.
- Ensuring continuous access to car parking for Park 'n' Ride users – origin and destination.
- Multi purpose facility for community use by City of Melville.
- TOD must be fully integrated with surrounding road links – South St and other.
- Street parking along Main Street should be included into the design.
- TOD must fit within the broader context.
- Student accommodation within the area and MU expectations for this site.
- Not part of this study area but need to have activation and transport links extending to the TAFE site.
- Control of pedestrian access through sensitive and remnant bushland – encourage links along roads.
- Urban design and built form must integrate with landscape character.

As a result of the outcomes of the workshop, and the general comments received subsequent to the workshop, Figure 5 represents the preferred design option for the Mixed Use Precinct, shown in stages as follows:

- Bus Lanes;
- Pedestrian Network;
- Road network;
- Soft landscape; and
- Built Form/Trees.

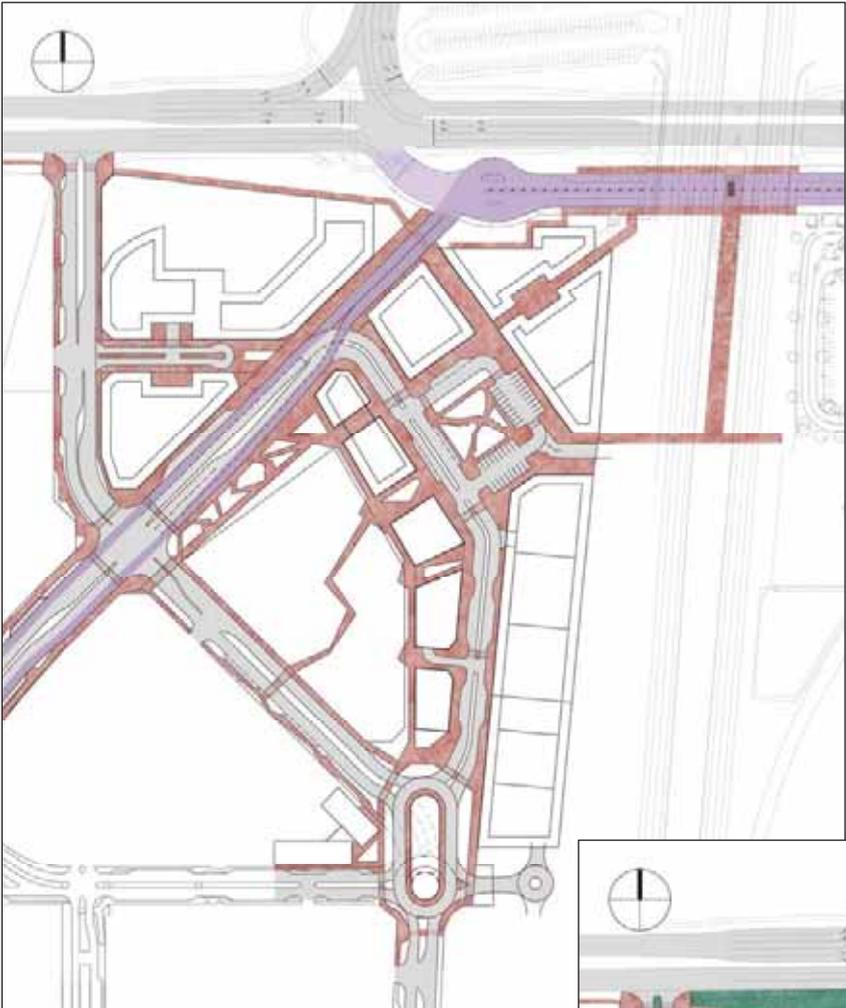
Figure 5 Mixed Use Precinct Preferred Design



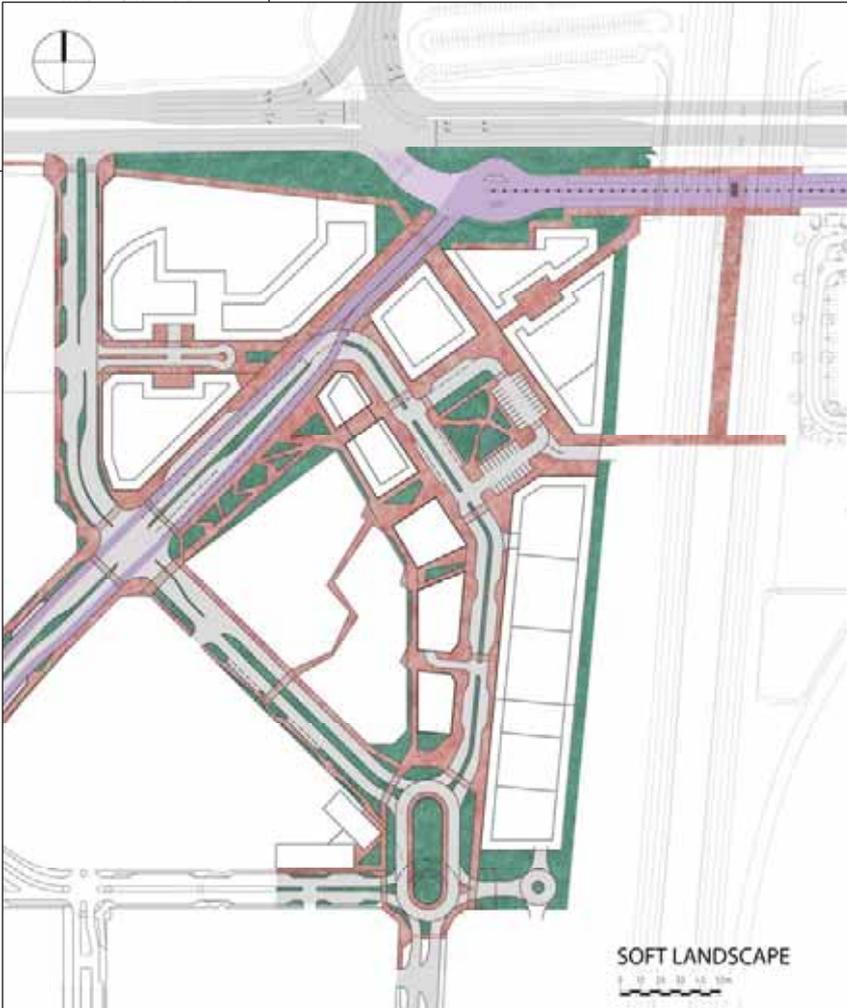
Bus Lanes



Pedestrian Network



Road Network



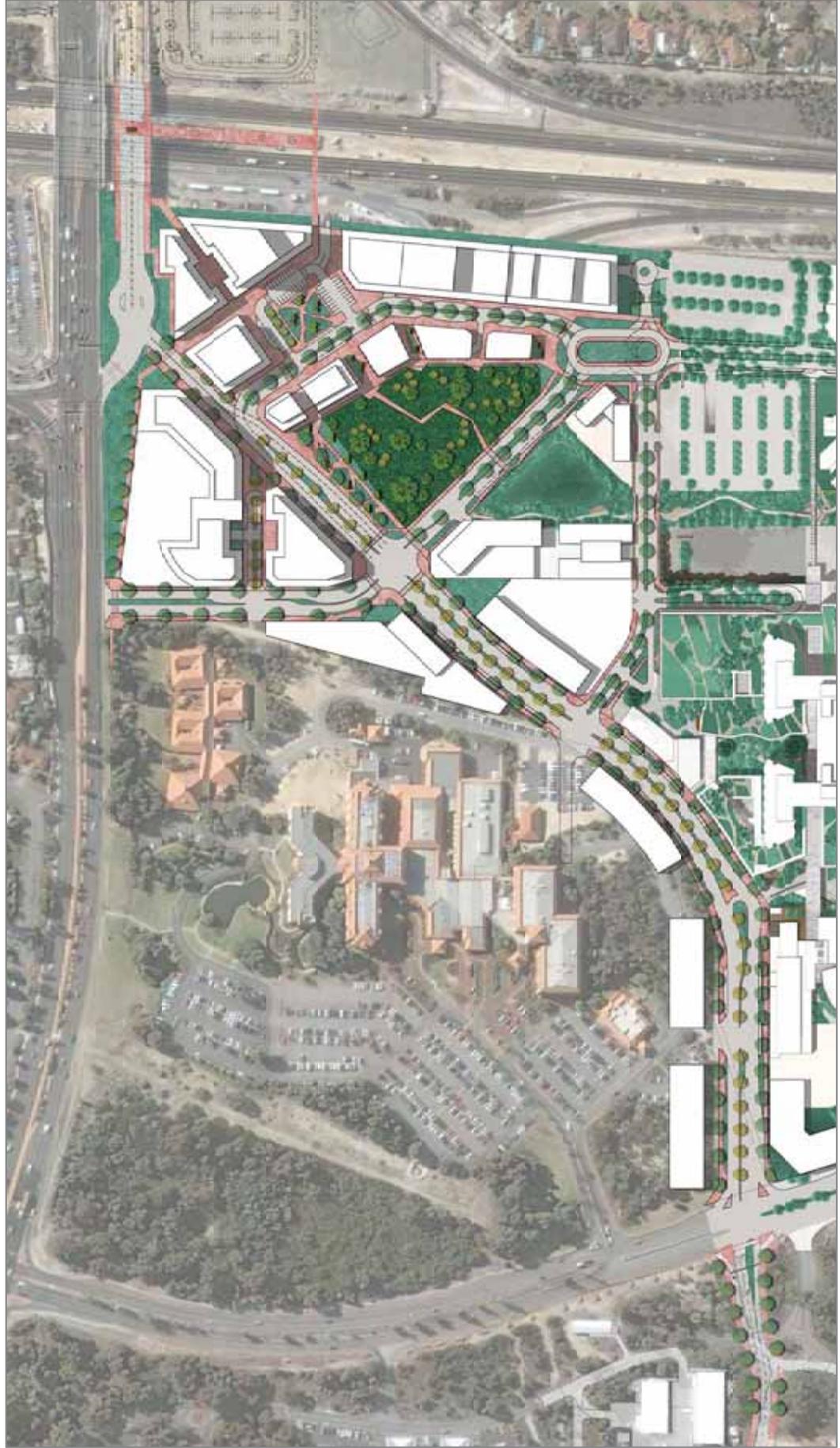
Soft Landscape



Built Form/Trees

The preferred design option for the Mixed Use Precinct, integrated with the proposed designs of the Fiona Stanley Hospital, St John of God Hospital and developments within the Murdoch University Eastern Precinct is illustrated in Figure 6.

**Figure 6 Murdoch Activity Centre Mixed Use Precinct and Main Street Preferred Design**



## 4. Detailed Area Plan

### 4.1 Mixed Use Precinct

The complexity of potential land uses in the Mixed Use Precinct requires some distinction in acceptable land uses through the Precinct. The Mixed Use Precinct interfaces with a number of existing and proposed land uses including a palliative care facility, a conservation area, the Freeway, a Town Square and a multi storey car park. Some uses will not be appropriate in some areas. As a result, the Mixed Use Precinct is divided into areas of focus pertaining to affected street frontages (A-C) and upper level facades (D) as illustrated in Figure 7.

**Figure 7 Mixed Use Precinct Areas**



## 4.2 Health Support Precinct

The Health Support Precinct (see Figure 8) is located on the border of the 400m walkable catchment from the station, between the Mixed Use Precinct and the Fiona Stanley Hospital. It is subject to market driven forces in terms of its development. The Health Support Precinct is considered to be the interface between the Fiona Stanley Hospital and the conservation area/Mixed Use Precinct and will generally be developed for health related uses.

**Figure 8 Health Support Precinct**



## 4.3 Hospital Main Street and Murdoch University Eastern Precinct

The balance of Main Street, between the Health Support Precinct and Murdoch Drive is referred to in these guidelines as the Hospital Main Street, and the extension of Main Street within Murdoch University (Discovery Way) is referred to as the Murdoch University Eastern Precinct (see Figure 9).

The Murdoch University Eastern Precinct will be developed having regard to the Murdoch University South Street Campus Development Strategy and Development Design Guidelines, however, it is still considered relevant to consider the objectives and intent for this Precinct within the context of the broader Study Area.

**Figure 9 Hospital Main Street and Murdoch University Eastern Precinct**



Hospital Main Street



Murdoch University Eastern Precinct

#### 4.4 Natural Features

A site that has been considered of high conservation value is located within the Main Street and Mixed Use Precinct area (see Figure 10, outlined in green). The site has been assessed by both the State and the Commonwealth and it has been determined that this area will be reserved for conservation purposes in perpetuity, for feeding habitat for Carnaby's Black cockatoo. Development surrounding this site is to be sensitive to the site and should be designed so as not to impact on the conservation site in any way.

The conservation area will remain at its current height datum, which will be substantially lower in level than the surrounding roads and development sites in the Mixed Use Precinct.

**Figure 10 Conservation Area**



Development of the Mixed Use Precinct sites adjacent to the conservation area will be limited in height to support the environmental asset of the conservation area. Development of sites within the Health Support Precinct will need to consider this area also, but will generally be encouraged to be developed to higher levels.

As a secondary benefit, this height limitation will ensure that development of sites surrounding this area will obtain views (from higher levels) to the conservation area, contributing to a sense of space in the Main Street and Mixed Use Precinct and supporting passive surveillance of activities surrounding this large green space.

A guided pedestrian path/footbridge through the conservation area would be highly desirable, particularly as the southeast side of the conservation area will be some five/six metres lower than the northwest side,

but the development of this, or any other activities in the conservation area, will be subject to negotiation with the Commonwealth Department of Environment, Water, Heritage and the Arts at a later date.

It should be noted that the Department of Health has confirmed that fencing is required around the conservation area and that this will be standard regional parks style, vertical copper log posts and cross beam and black PVC coated chainmesh infill.

Along the road separating the Mixed Use Precinct and the Health Support Precinct a retaining wall will be constructed to retain the difference in levels; the construction of which will be standard limestone blocks and will finish at the road level. A Traffic Study Audit of the proposed road network has been undertaken and preliminary discussions suggest that a traffic crash barrier will be required to be installed immediately beyond the kerb line along this road for the length of the conservation area.

Any fencing and/or crash barriers that occur on the boundary of the conservation area should be designed so as not to create a blank wall effect or a location for potential graffiti and should also be designed to discourage activities such as skateboarders using the retaining walls for 'grinding'. It would also be preferable if the design of the barriers was the same or sympathetic to the hard landscape design throughout the rest of the Mixed Use Precinct and the Fiona Stanley Hospital (i.e. consistent bollards throughout).

Landscaping in front of or within retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls or barriers.



Retaining walls used as street furniture and with rails to prevent inappropriate use

Likewise, crash barriers should be developed in a sensitive way. Crash barriers of a high intensity main road nature are unacceptable in the precinct. Alternatives such as tension cables or reinforced bollards would be more acceptable in the precinct.

## 4.5 Street Network and Street Types

The street block layout has been designed to support the pedestrian, cyclist and public transport network, to ensure legibility and to create connections to all parts of the Main Street and Mixed Use Precinct. Pedestrian and cycle networks are described in more detail in section 4.6.

Figure 11 shows the overall proposed road network layout and identifies six main road network routes, being:

- Kwinana Freeway to the east;
- South Street to the north;
- Murdoch Drive;
- Discovery Way within the Murdoch University Eastern Precinct;
- Main Street; and
- Road 6.

**Figure 11 Street Network**

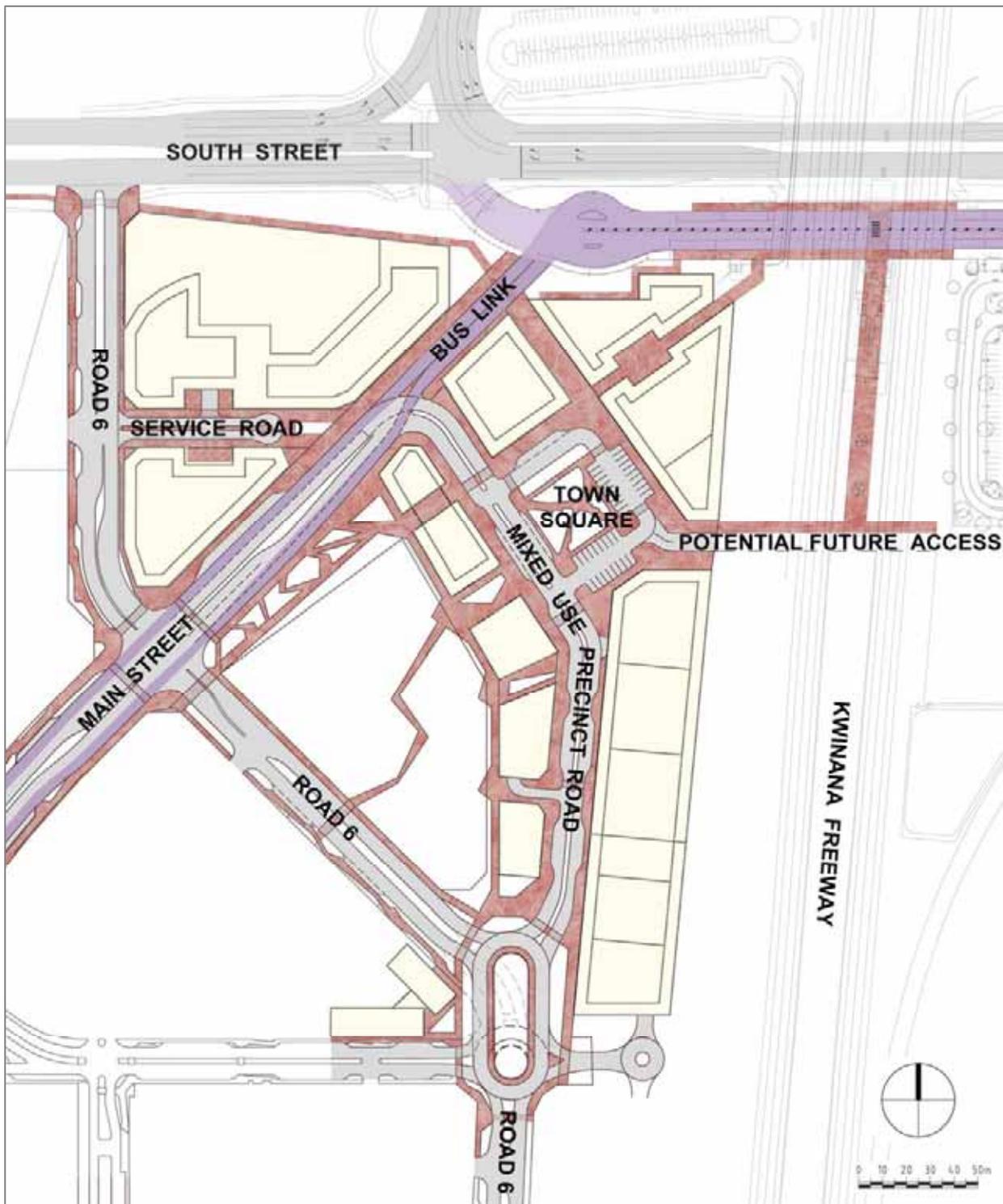


The road network is built upon the existing road layouts designed for the precinct in accordance with the Fiona Stanley Hospital site creation/design and engineering consultants. 'Main Street' has been fully designed for that portion of it which fronts directly onto the Fiona Stanley Hospital and St John of God Hospital, as well as into Murdoch University (as shown in Figure 11). 'Road 6' in Figure 11 has also been designed as part of the Fiona Stanley Hospital contract.

The road network in the Mixed Use Precinct has been more recently determined through a consultative process instilling the principles developed through the Study Workshop (Section 3) and various other

design workshops held since 2006. Figure 12 illustrates the preferred road network for the Mixed Use Precinct, and the nomenclature which will be used in this document for each road.

**Figure 12 Mixed Use Precinct Road Layout**



The following section describes the main elements of the road network.

#### 4.5.1 Main Street – Mixed Use Precinct

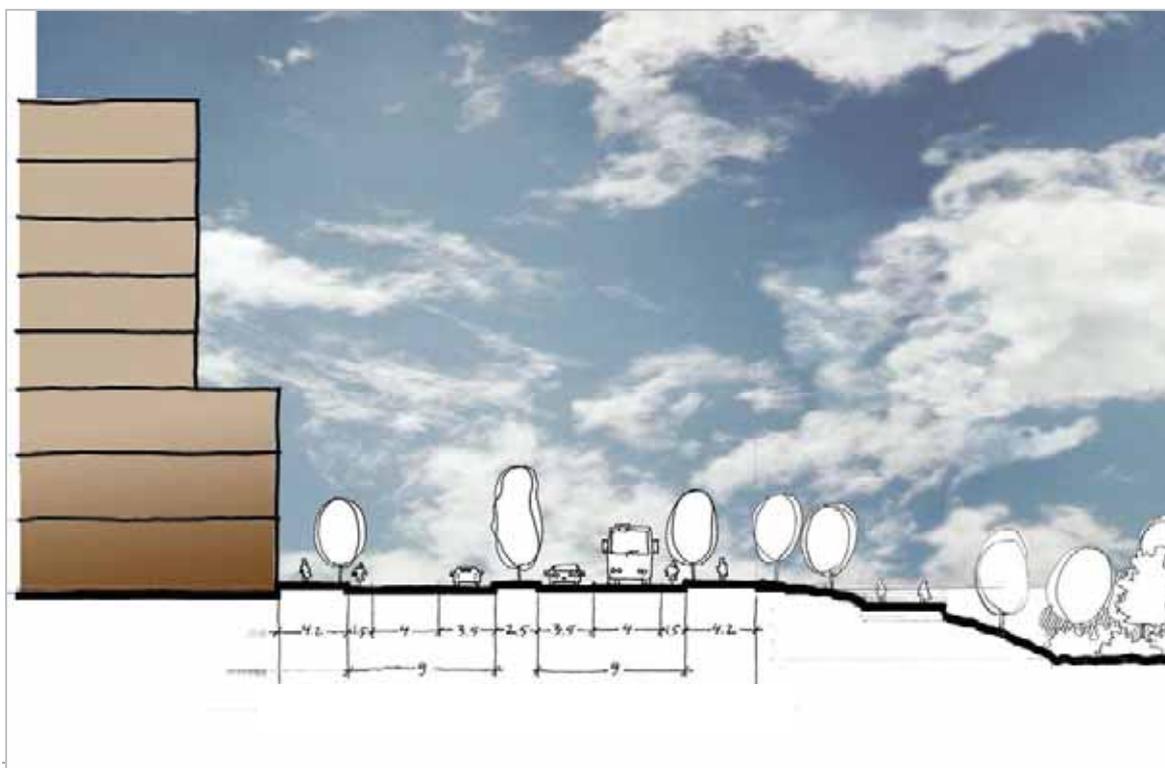
The final alignment of Main Street into the Mixed Use Precinct follows a line of sight towards the (bus only) entrance of the bus station. The route follows a direct line from the proposed Fiona Stanley Hospital entrance and provides a clear view towards the town square and the bus/rail station entrance for the majority of the journey.

Within the Mixed Use Precinct Main Street is proposed with an approximate width of 25m (the actual width of Main Street varies along the length from 25m to 31m in width). The northern most part of Main Street become a bus link only, with no stopping, and is proposed to be approximately 15m wide, including 4.0m wide pedestrian paths on either side. The width of the bus link is subject to further negotiations with the Public Transport Authority, as any reduction in width at this point will support the hierarchy of other roads within the precinct for pedestrian movements.

At the point where Main Street becomes a bus link only, private vehicles must turn right into the Mixed Use Precinct Road (Mixed Use Precinct Road).

A substantial extent of the Main Street alignment within the Mixed Use Precinct is the adjacent conservation area, which sits at a level of approximately 21 AHD. Main Street rises from the intersection of Road 6 to the bus station from approximately 23 AHD to 29 AHD; which is a considerable level difference. Figure 13 illustrates conceptually how this will express itself in cross section<sup>1</sup>.

**Figure 13 Main Street Cross Section - Mixed Use Precinct**



<sup>1</sup> It should be noted that the final design of the edges of the conservation area require further investigation – there is some need to utilise this area for drainage and compensation in addition to landscaping.

#### 4.5.2 Main Street – Hospital and Health Precinct Section

The alignment of Main Street past the hospital frontages and into Murdoch University has been set as part of external design processes. The road is designed with an approximate road width of 31/32m with wide pedestrian paths and a central median.

Main Street has finished levels of between 27.5 AHD at the Main Entrance down to 23 AHD at the intersection of Road 6. These levels are lower than the existing level of the St John of God Hospital site, and the exact variance differs along the frontage; at some points up to 4 metres in difference. The intent of Main Street is to encourage active and interactive frontages on both sides of the road, and to achieve this it is clear that development fronting Main Street from St John of God Hospital will need to be designed to incorporate split levels and alternative design solutions. A blank retaining wall along Main Street will be unacceptable.

To best show the opportunities available for development along Main Street in this area, a set of cross sections have been illustrated, as follows (Figure 14):

**Figure 14 Main Street (Hospital and Health Precinct) Cross Section Plan**

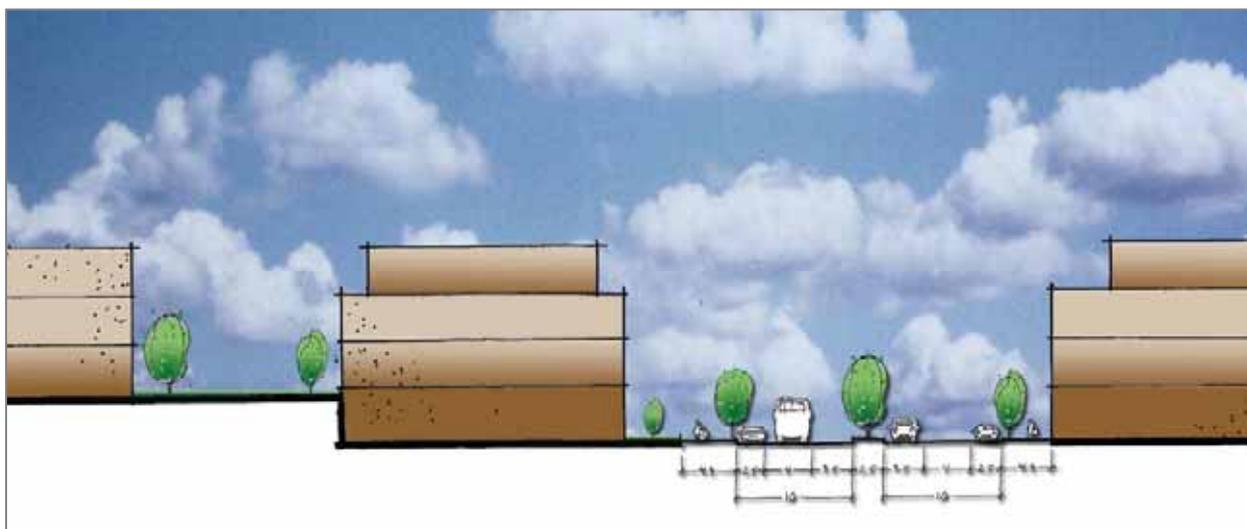


At **Cross Section A**, the Fiona Stanley Hospital has a ground level at 27.5 AHD, whilst the existing level on the St John of God Hospital site is approximately 31 AHD.

Figure 15 illustrates the proposed cross section of Main Street at this point, showing conceptually how the difference in levels may still achieve active frontages on Main Street. The cross section shows a building on the St John of God Hospital side of Main Street built into the retained levels of the St John of God Hospital site so that users may enter St John of God Hospital buildings from the Main Street level, but may only access the rest of the St John of God Hospital site from the first floor. This 'underground' level could also be accessed via or connected to underground parking if this was proposed in the future on the St John of God Hospital site.

Figure 16 is a photographic example of an existing development where variable ground levels have been built into the fabric of the area to provide active frontages at all levels.

**Figure 15 Main Street Cross Section A**



**Figure 16 Example of Cross Section A**

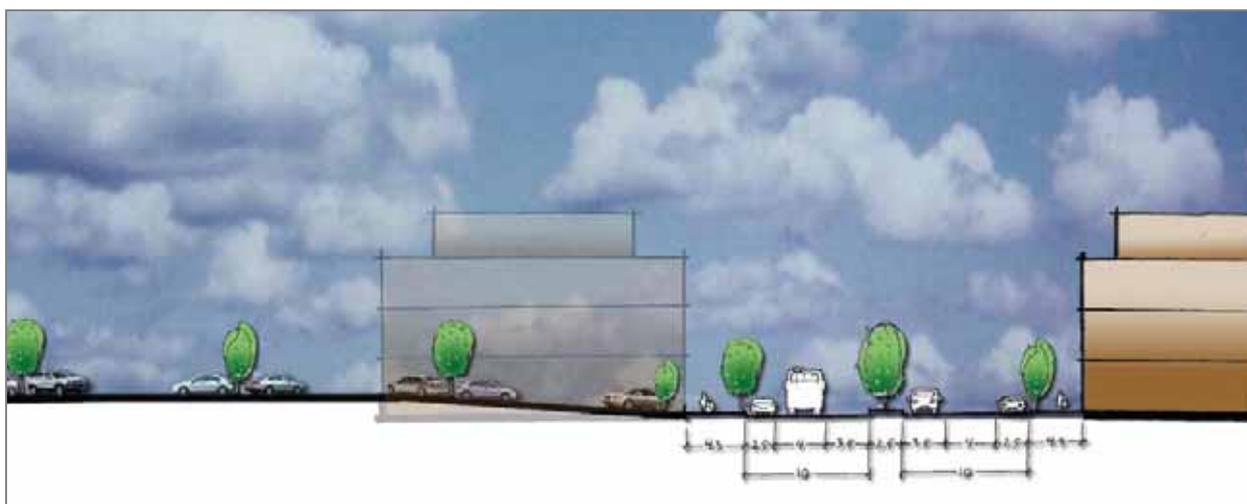


At **Cross Section B**, the Fiona Stanley Hospital still has a ground level at 27.5 AHD, whilst the existing level on the St John of God Hospital site is approximately 30 AHD.

Figure 17 illustrates an example of a cross section of Main Street at this point. In the short term, it is unlikely that St John of God Hospital will fully develop Main Street and it has been suggested that some at grade parking may instead be developed in the short term. At grade parking along Main Street is not desirable for the long term, but may be considered in the interim *subject to appropriate landscaping and design* to integrate this with the Main Street area and not detract from the visual amenity of Main Street.

The cross section shows how a parking area may be developed on Main Street in the short term utilising a gentle slope, with a background illustration of the preferred future Main Street frontage, showing the need to again consider a change in levels from the Main Street frontage back into the St John of God Hospital site.

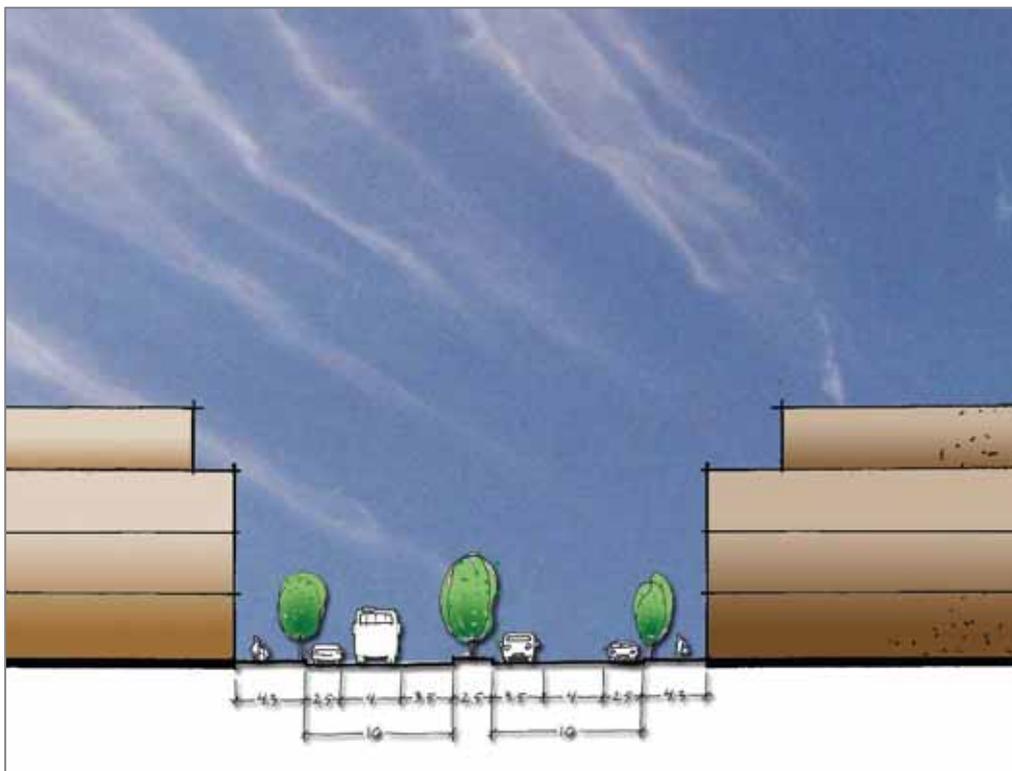
**Figure 17 Main Street Cross Section B**



Alternatively, if a gentle sloping technique is not considered, any retaining walls proposed along Main Street in the short term would need to be landscaped and developed as a landscape feature of Main Street.

At **Cross Section C**, the Fiona Stanley Hospital still has a ground level at 27.5 AHD and the existing level on the St John of God Hospital site is approximately 27/28 AHD. However, at this point Main Street is sloping down and is at approximately 26 AHD. At this location the difference is minor and active frontages on both sides can be achieved with relative ease by ensuring that frontages are developed at or within 0.5m of the verge level of Main Street (see Figure 18).

**Figure 18 Main Street Cross Section C**



However, further to the north east the level difference between Main Street and both the Fiona Stanley Hospital and St John of God Hospital sites again becomes quite substantial. At this point, a cross section similar to that being shown on the northern side of Main Street in Figure 15 would be appropriate. Alternatively, new development sites may need to be excavated in some parts to better integrate with the surrounding roads (remembering also that Road 6 sits at approximately 22 AHD on the northeast border of the Fiona Stanley Hospital site).

#### **4.5.3 Main Street – Murdoch University Eastern Precinct**

Where Main Street meets Murdoch Drive and extends into the Murdoch University Eastern Precinct Main Street becomes Discovery Way. Discovery Way is expected to have a similar width to the Hospital Main Street, or 32m, in the first instance, but is proposed to quickly reduce in width to around 28m. It should be noted that no ‘actual’ public road reserve will be created within the Murdoch University Eastern Precinct, however, a road will be constructed and the principles of development along and adjacent to that road will remain similar and in accordance with the Murdoch University South Street Campus Development Strategy and Development Design Guidelines for that precinct.

#### **4.5.4 Mixed Use Precinct Road (and Road 6)**

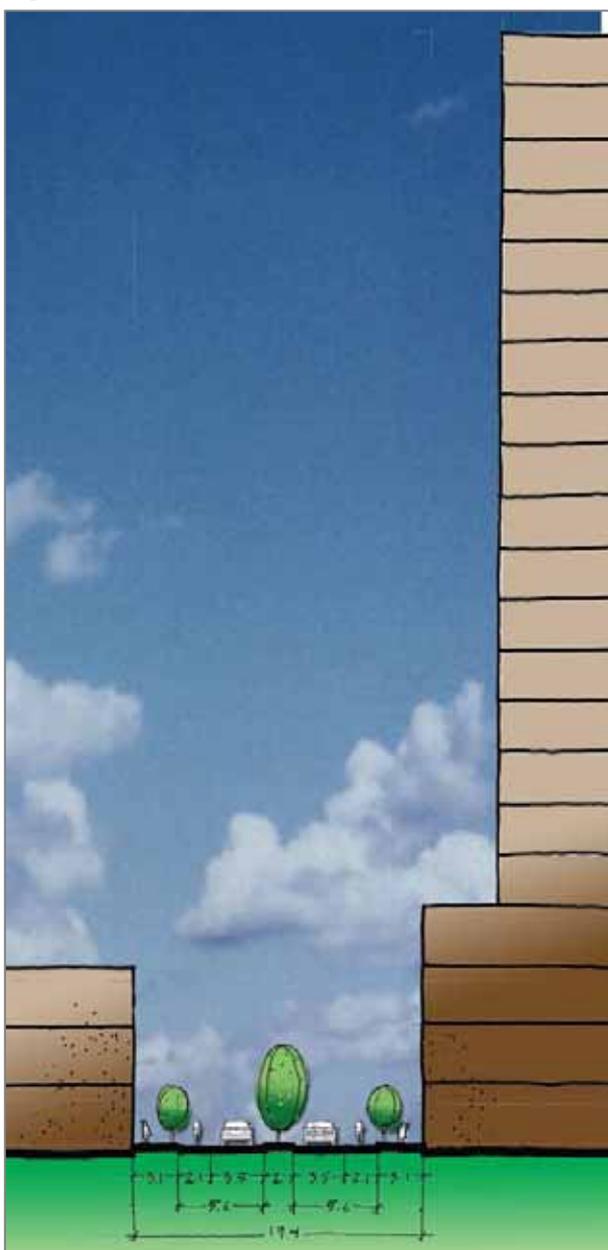
The Mixed Use Precinct Road (Figure 12) follows a long direct line to the town square from Road 6 and the southern parts of the Fiona Stanley Hospital and the TAFE campus, and is proposed with an approximate width of 20m. Whilst the road alignment is not able to maintain a direct line because of other road hierarchies within the Precinct, the line of sight has been maintained so that the visual

connection with the town square is not lost. An elongated roundabout forms the connection between Road 6 and the Mixed Use Precinct Road.

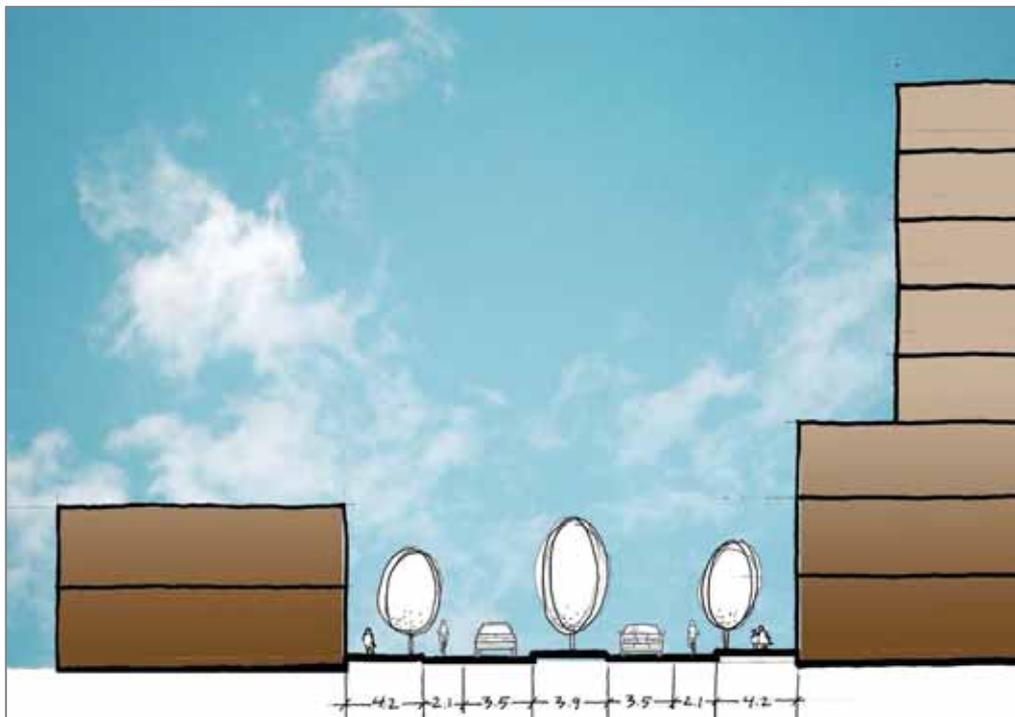
Both road alignments will need to be well signed to support new/irregular users, as will the Main Street and Mixed Use Precinct generally.

The intersection where the Mixed Use Precinct Road meets Main Street is a left turn only when travelling north. Figure 19 illustrates the Mixed Use Precinct Road looking in a northerly direction, whilst Figure 20 illustrates Road 6 facing north towards South Street.

**Figure 19 Mixed Use Precinct Road Cross Section**



**Figure 20 Road 6 Cross Section**

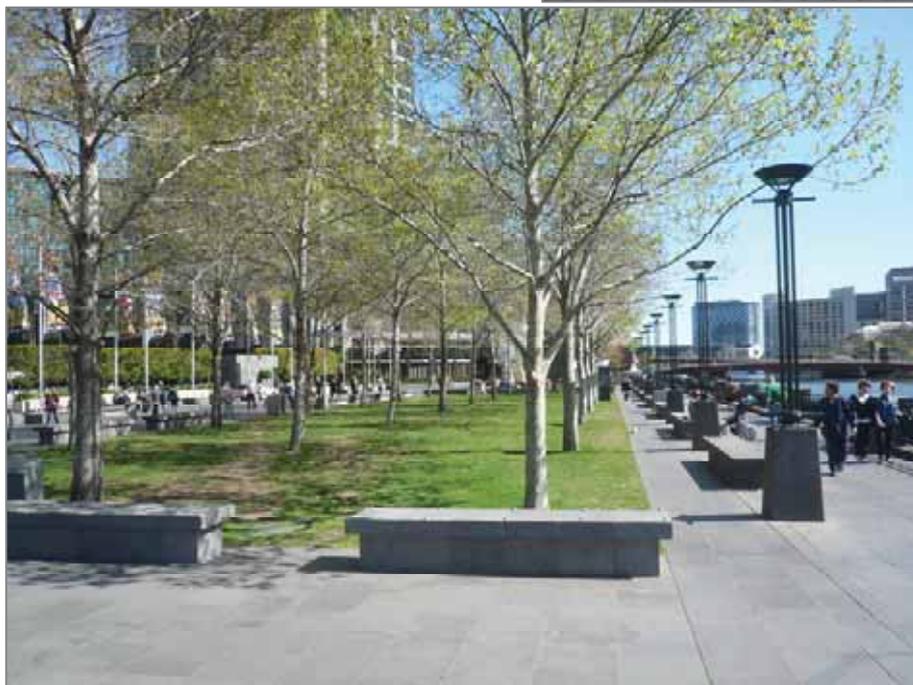


#### **4.5.5 Town Square**

The road circling the Town Square is designed to create an intimate feel, not dissimilar to that surrounding the rail station at Subiaco. The road is proposed as a one way street entering from the north and exiting at the south with parking/drop off points on either side of the road. The approximate pavement width is 6.5m, with 5.5m for parking width both sides and pedestrian paths additional to this. The estimated width of the road is 24m, although this requires detailed analysis and also is designed to incorporate varying traffic scenarios (see section 4.5.7).

The Town Square layout provides for private vehicle drop-off and taxi ranks together with short term on-street parking, and allowance has been made for bus drop offs (private), near to the pedestrian link to the rail station. It is also proposed that the entirety of this road be designed with no kerbs to facilitate universal access and to encourage a pedestrian friendly street atmosphere. It is desirable that this area allow for the development of amenities such as seats, shelter, landscape features, public art etc.

Kerb less urban environments



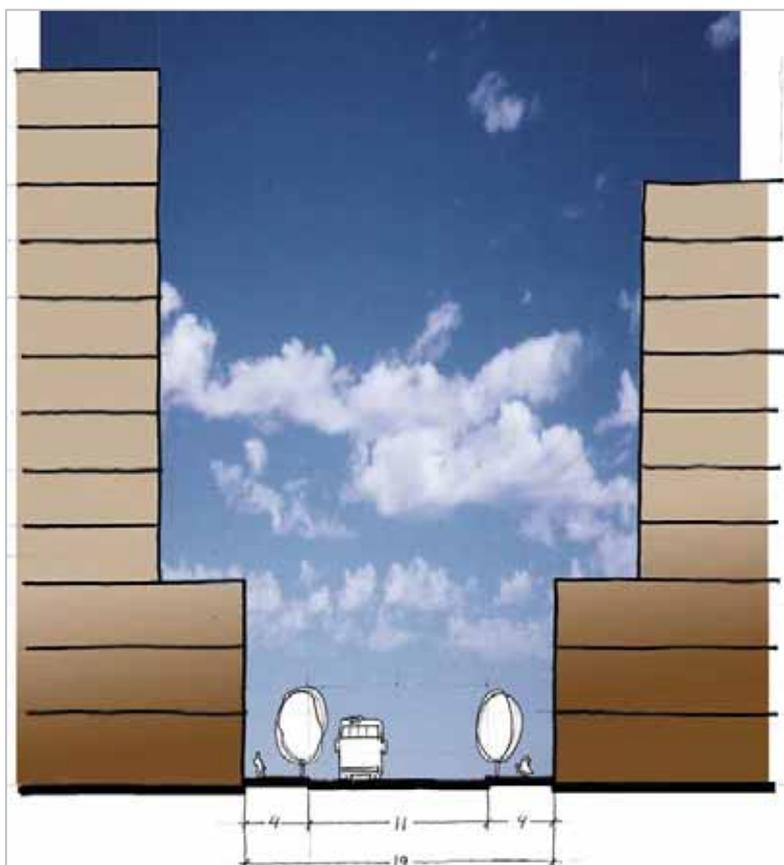
#### 4.5.6 Service Road

Access to the Mixed Use Precinct from South Street is from a left in/left out turn only (Road 6 Figure 12), so it is expected that the vehicular traffic via this entrance will be limited. A short local-traffic-only road (the service road) provides access to the lots at the northernmost part of the Mixed Use Precinct. It was considered that through traffic in this location would create confusion at the intersection of Main Street, and for this reason it has been designed as a no thru road and with an approximate width of 16m. It is designed to be similar to an Access Street 'D' with an additional 2m wide median to support pedestrian activity.

It is likely that this service road will provide access to underground car parks for the above development, and so the design of the street will need to incorporate ramps down. Careful consideration of pedestrian movements will need to occur in the detailed design of these ramps accesses.

It is proposed that the majority of this road be designed as kerb less leading towards the kerb less environment of the Town Square, and buildings either side of the Service Road are proposed to be quite tall, as can be illustrated in Figure 21. Bollards and active frontages will have a role to play in maintaining safe and interesting street edges for pedestrians.

**Figure 21 Service Road Cross Section**



#### **4.5.7 Future Road – Over Freeway**

A road has been allowed for in this design to traverse the freeway at approximately the same point as the end of the rail platform below. It has been designed with an approximate width of 18m to allow for two way vehicle movements, bicycle traffic in dedicated bicycle lanes, and pedestrian movements either side.

This potential for this road to be incorporated into the precinct will be determined through a number of other studies; however, the principle of the road is to connect the Main Street and Mixed Use Precinct quadrant of the Freeway/South Street intersection with the other quadrants at some stage into the future. This connection was seen as an important one in the early stages of planning for the precinct, and pedestrian and cycle connections to the precinct have been a matter of public interest throughout the project.

Further investigation into this link will determine its necessity, and the preferred design allows for the development of this area in the case that no link is ever made.

## **4.6 Pedestrian and Cycle Networks**

Pedestrian links and cycle ways are necessary to activate the Mixed Use Precinct. Successful pedestrian links will have active uses opening onto them, and encourage the flow of activity along them. Pedestrian links should incorporate visual interest and activity by the use of retail facilities and other activities.

Cycle paths should be clear and easy to see for cyclists and vehicles, and adequate cycle facilities will need to be provided in the precinct to allow for storage and protection of bicycles for precinct users.

Pedestrian links throughout the Main Street and Mixed Use Precinct shall ensure safe and convenient universal access through the provision of access ramps, handrails and variation in texture and colour detailing and development proposed adjacent to the intersections of pedestrian links shall provide directional signage for way-finding.

Shelter should be provided along all pedestrian linkages through either building edges or via free standing structures. The use of colonnades or awnings will be required for all street frontages, whilst open space areas will need to consider pedestrian comfort.

### **4.6.1 Main Street**

The majority of Main Street is designed to allow for both pedestrian and cyclist movements. At the intersection of Road 6 the pedestrian route splits from the vehicular path and follows a path directly towards the pedestrian entrance of the bus and rail station, past the town square. The northern most part of Main Street become a bus only way, with no stopping, and whilst 4.0m wide pedestrian paths on either side are provided this will not be designed to encourage substantial pedestrian movement.

The difference in level along Main Street to the adjacent conservation area provides for an interesting and complex pedestrian environment, and a series of steps and plateaus or decked areas are likely to create many different spaces. The design of these spaces will need to consider cyclists and pedestrians carefully, and shelter will need to be provided along the path on the southern side of Main Street in the absence of the built form which provides shelter for the majority of the precinct.

### **4.6.2 Mixed Use Precinct Road (and Road 6)**

Road 6 allows for on road cycle movements and the road reserve comprises pedestrian paths to both sides south of the elongated roundabout and north of Main Street. Adjacent to the conservation area the road reserve allows for on cycle road movements in both directions but only allows for pedestrian paths on the western side of the road.

The Mixed Use Precinct Road will also allow for on road cycle movements and pedestrian paths to both sides through to the Town Square, with footpaths approximately 4m wide on either side.

A pedestrian link between Road 6 and the Mixed Use Precinct Road through the conservation area has been identified as a possibility in the future subject to negotiations with the Commonwealth Department of Environment, Water, Heritage and the Arts. This link is likely to be a pedestrian link only.

### **4.6.3 Town Square**

The Town Square is proposed to be designed with no kerbs to facilitate universal access and to encourage a pedestrian friendly street atmosphere. The road pavement should be designed of different materials to the adjacent streets to signify a change in the vehicular environment pedestrians should be given right of way. Signage will need to be installed to clearly identify this area as a pedestrian and cycle friendly zone. There will not be dedicated cycle ways but the road will be speed limited.

Pedestrian safety should be considered through the use of bollards or other street furniture to clearly delineate the vehicle and pedestrian spaces.

End of trip cycle facilities should be abundant, and it would be desirable for a facility such as a city rest place or similar to be located in buildings adjacent to the town square.

### **4.6.4 Service Road**

The service road will also be a kerb-less environment, and it is proposed that on street cycle ways and 4m wide pedestrian paths flank the road. The pedestrian and cycle network at the end of the Service Road through to the Mixed Use Precinct should be clearly signposted to encourage movement of pedestrians from this area and from the adjacent neighbourhoods and St John of God Hospital.

Cyclists and pedestrians will be encouraged to cross the bus link rather than Main Street, where traffic is two lanes only with a substantial traffic island in the centre. Although public transport buses will have priority over private vehicles on Main Street, it is proposed that at this point a pedestrian crossing be marked to provide pedestrian priority.

### **4.6.5 Future Road – Over Freeway**

The link over the Freeway is subject to further investigations, however, it is proposed as a minimum to provide a pedestrian overpass of the Freeway at this point to connect to both the southern end of the rail platform below and to the residential neighbourhood in the south east quadrant of the Freeway/South Street intersection.

## **4.7 Public Transport Networks**

Main Street provides a major public transport network through the study area, linking with the Murdoch rail station. The majority of buses that currently travel west along South Street will eventually travel along Main Street first, before turning at Murdoch Drive either back to South Street, south to Farrington Road or directly into the Murdoch University Eastern Precinct.

Bus services through this route will be frequent, travelling out to many parts of the southern suburbs and linking with the rail station to go directly into the city or south to Mandurah. Bus stops will be located in accordance with the Fiona Stanley Hospital Precinct Master Plan.

Main Street has been designed so as to maintain a street layout with a focus on encouraging public transport services, with dedicated bus lanes on either side continuing into the Mixed Use Precinct and buses stopping in the Priority Bus Lane. A bus link at the northern end of Main Street separates the public transport route from the private vehicle route, and the bus route maintains priority, except for a single pedestrian crossing into the Town Square area from the west.

Development proposed adjacent to bus stops should provide enough physical space between the building and the stop for comfortable pedestrian usage and should provide shelter. Bus shelters should be easily identified from the road and from the footpath.

Pedestrian networks should support clear way-finding to public transport stops with signage to indicate distance from stops. A key feature of the Mixed Use Precinct would be the installation of intelligent signage such as electronic displays identifying time to next departure for trains as this would encourage patrons to spend additional time in the Mixed Use Precinct rather than on a rail platform. Intelligent transport systems (signage etc) are not currently funded for this precinct, but should be considered by the PTA or other service providers in future funding for the Mixed Use Precinct.

#### **4.8 Street Block Layout**

The street blocks have been designed to allow for useable commercial tenancies at the same time as supporting the legibility of the Precinct. It has also been considered fundamental to the design of the precinct that a visual connection be established to the town square and through to the rail station and this has informed the need to have street blocks that act as an extension of streets approaching the precinct.

The town square can be seen from nearly all lots within the Mixed Use Precinct, and will be visible from most elevated areas within the Main Street and Mixed Use Precinct. Additionally, built form in the way of taller buildings will be encouraged at the closest point to the rail station and town square to promote way finding.

The street blocks address both the north south access and the Main Street access to the Mixed Use Precinct. Design of buildings along the street blocks will also play a big part in way finding through the precinct and it is proposed that the streets be framed by buildings with active edges on both sides. This is discussed further in Section 4.16 and 4.18.

#### **4.9 Transportation Corridors**

Main Street and Road 6 have been identified as having a transport function for the broader Main Street and Mixed Use Precinct. Main Street will provide all public transport bus movements through the precinct, whilst Road 6 has been identified as having a support function for transport/services through to the Fiona Stanley Hospital. A signalised intersection at Main Street and Road 6 is highly likely, and has been designed to accommodate this in the future (not currently funded). Ensuring that Main Street maintains priority, for private and public transport vehicles alike should be a priority.

The Freeway and South Street perform very important regional transport functions, and the integration of the Main Street and Mixed Use Precinct should encourage overlooking into these areas but should not allow for disruption of the roads more than is necessary. A single left in left out access from the Main Street and Mixed Use Precinct onto South Street has been designed for limited impact to the regional road network.

Development adjacent to the Freeway and to South Street should consider State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

Murdoch Drive also forms an important part of the network. Development adjacent to the intersection of Murdoch Drive and Main Street should promote a sense of arrival to support traffic ease at entrances and exits to the respective precincts.

#### 4.10 Community Facilities

Consideration of the development of public facilities immediately adjacent to the station should be given. These facilities should include end of journey facilities such as showers, bicycle parking bays, lockers and change rooms and should also include public rest areas, public phones and relevant local travel information such as bus and train routes, maps and timetables<sup>2</sup>. Signage should incorporate familiar symbols and provide advice on walking times and distances.

This facility could be incorporated into a broader multi-purpose facility for the community, comprising recreation facilities, youth facilities, a rest place (similar to the City of Perth 'Citiplace') day care and potentially some library services.

In addition to this type of community facility, there is adequate support for a Civic Building in the Mixed Use Precinct, perhaps a presence for the City of Melville, to be located prominently close to the Town Square. Such a facility could provide a satellite office for Council Services and could comprise functions such as dedicated TravelSmart officers, library functions, payment services etc.

Other community facilities and services could include a Lotteries House type facility comprising allied health support services, emergency care facilities for the homeless and those attracted to the precinct's medical facilities, community and elderly care providers, accommodation for indigenous families from remote areas and a short term medi hotel in support of the hospital services of the precinct. These facilities would be appropriately located in the Health Support Precinct, subject to further research into their necessity.

#### 4.11 Public Open Space

In addition to the large area proposed for conservation, the preferred design for the Mixed Use Precinct incorporates a number of open spaces and public places. The Town Square is large enough to accommodate substantial planting and the creation of a 'Central Park' type garden and seating area. Similarly, the space between the conservation area and Main Street can be utilised to create a series of stepped areas overlooking the conservation area, which could include covered pavilions and even small transportable stands or community display areas.

It is also proposed to encourage a link between the Mixed Use Precinct Road and the conservation area. Development adjacent to both of these areas should provide open frontages to both sides and will be encouraged to incorporate arcades through to the conservation area. The conservation area is some 6m below the finished level of the Mixed Use Precinct Road and adjacent buildings and so developers will be encouraged to incorporate decked areas at the edge of the retaining, or stepped alfresco areas.

Railing along the edge of the conservation area will be encouraged to be predominantly open, although an impermeable lower half should be developed to halt the flow of items of street debris into the space. The use of visually permeable materials will be encouraged to achieve this rather than a solid wall.

All planting and landscaping within the precinct should consider the use of flora species able to be used by Carnaby's Black Cockatoo for foraging, including the following species:

- Dryandra;
- Eucalyptus;

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<sup>2</sup> It should be noted that a community service facility for showers and change rooms etc should not be seen as a substitute for private office and commercial infrastructure in the precinct to provide individual occupant facilities

- Grevillea;
- Hakea; and
- Lambertia.

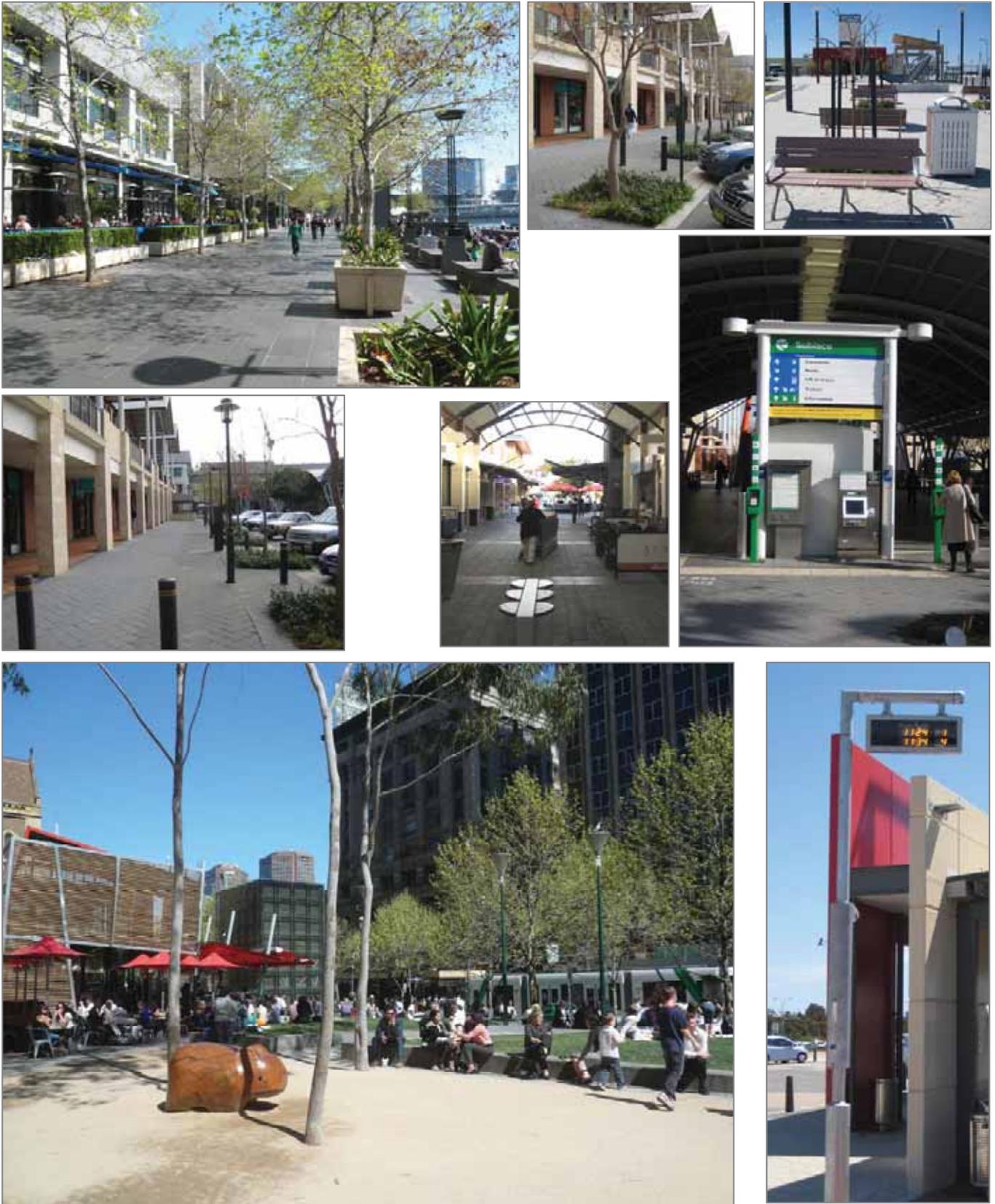
These species also form part of the landscaping Masterplan treatments for the Fiona Stanley Hospital area, and the broader use of these species will ensure that a common planting theme occurs throughout the Main Street and Mixed Use Precinct.

Development within the Precinct is encouraged to consider input from Commonwealth Department of Environment, Water, Heritages and the Arts (DEHWA) on the appropriate landscaping within the area.

#### **4.12 Street Furniture, Signage and Lighting**

The development of the Main Street and Mixed Use Precinct should achieve high standards of amenity, in both the design standards of street furniture including seating, rubbish bins and lighting and the design standards of the street pavements and finishes. The following images (Figure 22) reflect the finishes and treatments that should reflect the standard of the precinct. Detailed landscaping and master plan design for the Main Street and Mixed Use Precinct should be undertaken in full consultation with the City of Melville and the Department of Planning, and should also include all other precinct stakeholders.

Figure 22 Precinct Treatments



### 4.13 Proposed Land Uses

The Main Street and Mixed Use Precinct should be a place of activity during daylight and evening hours. Land uses that promote movement and activity are encouraged throughout the area.

The proposed land uses for the study area that have been generally agreed to by all stakeholders include uses such as offices, entertainment, retail around the town square, a tavern, a small supermarket, a gym or other lifestyle land uses, non-core health focused service providers, para-medical and other health related services.

This section looks at the proposed land uses which would be;

- Appropriate – i.e. Permitted; and
- Inappropriate – i.e. Not Permitted,

in the Precinct.

Whilst Section 4.14 provides more guidance as to the appropriate *location* of land uses, the following provides a list of uses that should be considered appropriate in the study area, reflecting the Use Class Table terminology in the City of Melville Community Planning Scheme No. 5:

- Amenity Building
- Amusement Facility
- Car Park
- Child minding centre
- Cinema/Theatre
- Civic Building
- Community Purpose
- Conservation/Recreation
- Convenience store (not including Service Station facilities)
- Small Bar/Hotel/Tavern ('drive through' establishments not permitted)
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Residential
- Restaurant
- Retail
- Shop

- Wine House
- Educational establishment
- Consulting Rooms

Uses within that are considered *inappropriate* for the study area are:

- Industrial
- Bulky goods retailing
- Service station
- Showroom
- Other large space consuming uses that provide little activity.

#### **4.14 Proposed Land Use Areas**

The precincts within the study area; being the Mixed Use Precinct, Health Support Precinct, Hospital Main Street and Murdoch University Eastern Precinct (Mixed Use Precinct, Health Support Precinct, Hospital Main Street and Murdoch University Eastern Precinct) must each be considered slightly differently due to a number of unique factors.

##### **4.14.1 Mixed Use Precinct**

The Mixed Use Precinct falls within 400m of the train station or a 5 minute walk. This area is expected to have high amenity, a town square area, some linkages through to the conservation area, Kiss'n'Ride facilities and will generally not encourage through traffic at speed. The Mixed Use Precinct is also expected to be utilised by a large number of public transport users, either coming to, or leaving from the precinct on foot, bicycle, bus and rail.

This area is immediately adjacent to the health precinct comprising the Fiona Stanley Hospital, St John of God Hospital and the Murdoch Medical Clinic where it is expected that most, if not all, of the health related services in the precinct will gravitate. As a result, the preferred uses in the Mixed Use Precinct steer away from uses such as Consulting Rooms, unless there is an identified shortage of floor area in the Main Street area.

In the same manner, the Murdoch University and Challenger TAFE caters for substantial educational services in the area, and the Murdoch University Precinct and Challenger TAFE site will certainly attract more education based uses. Subsequently, the development of educational and research establishments in the Mixed Use Precinct should only be supported if there is an identified shortage of floor area in the Murdoch University Precinct and Challenger TAFE site.

### Mixed Use Precinct Area A

The Mixed Use Precinct will cater for a large number of uses, but these can be divided into 4 general areas. Figure 23 illustrates Mixed Use Precinct Area A.

**Figure 23 Mixed Use Precinct A**



Mixed Use Precinct A is the primary focus of the Mixed Use Precinct, directly accessing the town square area and the walk along Main Street into this area. Pedestrian traffic through this area will be extremely high, with nearly all public transport activity from Fiona Stanley Hospital, St John of God Hospital, Murdoch University and from the surrounding suburbs culminating here. The immediate area is also separated from the heavy bus traffic along the northern end of Main Street, making it increasingly pedestrian friendly. Land use in this area should have a strong interface with the public area, and uses such as cafes and retail outlets are highly desirable.

The following reflects the land uses that are appropriate along these frontages:

- Amenity Building
- Amusement Facility
- Civic Building/Community Purpose
- Convenience store
- Small Bar/Hotel/Tavern ('drive through' establishments not permitted)
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)

- Public Amusement
- Public Exhibition
- Restaurant
- Retail
- Shop
- Wine House

These uses all have a strong street presence – ‘open for business’ to the street. A rich mix of these uses should be encouraged to extend the hours of activity within the centre, and ensure that the use is more than retail alone. Continuous frontages should be encouraged with large amounts of glazing.

The location of a Community Purpose building in the northern part of the precinct to be available for the use of public transport patrons, such as a shower and change room facility, is highly desirable and should form part of early land use considerations.

### Mixed Use Precinct Area B

Figure 24 illustrates Mixed Use Precinct Area B.

**Figure 24 Mixed Use Precinct B**



Mixed Use Precinct B is the secondary at grade focus of the Mixed Use Precinct, located along the Mixed Use Precinct Road access to the town square and adjacent to Main Street where pedestrian activity is directed towards the town square. Pedestrian traffic through this area will be substantial, coming from TAFE and the southern parts of the Fiona Stanley Hospital as well as from St John of God Hospital, but is less pedestrian oriented as it fronts the main through road networks out of and into the Mixed Use Precinct. Land use in this area should still have a strong interface with the public roads; however, offices are more of a focus. Other uses may include Consulting Rooms, Amusement Facilities and more space hungry retail uses.

The following reflects the land uses that are appropriate along these frontages:

- Amenity Building
- Amusement Facility
- Civic Building
- Community Purpose

- Conservation/Recreation
- Convenience store
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Retail
- Shop

This area provides an 'entry' into the Precinct, introducing the general character of the precinct; less active than the central activity area such that the central activity area is clearly ahead, but beginning to provide on street activity that complements the more intense uses of the core.

Office uses should be encouraged, especially if they are frequently used such as a bank or a post office. Less busy office types should similarly be discouraged at this level.

## Area C

Figure 25 illustrates Mixed Use Precinct Area C.

**Figure 25 Mixed Use Precinct C**



Mixed Use Precinct C comprises all at grade land area not fronting directly onto Main Street, the Mixed Use Precinct Road and the Town Square area. Pedestrian activity is likely to be limited to pedestrians coming from the northern side of South Street and from the northern part of St John of God Hospital and the majority of this area fronts main through road networks or is located along the freeway. Land use in this area should have a strong focus on office space and on uses that require limited street frontage exposure but substantial space, such as Cinemas and Recreation facilities (gymnasiums).

The following reflects the land uses that are appropriate along these frontages:

- Amenity Building
- Amusement Facility<sup>3</sup>
- Car Park
- Child minding centre

<sup>3</sup> It should be noted that whilst Amusement Facility is encouraged adjacent to these frontages, it is not considered appropriate for an Amusement Facility to be located opposite to the SJOGH Palliative Care facility at the northern most part of the MAC.

- Cinema/Theatre
- Civic Building
- Community Purpose
- Conservation/Recreation
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Retail
- Consulting Rooms

Uses that attract patrons but are nevertheless more private should be encouraged in this area. This would include uses such as gyms and cinemas that need some privacy from the street or office uses like law firms that rely on confidential/private spaces but would still benefit from street frontage.

## Area D

Figure 26 illustrates Mixed Use Precinct Area D.

**Figure 26 Mixed Use Precinct Area D**



Mixed Use Precinct D represents development above ground floor level that do not have direct street frontage.

At first floor level office uses are encouraged, as are uses that do not require a shop front but still encourage activity at ground level. Uses may include restaurants, reception centres and taverns which have a balcony element. Development at this level should still have an active day time use and as a result residential is not encouraged here. The development of residential forms an important part of the Mixed Use Precinct, but should be developed at higher levels; also, at higher levels residential development will be able to separate from the noise of the Precinct.

The following reflects the land uses that are appropriate above ground level:

- Amenity Building
- Amusement Facility<sup>4</sup>

<sup>4</sup> It should be noted that whilst Amusement Facility is encouraged adjacent to these frontages, it is not considered appropriate for an Amusement Facility to be located opposite to the St John of God Hospital Palliative Care facility at the northern most part of the MAC.

- Car Park
- Child minding centre
- Cinema/Theatre
- Civic Building
- Community Purpose
- Conservation/Recreation
- Small Bar/Hotel/Tavern<sup>5</sup> ('drive through' establishments not permitted)
- Medical Centre
- Office
- Public Amusement
- Reception Centre<sup>5</sup>
- Residential (second/third floor and above)
- Restaurant<sup>5</sup>
- Wine House
- Consulting Rooms

Uses that attract patrons but do not rely on street frontage should be encouraged. Residential uses should not be encouraged at lower levels, but could be supported as a short term use subject to the appropriate design of the development for future alternative uses.

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<sup>5</sup> It should be noted that whilst Small Bar/Hotel/Tavern, Restaurant and Reception Centre are encouraged adjacent to these frontages, it is not considered appropriate for a Small Bar/Hotel/Tavern, Restaurant or Reception Centre with balconies to be located opposite to the St John of God Hospital Palliative Care facility at the northern most part of the MAC.

#### 4.14.2 Health Support Area

The Health Support Precinct is located in the northern most end of the Fiona Stanley Hospital development site, and has not been designed at this time. The Department of Health has indicated that it would prefer that land uses in this area have a health support element, such as consulting rooms, medical clinic and medi-hotel. Figure 27 illustrates the location of the Health Support Precinct.

**Figure 27 Health Support Area**



The following uses should be supported within the Health Support Precinct;

- Amenity Building
- Child minding centre
- Conservation
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Hotel and/or Medi-Hotel
- Office (health related services)
- Educational and research establishment (health related education)
- Consulting Rooms

A substantial part of this area will be set aside for open space purposes and development would be encouraged to front onto both the Main Street and the open space area.

#### 4.14.3 Hospital Main Street

Figure 28 illustrates the frontage that is referred to as the Hospital Main Street.

**Figure 28 Hospital Main Street**



This area is immediately adjacent to the health campuses of the Fiona Stanley Hospital, St John of God Hospital and the Murdoch Medical Clinic and is located between 400m and 800m from the rail station. It is expected that the predominant use along Main Street in this area will be health related services that complement the function of the hospitals, and primary hospital functions. As a result, the preferred uses are consulting rooms, outpatient services, medical offices and services that support the primary function of the hospital such as florists, newsagents and cafeterias<sup>6</sup>.

Whilst educational uses are more appropriately located in the Murdoch University precinct, there is room for educational uses along Main Street that have a medical focus.

The following uses should be supported along the Main Street Hospital Frontage;

- Amenity Building
- Child minding centre

<sup>6</sup> A Retail Demand Analysis has been undertaken (Jones Lang LaSalle May 2008) for the Fiona Stanley Hospital. This document identifies the type of retail/shop uses that are specifically desirable

- Convenience store
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Office
- Retail
- Shop
- Educational and research establishment
- Consulting Rooms

#### **4.14.4 Murdoch University Eastern Precinct**

The Murdoch University is a major education precinct with a variety of courses. The Murdoch University Eastern Precinct will certainly attract more education based uses. Subsequently, the development of educational and research establishments in the Murdoch University Eastern Precinct would be desirable. Other uses would also be encouraged to support this emerging commercial/mixed-use area such as offices and shops.

It is important to note that this precinct is more than a ten minute walk from the Mixed Use Precinct, and many of the uses that are appropriate in the Mixed Use Precinct may also have some merit to be located in this area. The Murdoch University Eastern Precinct is illustrated in Figure 29.

It should also be noted that development of the Murdoch University Eastern Precinct should have regard to the Murdoch University South Street Campus Development Strategy and Development Design Guidelines. Principles of land use and design which are discussed in this report for the Murdoch University Eastern Precinct will still apply.

**Figure 29 Murdoch University Eastern Precinct**



#### **4.15 Built Form**

Generally, the development of the precinct should have a high standard of architectural quality, interesting use of materials and colour, active frontages and be sensitive to human scale at the street edge. Furthermore, development should be cognisant of the nature of the Main Street and Mixed Use Precinct as being a busy and active area, and should consider materials that can be easily maintained and be designed with the appropriate attenuation techniques for noise. Sections 4.16 through to 4.18 consider this in more detail.

#### **4.16 Building Heights and Massing**

A fundamental objective of this precinct is to encourage a built edge along Main Street and surrounding the Town Square that frames these areas and encourages activity. As a general rule there is an expectation that all development will have a minimal setback to the property boundary, between nil and 1 metre. The use of colonnades may also be encouraged on the south side of Main Street and the Town Square for both active alfresco uses and for shade and shelter.

Ground floor frontages should be encouraged to provide shelter where practicable for pedestrians by way of awnings over pavements, setbacks at ground floor to create colonnades or a combination of both.

Building height is ultimately limited by the Jandakot Aerodrome's air space protection through CASA, however, consideration of overshadowing impacts, view corridors and way finding have been considered in the development of maximum building heights throughout the Main Street and Mixed Use Precinct. Also considered has been the inclusion of minimum building heights in the precinct, to ensure that adequate *minimum* built form is developed to support and encourage the activity within the area.

The building heights proposed identify the minimum and maximum height allowed in each part of the Main Street and Mixed Use Precinct, *prior* to any bonus development standards being applied to each site (bonus development standards are proposed for developments where the developer includes public art, exceptional design quality, public spaces, affordable housing or other community services).

Figure 30 illustrates the minimum and maximum building heights in the Study area.

**Figure 30 Building Heights**



In considering these building heights some modelling was done to establish the actual impact of these heights. Figure 31 illustrates conceptually how these heights are reflected once developed, showing a perspective looking northeast across the conservation area.

**Figure 31 Mixed Use Precinct Building Massing**



#### **4.17 Proposed Density**

The only precinct in the study area where residential development is considered appropriate is the Mixed Use Precinct. Most areas of the Mixed Use Precinct are considered to be appropriate for high density residential development, except for the development sites fronting the conservation area. Development on these sites is limited in height to conserve the environmental values of the conservation area subject to further discussion with the federal Department of Sustainability, Environment, Water, Population and Communities.

High density residential development is considered most appropriate in the northern and eastern most part of the Mixed Use Precinct, however, it is also important to consider the impact of overshadowing on the town square area.

Density will be largely controlled by height and setback limits, and as such no density maximum will be established. Full development of the Mixed Use Precinct, limited by the height and setback controls identified in this Detailed Area Plan and the subsequent Design Guidelines, will result in the development of approximately 1000 apartments with an average floor area of 90m<sup>2</sup>, approximately 60,000 m<sup>2</sup> of office and retail floor space in the Mixed Use Precinct and approximately 40,000 m<sup>2</sup> of medically related floor space on the Fiona Stanley Hospital Health Precinct campus.

This has the potential to result in a residential population of approximately 2000 people, assuming an average of 2 persons per dwelling based on the size of the average dwelling.

To encourage the development of a range of apartments, affordable housing and housing which responds to principles of sustainability and equity, it is proposed that bonus height and setback and other variations be granted.

#### **4.18 Building Setbacks**

Whilst it is considered appropriate for the buildings throughout the Main Street and Mixed Use Precinct to have minimal setbacks and to create an urban edge, there is also a need to consider the scale of the developments from a user perspective.

For this reason all buildings which consist of more than four storeys (or about 16-18m in height) of development are proposed to be setback five metres from the street frontage *above* the podium level. In this way, the bulk and scale of the street at pedestrian level is relatively low, whilst from a distance the actual height of buildings can be quite considerable.

The setback podium that will be established by these setbacks is encouraged to be developed with outdoor spaces, roof top gardens and otherwise publicly accessible spaces. The image below illustrates how a rooftop terrace may be integrated into the fabric of the building.



#### 4.19 Short and Long Term Parking

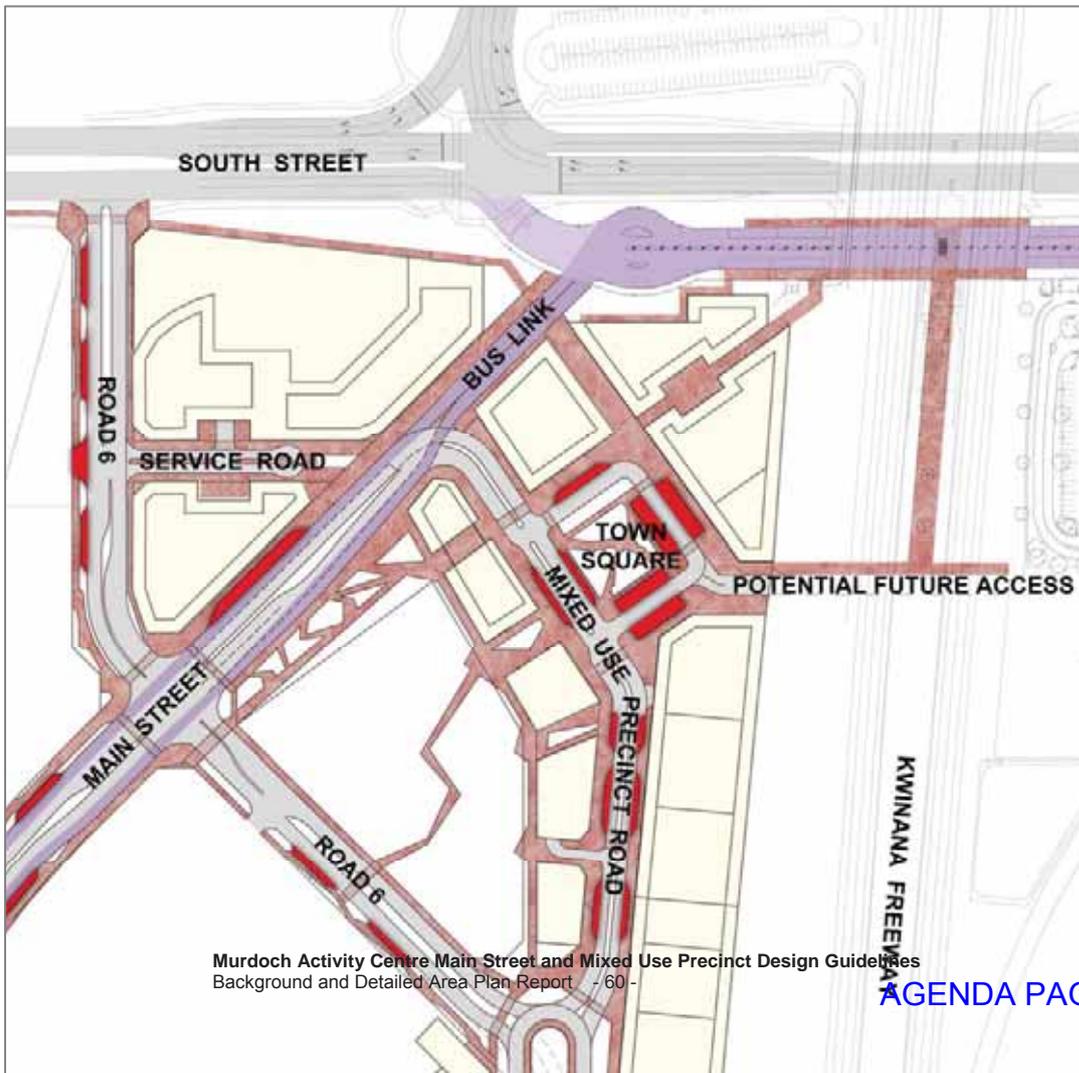
Short and long term parking in the study area has been considered in great detail and is the subject of the WAPC's Murdoch Activity Centre Interim Access and Parking Policy 2011 (*see Appendix D*). The objectives are to ensure that adequate vehicle parking and access is provided for multi-storey development in the Precinct, to ensure that off-street parking is linked to pedestrian routes and to ensure car parking does not dominate the street frontage.

The following parking management strategies are included in the interim parking policy:

- Parking caps will be applied to the Mixed Use Precinct as a means to reduce peak period vehicle traffic and to support other transportation and land use objectives.
- Shared parking should be provided for both visitors and employees
- At least 25% of car parking for non-residential uses should be public, short-term parking targeted at visitors and customers (Figure 32 illustrates that all *on* street parking in the Mixed Use Precinct should be short term).
- All non-residential car parking should be managed through a combination of pricing and limits on parking dwelling times.
- Tenant car parking should be unbundled from the sale of properties.
- Motorcycle parking, bicycle parking and appropriate end of trip facilities shall be provided.

Parking shall be provided in accordance with the Murdoch Activity Centre Access and Parking Policy.

**Figure 32 Short Term Car Parking in the Mixed Use Precinct**



#### **4.20 Proposed WSUD/Sustainability Measures**

All new development should be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. This can be achieved by designing for the climate of the area through correct building orientation, allowing access to natural light and achieving the correct thermal performance of buildings and their materials.

New commercial development can achieve significant energy savings by controlling solar gain through glass, particularly from low angle sun from the east and west. In general, the larger the proportion of glass on the surface of a building, the greater the impact on transmitted solar load. Energy savings can be achieved by plan shape and orientation of glass, use of special glass types and by shading. Some design factors are:

- ▶ orientation – north and south orientated facades require less energy, minimise west and east facing glass;
- ▶ providing adequate shading for all glass other than south facing glass;
- ▶ including atriums (maximise daylight and cross ventilation)
- ▶ thermal mass in commercial and residential developments to improve temperature stability;
- ▶ natural cross-ventilation to reduce air conditioning needs;
- ▶ low energy lamps and controls;
- ▶ Building energy management systems;
- ▶ incorporating of an upper floor roof/ceiling construction with a minimum thermal resistance value of R1.5; and
- ▶ using materials of a colour which reflects rather than absorbs solar radiation, whilst ensuring reflective material avoids transferring heat to adjoining properties.

All buildings in the Mixed Use Precinct should meet minimum standards of four stars from the Green Building Council.

Stormwater and drainage in the precinct has been identified as an issue and should be carefully considered with all developments being expected to maintain stormwater and drainage on site. Stormwater and drainage design should consider the broader Fiona Stanley Hospital Stormwater and Drainage Strategy as a guide.

## 5. Proposed Staging of Development

Development of the Main Street and Mixed Use Precinct is being undertaken by several parties, including the DoH, St John of God Hospital and Murdoch University. These developments are led by market forces, existing funding sources, and commercial necessity. However, the Mixed Use Precinct requires some detailed consideration of staging. The Mixed Use Precinct is proposed to be developed at an approximate finished level of 27 AHD, up to 29 AHD. Existing ground levels in the area vary, but are generally in the vicinity of 21-23 AHD.

It is proposed, in accordance with the objectives for the Mixed Use Precinct identified in Section 2.3, to develop 2 levels of parking beneath the finished Mixed Use Precinct level. The extent of the multiple level parking will be determined in detail design, as the varying levels throughout the precinct require some detailed consideration, but generally it is expected that parking for the precinct will predominantly be located underground in parking structures set back behind retail and commercial frontages (parking to be considered with the principles set out in Section 4.19).

Therefore, the staging of development for the Mixed Use Precinct relies heavily on the development of these parking structures below. It is for this reason that the development of the Mixed Use Precinct will need to be undertaken by a single developer or a few developers working together.

To establish the basement levels and access to them a preliminary staging plan has been developed. The staging plan does not go beyond the creation of the base levels of the Mixed Use Precinct, but it does ensure that the development of surrounding precincts in the Main Street and Mixed Use Precinct are not reliant on the completed development of the Mixed Use Precinct.

The Staging Plans are attached at [Appendix C](#) to this document and also comprise the relevant Staging Plans for the development of Fiona Stanley Hospital.

Appendix A

# Murdoch Activity Centre Structure Plan

# Murdoch Activity Centre Structure Plan (Part A - Fiona Stanley Hospital and Health Precinct)

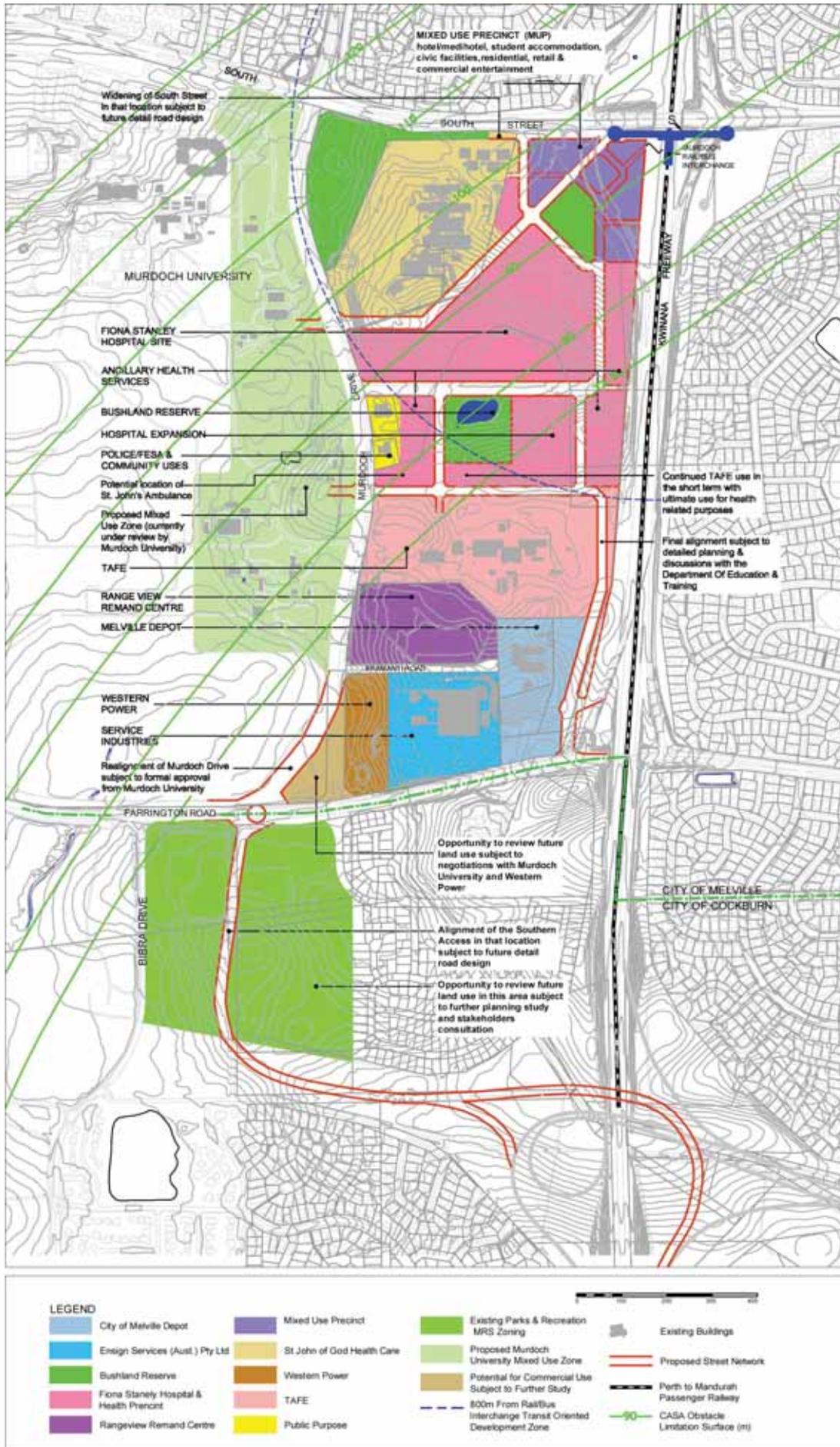


Figure 16: Murdoch Activity Centre Structure Plan – Proposed Land Uses

Appendix B

# Stakeholder Workshop Outcomes Report

MURDOCH ACTIVITY CENTRE  
Club Murdoch – Murdoch University  
5 June 2008

1. Welcome

John Chortis welcomed participants to the workshop noting that:

- Time to define the key parameters
- Focus on station and hospital linkage and TOD area in particular.
- Issues beyond that recorded and addressed subsequently
- Outcome to go to Minister/s to provide clear direction for the future.
- Don't want to create a wasteland in the linkage area and embarrassment for govt.
- Whole of govt perspective required.
- Place for people with PT also important. Ped friendly like Subiaco? Main Street must be different to South St focused on people.
- Use your skills and knowledge to contribute to the development of a preferred option.
- Time to get our thoughts together and agree the vision.

2. Purpose and Process

Purpose

To consider the land use scenarios developed in consultation with all stakeholders and reach consensus on a preferred land use scenario for more detailed planning

The workshop will generally focus on:

- Identifying the optimum mix of land uses to achieve the effective integration of the medical precinct within the MAC; and
- Agreeing proposed height limits of buildings and residential densities within the MUP.

3. Stakeholder comment

DPI

- Location and form of parking for businesses in the precinct.
- Demonstrate that we are creating a pedestrian friendly environment.
- Ensuring synergy between the various design guidelines that will be created.

Dept of Health

- Contribute to sense of public safety. What can be done to ensure high levels of takeup and activation at the street level. Measures to avoid anti-social behaviour and visually unattractive areas.
- What solution can the market sustain.
- Staging of works - to allow PT to operate to minimise car dependency.
- Securing of funding to enable the bus link to the station.
- Provision for emergency services – all services.

PTA

- What can we do to ensure target mode splits are achieved with minimal congestion with the bus link open at the opening of the hospital.
- Ensuring continuous access to car parking for park'n'ride users – origin and destination.

City of Melville

- TOD land has associated zoning issues potentially if to be used for residential with associated rezoning required.
- Freeway off ramp with associated MRS amendments required. How will this be done in time?
- Multi purpose facility for community use by CoM.
- TOD must be fully integrated with surrounding road links – South St and other.
- How is on street parking along main street included.
- TOD must fit within the broader context.

Murdoch University

- Timing, staging, commercial feasibility and funding sources.
- Student needs and expectations for main street???
- Student accommodation within the area and MU expectations for this site.

DET

- Not part of this site but need to have activation and transport links extending to the TAFE site.
- TAFE want to be part of the site activation to link and integrate as part of the total solution.
- Control of pedestrian access through sensitive and remnant bushland. FSH and Health precinct Design Guidelines will help to address this.

Main Roads

- Freeway and South St capacity limitations. How will this be managed?
- Can we design the TOD to preserve the existing off ramp?

General

- Urban design and built form must integrate with landscape character. When will we see the landscape.

4. Present design opportunities and constraints

5. Present 3 scenarios for MUP and main street

6. Questions and answers

Q	What impact for DET/TAFE of the proposed link to freeway north
A	
Q	Proposed linkages aren't included as part of existing environmental approvals.
A	If desirable will be staged in the longer term with associated approvals required.
Q	What about car parking?
A	Provision beneath existing built form nearest the freeway reserve but not included as part of functional built form.
Q	Is the desire for scenario one to provide two ped links?
A	One for buses and one for peds at grade with no steps required at the station.
Q	How wide is the road reserve on main street and can it be reduced?
A	50m.
Q	How viable are the residual building envelopes?
A	Up to 30m lot depth.
Q	What about level difference between main street and the preservation land?
A	Requires retaining wall/s or separation to allow graded transition.
Q	Issues exist with regard to conservation land given its federal preservation status as a no go area.
A	This is accepted but there may be options for a sensitive access arrangement in the future – boardwalk or other.
Q	The ads and disads for buildings fronting or backing onto preservation areas? If backing on then can become a waste management area that is undesirable.
A	Various opinions for the architects but Guidelines must address this. Possible that entry is not allowed but vistas can be to the preservation area. Design guides may need to be basement focused in a similar way to Subi Centro to avoid the creation of poor design solution.
Q	All future developments are likely to be subject to commonwealth environmental approval. Height is likely to be a key consideration with overshadowing of remnant bushland.
A	Will be considered
Q	Laneways are also public space and are often the areas where waste, air-conds and other elements are located. Consideration is needed to avoid creating undesirable solutions.
A	Consider the scenarios and discuss issues with suggested improvements.
Q	Will DA's require federal approval and if so can we use roads as buffers to simplify the approvals process?
A	Consider meeting with the federal environ and heritage reps as an enabler early in the process. The project should seek fed approval at precinct level thru the scheme amendment process.
Q	
A	

Q	
A	
Q	
A	

7. WS1 - Workshop review of transport scenarios
  - Focus on transport linkages
  - Three key elements to consider:
    - Underground loop (beneath South st)
    - East west link across the freeway
    - Freeway north link
  - Other discussion
    - Hierarchy – pedestrian, bus, car?
    - Bus measures
    - Ped measures – one side, both sides, rest areas
    - On street parking – where?
    - Parking provision for park'n'ride dealt with later. Preliminary comment welcomed.

8. Present back WS1

9. WS2 - Prepare hybrid solution

10. WS3 - Land use mix, height and density

11. Present back WS3

12. WS4 - Preferred direction – hybrid and land use

13. WS5 - Unresolved issues and outcomes:

No	Action	By and when?
1	Revise and circulate the plan, parking and height configuration as a recommended model for final consideration and discussion by this group.	GHD 13 June 2008
2	Advise on connection to FSH car park to south of the site.	Herve and Andrew 13 June 2008
3	CoM to confirm car parking provision requirements for their own use. CoM to confirm their capacity to pre-fund parking provisions as a catalyst to development.	Alan Diggin and David Igglesden 11 July 2008

	CoM and GHD to meet to agree parking assumptions to progress this project.	
4	Develop interim park'n'ride parking arrangements to ensure PTA parking provisions are met.	GHD and DPI.
5	Complete concept finalisation and preliminary costings.	GHD
6	LandCorp to advise on requirements and timing of feasibility and Business Case assessment.	Vaughan when conceptual Structure Plan is finalised
7	Prepare Design Guidelines and submit to DPI for comment by CoM and wider consultation at an appropriate time.	GHD In due course
8	Prepare road parking capacity and tabular breakdown of the options considered today including the hybrid.	GHD
9	Prepare project timeline of all project elements to completion.	DPI
10	Need to include a whole of govt approach through the Office of Strategic Projects (OSP).	DPI and LandCorp jointly
11	Prepare a Zone Management Plan for this project (maintenance, service, operations, etc).	GHD
12	Prepare contingency plan to ensure the construction of the main street to the station.	GHD
13	Rezoning process needs to be allowed for in the project development process with associated timing implications. Agree zoning requirements and commence rezoning asap.	GHD and FSH
OTHER ACTIONS		
14	Prepare an agreed and approved staging funding plan	
15	Plan for the ongoing management and viability of the preservation area.	
16	Seek federal govt comment on the future environmental consideration and opportunities within the conservation area.	Post approvals of FSH – mid July
17	Commence and complete a Greater Murdoch Study.	DPI
18	Progress planning for Roe Highway connection to Murdoch Drive.	DPI
19	Need pre-requisite design information to progress DAFWA project planning and development.	Andrew
20	Ongoing consultation with Murdoch University with a focus on items impinging upon Murdoch University land or resources.	DPI
21	Provision of an estimate of cost for the extension of main street to the bus bridge.	GHD for costing FSH for budgeted amount
22	Aboriginal Heritage consultation provisions and	GHD with FSH and

	potential gaps that may result in project delays. State and federal environment provisions and potential gaps that may result in project delays.	PTA input
23	Include provision for future pedestrian overpass linkages between public and private facilities.	
24	Agree planting species for inclusion as part of the landscaping provisions in the public domain.	GHD Hassell and Murdoch Uni (Lisa Spiers)
25	Prepare and include long and cross sections for further consideration and discussion as important supporting information.	

Close at 5:00pm

Appendix A – Workshop Presentation

Appendix B – Preferred Elements

Appendix C – Bulk and scale



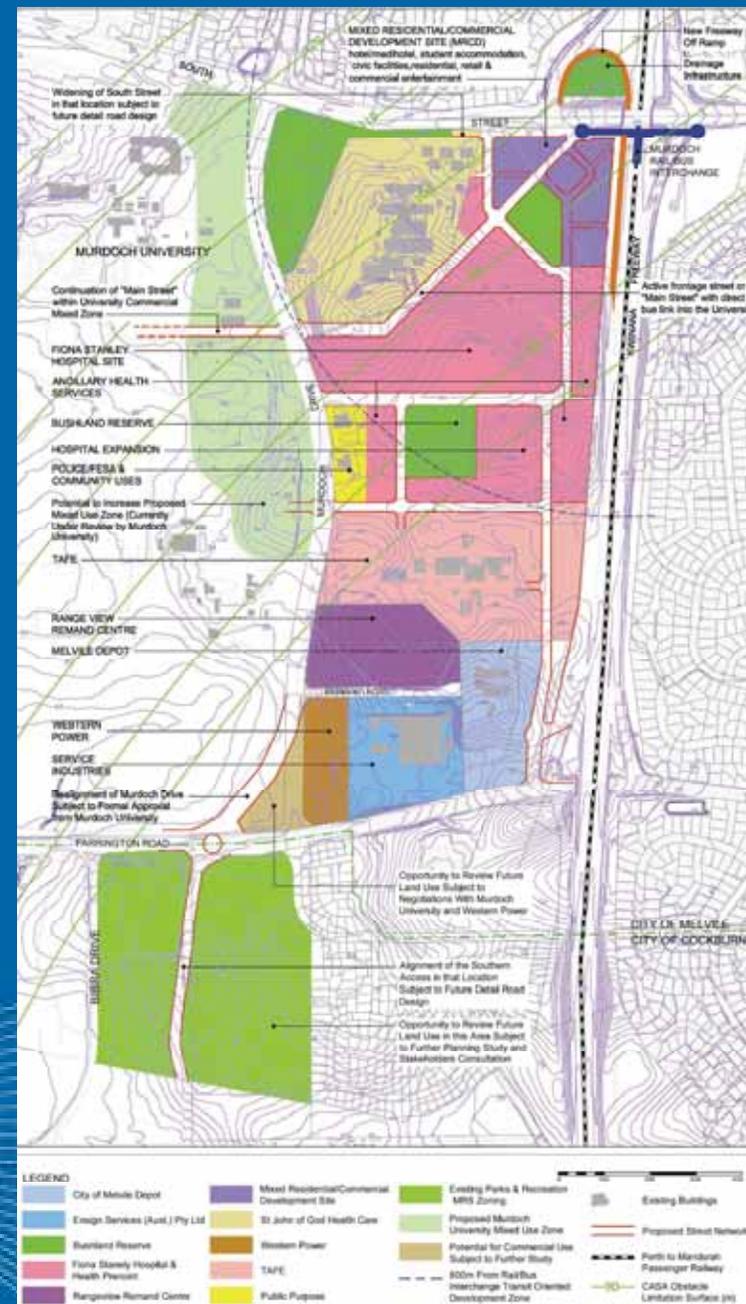
# MURDOCH ACTIVITY CENTRE MAIN STREET AND MIXED USE PRECINCT DESIGN GUIDELINES

Stakeholder Workshop June 5<sup>th</sup>, 2008



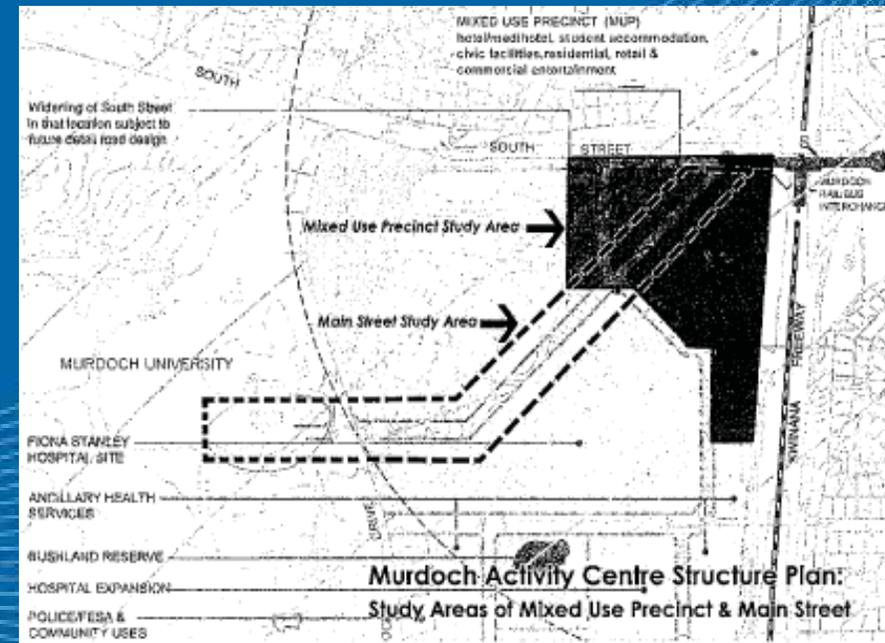
## Background

The Murdoch Activity Centre Structure Plan – Part A (MACSP) was prepared jointly by the DPI and the Department of Health (DoH), in full consultation with the City of Melville and other major stakeholders. The Western Australian Planning Commission (WAPC) approved the MACSP in June 2007.



## The Ultimate Purpose of the Study

- To provide a set of Design Guidelines affecting (mostly) the public realm within Main Street and the Station Mixed Use Precinct.
- To obtain formal endorsement by the WAPC and the City of Melville
- To provide future development initiatives with directions, opportunities and obligations





## Workshop Themes

- **Urban Structure**
  - Street Layout
  - Mix and Distribution of Land Uses
- **Street Design**
- **Train Station and Public Transport**
  - Station and Interchange environment
  - Passenger facilities
- **Public Spaces**
  - High quality public space
  - Sense of Place
  - Safety and Security
- **Building Design**
  - Environmental Sustainability
  - Future Proofing
- **Higher Density Housing**
  - Density Opportunities
  - Building Design
- **Car Parking**
  - On-street car parking
  - Off-street car parking



## Opportunities and Constraints

### Opportunities

- A Clean Slate... very little existing development to 'redevelop'
- To achieve the best possible built outcome that will be suitable into the future
- To bring together multiple stakeholders to achieve that outcome in a collaborative process
- To achieve a true TOD/Activity Centre that promotes public transport over private transport use
- To achieve a sustainable and vibrant urban community built on substantial employment, social and environmental attractors
- To achieve a high density precinct with a mix of land uses and housing types

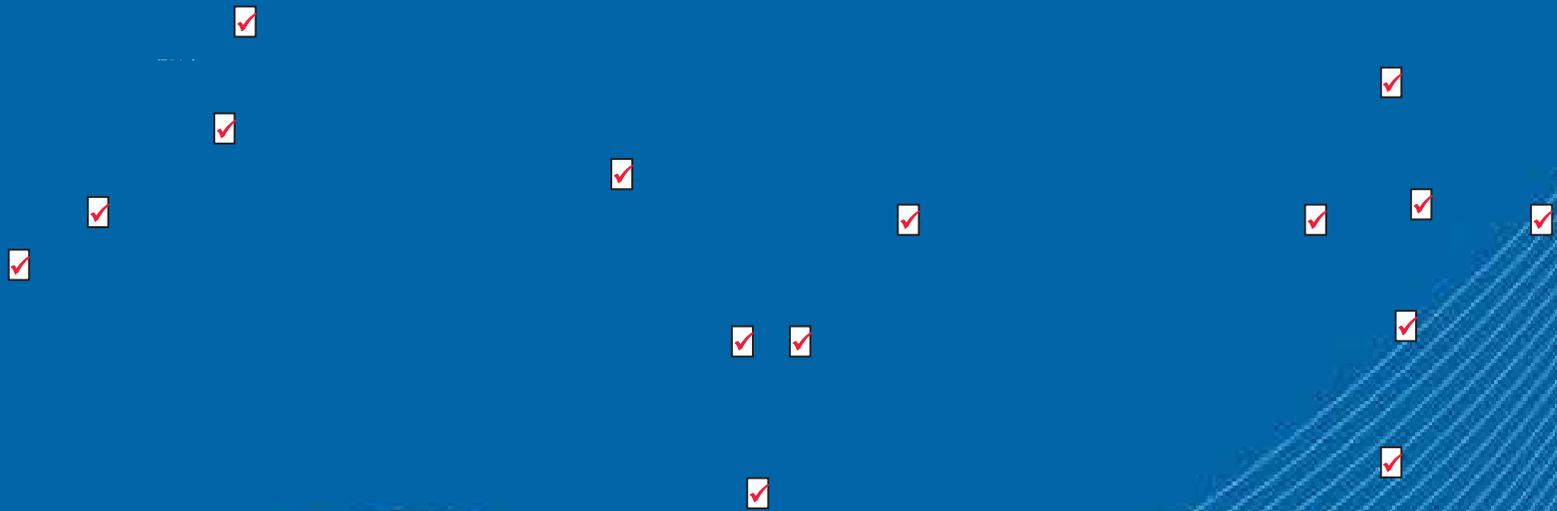
### Constraints

- The northern most corner of the FSH site will sit at approximately 23RL, whilst the bus station sits at 26.5RL, and the rail access at 29RL.
- PTA require existing park and ride numbers to be maintained
- Traffic through the precinct is expected to be substantial, and there are several areas of traffic conflict in the current preliminary design
- The majority of the masterplanning for the FSH has already been undertaken, and this project has limited opportunity to influence outcomes along the south side of Main Street
- Various infrastructure



## Prompts

- **Land Uses**
  - Specialty shops, supermarket, liquor stores
  - Restaurants
  - Offices
  - Residential
  - Consulting rooms
- **Street Design**
  - Main entries, secondary alignments
- **Building Heights**
  - Station
- **Public Spaces**
  - High quality public space
  - Sense of Place
  - Safety and Security
- **Higher Density Housing**
  - R160?
  - Apartment types/variety
- **Car Parking**
  - On-street car parking
  - Off-street car parking



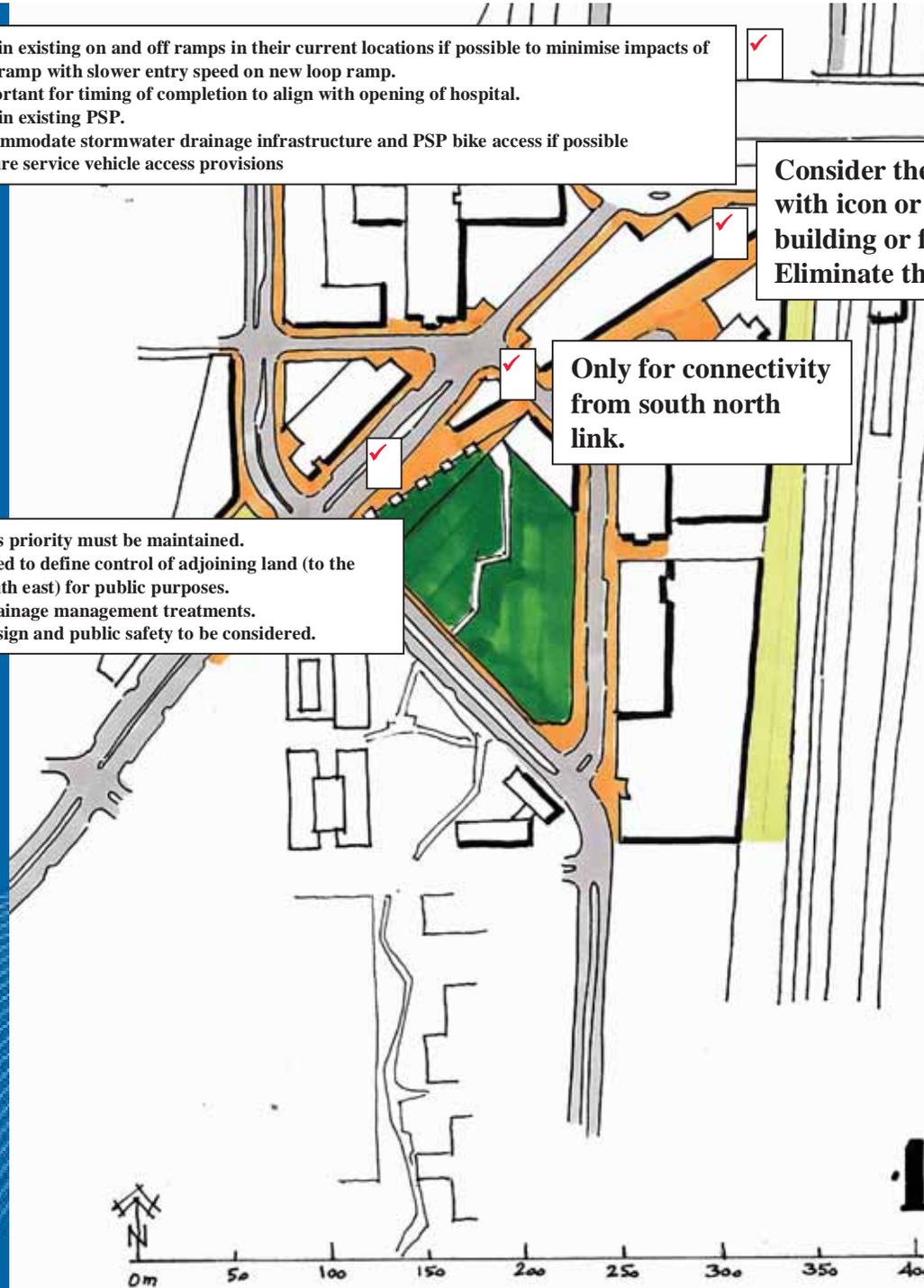


Retain existing on and off ramps in their current locations if possible to minimise impacts of new ramp with slower entry speed on new loop ramp.  
Important for timing of completion to align with opening of hospital.  
Retain existing PSP.  
Accommodate stormwater drainage infrastructure and PSP bike access if possible  
Ensure service vehicle access provisions

Consider the width of this link with icon or landmark building or feature.  
Eliminate the kink.

Only for connectivity from south north link.

Bus priority must be maintained.  
Need to define control of adjoining land (to the south east) for public purposes.  
Drainage management treatments.  
Design and public safety to be considered.



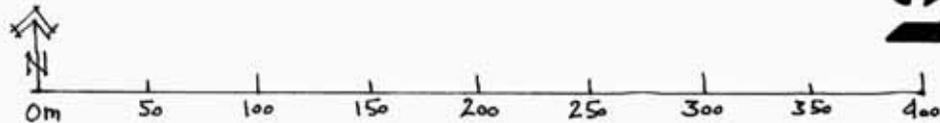
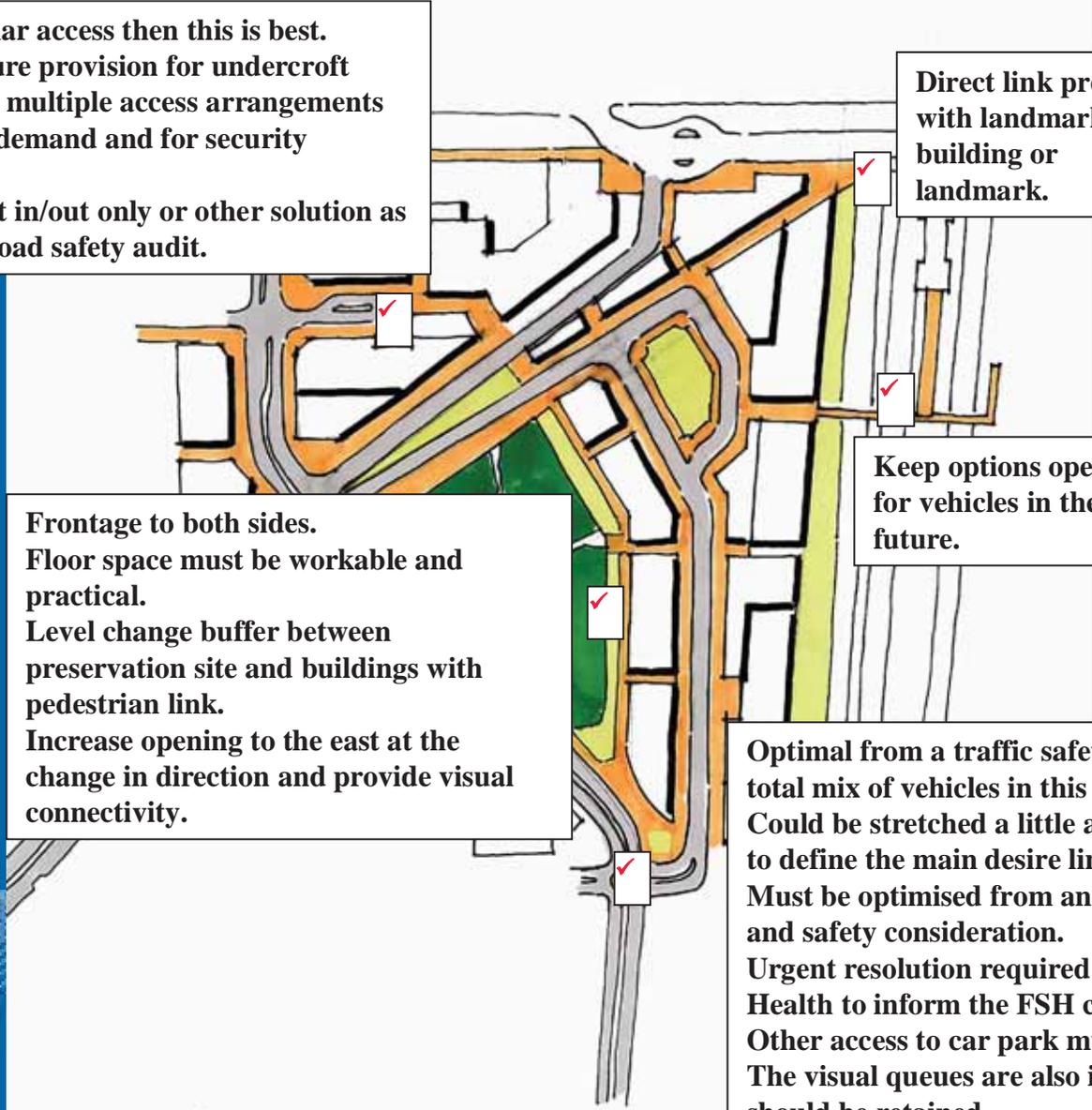
If no vehicular access then this is best.  
 Need to ensure provision for undercroft parking and multiple access arrangements under peak demand and for security reasons.  
 Consider left in/out only or other solution as part of the road safety audit.

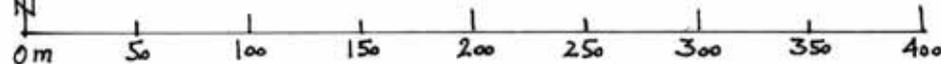
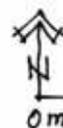
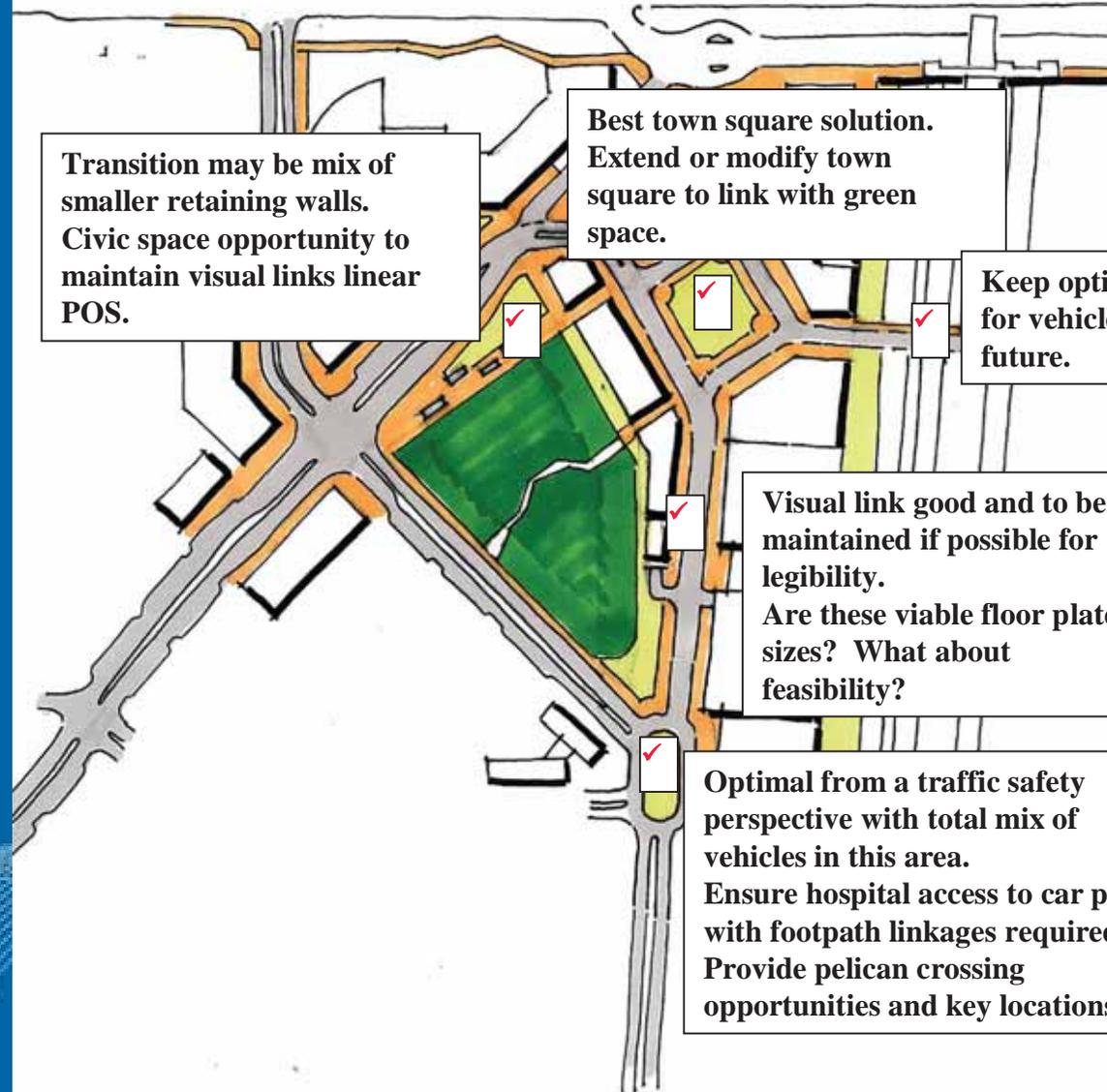
Direct link preferred with landmark building or landmark.

Keep options open for vehicles in the future.

Frontage to both sides.  
 Floor space must be workable and practical.  
 Level change buffer between preservation site and buildings with pedestrian link.  
 Increase opening to the east at the change in direction and provide visual connectivity.

Optimal from a traffic safety perspective with total mix of vehicles in this area.  
 Could be stretched a little as an elliptical shape to define the main desire line.  
 Must be optimised from an access, efficiency and safety consideration.  
 Urgent resolution required and to be advised to Health to inform the FSH car park solution.  
 Other access to car park must be assured.  
 The visual queues are also important and should be retained.  
 Need to address pedestrian crossing provisions.

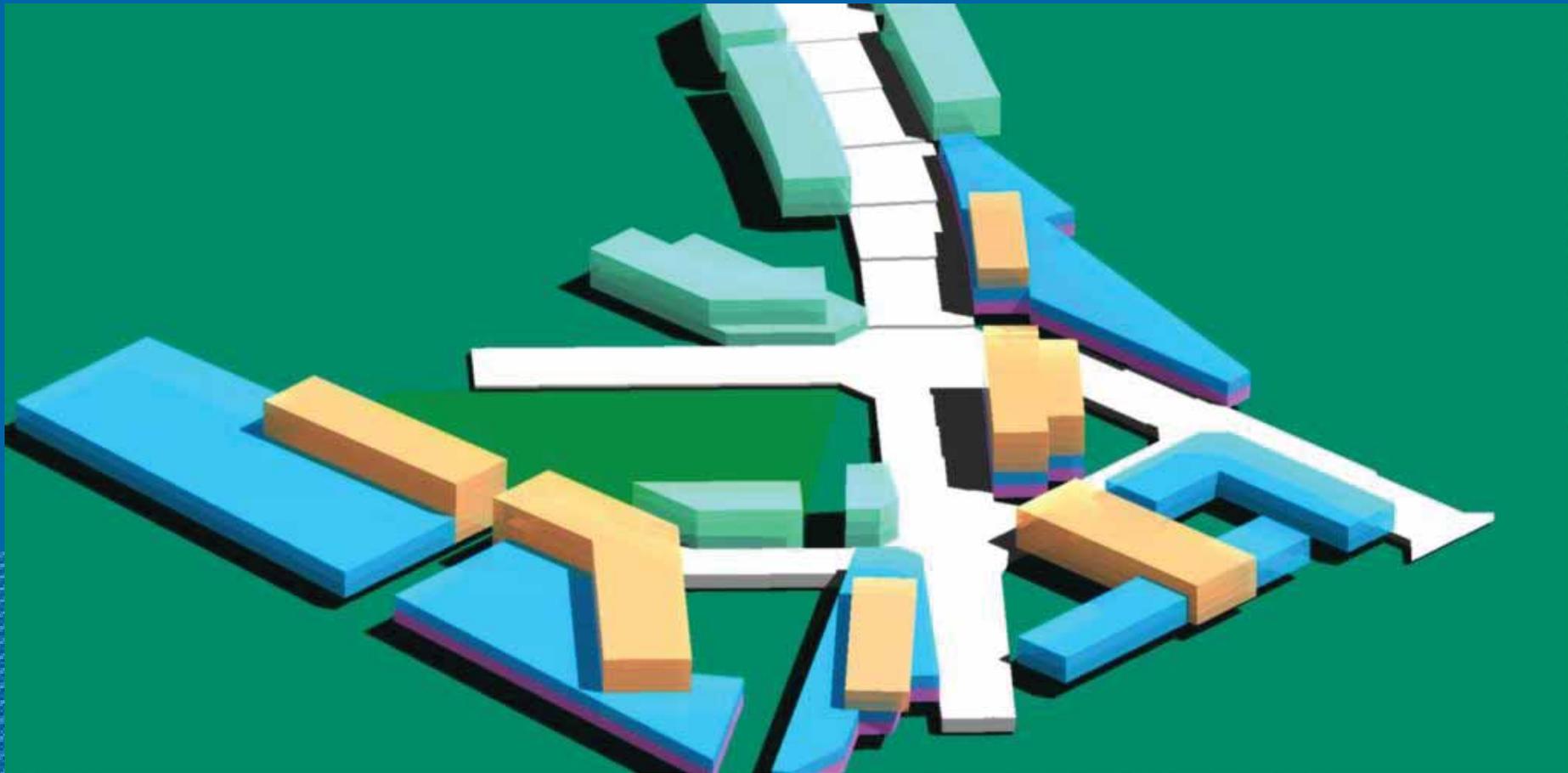




5

# SCENARIOS – Scenario 1

## The 3<sup>rd</sup> Dimension



# SCENARIOS – Scenario 1

## The 3<sup>rd</sup> Dimension



## SCENARIOS – Scenario 2

### The 3<sup>rd</sup> Dimension



## SCENARIOS – Scenario 2

### The 3<sup>rd</sup> Dimension



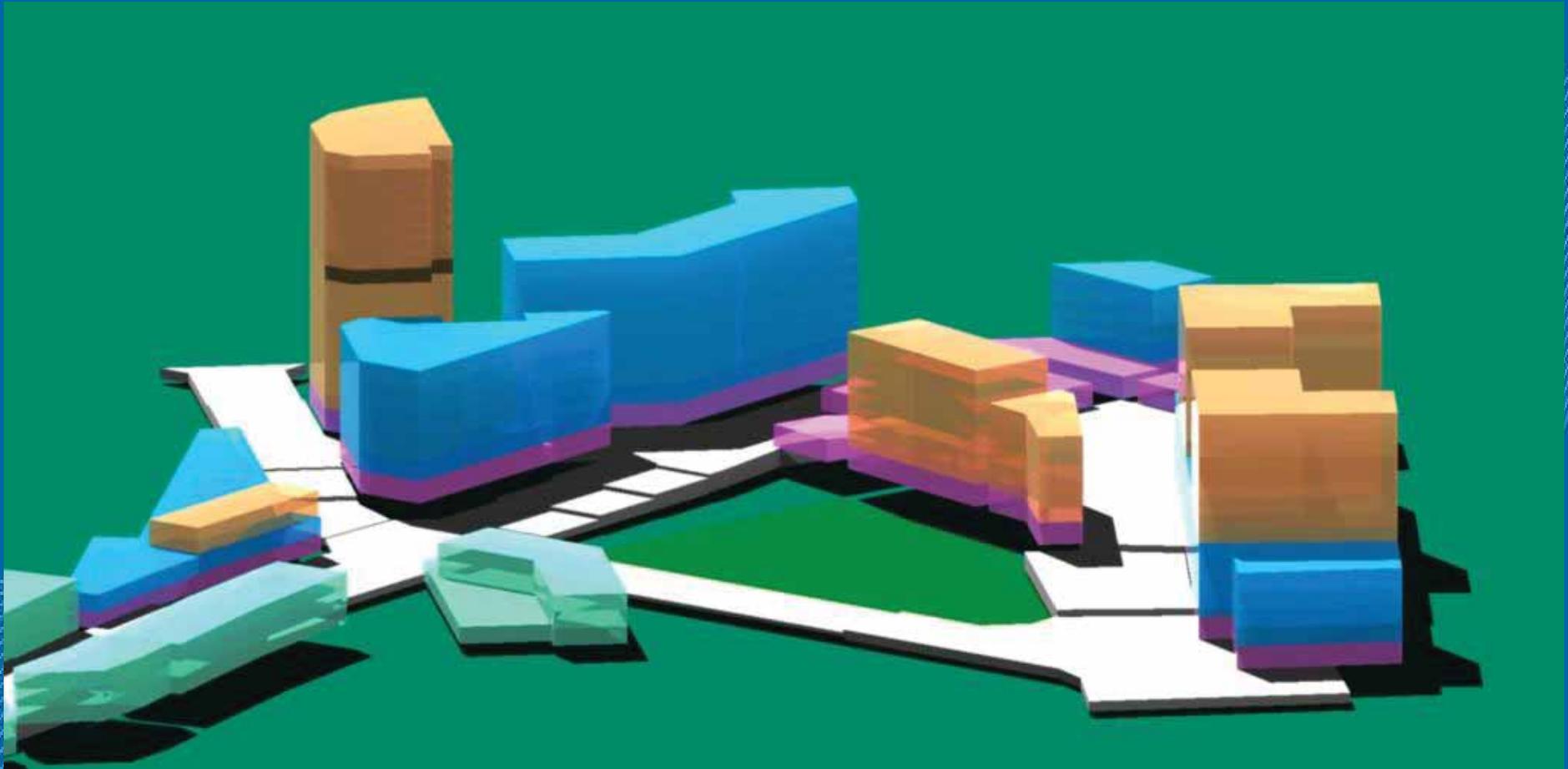
## SCENARIOS – Scenario 3

### The 3<sup>rd</sup> Dimension



## SCENARIOS – Scenario 3

### The 3<sup>rd</sup> Dimension





## Retail Floor Space Assumptions

Employment of precinct previously estimated as 6,500 persons

Student population of .....

Projected 10,000 boarding per day at station (5,000 persons approx.)

1,100 FSH beds and 200 SJOGH beds

Residential population of greater than 1,000 (depending on final outcomes)

The immediate catchment (daily), could be in the realm of 12,000 people...

Using the multiplier of 0.53 (Metro Centre's Policy and City of Melville Local Commercial Strategy) = 6,300m<sup>2</sup> retail space....

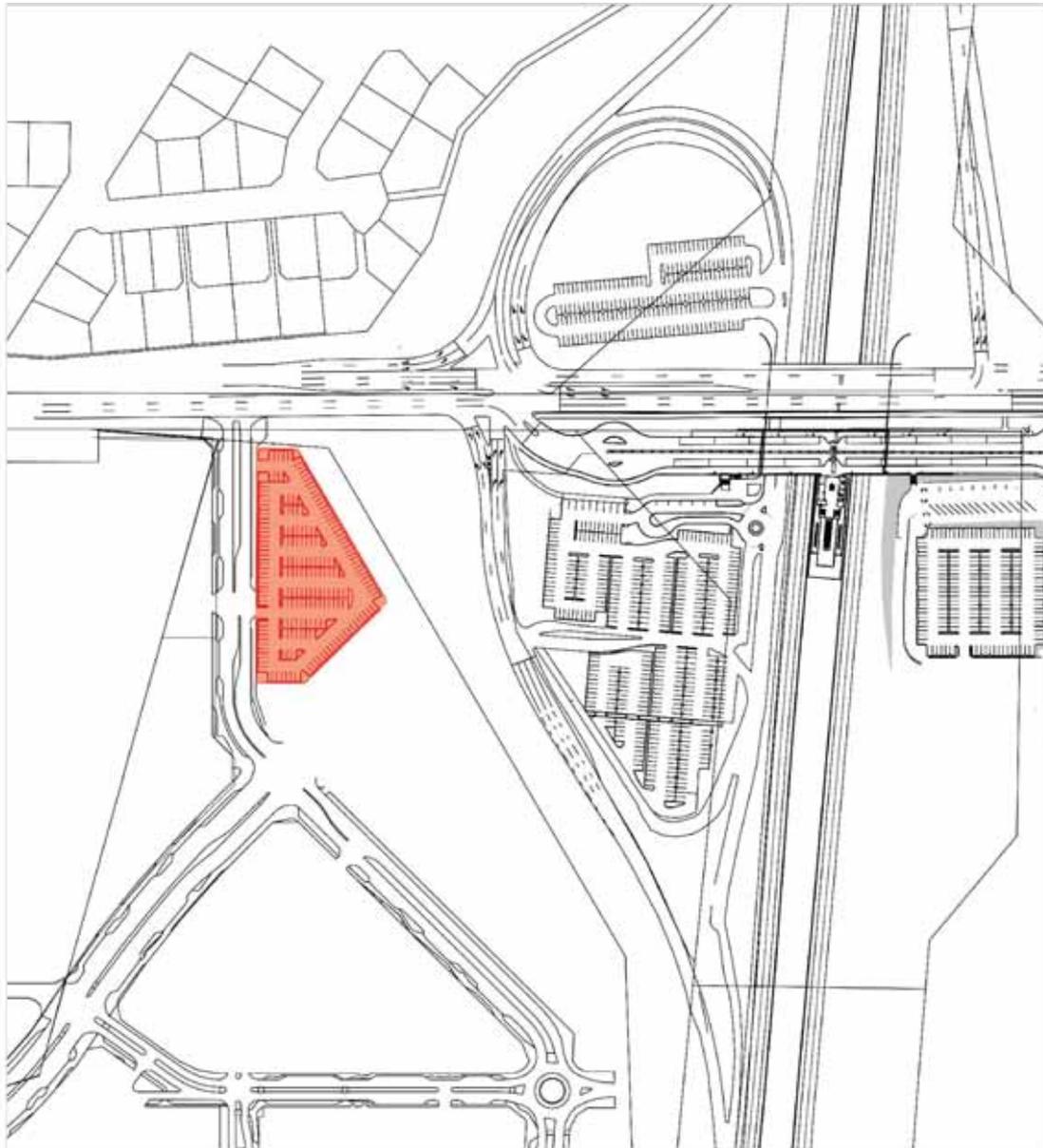
The TOD retail function as no greater than a Neighbourhood Centre under Metro Centres Policy (currently not identified in the policy)

Appendix C  
Staging Plans

# Murdoch Railway Station Precinct

## Road works & carpark tentative construction program

For discussion only



### Step 0

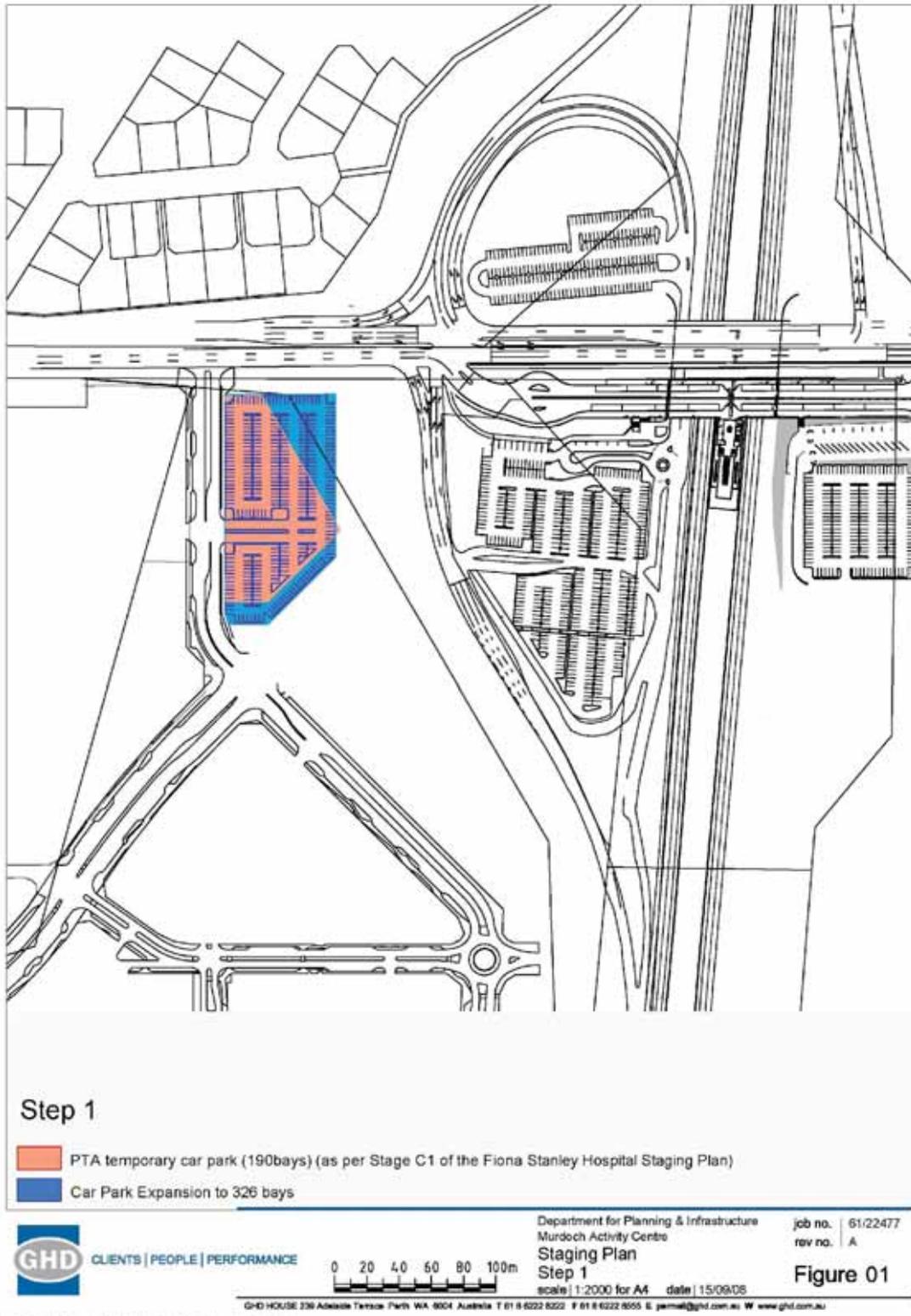
 PTA temporary car park (190bays) (as per Stage C1 of the Fiona Stanley Hospital Staging Plan)



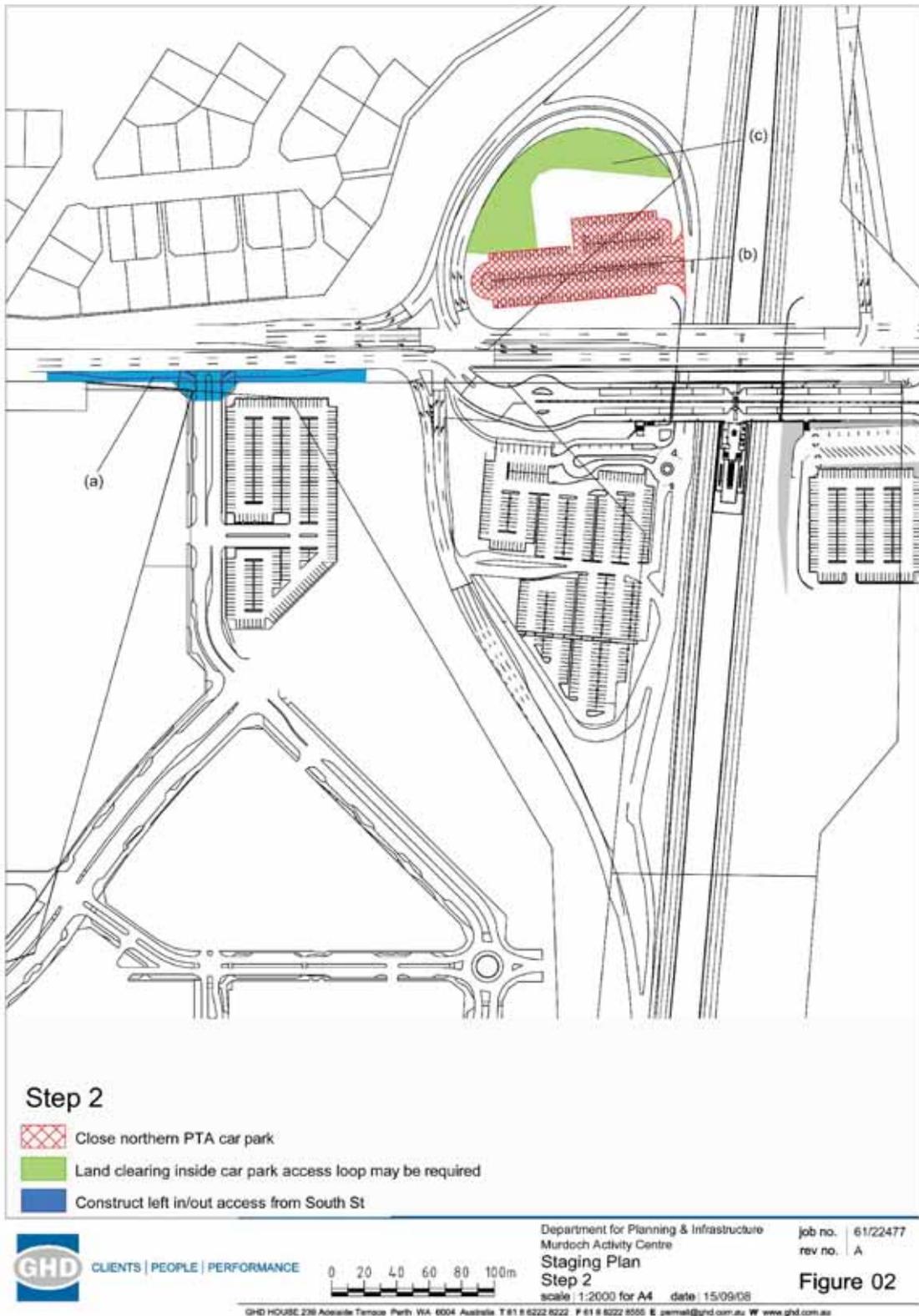
Department for Planning & Infrastructure  
Murdoch Activity Centre  
Staging Plan  
Step 0  
scale: 1:2000 for A4 date: 15/09/08

job no. 61/22477  
rev no. A

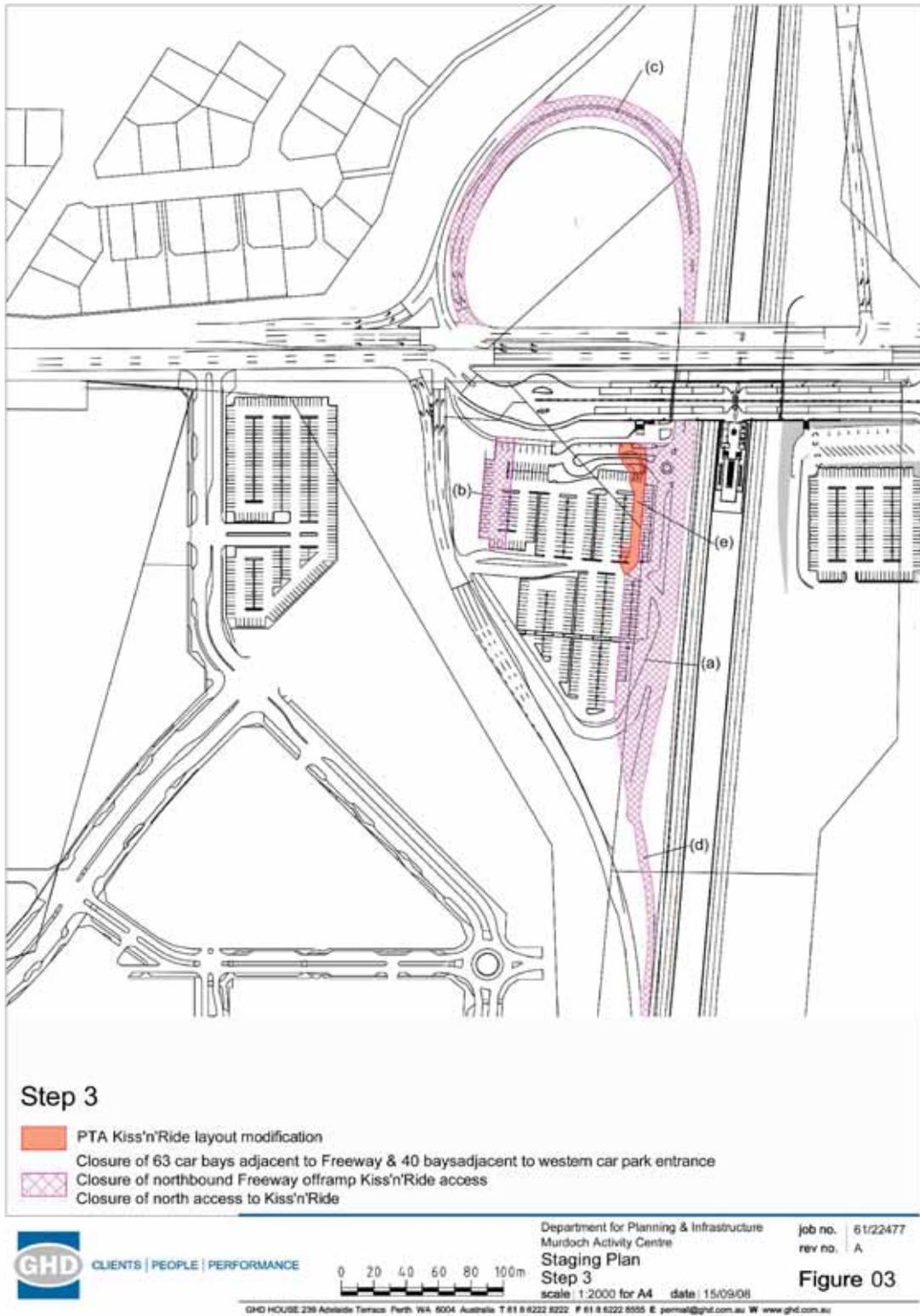
Figure 00



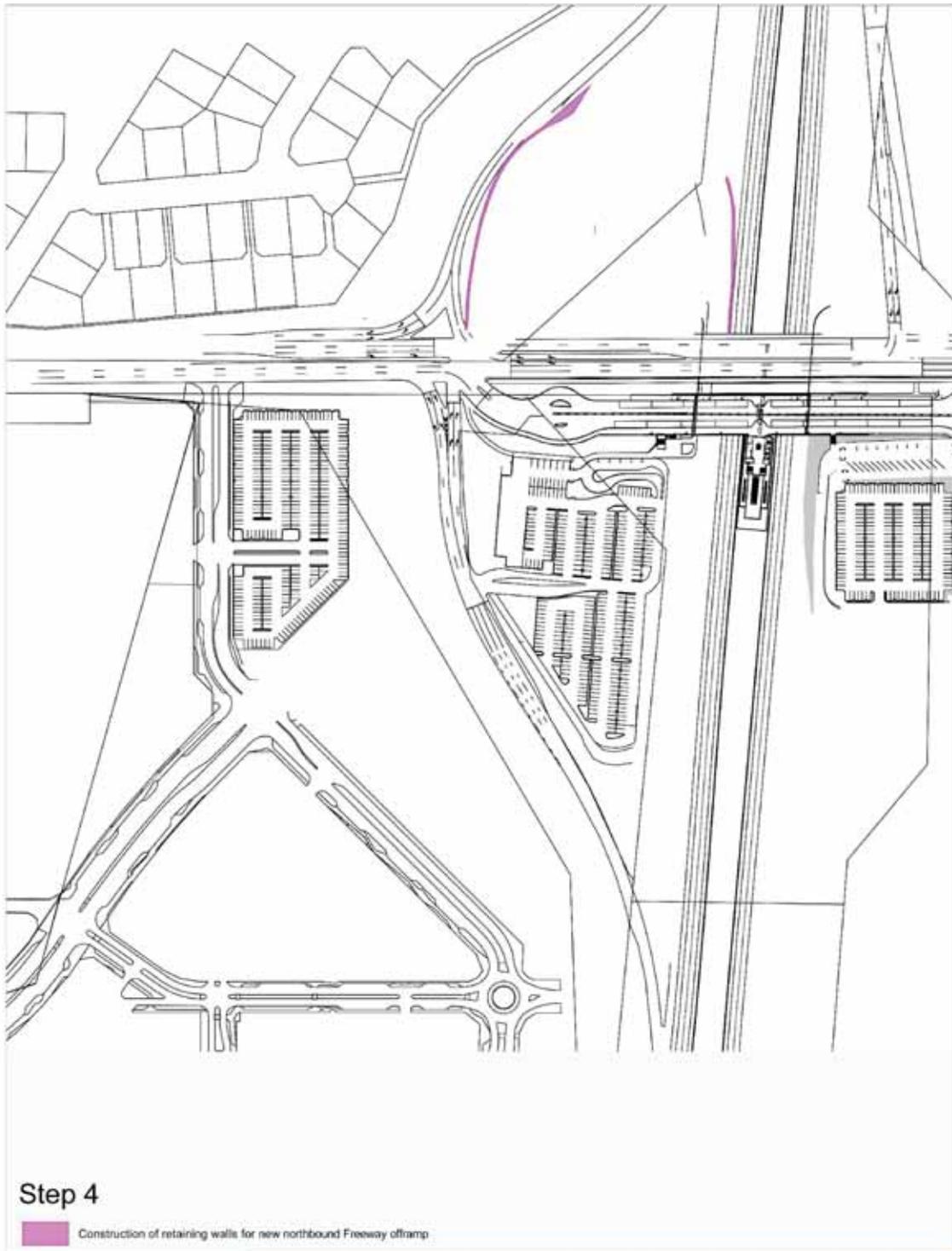
Commence February 2010 – Completion July 2010



Commence July 2010 – Completion October 2010



Commence October 2010 – Completion January 2011



**Step 4**

Construction of retaining walls for new northbound Freeway off-ramp

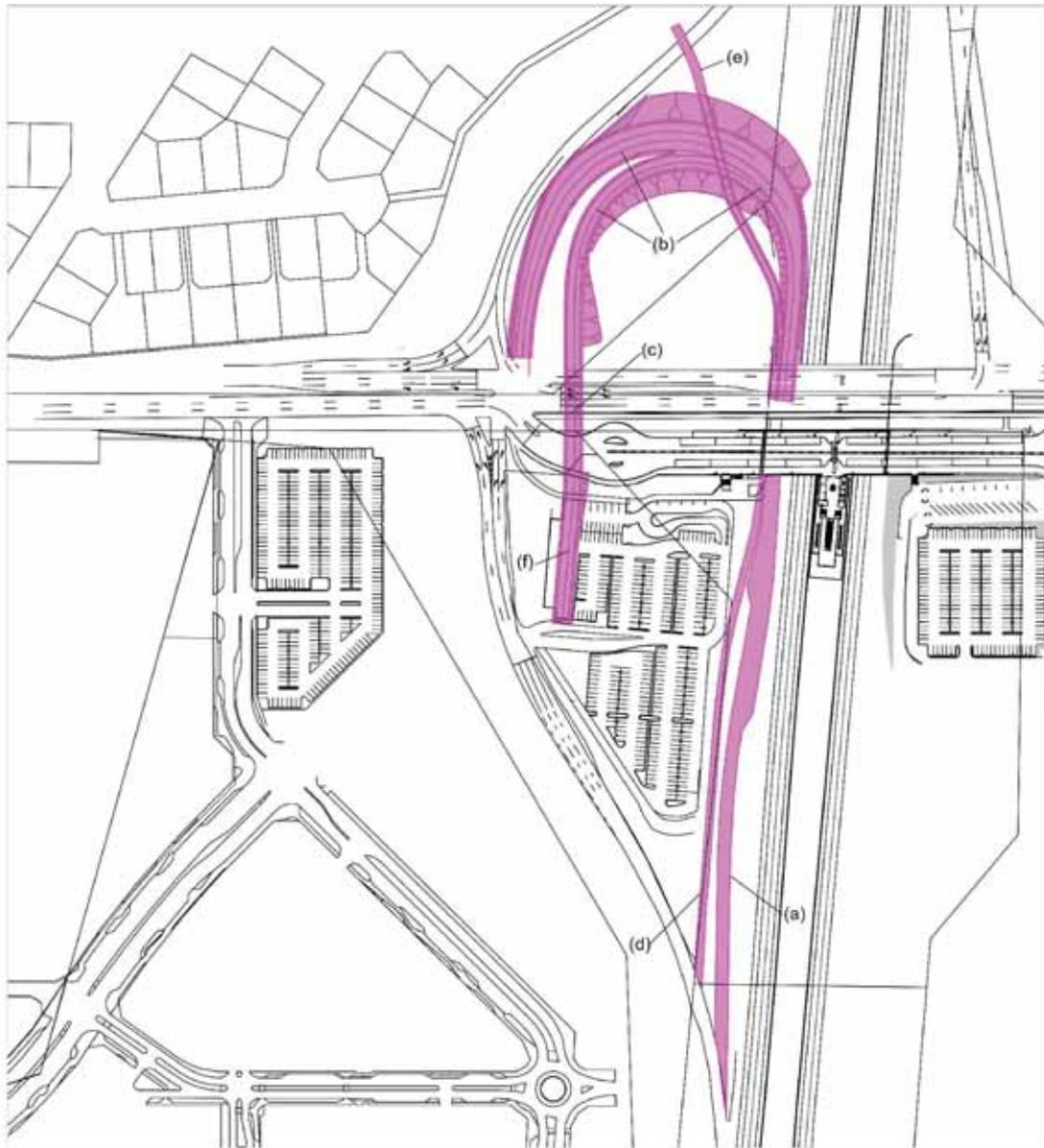


Department for Planning & Infrastructure  
Murdoch Activity Centre  
**Staging Plan**  
**Step 4**  
scale: 1:2000 for A4 date: 15/09/08

job no. 61/22477  
rev no. A

**Figure 04**

Combined with step 5



### Step 5

- a) New South St off ramp access
- b) New South St off ramp and tunnel loops
- c) Tunnel construction
- d) Principal Shared Path
- e) Principal Shared Path underpass
- f) Tunnel to existing park'n'ride connection



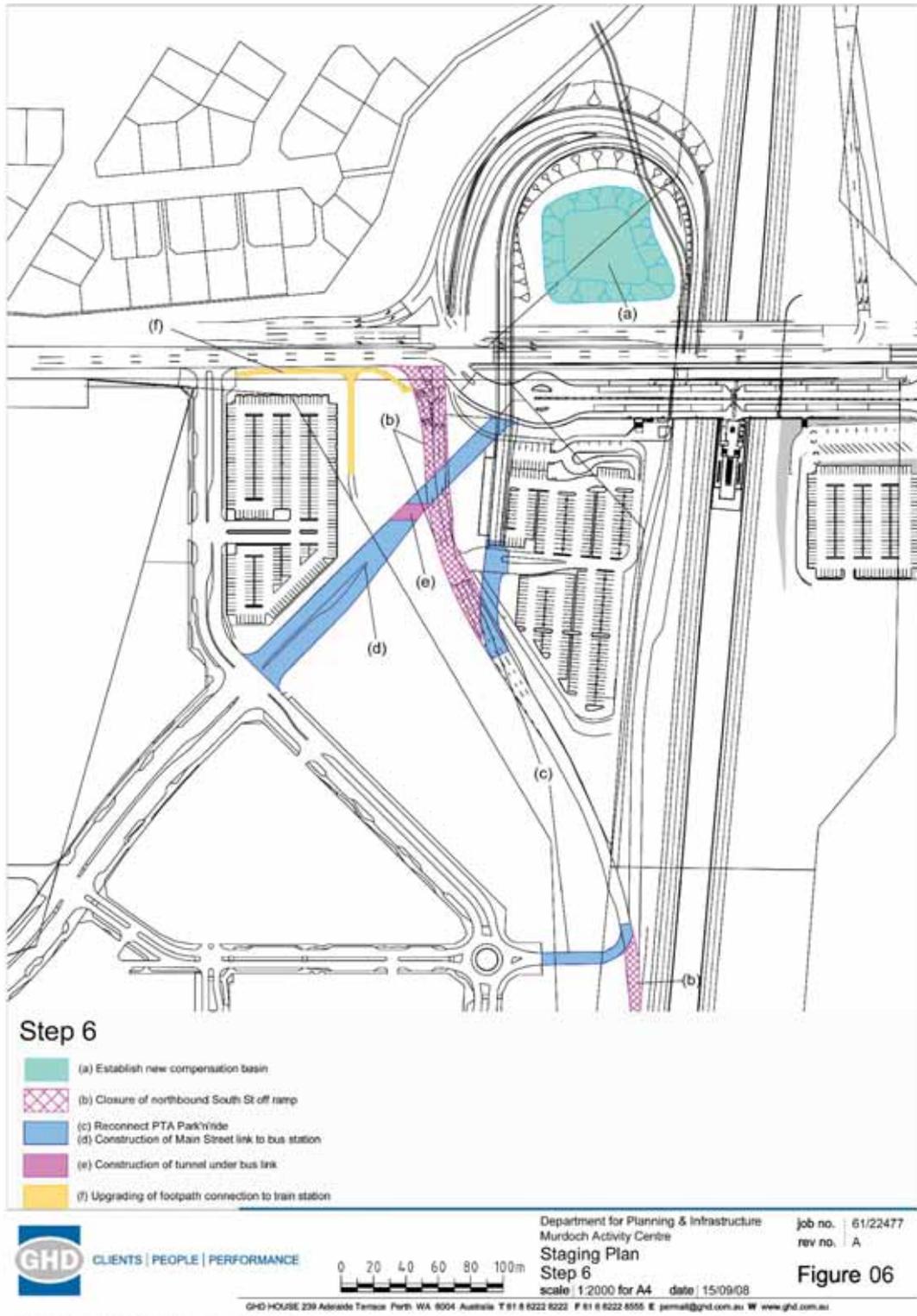
Department for Planning & Infrastructure  
Murdoch Activity Centre  
Staging Plan  
Step 5  
scale: 1:2000 for A4 date: 15/09/08

job no. 61/22477  
rev no. A

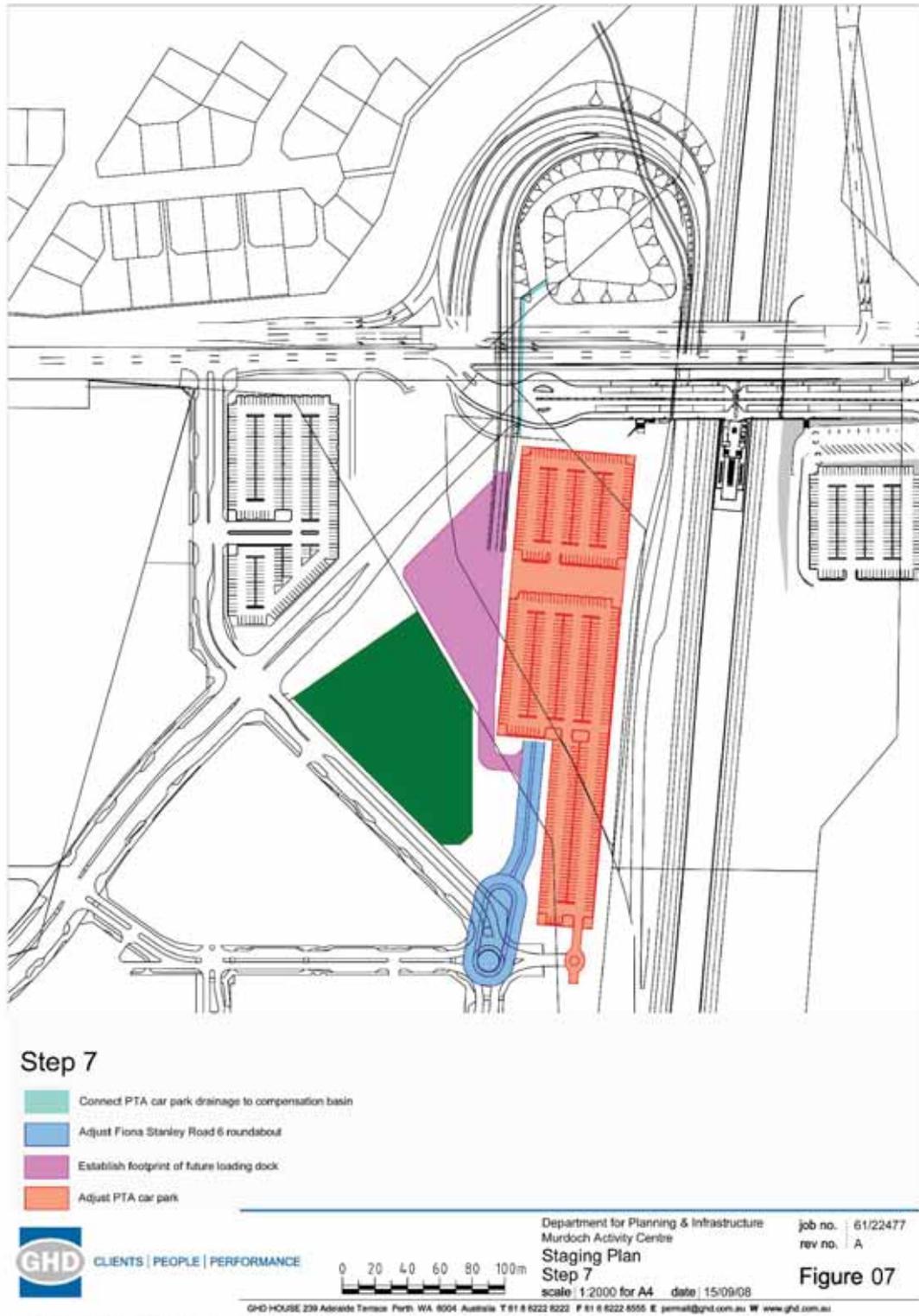
Figure 05

GHD HOUSE 239 Adelaide Terrace Perth WA 6004 Australia T 61 8 9222 8222 F 61 8 9222 8555 E permat@ghd.com.au W www.ghd.com.au

Design & Tender May 2009 to June 2010  
Commence October 2010 – Completion February 2012



Commence January 2013 – Completion July 2013



Commence February 2012 – Completion January 2013

Appendix D

## WAPC Murdoch Activity Centre Interim Access and Parking Policy 2011

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**WAPC RESOLUTION:**

*That the Western Australian Planning Commission resolves to:*

- 1. Adopt the draft "Murdoch Activity Centre Access and Parking Policy as a guide for the future transport planning for the MAC Precinct until the proposed State Planning Policy (SPP) - Metropolitan Centres Parking has been gazetted and the draft Access and Parking Policy can be updated and modified to be consistent with the SPP.*
- 2. Adopt and apply to subdivisions and development applications the planning principles outlined in Attachment 1 to planning approvals within the Murdoch Activity Centre (MAC).*
- 3. Adopt and apply to development applications a maximum parking provision (parking cap) for the MAC of 17,500 bays as allocated for each sub-precinct landowner in table 1 and Map 1 and only support subdivisions that maintain ownership and control of parking with the original sub-precinct owner.*

---

### ***Murdoch Access and Parking Policy - Principles to guide Planning Approvals 2011***

- The volume of traffic to and from the MAC is to be managed within the capacity of the planned external road network, especially during peak periods. Development approval will be conditional on not exceeding the parking cap for each sub-precinct as per table 1.
- Staged developments of a sub-precinct need to demonstrate a reasonable need for the proposed parking even though it may not exceed the parking cap.
- An adequate range of parking facilities will be provided and managed having regard to core business functionality, availability of public transport, road capacity, traffic flow and environmental conditions.
- Parking facilities will be provided and operated to maximise their efficiency in accordance with the following principles:
  - Sharing: parking facilities should serve multiple users and destinations in each sub-precinct.
  - Efficient utilisation: parking facilities should be sized and managed so spaces are frequently occupied
  - Prioritisation: the most desirable spaces should be managed to favour higher priority users
  - Quality: importance should be placed on aesthetics, security, accessibility and legibility
  - Subdivision of land for parking purposes will not be permitted. The landowner is to retain the management of all parking within the precinct and thus no parking bays can be allocated to individual properties as part of any lease agreement.
- Sub-precincts will be required to manage at least 25% of their parking as public and visitor parking (except Murdoch University education precinct)
- The planning approval elements of the policy will not be applied retrospectively to existing parking facilities for which appropriate approvals have been gained. However, where site development or re-development occurs, proposals will be assessed in terms of the policy.
- Off-street parking areas should be located and designed so they are an integral part of the development of the site. Disabled parking and cycling facilities should be visible and conveniently located. Parking facilities can offer a mix of long stay and short stay parking.
- On-street parking areas will be for short stay parking only.
- Landowners will be responsible for developing and maintaining a Parking Management Plan for their site that will work towards achieving the intent of the MAC Parking and Access Policy and any relevant planning approvals.
- Site users and employers will be required to develop and implement Travel Plans. Draft Travel Plans will require to be submitted with all development applications and should include parking pricing strategies and the relativity with other sub-precincts including the Health Departments adopted Access and Parking Policy.

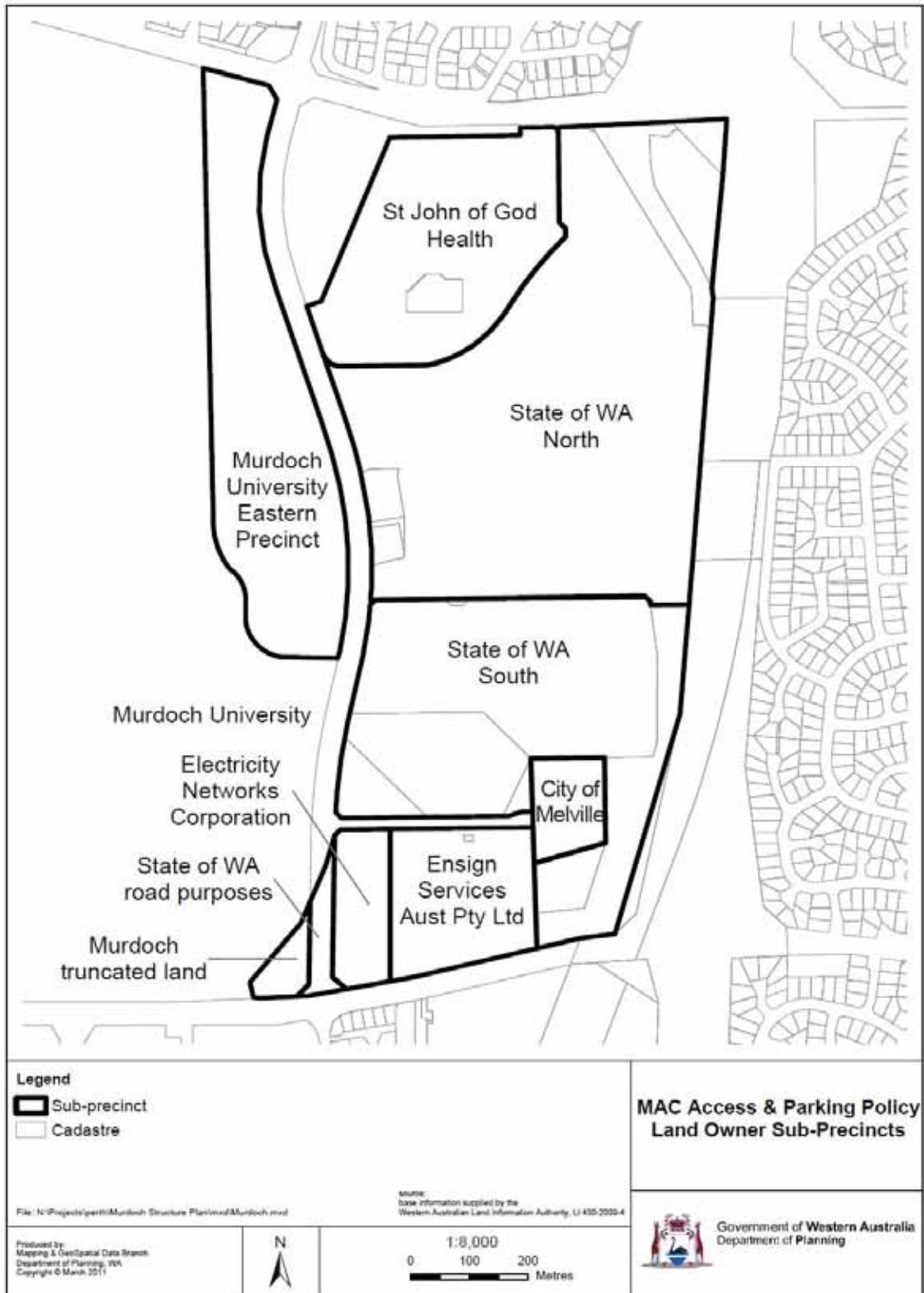
Maximum parking provision (parking cap) for each Murdoch Activity Centre parking sub-precinct (Refer to Figure 1).

<b>Sub-precincts</b>	<b>Gross land area in Ha as per MAC Structure Plan (Part A)</b>	<b>Parking Rate per ha</b>	<b>Parking Cap/ methodology</b>
State of WA - North Mixed Use Precinct Fiona Stanley Hospital etc.	36.43	170	<b>6188</b> bays – determined by application of the parking rate to the gross land area for land substantially within 800m of the Murdoch Train Station.
St John of God Hospital	12.2	170	<b>2074</b> bays – determined by application of the parking rate to the gross land area for land substantially within 800m of the Murdoch Train Station.
State of WA - South TAFE, Remand, etc.	22.3	120	<b>2676</b> – determined by application of the parking rate to the gross land area.
City of Melville Depot	2	120	<b>240</b> bays - – determined by application of the parking rate to the gross land area.
Ensign Services	5.8	120	<b>696</b> bays determined by application of the parking rate to the gross land area.
Electricity Networks Corporation	2.69	120	<b>312</b> bays - determined by application of the parking rate to the gross land area
State of WA currently used for road purposes	0.9	120	<b>109</b> bays - determined by application of the parking rate to the gross land area.
Murdoch truncated land	0.8	120	<b>96</b> bays - determined by application of the parking rate to the gross land area
Murdoch University education	175.8	N/A	<b>3075</b> bays - this is the existing provision of parking on site. Any increase in student staff and visitors will be accommodated in the existing approvals.
Murdoch University research and development etc	29.3	120	<b>*2000 (3516)</b> bays — The transport modelling indicates that the public road system could cope with a maximum of 2000 bays on this sub-precinct. Further studies are required to assess if internal road upgrades will support an increased allocation up to 3,516 bays without compromising the public road system.
<b>Total</b>	<b>288.1</b>		<b>17,466 Parking Bays</b>

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\*Based on the ARRB report *MAC - Assessment of Transport Impacts* that determined the proposed road network capacity

Figure 1 - MAC Access and parking Policy Land Ownership sub-precincts



## ITEM NO: 9.2

### ENDORSEMENT OF OUTLINE DEVELOPMENT PLAN – LOT 14 MURRAY RIVER DRIVE, SOUTH YUNDERUP

<b>WAPC OR COMMITTEE:</b>	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Manager, Peel
AUTHORISING OFFICER:	Director, Peel
AGENDA PART:	C
FILE NO:	SPN/0267/1
DATE:	7 October 2011
ATTACHMENT(S):	1 - Location Plan 2 - Outline Development Plan 3 - Schedule of Submissions 4 – Modified ODP
PEEL REGION SCHEME:	Urban
LOCAL GOVERNMENT:	Shire of Murray
LOCAL SCHEME ZONING:	Residential Development
LGA RECOMMENDATION:	Endorse with modifications (some undertaken)
REGION DESCRIPTOR:	Peel
RECEIPT DATE:	27 July 2011
PROCESS DAYS:	70 days
APPLICATION TYPE:	Outline Development Plan
CADASTRAL REFERENCE:	Lot 14, Murray River Drive, South Yunderup

#### RECOMMENDATION:

*That the Western Australian Planning Commission resolves to:*

- 1. endorse a modified version of the Outline Development Plan for Lot 14 Murray River Drive, South Yunderup (plan no 2163-12G-01) dated 7 October 2011 (Attachment 4) subject to the following modification:**
  - a) an additional provision being added to the Outline Development Plan identifying the requirement to prepare and implement a Mosquito Management Plan as a condition of subdivision approval to the satisfaction and specification of the Shire of Murray;**
- 2. advise the Shire of Murray of its decision and further advise that the endorsed Outline Development Plan has been simplified to consist of a**

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***single annotated plan, rather than comprising numerous additional statutory provisions that need to be cross-referenced in a separate report.***

## **SUMMARY:**

The key points relating to this report are as follows:

- The Shire of Murray seeks the Western Australian Planning Commission's endorsement of an Outline Development Plan (ODP) for Lot 14 Murray River Drive, South Yunderup (**Attachment 1** - Location Plan).
- The ODP seeks to facilitate redevelopment of the site at an R25 density (**Attachment 2** - ODP). The version of the ODP approved by the Shire includes supplementary documents including additional statutory provisions, a table of R-code variations and a concept plan specifically referenced in the table of R-code variations. (Note: These supplementary provisions and tables relate to setbacks, boundary walls, private open space, ancillary dwellings, interface of development abutting public open space, verandah requirements and various environmental management plans. These provisions and tables are not included in this report but can be provided to Committee members upon request).
- 20 submissions were received, generally relating to density, setbacks and amenity.
- It is recommended that the ODP be approved subject to additional modifications.

## **BACKGROUND:**

In September 2010, the WAPC resolved to proceed with Minor Amendment 022/57 to the PRS to rezone the subject land from Rural to Urban.

In May 2011, the Shire of Murray adopted the subject ODP for final approval subject to modifications. These modifications included the reorientation of two lots, the redesign of the cul-de-sac head, modification to the design guidelines for lots abutting POS and the inclusion of a notation on the ODP referring to the provision of a dual use path. Not all of these modifications have been undertaken as discussed later in this report.

In June 2011, the Minister for Planning approved Amendment 022/57 to the PRS which rezoned the land from Rural to Urban. The subject site was included within the Residential Development zone, pursuant to section 126(3) of the *Planning and Development Act 2005*.

## **LEGISLATION / STRATEGIC PLAN / POLICY:**

### **Legislation**

*Planning and Development Act 2005*  
*Shire of Murray Town Planning Scheme No 4*

### **Section:**

Clause 6.5.2

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## Strategic Plan

Strategic Goal: Planning  
Outcomes: Planned Local Communities developing a sense of place  
Strategies: Encourage innovation in the design of our communities

## Policy

Number and / or Name: Directions 2031  
Draft South Metropolitan Perth and Peel Sub-regional Strategy  
State Planning Policy 3 – ‘Urban Growth and Settlement’

## DETAILS:

The subject site has an area of 3.09 ha and is located approximately 8.5 km north-west of the Pinjarra townsite. Lot 14 is generally flat and low lying with ground levels ranging between 1.25 m and 3 m AHD.

The surrounding development consists of a combination of established R12.5 Residential properties to the north and special rural properties between 1.5 ha and 3 ha in area to the south (**Attachment 1** – Location Plan).

Clause 6.5 of TPS4 enables the Shire of Murray to require the preparation of an ODP prior to subdivision or development of land within the ‘Residential Development’ zone to address, inter-alia, land use, subdivision and development standards. The ODP adopted by Council proposes the following:

- (a) residential development at an R25 density;
- (b) controlled access along Murray River Drive;
- (c) minimum 6 metre rear setback to habitable buildings for all lots adjoining the northern boundary of the ODP;
- (d) minimum finished habitable floor level of 3.25m AHD; and
- (e) approximately 2,808 m<sup>2</sup> of public open space (POS).

## GOVERNMENT AND CORPORATE IMPLICATIONS:

Nil

## CONSULTATION:

The ODP was advertised from 29 March to 29 April 2011 and 20 submissions were received, including 10 objections. Thirteen of the submissions were from the public and seven were from government agencies. The objections primarily relate to density, the availability of services, the interface with existing development and the western pedestrian access way. These issues are summarised in the Schedule of Submissions (**Attachment 3**), together with the Shire of Murray’s and DoP’s comments.

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## **OFFICER'S COMMENTS:**

### Directions 2031 and Beyond (D2031)

D2031 provides the planning framework for metropolitan Perth and the Peel Region, advocating more efficient use of land and infrastructure through increases in residential density and infill development opportunities in appropriate locations.

The subject land is located in an area of high amenity, being located in close proximity to the Murray River and an established neighbourhood centre. The proposal will provide for greater housing choice and diversity, and is consistent with the priorities outlined in D2031.

### State Planning Policy 3 'Urban Growth and Settlement' (SPP3)

The ODP is consistent with the principles outlined in SPP3, as it will facilitate appropriate residential development of urban land in an area of high natural amenity, close to existing services and facilities in South Yunderup.

### Density

The proposed R25 density is considered appropriate having regard to SPP3 and D2031. Also, the proposed 6 metre setbacks incorporated into the ODP for the northern lots will assist in minimising the impacts of the development upon existing development.

### Public Open Space (POS)

The ODP provides approximately 2808 m<sup>2</sup> of POS comprising of a 2358 m<sup>2</sup> portion of passive POS within the 1 in 100 year floodway and a 450 m<sup>2</sup> portion providing drainage for a 1 in 5 year rainfall events. The POS proposed by the ODP is 9.1% of the gross subdividable area. The 0.9% shortfall of the required 10% POS is approximately 285 m<sup>2</sup>.

The subject site is located approximately 1 km from an active recreation reserve associated with a primary school and there are also passive recreation areas available, the most notable being the Murray River foreshore approximately 80 m north of the subject site. Given the nearby available POS, it is acceptable to consider a cash-in-lieu contribution for the 0.9% shortfall to upgrade POS in the area as part of a future subdivision application.

The proponent is seeking WAPC support for a reduction in the amount of POS provided below 10% of the gross subdivisible area, with no cash in lieu payment for the shortfall. The Shire supports the area of POS proposed by the ODP but requests the remaining 0.9% as a cash in lieu contribution as part of a future subdivision application. It is considered that there is not a satisfactory basis for waiving the POS

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shortfall, particularly as this request is not supported by the local government. It is recommended that a notation be added to the ODP highlighting the need for a cash-in-lieu payment for any shortfall in POS below 10%.

### Site Works

The subject site is located adjacent to the Murray River floodway and the ODP stipulates a minimum habitable floor level of 3.25 m AHD on advice from the Department of Water (DoW). Raising the site to 3.25 m AHD would result in a retaining wall of between 0.8 m and 1.2 m on the northern boundary of the subject site abutting existing residential development. A retaining wall of this size is considered to be acceptable for the following reasons:

- (a) the proposed levels are consistent with DoW requirements;
- (b) the existing dwellings on the northern boundary of the subject site are not capable of being subdivided at their current density (R12.5). In the event that the adjoining area to the north is proposed to be rezoned for a higher use, the same finished floor level requirements would likely be required; and
- (c) the proposed retaining wall is to the south of the existing dwellings and therefore will not compromise solar access for these dwellings.

### Modifications

Council's resolution to approve the ODP lists four required modifications. One of these modifications refers generally to matters specified under the 'Officer Comment' column of the Schedule of Submissions. Two of the modifications discussed in the 'Officer Comment' column of the Schedule of Submissions have not been undertaken and include:

- (a) Officers of the Shire of Murray recommended that a provision be added on the ODP identifying a requirement for a dual use path to be provided along Murray River Drive; and
- (b) Officers of the Shire of Murray recommended a second provision requiring the undergrounding of power.

It is recommended that the provision requiring the dual use path be added to the ODP as per Council's recommendation. However, the appropriateness of underground power can be considered by Western Power as part of a future subdivision application and is therefore not required on the ODP. The provision of underground power to residential subdivision is a WAPC policy requirement.

ODP provision one states that residential densities are to be in accordance with the ODP. The residential density for the subject site is clearly annotated on the ODP and therefore this provision is not required. It is recommended that ODP provision one be deleted.

ODP provision two establishes that residential development shall be in accordance with Table 4 of the ODP report. Table 4 lists variations to the Residential Design Codes (R-codes) and is cross referenced with a separate Indicative Concept Plan. It

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is appropriate to address variations to the R-codes at the development stage either via a development application or via the preparation of a local planning policy that would establish a detailed area plan. It is recommended that provision two on the ODP be deleted and the related Indicative Concept Plan be detached from the ODP.

ODP provision eight links the ODP with supplementary statutory provisions contained in part four of the ODP report. The supplementary statutory provisions relate to development standards, road infrastructure and environmental management plans. It is recommended that provision eight be deleted from the ODP. The provisions outlined in the ODP report can generally be addressed as conditions of subdivision approval, although it would be useful to incorporate the provisions relating to road infrastructure onto the ODP.

The proponent has prepared a modified version of the ODP in accordance with the recommendations of this report (**Attachment 4**).

Officers of the Shire of Murray have been consulted regarding the modified version of the ODP. In summary, the advice received is as follows, together with DoP comments:

- (a) the model applied to this ODP which incorporates both development provisions and specific guidance for subdivision is similar to that applied to other ODP's within the Shire (including the Austin Cove ODP and Ravenswood Commercial Centre ODP) and other local authority ODP's/Structure Plans;

DoP Comment: The ODP for Lot 14 Murray River Drive seeks to facilitate a relatively simple residential subdivision and should be simplified to comprise a single plan rather than comprising several statutory components that need to be cross-referenced in a separate ODP report.

- (b) requirements to prepare various environmental management plans and road upgrading requirements should be stated on the ODP;

DoP Comment: The various environmental management plans are generally standard requirements that are undertaken as conditions of subdivision approvals with the exception of a mosquito management plan. It is recommended that a provision be added to the ODP requiring the preparation and implementation of a mosquito management plan. The road upgrading requirements are specified on the modified version of the ODP.

- (c) the table of acceptable R-Code variations should be retained as a statutory component of the ODP, otherwise equivalent provisions will need to be prepared and formalised through a local planning policy. Creating a local planning policy would be inefficient use of Shire of Murray resources as it would require further reports to Council and further public advertising;

DoP Comment: The R-code variation table can only be interpreted by referring to an indicative concept plan, and the indicative concept could be varied at the applicant's discretion. This is not considered to be orderly and

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proper planning and for this reason the R-code variation table and related concept plan are not supported.

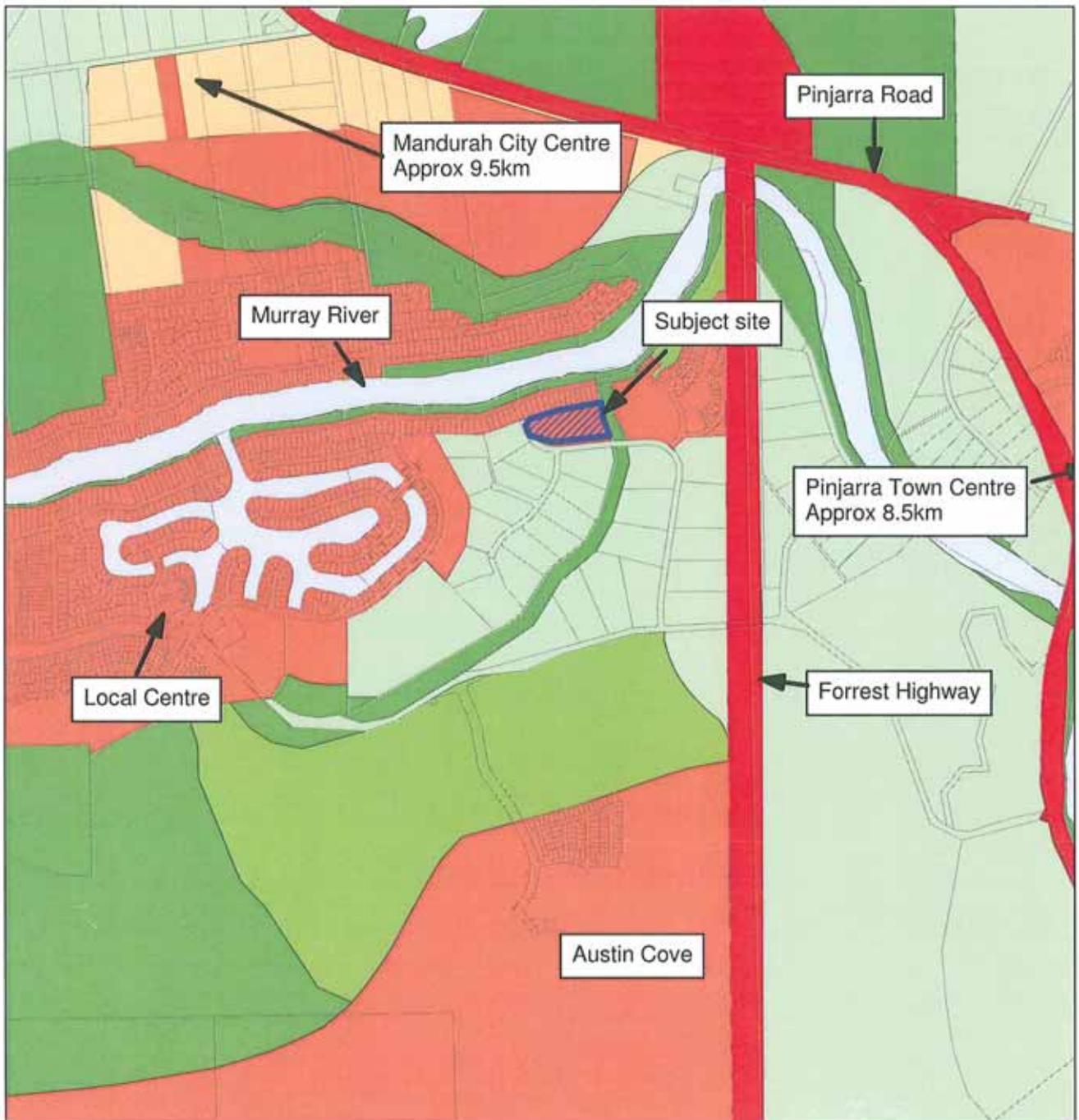
- (d) the dual use path along Murray River Drive should be extended so that it connects to a path along the Banksia Terrace foreshore reserve. This would ensure a completed pathway connection for use by the residents of the subject site and is consistent with the ODP report.

DoP Comment: It is considered onerous for the proponent to be required to extend the dual use path network beyond the boundaries of Lot 14.

### Conclusion

The proposed ODP, as modified, is supported, for the following reasons:

- (a) the ODP will facilitate development of a wider range of dwelling types, providing greater housing choice and diversity in the area;
- (b) the proposal is consistent the State Government Policy direction relating to the more efficient use of appropriately located urban land; and
- (c) the site is well located relative to public services, infrastructure and natural amenity.



Scale 1:20,000  
 0 500 m

Prepared by: Cluxton  
 Prepared for:  
 Date: Monday, September 12, 2011 13:57  
 Plot identifier: P20110912\_1357

**DP INTERNAL USE ONLY**

Government of Western Australia  
 Department of Planning

Attachment 1  
 Location Plan

1:1000 2003 1201 - 74  
 6: 1:1000 2003 1201 - 74  
 2512 HIGHLAND STREET  
 PO BOX 306 LUNDON

plan no: 2163-12F-01  
 scale: 1:1000 @ A3  
 date: 01.07.2011



This plan is subject to the standard conditions of sale and is subject to approval by the relevant authority. The plan remains the property of CLE.

**OUTLINE DEVELOPMENT PLAN**  
 Lot 14 Murray River Drive, South Yunderup  
 Shire of Murray



**LEGEND**

	Outline Development Plan Boundary
	Uniform Fencing
	Restricted Access
	Residential (R25)
	Public Open Space
	Floodway

**Residential Density.**

1. Residential densities are to be in accordance with the approved ODP.

**Development Standards.**

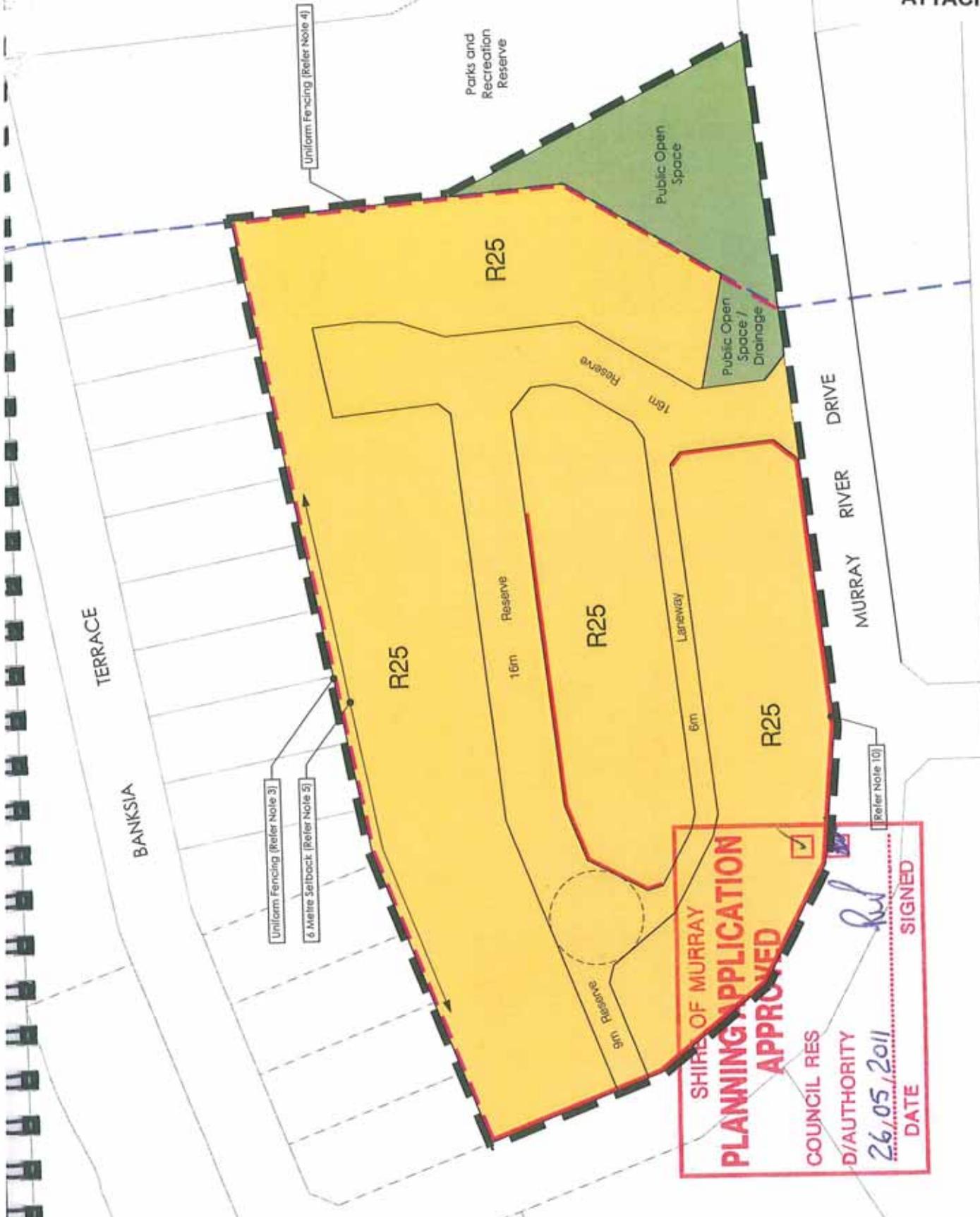
- Residential development shall be in accordance with the Residential Design Codes and the additional acceptable development criteria set out in Table 4 of the ODP Report.
- Uniform fencing shall be provided on the northern boundary of Lot 14 prior to final subdivision approval (clearances). Fencing shall be located on top of retaining walls, made of impermeable (solid) materials, and not less than 1.8 metres above finished ground level (as measured from Lot 14).
- Boundary fencing adjoining floodway or public open space shall be visually permeable above 1.2 metres.
- A 6 metre minimum rear boundary setback applies to all habitable buildings on lots adjoining the northern boundary of the ODP area with boundaries less than 20 metres in length.

**Public Open Space.**

6. The public open space is to be provided generally in accordance with the ODP.

**General**

- The road layout, intersection treatment and public open space boundaries are indicative only and are subject to detailed design at subdivision stage and relevant approvals.
- The approved Outline Development Plan report outlines the statutory provisions that apply to the subject land, including Environmental Management Plans required to be prepared, approved, and implemented.
- The finished habitable floor levels of the development will be constructed to a minimum of 3.25m AHD.
- vehicular access to the lots shall be in accordance with the vehicular access restrictions as shown on the plan.



**SHIRE OF MURRAY**  
**PLANNING APPLICATION APPROVED**  
 COUNCIL RES D/AUTHORITY  
 26.05.2011  
 SIGNED [Signature]  
 DATE

**PROPOSED OUTLINE DEVELOPMENT PLAN  
LOT 14 MURRAY RIVER DRIVE, SOUTH YUNDERUP  
SCHEDULE OF SUBMISSIONS**

No.	Submitter	Summary of Submission	Council Comment/Recommendation	WAPC Comment/Recommendation
1	Main Roads WA	No comment	Noted.	Noted.
2	Western Power	No objection	Noted.	Noted.
3	Heritage Council of WA	No comment	Noted.	Noted.
4	Department of Mines and Petroleum	No comment	Noted.	Noted.
5	Landowner in close proximity to Lot 14	<p>a. Approval of the ODP should include a condition requiring the construction of a subsoil drain along the entire northern boundary of Lot 14 to prevent discharge of water from Lot 14 onto abutting properties fronting Banksia Terrace.</p> <p>b. Approval of the ODP should include a condition requiring the conversion of existing overhead power lines to underground power.</p> <p>c. Approval of the ODP should be conditional upon the Public Open Space being landscaped and reticulated by bore water to the minimum standards required by the Shire and fitted with suitable play equipment for children.</p>	<p>a. Dismiss. Generally surface water runoff should not enter adjoining properties. In this case, the Local Water Management Strategy indicates that overland flows will direct water away from the northern boundary, therefore a subsoil drain along the northern boundary is considered unnecessary. The proposed drainage system will ultimately reduce the peak flow of water over the site through the implementation of drainage pipes and a water retention system.</p> <p>b. Upheld. The conversion of overhead power to underground power is a common development requirement in areas undergoing redevelopment. Requirement for under grounding power adjacent to the site should be made on the ODP documents.</p> <p>c. Upheld in Part. The landscaping of the Public Open Space will be recommended to the WAPC at subdivision stage.</p>	<p>a. Dismiss. Agree with Council's comments. The Department of Water has approved the LWMS. This strategy details the drainage plan for the site that ensures stormwater within the systems proposed.</p> <p>b. Dismiss. The undergrounding of power will be considered as part of a future subdivision application. It is noted that this requirement has not been added to the ODP.</p> <p>c. Upheld in part. Agree with Council's comments Liveable Neighbourhoods specifies the minimum POS landscaping requirements. This is</p>

		<p>d. Approval of the ODP should be conditional upon the developer extending the reticulated gas main to the proposed development at Lot 14.</p> <p>e. Approval of the ODP should be conditional upon the developer providing a 2 metre uniform masonry brick wall along the entire length of the northern boundary of Lot 14 for both aesthetic and privacy reasons for existing residents fronting Banksia Terrace.</p> <p>f. Approval of the ODP should be conditional upon "Studio Units" not being approved for the accommodation of anyone other than immediate family members.</p>	<p>d. Dismiss. The provision of gas to the new subdivision is entirely up to the developer as it not mandatory for new subdivisions to be connected to reticulated gas.</p> <p>e. Upheld. It will be recommended to the WAPC at the subdivisional referral stage that a uniform fence be provided on the retaining wall along the northern boundary. Should the WAPC be of a mind to add the condition to the subdivision approval, the type of fence would be to the satisfaction of the Shire.</p> <p>f. Dismiss. Studio units provide an affordable living option and provide opportunities for surveillance over laneways and provision should be retained to enable flexibility for occupation. Design and amenity consideration can be addressed at the development stage.</p>	<p>addressed as part of a subdivision application.</p> <p>d. Dismiss. Agree with Council's comments.</p> <p>e. Dismiss. The ODP requires the proponent to provide solid fencing along the northern boundary to a height of 1.8m. There is no basis for the proponent to provide a 2m high fence of masonry construction. This style of fencing is usually required as acoustic protection for lots abutting primary regional roads the subject site will not generate this level of noise and therefore this style of fencing is not necessary.</p> <p>f. Upheld. It is not suitable for an ODP of this scale to comprise several statutory components that need to be cross-referenced in a separate ODP report. Variations to R-code provisions are more appropriately addressed at the development stage either via the preparation and implementation of a DAP or individual development applications that are assessed against the R-codes Performance Criteria.</p>
6	Landowner in close proximity to	a. Details regarding the provision of deep sewer are not clear. Deep sewer for the proposed development should be adequate and sustainable to cater for future	a. Dismiss. The Water Corporation has indicated that the development can be serviced by gravity sewers. Water	a. Dismiss. It is not considered reasonable for the proponent to provide deep sewer

	Lot 14	<p>expansions of lots in the vicinity.</p> <p>b. The submitter is seeking the Shire's support to proposal to rezone Lot 13 (cnr South Yunderup Road and Murray River Drive) to 'Service Commercial.'</p>	<p>Corporation has advised that a temporary pumping station can be established within the area to service the development area, however, it is the intention of the Water Corporation to establish a permanent pumping station for the area.</p> <p>b. Not relevant to the current proposal.</p>	<p>infrastructure suitable for the existing dwellings in the area. However, at the time of subdivision the proponent will liaise with the Water Corporation to ensure all works and infrastructure are to their specifications and satisfaction.</p> <p>b. Noted. Agree with Council's comments.</p>
7	Landowner in close proximity to Lot 14	<p>a. Murray River Drive has a semi-rural feel. It is a highlight for landowners and visitors to the area. There is no doubt that allowing a high density development will immediately change the river area to a suburban feel regardless of the assurances of the developers to keep the semi-rural feeling.</p> <p>b. It is estimated that the developer is proposing lot sizes from between 380m<sup>2</sup> to 450m<sup>2</sup>. Why would Council consider this development that promises 47 small lots when it will not allow Banksia Terrace residents with lot sizes of 1012m<sup>2</sup> to subdivide? If this development is approved, will Banksia Terrace residents also be permitted to subdivide?</p>	<p>a. Dismiss. The development is urban rather than rural in nature. The indicative concept plan shows 16 lots fronting Murray River Drive. Although this is a relatively high number of new lot frontages for the area, it should be noted that Lot 14 only occupies a relatively small section of Murray River Drive. The majority of Murray River Drive will retain the semi-rural landscape.</p> <p>b. Dismiss. Lot sizes for the area covered by the ODP range between 340m<sup>2</sup> and 660m<sup>2</sup>. The density of the area is consistent with Directions 2031, which targets 50 lots for the area. Presently, the residents on Banksia Terrace would not meet minimum lot size requirements for a 2 lot subdivision as those properties have an R-Coding of R12.5. Those landowners are entitled to apply for a Scheme Amendment for a recoding of the land to allow for high density subdivision. Although the area would need to be planned comprehensively.</p>	<p>a. Dismiss. The location of the subject site adjacent to the Forrest Highway (access via a planned interchange at Austin Cove), existing school, local centre/planned neighbourhood centres and proximity to Mandurah and Pinjarra townsites, is suitable for urban development.</p> <p>b. Dismiss. Agree with Council's comment. The subject site is a substantial infill site.</p>
8	Landowner in close	In terms of visual privacy, the fact sheet attached to the consultation letters stated that a 6 metre buffer setback would	Dismiss. The fact sheet handed out with the consultation letters to landowners in the	Dismiss. Agree with Council's comments. The two eastern most

	proximity to Lot 14	be applied to all properties with a rear boundary adjoining the northern boundary of Lot 14. The indicative concept plan shows that 3 properties do not have the 6 metre rear setback delineated.	area did not elaborate on the privacy requirements for the lots with side boundaries abutting the northern boundary of Lot 14. The visual privacy provisions of the R-Codes would be applied to proposed dwellings on those 3 lots.	lots along the northern boundary are not included within the 6m setback provision. These two lots about three existing dwellings to the north of the subject site. The orientation of these lots made the 6m setback problematic. These lots have a depth of 12m and a 6m setback to the northern boundary would remove 50% of the developable area. The Residential Design Codes of WA include setback provisions for both amenity and privacy that will apply to these lots.
9	Landowner in close proximity to Lot 14	<p>a. There is no mention of the requirement for the developer to supply a dual use path along Murray River Drive. I believe this has been a requirement for other developers in the area.</p> <p>b. The indicative concept plan shows embayed parking in the road verge along Murray River Drive. Surely the developer should supply enough parking within the development and not use a busy street.</p> <p>c. The developer is requesting 0.4% under the required 10% for public open space. Why would this be acceptable?</p>	<p>a. Upheld. A dual use path should be provided along the portion Murray River Drive where it abuts the site and to connect with Banksia Terrace. Reference to this should be included in the ODP.</p> <p>b. Dismiss. As those lots fronting Murray River Drive have been designed for rear loading to remove garages from the street frontage, parking embayments in the road verge will provide formalized areas for visitor car parking. Full onsite parking provision will still be made on all lots at the development stage.</p> <p>c. Dismissed. Consideration of a reduction or cash in lieu for the shortfall can be considered at the subdivision stage. The ODP should be amended to address this.</p>	<p>a. Upheld. Agree with Council's comments. This modification has been included in the modified ODP.</p> <p>b. Dismiss. Agree with Council's comment.</p> <p>c. Noted. The shortfall is the equivalent of 285m<sup>2</sup> and it is considered appropriate that a cash-in-lieu contribution is made as a condition of subdivision. A notation to this affect has been included in the modified ODP.</p>
10	Water Corporation	No objection.	Noted.	Noted

11	Department of Water	No comment given that a Local Water Management Strategy has been approved.	Noted.	Noted
12	Three landowners in close proximity to subject lot	<p>a. Residents yet to receive any feedback with respect to submissions for the proposed concurrent rezoning.</p> <p>b. Development seems to be an isolated proposal. No planning consideration is being given to the development's anticipated impact on the whole area. Residents of the area have requested a formal review of the adjoining 'Special Rural' and 'Urban' properties to be made as part of an overall planning strategy and assessment for South Yunderup. There are approximately 27 similar lots in the 'Special Rural' area surrounding the subject lot, all with potential for similar development and urbanization opportunities. If the ODP is approved there will be increased pressure on other landowners to initiate rezoning and development proposals. On a similar density basis to the ODP, this could mean up to 20 times as many people in the area (1000 lots and 3000-4000 more people). The current proposal only seeks to rezone one small section without apparent consideration for the overall impact on the surrounding residents and the broader implications for infrastructure needs such as service and traffic management.</p> <p>c. The indicative concept plan proposes a density that does not provide a good balance between the surrounding rural land and the urban land along Banksia Terrace. Lots ranging between 1000m<sup>2</sup> and 2000m<sup>2</sup> would balance the density variation between the rural and the urban land. This imbalance would not be the case if the Council was actually planning on allowing a rezoning for the existing rural properties to urban where an R25 Coding was applied.</p>	<p>a. Noted. The Shire's consideration of the ODP at this stage will streamline the approvals process. All matters relating to the proposed concurrent rezoning are being dealt with by the WAPC. Adoption of the ODP will be subject to the rezoning of the land proceeding.</p> <p>b. Dismiss. Consultation undertaken in 2007 indicated divergent views on urbanisation of the surrounding area. In view of this and given the location of Lot 14 would be unlikely to prejudice development opportunities for the broader precinct in the future a decision was made that Lot 14 could proceed independently.</p> <p>It is not the developer's responsibility to provide infrastructure requirements for the surrounding properties. The infrastructure requirements would be considered by the relevant agencies should a rezoning proposal take place in the future for the surrounding properties.</p> <p>c. Dismiss. Lot sizes for the area covered by the ODP range between 340m<sup>2</sup> and 660m<sup>2</sup>. The density of the area is consistent with Directions 2031, which targets 50 lots for the area.</p>	<p>a. Noted. Amendment 022/57 to the Peel Region Scheme and the concurrent amendment to the Shire of Murray TPS4 was gazetted in June 2011. A report on submissions was prepared by the Department of Planning and supplied to submitters.</p> <p>b. Dismiss. Agree with Council's comments.</p> <p>c. Dismiss. The proposed density of R25 is consistent with dwelling yield targets established by the Draft South Metropolitan Perth and Peel Subregional Strategy. Currently the subject site is opposite rural zoned land however the R25 density proposed is consistent with</p>

		<p>d. Foreshore access has been proposed at the western end of the area covered by the ODP. A much safer and convenient access to the foreshore would be at the northeastern end of the site where there is already a large park reserve (floodway). New residents on Murray River Drive would already have direct access to the foreshore via their direct frontage to Murray River Drive. An extension of the existing path in the floodway into the site would give all residents of the estate easier and safer access to the foreshore and provide residents with direct access to the public jetty and restaurant. To accommodate this, the laneway should be shown at the eastern side. It should be noted that cars regularly take the Banksia Drive / Murray River Drive corner very fast and wide and the traffic volume is only increasing as residents travel from Delta Drive to South Yunderup. It would be tragic if a child on a bike or pedestrian was injured on this corner because of poor planning.</p> <p>e. While the existing water services on Murray River Drive may be sufficient for this one off subdivision, what will be the impact on the existing residents along Murray River Drive, Blue Gum Way and Delta Drive in terms of water pressure? Will the necessary infrastructure be added now in order to allow for future expansion or easy upgrading? Similar questions could be asked about the capacity planning for other services such as gas, power, communications and sewer. Proper planning now will avoid the need to rebuild or retrofit infrastructure in the future.</p> <p>f. It is assumed that the estate will be provisioned with underground power. What will be the impacts both from a capacity and amenity perspective? Will the existing power lines on Murray River Drive and Banksia Terrace be required to have new and larger poles and transformers or will the Shire or government take the appropriate steps to sink all the old power poles on the area to improve safety and upgrade the visual appeal for existing</p>	<p>d. Dismiss. The public access way at the western end is considered appropriate to allow residents of the western properties more convenient access to the foreshore. Residents at the eastern end would be able to access the foreshore via the public open space and the floodway. It is considered that there is no need for a public access way on the eastern side of the site. The speed of motorists at the intersection of Murray River Drive and Banksia Terrace is not a planning consideration.</p> <p>e. Noted. It is not the developer's responsibility to provide infrastructure requirements for the surrounding properties. The infrastructure requirements would be considered by the relevant agencies should a rezoning proposal take place in the future for the surrounding properties.</p> <p>f. Dismiss. Requirement for undergrounding power adjacent to the site should be made in the ODP. Western Power will assess the electricity requirements for the area at the subdivision referral stage.</p>	<p>longer term planning.</p> <p>d. Dismiss. Agree with Council's comments. The pedestrian access way is appropriate to increase the permeability of the development while restricting the number of vehicle access points onto Murray River Drive. It is not considered appropriate to close the PAW due to motorists using the existing roads inappropriately.</p> <p>e. Dismiss. It is not considered reasonable for the proponent to provide reticulated water infrastructure suitable for the potential development of other lots that are not zoned to allow for further development. However at the time of subdivision the proponent will liaise with the Water Corporation to ensure all works and infrastructure are to their specifications and satisfaction.</p> <p>f. Dismiss. The undergrounding of power will be considered as part of a future subdivision application. Lighting requirements for the site will be considered as part of the detailed design work undertaken as part of the</p>
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		<p>residents? Similarly, will street lights be erected in a small dense pocket of South Yunderup while the existing streets remain dark at night?</p> <p>g. Many of the residents have built their respective houses along Banksia Terrace with the understanding that the rear of their property was a Rural zone, and as such, they have built layouts with the understanding that they would not have buildings overlooking their backyards. While it is noted that a setback of 6 metres from the rear of the new properties will minimize overlooking, this setback is not consistent for approximately half the residents along the east end and west end of the area covered by the ODP.</p> <p>h. The eastern end of the subject lot abuts a floodway. It was once an active creek but the land was allowed to be cleared by the Shire when the original rural subdivision was established. It now just grows bull rushes which are required to be removed the Shire every year. Murray River Drive now crosses this floodway and has effectively blocked the water flow from the creek upstream. This causes stagnant water to build up in the creek and this has become a breeding zone for mosquitoes. If this proposed development goes ahead, the environmental department has an opportunity to consider what revegetation and restoration should be required to restore the natural flow of the creek and restore the vegetation in the floodway back to its original condition.</p>		<p>subdivision application. Any lighting undertaken as part of this development will directly relate to the subject land and will not extend into the surrounding streets. It is noted that this modification has not been made to the ODP.</p> <p>g. Dismissed. Agree with Council's comments.</p> <p>h. Dismiss. Agree with Council's comments.</p>
13	Landowners in close proximity to subject lot	<p>a. Foreshore access from subject lot is planned for the western end, which will bring pedestrians onto a very busy intersection (Murray River Drive and Banksia Terrace). Vehicles regularly cut this corner and drive well in excess of the recommended speed limit. Suggest moving the pedestrian access to the eastern end of the subject lot to direct pedestrian traffic through to the existing park reserve and the foreshore. This will keep</p>	<p>a. Dismiss. As per 12(d)</p>	<p>a. Dismiss. As per 12(d)</p>

		<p>pedestrian traffic away from the busy and sometimes dangerous intersection.</p> <p>b. Will the new properties have underground power? Underground power should be made available to all residents in the vicinity of the proposed development.</p> <p>c. Where will the pump station for the sewerage be situated?</p> <p>d. Will gas be made available to existing residential properties?</p> <p>e. Has there been adequate assessment of the affect this development will have on water pressure of surrounding properties?</p> <p>f. If further subdivision of the area occurs in the future, has adequate infrastructure been planned?</p> <p>g. It is suggested to make the lots between 1000m<sup>2</sup> and 2000m<sup>2</sup> to establish a premium estate that is more in keeping with the existing properties in the area. This</p>	<p>b. Upheld in part. As per 5(b)</p> <p>c. Noted. The Water Corporation has indicated that a temporary pumping station for the subject lot can be established within a proposed gravity manhole at the intersection of Murray River Drive and Blue Gum Way. Discharge would be to an existing wastewater pumping station in Delta Drive.</p> <p>d. Noted. The provision of gas to the new subdivision is entirely up to the developer as it not mandatory for new subdivisions to be connected to reticulated gas.</p> <p>e. Noted. Water Corporation has indicated that the capacity of the existing water main within Murray River Drive is sufficient to service the development of Lot 14, therefore it is unlikely that the water pressure for existing dwellings would be adversely affected.</p> <p>f. It is not the developer's responsibility to provide infrastructure requirements for the surrounding properties. The infrastructure requirements would be considered by the relevant agencies should a rezoning proposal take place in the future for the surrounding properties.</p> <p>g. Dismiss. As per 12(c)</p>	<p>b. Dismiss. As per 5(b)</p> <p>c. Noted. Agree with Council's comment.</p> <p>d. Noted. Agree with Council's comment.</p> <p>e. Noted. Agree with Council's comment.</p> <p>f. Noted. Agree with Council's comment.</p> <p>g. Dismiss. As per 12(c)</p>
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		<p>would be considerate of the existing landowners on surrounding lots. There are sufficient smaller lots available in the new Austin Cove development. The ODP is in keeping with the Austin Cove development but not the surrounding area.</p> <p>h. The Shire needs to look at the infrastructure for the area as a whole and not just treat the subject lot in isolation.</p> <p>i. There needs to be an overall strategy for the area, including the existing rural lots as current landowners may wish to subdivide if the ODP is approved.</p> <p>j. Not all lots abutting the northern boundary of the subject lot have the proposed 6 metre setback – why?</p> <p>k. Could trees be planted within the 6 metre setback area to provide screening between existing and new lots?</p> <p>l. Will there be an adequate drainage system through the creek at the eastern end of the proposed development as water currently lies at the end of the creek and becomes stagnant, adding to the mosquito problem in the area?</p>	<p>h. Infrastructure requirements can be investigated at a later stage by the relative agencies should rezoning be proposed.</p> <p>i. Noted.</p> <p>j. Noted. As per 8</p> <p>k. There would be no restriction placed on future landowners planting vegetation with the development exclusion zone.</p> <p>l. Dismiss. This is outside of the development area.</p>	<p>h. Noted. Agree with Council's comment.</p> <p>i. Noted.</p> <p>j. Noted. As per 8</p> <p>k. Noted. Agree with Council's comment.</p> <p>l. Dismiss. Agree with Council's comment.</p>
14	Landowner is close proximity to the subject lot	<p>a. Should a footpath be constructed along Murray River Drive will the trees adjacent to No. 176 Banksia Terrace be removed</p> <p>b. How will the footpath affect drainage on No. 176 Banksia Terrace, as the footpath will be higher than the remainder of the property?</p> <p>c. It is suggested to move the footpath to the eastern end of the subject lot to direct pedestrian traffic through the</p>	<p>a. It will be the intention to construct the footpath with as little effect on existing vegetation as possible. It is presently unknown whether the removal of trees would be required to facilitate a footpath along Murray River Drive.</p> <p>b. The construction details of the footpath have not yet been produced given that it may not be a requirement of subdivision approval, however, drainage of the footpath would be considered at subdivision stage.</p> <p>c. Dismiss. As per 13(a)</p>	<p>a. Noted. Agree with Council's comments.</p> <p>b. Upheld in part. This will require further consideration as more detailed plans are prepared.</p> <p>c. Dismiss. As per 12(d)</p>

		<p>existing reserve to the foreshore and public jetty. This will keep pedestrian traffic away from the busy and sometimes dangerous intersection of Banksia Terrace and Murray River Drive.</p> <p>d. Will the new properties have underground power? Underground power should be made available to all residents in the vicinity of the proposed development.</p> <p>e. Will gas be made available to existing residential properties?</p> <p>f. Where will the pump station for the sewerage be situated?</p> <p>g. It is suggested to make the lots between 1000m<sup>2</sup> and 2000m<sup>2</sup> to establish a premium estate that is more in keeping with the existing properties in the area. This would be considerate of the existing landowners on surrounding lots. There are sufficient smaller lots available in the new Austin Cove development.</p> <p>h. There needs to be an overall strategy for the area, including the existing rural lots as current landowners may wish to subdivide if the ODP is approved.</p> <p>i. Could retaining walls on the new lots abutting the northern boundary of the subject lot be set back 6 metres from the rear to provide increased privacy for existing residents on Banksia terrace?</p> <p>j. Not all lots abutting the northern boundary of the subject lot have the development exclusion zone – why?</p> <p>k. Could trees be planted within the 6 metre setback area to provide screening between existing and new lots?</p> <p>l. Will there be an adequate drainage system through the</p>	<p>d. Dismiss. As per 5(b) &amp; 12(f)</p> <p>e. Dismiss. As per 13(d)</p> <p>f. Noted. As per 13(c)</p> <p>g. As per 12(c)</p> <p>h. Noted.</p> <p>i. Dismiss. A development exclusion zone has been shown for most lots abutting the northern boundary of the subject lot, which is considered to provide adequate privacy protection measures for those residents along Banksia Terrace.</p> <p>j. Dismiss. As per 8</p> <p>k. As per 13(k)</p>	<p>d. Dismiss. As per 5(b) &amp; 12(f)</p> <p>e. Dismiss. As per 13(d)</p> <p>f. Noted. As per 13(c)</p> <p>g. Dismiss. As per 12(c)</p> <p>h. Noted.</p> <p>i. Dismiss. Stepping back the retaining wall would reduce privacy from adjoining landowners. The fence would remain on the boundary with the development setback 6m but between 0.8m and 1.2m higher than natural ground level. This has the potential to create sightline to the north.</p> <p>j. Dismiss. As per 8</p> <p>k. Noted. As per 13(k)</p>
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		creek at the eastern end of the proposed development as water currently lies at the end of the creek and becomes stagnant, adding to the mosquito problem in the area?	i. The creek is outside of the development area.	i. Noted. As per 13(l)
15	Landowner within close proximity to the subject lot	<p>a. I feel very disappointed and saddened to think planning is underway to take away the rural amenity of the area by removing large trees.</p> <p>b. Lot sizes are too small and should be kept to between 1000m<sup>2</sup> and 2000m<sup>2</sup>. Smaller lots are available at Austin Cove.</p> <p>c. Existing properties along Banksia Terrace are currently unable to subdivide yet the new lots are aiming to contain two dwellings.</p> <p>d. Will the 6 metre setback (referring to lots with development exclusion zone) be planted with tall trees to give greater privacy screening to the dwellings along Banksia Terrace?</p> <p>e. Some of the lots abutting the northern boundary of the subject lot do not have the 6 metre setback – why?</p> <p>f. Concerned about the possibility of a footpath along Murray River Drive, crossing Banksia Terrace. Intersection is extremely busy and dangerous.</p> <p>g. Surely it would make sense to direct pedestrians to the reserve on the east.</p>	<p>a. Noted.</p> <p>b. Dismiss. As per 12(c)</p> <p>c. Noted.</p> <p>d. Dismiss. As per 13(k)</p> <p>e. As per 8</p> <p>f. Dismiss. Speed limit along Murray River Drive is currently 60 kilometres per hour. Road infrastructure meets engineering design standards.</p> <p>g. Dismiss. As per 12(d) &amp; 13(a)</p>	<p>a. Noted. Some mature trees will be retained in the proposed POS. Vegetation cannot be retained in other areas due to the level of fill required to meet DoW minimum finished floor levels.</p> <p>b. Dismiss. As per 12(c)</p> <p>c. Upheld. It is recommended that ODP provision 2, which makes reference to additional acceptable development criteria set out in Table 4 of the ODP report, be removed. As a result, the number of dwellings possible on any lot will be determined in accordance with the provisions of the R-Codes</p> <p>d. Dismiss. As per 13(k)</p> <p>e. Dismiss. As per 8</p> <p>f. Dismiss. It is inappropriate to not provide pedestrian infrastructure due to the inappropriate driving behaviour.</p> <p>g. Dismiss. As per 12(d) &amp; 13(a)</p>

		<p>h. Not convinced that the properties along Banksia Terrace will not flood due to the building up of the subject lot.</p> <p>i. Are there any plans in place to revegetate/rejuvenate the creek area back to its original state? All of the native trees have been removed, which causes water to stagnate near Murray River Drive. Planning needs to allow for the natural flow of water not restrict the flow.</p> <p>j. Will the new properties have underground power, street lights, gas, communications and sewer?</p> <p>k. Will underground power, gas and street lighting be available to the residents on Banksia Terrace.</p> <p>l. Where will the pump station be located for the sewerage?</p> <p>m. The infrastructure and general planning strategy for the whole area needs to be looked at, not just the subject lot in isolation. Current landowners of the surrounding rural lots may also want to subdivide.</p>	<p>h. Dismiss. Generally surface water runoff should not enter adjoining properties. In this case, the Local Water Management Strategy indicates that overland flows will direct water away from the northern boundary.</p> <p>i. Noted. Not pertinent to the proposed ODP.</p> <p>j. Noted. Western Power now require all urban subdivisions to be connected to underground power. Reticulated sewerage will be provided for the new lots. Gas may be provided however this is the developer's decision as it is not mandatory for new urban subdivisions to be connected to gas. The new lots will be connected to the existing telecommunications system. Street lighting will be considered at the subdivision referral stage however that requirement rests with the WAPC.</p> <p>k. Dismiss. It is not the developer's responsibility to provide infrastructure requirements for the surrounding properties. The infrastructure requirements would be considered by the relevant agencies should a rezoning proposal take place in the future for the surrounding properties.</p> <p>l. Noted. As per 13(c)</p> <p>m. Noted - Infrastructure can be more closely investigated should the landowners of the rural properties wish to pursue a rezoning of their land.</p>	<p>h. Dismiss. Agree with Council's comments. The Department of Water have approved the LWMS which includes drainage requirements.</p> <p>i. Noted. Agree with Council's comment.</p> <p>j. Noted. As per 5(b) &amp; 12(f)</p> <p>k. Dismiss. Agree with Council's comment.</p> <p>l. Noted. As per 13(c)</p> <p>m. Noted. Agree with Council's comment.</p>
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		n. Will the landowners of the properties along Banksia Terrace be able to apply for a rezoning to allow the lots to be subdivided?	n. Noted. The landowners are entitled to apply for a rezoning although this would need to be considered holistically. The subject proposal has proceeded in isolation given its location will not compromise orderly planning and options for urbanisation of the overall precinct.	n. Noted. Agree with Council's comment.
16	Landowner in close proximity to subject lot	<p>a. Concerned that the proposal is only taking into consideration the subject lot and that surrounding semi-rural properties have not been taken into consideration.</p> <p>b. Overall impact or urbanization in this part of South Yunderup needs to be assessed given that other surrounding landowners may wish to develop in the future. Requesting a review for all semi-rural properties in this area in terms of infrastructure, traffic and road planning.</p> <p>c. Lot density is much higher than the surrounding area. Would have been better to make the lots 900m<sup>2</sup> or larger so they could fit in with the area.</p> <p>d. If the subject lot is to be an area of high density, will the residents along Banksia Terrace be able to apply for a rezoning so they can subdivide?</p> <p>e. Foreshore access would be better at eastern end of the development, rather than at the western end. Residents would have direct access to public open space, the public jetty, the river and walkways without having to cross a road. The intersection of Banksia Terrace and Murray</p>	<p>a. Dismiss. The proposed ODP relates specifically to the subject lot.</p> <p>b. Surrounding landowners are entitled to propose an amendment to the Scheme although this would need to be considered holistically. The subject proposal has proceeded in isolation given its location will not compromise orderly planning and options for urbanisation of the overall precinct</p> <p>c. As per 7(b)</p> <p>d. Noted. The landowners are entitled to apply for a rezoning although this would need to be considered holistically. The subject proposal has proceeded in isolation given its location will not compromise orderly planning and options for urbanisation of the overall precinct.</p> <p>e. Dismiss. As per 12(d) &amp; 13(a)</p>	<p>a. Dismiss. The design of the ODP is sympathetic to surrounding development and includes a 6 metre setback requirement to adjoining residential lots to the north.</p> <p>b. Noted. This is for the Shire's consideration and beyond the scope of the ODP.</p> <p>c. Dismiss. As per 7(b)</p> <p>d. Noted. This is a matter for consideration by the Shire outside of the consideration of the ODP.</p> <p>e. Dismiss. As per 12(d) &amp; 13(a)</p>

		<p>River Drive is very busy and could be dangerous.</p> <p>f. The whole area needs to be properly assessed for the future, not just the subject lot. While existing roads, water pipes, sewer, gas, power and communications may be adequate for the development of the subject lot, will it be adequate for the future development of the surrounding semi-rural lots?</p> <p>g. If the new estate has underground power, does this mean the Shire will take steps to provide underground power for all residents in the area to improve the visual amenity and safety of the area?</p> <p>h. Will gas be made available to existing properties in the area?</p> <p>i. A lot of the residents along Banksia Terrace purchased or built homes with the understanding that the rear of their properties adjoined a rural zone. It is noted that the 6 metre development exclusion zone will minimise overlooking issues, however, some of the proposed lots abutting the northern boundary of the subject lot do not have the development exclusion zone. This is a privacy and noise concern.</p> <p>j. Concerned that the proposed development will make properties along Banksia Terrace more susceptible to flooding. If the lots abutting the rear boundary of the subject lot are built up, what is being done to ensure the area is being drained properly?</p>	<p>f. Noted. It is not the developer's responsibility to provide infrastructure requirements for the surrounding properties. The infrastructure requirements would be considered by the relevant agencies should a rezoning proposal take place in the future for the surrounding properties.</p> <p>g. Dismiss. This is a matter outside the consideration of the ODP.</p> <p>h. Noted. Should the developer provide the new subdivision with gas, there may be an opportunity for existing residents to connect to the infrastructure at their own expense.</p> <p>i. The fact sheet handed out with the consultation letters to landowners in the area did not elaborate on the privacy requirements for the lots with side boundaries abutting the northern boundary of Lot 14. As stated by the proponent, the visual privacy provisions of the R-Codes would be applied to proposed dwellings on those 3 lots.</p> <p>j. Generally surface water runoff should not enter adjoining properties. In this case, the Local Water Management Strategy indicates that overland flows will direct water away from the northern boundary. The Local Water Management Strategy has been approved by the Department of Water.</p>	<p>f. Noted. Agree with Council's comment.</p> <p>g. Dismiss. Agree with Council's comment.</p> <p>h. Noted. Agree with Council's comment.</p> <p>i. Dismiss. As per 8</p> <p>j. Dismiss. Agree with Council's Comments.</p>
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**LEGEND**

-  Outline Development Plan Boundary
-  Uniform Fencing
-  Restricted Access
-  Dual Use Path
-  Residential (R25)
-  Public Open Space
-  Floodway

**Development Standards**

1. Uniform fencing shall be provided on the northern boundary of Lot 14 prior to final subdivision approval (clearances). Fencing shall be located on top of retaining walls, made of impermeable (solid) materials, and not less than 1.8 metres above finished ground level (as measured from Lot 14).
2. Boundary fencing adjoining floodway or public open space shall be visually permeable above 1.2 metres.
3. A 6 metre minimum rear boundary setback applies to all habitable buildings on lots adjoining the northern boundary of the ODP area with boundaries less than 20 metres in length.

**Public Open Space**

4. The public open space is to be provided generally in accordance with the ODP. Any shortfall in public open space can be addressed in the form of a cash in lieu payment as a condition of subdivision approval.

**General**

5. The road layout, intersection treatment and public open space boundaries are indicative only and are subject to detailed design of subdivision stage and relevant approvals.
6. The finished habitable floor levels of the development will be constructed to a minimum of 3.25m AHD.
7. Vehicular access to the lots shall be in accordance with the vehicular access restrictions as shown on the plan.

**Road Infrastructure**

8. Contributions for any upgrading of Murray River Drive are to be established at the time of subdivision. Any upgrading requirements will be subject to agreement between the proponent and the Shire of Murray. Formalisation of this agreement shall be reflected as a condition of subdivision approval.
9. The westbound lane of Murray River Drive adjacent to the proposed intersection is to be widened to allow for westbound traffic to bypass right turning traffic into Lot 14. The detailed design of such road widening is to be determined at the time of subdivision, and shall take into account any upgrading that may be required as part of CI 4.4.1.
10. A Safe Intersection Sight Distance (SSD) of 141 metres is to be provided to the west of the proposed intersection in accordance with Austroads 4A Guidelines. Any necessary truncations or building restrictions required in order to maintain the SSD are to be determined at the time of subdivision following detailed design of road cartage way and site levels.
11. A dual use path shall be provided within the verge adjacent to the portion of the site addressing Murray River Drive to the satisfaction and specification of the Shire of Murray.



**OUTLINE DEVELOPMENT PLAN**  
 Lot 14 Murray River Drive, South Yunderup  
 Shire of Murray



plan no: 2163-12G-01  
 scale: 1:1000 @ A3  
 date: 07.10.2011

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This plan is based on the latest data & subject to approval, survey & engineering details.



## ITEM NO: 9.3

### ENDORSEMENT OF CAVERSHAM LOCAL STRUCTURE PLAN

<b>WAPC OR COMMITTEE:</b>	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning officer
AUTHORISING OFFICER:	Planning Manager
AGENDA PART:	C
FILE NO:	SPN/0202/1
DATE:	27 September 2011
ATTACHMENT(S):	Attachment 1 - Caversham structure plan Attachment 2 - LPS Zoning Plan Attachment 3 - MRS Zoning Plan Attachment 4 - Swan Urban Growth Corridor Sub Regional Structure Plan Attachment 5 - Excerpt from TLMP
REGION SCHEME ZONING:	Urban
LOCAL GOVERNMENT:	Swan
LOCAL SCHEME ZONING:	Residential Development
LGA RECOMMENDATION:	Approval
REGION DESCRIPTOR:	
RECEIPT DATE:	8 June 2011
PROCESS DAYS:	139
APPLICATION TYPE:	Structure Plan
CADASTRAL REFERENCE:	No's 30-31, 39, 48, 60 and 74 and Lots 14, 90, 123, 162 and 200 Arthur Street, Caversham. No's 29, 38, 40, 43, 64, 72, 141 and Lots 1, 92, 124, 125, 201, 214, 1005 Suffolk Street, Caversham Lot 889 Patricia St, Caversham Lot 215 West Swan Road, Caversham Lots 3, 4, 9, 19, 34, 101, and 103 Benara Road, Caversham Lots 100 and, 133 and 7983 Waldeck Road, Caversham Lot 17 Bennett Street, Caversham Reserve 28024, Lot 7983 Waldeck Road, Lot 34 Benara Road, Lot 162 Arthur Street, Caversham.

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**RECOMMENDATION:**

*That the Western Australian Planning Commission resolves to:*

**1. endorse the Caversham Structure Plan, subject to the schedule of modifications as follows:**

- *Structure plan annotation 4 to be modified to refer to the current 500 metre buffer, measured from the windrow on site. Annotation 4(b) is not supported by the WAPC and is required to be deleted.*
- a) *The proposed buffer to the Willorraine Poultry Farm on Lots 12 & 13 Bennett Street to be increased to 500 metres, measured from the cadastral boundary.*
- b) *Structure plan annotation 6 to be modified to refer to the 500 metre buffer, measured from the cadastral boundary of the poultry farm. Annotation 6(b) is not supported by the WAPC and is required to be deleted.*
- c) *The POS schedule depicted on the structure plan is to be removed. A POS schedule in accordance with Table 11 of Liveable Neighbourhoods is to be prepared and included in the text of the structure plan document.*
- d) *The location and distribution of POS is to be reviewed. POS areas shown adjacent to the Reid Highway, and backing onto residential land are not supported due to poor access, amenity and functionality.*
- *The structure plan legend is to be modified to introduce a reference to the boundary of the 30 metre deep building envelope depicted on the transition lots.*
- *The deductions from the gross subdivisible area are to be modified as follows:*
  - \* *The area of the transition lots comprising the 30 metre deep building envelope is not supported as a deduction from the gross subdivisible area. The area of the transition lots outside the 30 metre deep building envelope is supported as a deduction from the gross subdivisible area.*
  - \* *The structure plan is to be annotated to state that if in future the area of the transition lots that is outside the 30 metre building envelope becomes available for development, then a POS contribution will be required for this area of land.*
- *The areas of POS & drainage located adjacent to Waldeck Road (shown hatched on the structure plan) are not considered to*

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*perform any recreation function and are to be depicted only as drainage.*

- *The proponent is to formalise the memorandum of understanding between the City of Swan and the Department of Education prior to the Western Australian Commission's final endorsement of the Caversham structure plan;*

*2. note the technical appendices accompanying the Caversham structure plan as supporting documents to guide the assessment of subdivision and development for this area;*

*3. advise the City of Swan of its decision accordingly.*

#### **SUMMARY:**

The key points relating to this report are as follows:

- The City of Swan has been progressing the Caversham structure plan (the structure plan) for a number of years and the endorsement and publication of the Swan Urban Growth Corridor Sub-Regional Structure Plan by the WAPC in 2009 year provided the framework for considering and finalising the structure plan.
- Early release subdivision applications in the central and northern areas of the structure plan have been approved by the WAPC.
- The structure plan will guide the subdivision and development within this locality and will provide for an ultimate dwelling yield in the order of 1,759 dwellings with a population of 5,500.
- The structure plan addresses environmental issues relating to the establishment of appropriate buffers between the proposed residential areas and the surrounding rural and agricultural activities on rural zoned land that remains within the Swan Valley Planning Act (SVP Act) area.
- The outcomes provided by the structure plan are generally consistent with those contemplated in the Swan Urban Growth Corridor Sub-Region Structure Plan and with Western Australian Planning Commission policy and practice.

#### **BACKGROUND:**

The Caversham urban development cell was identified for future urban development following a review of the Swan Valley Planning Act 1995 (SVP Act) in 2005. The area covered by the Caversham structure plan (the structure plan) was formerly within the Area D 'Rural Villages' zone under the SVP Act. One of the recommendations of the review was to amend the SVP Act to delete the 'Rural Villages' classification. This recommendation was supported and the amended SVP Act came into effect on 18

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June 2006. As a result of the amendments the Caversham structure plan area reverted to a MRS 'Rural' zoning. Subsequently, a MRS amendment was initiated to rezone the former 'Rural Villages' zoned land to MRS 'Urban', with a concurrent amendment to rezone the land to Residential Development under the City of Swan Local Planning Scheme 17 (LPS 17). The MRS amendment became effective on 18 September 2009.

In February 2009 the Western Australian Planning Commission (WAPC) and the then Department of Planning and Infrastructure (DPI) published the Swan Urban Growth Corridor Sub-Regional Structure Plan (SUGCSP). Under the SUGCSP the Caversham structure plan area is identified for urban development.

The City of Swan has been progressing the structure plan for this locality over a number of years and the endorsement and publication of the SUGCSP by the WAPC provided the strategic framework/context for considering and finalising the structure plan.

The City of Swan Council adopted the structure plan at its meeting held on 25 May 2011. The structure plan was submitted to the WAPC on 2 June 2011. The Department of Planning (DoP) assessment has been delayed due to a number of unresolved environmental issues relating to the establishment of appropriate buffers between the proposed residential areas and the surrounding rural and agricultural activities on rural land that remains within the SVP Act area. The proponent has sought the WAPC's support for the structure plan as despite numerous attempts to obtain written support from the Department of Environment and Conservation (DEC) in relation to proposed buffers, no satisfactory resolution has been achieved.

The structure plan area is affected by a number of adjacent rural and industrial activities including a poultry farm (meat birds) on Bennett Street, a mushroom farm on Victoria Road to the north of the structure plan area, Austral Bricks to the south of the structure plan area, and viticultural activities on the adjoining rural zoned land to the south and east that is within the SVP Act area. The primary impacts of the adjacent viticultural and poultry farm operations include noise, odour, spray drift and dust. Mitigation of noise impact from the adjacent viticultural operations, Reid Highway, West Swan Road and the future Lord Street extension have been adequately addressed through a noise impact assessment prepared in consultation with MRWA and the DEC. The structure plan includes details of the developers responsibility to construct noise attenuation barriers and for notifications on title.

The primary matters for consideration in this report relate to the impact of the adjacent rural and agricultural land uses, and the assessment of the proposed buffers and mitigation measures to protect health and amenity impacts on the proposed residential areas.

A meeting was held on the 6 September 2011 with the A/Executive Director of DoP, the proponent, the landowner and DoP officers to discuss the outstanding structure planning issues. A number of the issues raised have subsequently been addressed by the proponent, or can be dealt with by modifications to the structure plan. Environmental matters requiring further consideration are discussed in the comments section of this report.

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## LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Planning and Development Act (2005)*  
Section: Part 10. Section 135 (Approval of WAPC required for subdivision)

Strategic Plan  
Strategic Goal: Planning  
Outcomes: Effective Delivery of Integrated Plans  
Strategies: Develop integrated infrastructure and land use plans for the State  
Build infrastructure capacity and regulation  
Implement State and Regional planning priorities

Policy  
Number and / or Name: SPP 3 Urban Growth and Settlement  
SPP 3.1 Residential Design Codes  
SPP 3.6 Developer Contributions for Infrastructure  
SPP 4.1 State Industrial Buffer  
Liveable Neighbourhoods  
DC Policy 1.1 Subdivision of land - General Principles  
DC Policy 1.7 General Road Planning  
DC Policy 2.2 Residential Subdivision  
DC Policy 2.6 Residential Road Planning

## DETAILS:

The structure plan includes the following key elements:

*Population* of approximately 5,500 people at full build out. Approximately 1759 dwellings.

*Gross subdivisible area* of 99.76ha to be used to facilitate the development of residential neighbourhoods. It is noted that the large transition lots (appx 2500m<sup>2</sup> each) impact on the density achieved throughout the structure plan area. Including the area of the transition lots, the structure plan achieves less than the Liveable Neighbourhoods (LN) target of 22 dwellings per hectare. If the area of the transition lots is deducted, the structure plan achieves approximately 26.77 dwellings per hectare, which exceeds the target density under LN.

*3.5 hectare Primary School Site.* Element 8 (R11) of LN notes that primary school sites in urban areas can be reduced below the usual minimum required 4 hectares where there is co-location with adjoining public open space.

*Transport network* connects to a regional road network including Benara Road, West Swan Road and the future Lord Street extension. The Suffolk Street activity corridor forms an internal north-south distributor which will provide for a high frequency public transport route and focus for higher density.

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*Public Open Space (POS)* is to be distributed throughout the structure plan with areas of active open space, areas integrating drainage and POS in linear multiple use channels. The proponent has sought a range of deductions from the gross subdivisible area, in particular the areas of land comprising the transition lots. The proposed deductions are discussed in further detail below.

*Local Community Centre.* A 4000m<sup>2</sup> site co-located with the primary school and public open space to accommodate a multipurpose community centre and oval.

*Neighbourhood Centre.* A 1.5ha site located in the north western portion of the structure plan area will also service Caversham North structure plan area (refer **Attachment 1** - Caversham Structure Plan).

## **GOVERNMENT AND CORPORATE IMPLICATIONS:**

Not applicable.

## **CONSULTATION:**

The draft structure plan was advertised by the City of Swan for a period of 42 days during July & August 2010. A total of 49 submissions were received with 35 raising no objections, with the remaining 14 raising objections. Objections by local landowners generally related to the impact of additional traffic and vehicle pollution, the impact of additional development on the rural nature of the area, the effectiveness of the noise attenuation measures and the effectiveness of the Transition Lot Management Plan (TLMP). Submissions from statutory authorities were generally supportive of the structure plan. A bullet point summary of the main objections raised/comments made by statutory authorities is provided below. A complete copy of the summary schedule of submissions prepared by the City of Swan is contained on file.

In response to the submissions received, the City of Swan required modifications to the advertised draft structure plan. The changes largely provided further clarification on the requirements for subsequent planning and development stages and did not materially change the draft plan. Other issues will require further consideration, including modification to the structure plan, are discussed below.

### Environmental Protection Authority (EPA)

The office of the EPA advises that the proposed structure plan will be adequately managed through the detailed planning processes.

### Main Roads Western Australia (MRWA)

- Arthur Street flyover over the Reid Highway. MRWA acknowledges that it will have to contribute towards the funding of the future Arthur Street flyover, however, notes that detailed justification and a business case will be required to support construction, with significant input from the City of Swan. MRWA

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also advises that it will be difficult to justify significant funds for this project as these are local road connections that provide benefit to the surrounding area, and due to the number of other unfunded high priority projects in the metropolitan area.

- Long term infrastructure planning has identified the need to grade separate Arthur Street, West Swan Road and the Perth-Darwin National Highway crossing the Reid Highway. Notifications on title will be required to advise prospective purchasers of the potential impact on visual amenity by future grade separation of local roads.

#### Department of Environment and Conservation (DEC)

As noted the structure plan area is affected by a number of surrounding regional roads and rural land uses which raise issues of appropriate separation distances to the proposed residential areas. The response provided by DEC to the City of Swan in respect of the advertised structure plan is summarised as follows:

- Noise impact - Reid Highway, West Swan Road, Lord Street and adjacent viticultural operations. The initial noise assessment did not clarify responsibility for construction of the noise barriers for Reid Highway and Lord Street extension. As a result of this an addendum to the noise assessment was prepared dated 29 November 2010 which clarifies that the developer will be responsible for construction of these barriers, and that barriers for Reid Highway and Lord Street should be a minimum of 3 metres high, and constructed in accordance with the 'Noise Impact Assessment'.
- Mushroom Farm. Buffers to the mushroom farm should accord with the EPA Guidance Statement 3.
- Willorraine Poultry Farm. Management of issues associated with the poultry farm should be consistent with the WAPC's SPP 4.3 'Poultry Farms Policy' (SPP 4.3).
- Austral Brickworks. The brickworks is approximately 700 metres to the south of the structure plan area. Under the EPA Guidance Statement 3, the appropriate separation distance is 300 metres - 700 metres, depending on the size of the factory. DEC advise that due to the relatively small capacity of the factory particulate levels are not likely to exceed health impact levels and, that possible amenity impacts could be managed through notifications on title. No additional monitoring or modelling is required.
- Transition Lot Management Plan. The TLMP has been developed by the proponent in order to secure certain separation distances between the proposed residential areas and the adjacent viticultural activities. The DEC comments related to the TLMP follow:

\* DEC previously provided extensive comment on the odour modelling report for the proposed TLMP in it's correspondence to the City of Swan dated 2 March 2010.

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\* EPA Guidance Statement 3 'Separation Distances between Industrial and Sensitive land Uses', provides that the appropriate separation distance between vineyards and sensitive land uses is 500 metres. As an alternative to simple distance-based buffers vegetated buffers have been used by other jurisdictions (e.g. Queensland) to reduce spray drift. Vegetated buffers should, as a minimum, comply with the Queensland vegetated buffer design criteria;

\* In discussions with City staff, DEC has noted that the City may not approve the vegetated buffer, for reasons of fire safety and water allocation, and that a permeable barrier is being considered as an alternative.

\* DEC cannot comment on or assess the efficiency of a permeable screen versus a vegetated buffer as this requires specialist knowledge that is outside the scope of ambient air quality management and outside the expertise of the DEC;

\* DEC confirmed in its most recent meeting with City staff, that DEC does not recommend the undertaking of further technical investigations;

\* It is possible that nearby residents may experience occasional odours from vineyard activities, but City staff have indicated to DEC Officers that subject to the health risk from spray related activities being within acceptable risk levels to Department of Health requirements that these could be managed through notifications on title within the proposed development.

These matters are discussed further in the comments section of this report.

#### Department of Education and Training (DET)

The DET has advised that it is satisfied with the location and size of the proposed primary school site, and that it is willing to investigate the shared use of facilities with the City of Swan per a 'shared use agreement'.

#### **OFFICER'S COMMENTS:**

Pursuant to clause 5A.1.10 of the City of Swan Local Planning Scheme ('LPS') No. 17, the Caversham structure plan has been referred to the Western Australian Planning Commission (WAPC) for its endorsement.

#### **LOCATION AND SITE DESCRIPTION**

The Caversham structure plan area is located in the Swan Urban Growth Corridor and covers approximately 139ha. The structure plan area is generally bounded by Suffolk Street/Reid Highway to the north, future Lord Street reservation to the west, and land zoned Swan Valley Rural to the south and east.

The land has been predominantly cleared for grazing of cattle and horses. Notable features include a rural drainage channel which accommodates regional drainage from Caversham North and West Swan (East) via a culvert under Reid Highway.

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Two structure plans, relating to different geographical areas, will apply to the Caversham 'urban development' cell. These are the structure plan the subject of this assessment, and also the Caversham North Local Structure Plan which was endorsed by the WAPC on 10 January 2011.

## **PLANNING FRAMEWORK**

### Metropolitan Region Scheme ('MRS')

The Metropolitan Region Scheme generally zones the structure plan area as 'Urban'. Portions of the structure plan area adjacent to Lord Street are reserved as 'Other Regional Road'. The structure plan area abuts the Reid Highway Primary Regional Roads Reservation to the north. In addition, a 30 metre wide strip of land adjacent to the Lord Street reservation is zoned Urban Deferred, in order to provide additional land for a possible future rapid transit system between Bassendean and Ellenbrook. A portion of land adjacent to the junction of Arthur Street and Reid Highway is also zoned Urban Deferred to provide for the future Arthur Street flyover. (refer **Attachment 3** - MRS Zoning).

### Local Planning Scheme ('LPS') No. 17

The structure plan area is zoned 'Residential Development' in the City of Swan LPS 17. Section 5A, outlines the requirements for structure plans. The structure plan is intended to inform subdivision and development and provide the necessary land use controls. (refer **Attachment 2** - LPS Zoning).

### Directions 2031

Directions 2031 identifies the Swan Urban Growth Corridor, including the Caversham locality, as a planned growth area with major opportunity to accommodate new growth in the sub-region over the coming decades. The structure plan represents the logical progression of planning provided by the Swan Urban Growth Corridor - Sub-Regional Structure Plan.

### Swan Urban Growth Corridor - Sub Regional Structure Plan

The structure plan is located in the SUGCSP, which was endorsed by the WAPC in October 2008 (refer **Attachment 4** - Sub-Regional Structure Plan). The Sub-Regional Structure Plan provides the sub-regional strategic planning framework to guide the planning and development of the Caversham, Henley Brook (Albion) and Dayton (formerly known as West Swan), consistent with Liveable Neighbourhood and Network City principles. The sub-region will eventually accommodate in excess of 33,000 new residents, 12,500 new dwellings, and associated servicing and community infrastructure.

## **The STRUCTURE PLAN**

The structure plan is supported by a number of technical appendices, including:

- Local Water Management Plan

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- Transition Lot Management Plan
  - Environmental Assessment
  - Geotechnical Investigations
  - Acoustic Study
  - Traffic Study
  - Retail Analysis
  - Engineering Investigations
  - Ethnographic Reports
  - Community Facilities Provision Strategy
  - Financial Assessment Report
  - Fire Management Plan

## **DISCUSSION**

An assessment has been undertaken against the relevant WAPC policies and practice and also includes consideration of the matters raised in the City of Swan resolution and submissions from referral agencies. Those matters requiring detailed consideration are outlined below:

### Noise

An acoustic study was prepared by Lloyd George Acoustics during preparation of the structure plan to assess the impact of noise generated by West Swan Road, Reid Highway and the future Lord Street extension, and from the adjoining viticultural operations. The study was prepared in consultation with MRWA, DEC and the City of Swan. As a result of queries raised by MRWA, an addendum was prepared dated 29 November 2010, which clarified details relating to construction standards of noise barriers; that it will be the developers responsibility to install noise barriers, and that a noise management plan (NMP) will be required to be submitted as part of future subdivision applications. The recommendations of the respective NMP's will be imposed as conditions of subdivision approval.

Noise mitigation measures include acoustic sound walls adjacent to regional road reservations and the requirement for notification on title of all proposed lots advocating quiet house design for future dwellings, particularly two storey dwellings. With regard to noise from the adjacent viticultural operations, the study notes that a combination of a 3.0m high bund/wall and quiet house design measures will satisfy the relevant DEC criteria.

### Transition Lot Management Plan

The proponents have prepared a Transition Lot Management Plan (TLMP) which proposes to utilise larger 'transition' lots (approximately 2500m<sup>2</sup>) adjacent to the adjoining rural land which will incorporate a 30m deep residential development area, a non habitable building area, and, originally, a 40m deep vegetated buffer. The TLMP incorporating these measures was reviewed by the EPA as part of the MRS rezoning process, and was advertised by the City of Swan. However, during advertising of the structure plan concerns were raised by City of Swan staff in connection to the vegetated buffer, including: possible bushfire risk, length of time for

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vegetation to grow to a significant height, responsibility for watering and maintenance of the buffer, and the potential adverse impact of bird attracting vegetation on the adjacent viticultural operations. City of Swan officers liaised with the proponent, officers of the DEC and Department of Health to seek an alternative to the vegetated buffer. The proponent's reviewed practices in other Australian states where viticultural operations exist in close proximity to residential land, including research done by the University of Queensland (UoQ) into the effectiveness of artificial screening to mitigate spray drift. The artificial barrier utilised in the UoQ research comprised plastic mesh netting (47% porosity) to a height of 3.6m, supported by wooden posts at 6m intervals. This method reduced spray drift between 60%-90%. A 20m wide vegetated buffer achieved the same result. Following extensive discussion between the proponent, the City of Swan, DEC and Department of Health, the TLMP was modified to incorporate a 2.8m high artificial screen (with 50% porosity) and a 2.8m high bund (bund to mitigate noise impact). (**Attachment 5** - Excerpt from TLMP).

From a visual impact perspective, and given the proximity of the structure plan area to the Swan Valley it is considered that a vegetated screen is much more acceptable than a 2.8m high artificial screen. Officers from the Department of Planning recently met with City of Swan staff to discuss this matter. The City of Swan staff maintained their opposition to the vegetated buffer for the reasons outlined above, and advised that a number of the surrounding wineries had continued to express strong objections throughout the assessment process. Accordingly, it is considered unlikely that either the City of Swan or Swan Council will support a vegetated buffer, and therefore it is recommended that the proposed artificial barrier is considered for support.

With regard to the responsibility for ongoing maintenance of the artificial screen the TLMP notes that this will be the individual lot owners' responsibility, and that each transition lot will have a covenant on the certificate of title notifying landowners of their responsibilities. The City of Swan will have the option of pursuing enforcement action in the event that the artificial screen is not adequately maintained.

Under the EPA GS 3, a minimum 500m separation distance is required between viticulture activities and sensitive land uses. The Caversham SP proposes a 500m agricultural notification area, within which all residential lots will have a notification on title advising of the close proximity to viticultural operations and the potential to be affected by noise, dust and odour. In addition to the notification on title, a 150m 'Interim Agriculture Buffer' is proposed wherein no subdivision or development is permitted until the measures under the TLMP are implemented. The effect of this will be to ensure that no residential development occurs within 150 metres of the adjoining rural land until such times as the artificial screen and nose bund/wall are constructed.

As noted, the primary impacts of the adjacent viticultural operations include noise, odour, spray drift and dust. Regarding noise, a 2.8m high soil bund will be constructed within the subject land immediately adjacent to the rural zoned land (refer Attachment 5). In relation to the mitigation of spray drift, odour and dust, the DEC advises that it cannot comment on or assess the efficiency of the artificial screen & bund/wall as this is outside the expertise of the DEC. This response is

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problematic for the DoP as it relies on DEC for specialist advice as to the adequacy of such mitigation measures to support the proposed reduction in the generic separation distances specified in EPA GS 3. The proponent's advise that since receipt of the DEC letter by the City of Swan they and their consultants have met on numerous occasions with DEC air quality branch (DEC AQB) officers to attempt to obtain greater clarification on the DEC position in relation to the efficacy of the TLMP measures. To date DEC has not provided further advice in relation to the efficacy of the artificial screen & bund/wall.

In order to help progress the matter, the City contacted the Department of Health for its comments on the efficacy of the mitigation measures. The DoH supports an artificial barrier (permanent 2.8m high fencing with a porosity of 50%) as an alternative to the vegetation.

In summary, DEC has advised that in relation to the TLMP, no further technical studies should be undertaken by the proponent. DoH supports the proposed mitigation measures and has not raised any public health concerns. Issues relating to amenity impact can be managed by notifications on title. Having regard to the above discussion, the effect of the proposed 150m interim buffer and the requirement for notifications on title, it is recommended that the TLMP be supported.

#### Willorraine Poultry Farm

The structure plan depicts a 200 metre buffer distance from the Willorraine poultry farm (meat birds), which is situated on Bennett Street adjacent to the structure plan area. No odour assessment has been prepared to support the proposed setback distance. The structure plan includes an annotation to preclude any sensitive land uses within 200 metres of the poultry farm until, (a) the poultry farm ceases operation and its use rights are voluntarily extinguished, or; (b) the subdivider implements measures by which the adverse impacts associated with the poultry farm are addressed or mitigated to the satisfaction of the local government or the WAPC.

The abovementioned DEC referral response to the advertised structure plan advises that management of issues associated with the poultry farm should be consistent with the separation distances under the WAPC SPP 4.3. SPP 4.3 specifies a minimum distance between poultry farm sheds and new residential development of 500 metres. The EPA GS 3 specifies setback distances of between 300m-1000m, depending on the size of the poultry farm.

The proponent's advise that the proposed 200 metre buffer is based on the outcome of an appeal in 1992 relating to residential land to the west of the structure plan area. The closest lots in that subdivision are approximately 130 metres from the Willorraine poultry farm. The appeal was dealt with by the former Town Planning Appeals Tribunal (TPAT). At that time the EPA 'Environmental Code of Practice relating to the Poultry Industry' provided that new residential development should generally not be supported within 500 metres of any existing poultry sheds. Ultimately the TPAT approved a 200 metre buffer, further noting that the development of land within the 200m buffer could be utilised as public open space.

The proponent considers that the TPAT decision remains valid as:

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\* A policy framework similar the current EPA Guidance Statement 3 existed in 1992, requiring a 500m separation distance, which TPAT resolved to vary based on expert advice.

\* The proposed residential areas are further away from the poultry farm than the existing residences.

\* The City has not granted any planning or building approvals to alter the Willoraine poultry farm since the 1992 TPAT decision.

No information has been provided indicating that the City of Swan has received ongoing complaints regarding odour, dust or noise from the poultry farm. At the meeting held 6 September 2011 with the A/Executive Director, the proponent, the landowner and DoP officer, the proponent suggested that in order to achieve resolution of the issue, a 500m buffer would be accepted by the proponent. Given the above comments, and that the proposed 500m buffer is within the generic distances under SPP 4.3 and Guidance Statement 3, it is recommended that a 500m buffer be supported, and that the structure plan be modified to this effect.

With regard to the annotations a & b the following comments are made. Annotation 'a' is acceptable. However, annotation 'b' is not acceptable as it requires the local government and the WAPC to assess the adequacy of any future odour assessments, proposed mitigation measures, and to determine an appropriate buffer distance. These matters are primarily environmental, and are beyond the scope of the DoP's land use planning services to determine. It is considered that DEC is the appropriate agency to provide this advice, however, having regard to the above discussion, it appears that DEC is unable to consider for support proposals for reductions in buffer distances below the generic distances noted in Guidance Statement 3. Accordingly, it is recommended that annotation 'b' is deleted from the structure plan.

#### West Swan East Mushroom Farm (Potential Odour)

A composting mushroom farm is located at Lot 52 Victoria Road, Dayton. The mushroom farm is adjacent to the Caversham structure plan area on the northern side of Reid Highway, and impacts upon the north-eastern portion of the structure plan area. The structure plan identifies that no subdivision will be supported by the WAPC within 650m of the mushroom farm until: (a) the mushroom farm rights have been voluntarily extinguished; or, (b) an endorsed technical odour study determines that this buffer may be removed, reduced and/or appropriate mitigation measures to the satisfaction of the WAPC. On the 12 January 2011 the WAPC resolved to support a reduction to the mushroom farm buffer from 650m to 500m.

With regard to the abovementioned annotations (a) & (b), for the same reasons as those outlined above in respect of the poultry farm it is recommended that annotation (a) be supported, and that annotation (b) not be supported. A modification to the structure plan will be required to this effect.

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## Transport Assessment & Movement Network

The structure plan is supported by a transport assessment prepared by Transcore. In conclusion the traffic assessment notes:

- Forecast traffic volumes of 25,000 vpd for the proposed Lord Street extension;
- Forecast traffic volumes of 17,000 vpd for West Swan Road, however if the Lord Street extension is not constructed then volumes on West Swan Road would exceed 25,000 vpd;
- Forecast volumes on Suffolk Street of 3,000-4,000 vpd;
- Forecast traffic volumes of less than 3,000 vpd for Arthur Street (without flyover), but this would increase to 7,00-8,000 vpd following construction of the Arthur Street flyover.
- Arthur Street (including flyover) is included in the Swan Urban Growth Corridor sub regional structure plan as part of an activity corridor which extends north to Park Street.
- Arthur Street flyover is not considered critical to the Caversham development in terms of traffic flow or access, however it is considered desirable in terms of strategic planning for a future activity corridor;
- Construction of the first carriageway of the Lord Street extension will be required before the Caversham structure plan area is fully developed.
- Traffic assessment includes appropriate timing for other road and intersection upgrading.

During preparation of the traffic assessment the City of Swan requested that the assessment include detailed information regarding the staging and timing of upgrading works to the surrounding road network.

The proposed development is intended to be accessed from West Swan Road and Benara Road via the existing local road network. Waldeck Road, Arthur Street and Suffolk Street (formally Patricia Street) are existing local roads which provide access to the structure plan area. Future access will be provided to Lord Street, from Suffolk Street when this road is constructed. The structure plan depicts potential additional land requirements for the future Lord Street extension and widening of Reid Highway to a dual carriageway. These areas are zoned Urban Deferred under the MRS.

With regard to the construction of the Perth-Darwin National Highway (PDNH) a MRWA officer advises that MRWA has been asked to progress with the project development activities for the PDNH over the next 3 years to define the scope and obtain the necessary construction approvals. An outstanding issue is the form of the interchange at Reid Highway. The PDNH route and Reid Hwy are both currently planned as a future freeways the connection between the two should also be planned

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to a similar standard. The result of this is that any connection to the south (Lord St) will only be able to have restricted movements (left in, left out at most). MRWA is currently undertaking a strategic review of the regional network in this area.

The draft Developer Contribution Plan (DCP) for the Caversham structure plan area includes projected costs associated with the extension of Lord Street between Reid Highway to Benara Road. These include costs for the acquisition of the remaining land requirement, and for construction of one carriageway (two lanes) and associated drainage, which is in accordance with the WAPC's Development Control policy 1.7 'General Road Planning'. The traffic assessment includes the timing of the requirement to extend Lord Street, both from Reid Highway to Suffolk Street, and Lord Street to Suffolk Street.

The traffic assessment also includes the requirement to upgrade Suffolk Street, Arthur Street (north-west of West Swan Road), and Waldeck Road (north of Benara Road) and the timing of these upgrades. In addition, the assessment details a number of other upgrading works and intersection treatments to the surrounding road network, and the required timing of these works.

Suffolk Street is identified in the sub-regional structure plan as an activity corridor, which will incorporate a future bus service. The road reserve width is proposed to be widened to include a central median (accommodating a drainage swale), on-street parking, dual use path/footpath and an on-street bicycle lane.

The structure plan establishes a hierarchy of roads and includes road widths/cross-sections/public transport routes and a footpath/dual use path/strategic cycle routes to inform subdivision assessment. Internal road reservations in the traffic assessment are consistent with 'Liveable Neighbourhoods'.

#### Local Water Management

The Department of Water (DoW) has approved a Local Water Management Strategy (LWMS) over the subject land during preparation of the structure plan, determining it as being consistent with the DoW published 'Swan Urban Growth Corridor Drainage and Water Management Plan' (January 2009). Urban Water Management Plans will be required as a condition of subdivision approval.

#### Public Open Space (POS)

The structure plan POS schedule calculates that the gross subdivisible area within the structure plan is 46ha. Under LN (Element 4 Public Parkland), the standard 10% POS contribution may comprise a minimum of 8% unrestricted POS, and a maximum of 2% restricted use POS. Restricted use POS may incorporate urban water management measures such as swales and/or detention areas. The POS schedule is included on the structure plan and proposes the following POS contributions:

\* Unrestricted POS of 3.10ha, which equates to 10.21 % of the gross subdivisible area.

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\* Restricted use POS of 0.97ha, which equates to 4.65% of the gross subdivisible area.

The structure plan area contains a rural drain which accommodates regional drainage and is to be retained as restricted use public open space. This drain flows from north to south, extending from the Caversham North structure plan area through the subject structure plan area, exiting in the south western corner of the site. The LWMS will facilitate the rehabilitation of this drain to create an improved and integrated water course. The structure plan also contains a number of dedicated drainage facilities that will ultimately be ceded and vested with the City of Swan for management.

DoP officers have queried the proposed deductions from the total structure plan area to calculate the gross subdividable area, and the location & primary function of some areas of POS/drainage. The proponent has sought deductions for the 'transition lot buffer' and the 'balance of transition lots', essentially the entire area occupied by the transition lots. The proponent contends that this deduction is justified as only a small portion of each of the transition lots can be developed, with the balance of these lots remaining vacant. However, the transition lots are wholly within the residential zoned land, and Liveable Neighbourhoods does not specifically provide for deductions of this nature.

In response, although not specifically provided for in LN, the proponent's justification for the deduction has some merit. Whilst a portion of each of the transition lots (first 30m depth) will be able to be developed for residential use and will therefore contribute towards demand for POS, the remainder of each lot will not be developable so long as the adjoining land remains in the rural zone. In future, it is possible that the adjoining rural land might be rezoned to MRS urban, at which time issues of land use conflict would be removed. Accordingly, it is recommended that those areas within the transition lots that are not currently available for development (buffer area, drainage/bund area) be supported as deductions from the gross subdivisible area.

Also, the structure plan is to be annotated to state that if in future the constrained land becomes available for development, then a POS contribution will be required for this area of land.

The area of POS/drainage adjacent to the corner of Waldeck Road and the east-west Access Street B and extending south-west to the transition lots is queried. This land primarily performs a dedicated drainage function and should be depicted as such. In Cell 5 lots are proposed backing onto multiple boundaries of POS, which arrangement is not generally supported by the WAPC. Under LN POS is generally required to be bounded by the local street network. Further, the area of POS adjacent to the Residential R50/Retirement Village site is poorly located from a vehicle access and public amenity viewpoint. It is considered that being located adjacent to the Reid Highway will significantly impact the amenity of this POS.

It is recommended that the proposed locations and distribution of POS across the structure plan be reviewed to ensure that all POS is bounded by the local street network, and is appropriately located for public access and to optimise amenity. In

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addition, it is recommended that the POS schedule be removed from the structure plan and a revised schedule, prepared in accordance with Table 11 of LN be included in the accompanying text.

### Servicing

The structure plan is supported by an engineering report which identifies the need for sewer and water to be extended from the south at the cost of the developers to service initial development in this cell. The WAPC has recently approved a development application from the Water Corporation for a wastewater pump station on land at the corner of Benara Road and Bennett Street, which will service the Caversham structure plan area. Power is available from the existing network.

### School sites and community infrastructure

The structure plan depicts a future primary school of 3.5ha in a location consistent with the sub-regional structure plan. The school site will be provided in accordance with the draft developer contribution plan. As noted, under LN (Element 8 R12), primary school sites are generally required to be a minimum of 4ha, although can be reduced to 3.5ha where there is collocation with adjoining POS. However, a formal agreement is required to be entered into between the local government and the education provider to provide a long term commitment to shared recreation facilities. The Department of Education has advised that it is willing to investigate the shared use of facilities with the City of Swan in the form of a shared use agreement.

Accordingly, it is recommended that the structure plan be modified to require that a memorandum of understanding be finalised between the City of Swan and the Department of Education prior to the final endorsement of the structure plan by the WAPC.

A community facility is identified adjacent to the primary school site. A Community and Economic Development Plan (CEDP) has been prepared by the proponent, which makes a number of recommendations including: provision of a 4000m<sup>2</sup> community site co-located with the primary school and local POS; a local multipurpose community centre; walking and cycle paths; embellishment of POS; commercial and economic facilities; and broadband internet access. The structure plan report notes that construction of the local multipurpose community centre will occur at the completion of 30% of the total Caversham cell, or equivalent demand of 637 dwellings. The structure plan is annotated to this effect.

### Developer Contributions

The Caversham urban cell is included as a Development Contribution Area (DCA) under Schedule 13 of LPS No. 17, to provide for the equitable distribution of development costs amongst stakeholders. Land within a DCA requires the preparation and adoption of a Development Contribution Plan (DCP).

Section 2.3.1 of the structure plan report notes that a DCP is currently being prepared by consultant's on behalf of the City of Swan. In this regard a draft DCP has been prepared, covering both the Caversham North structure plan area, and the

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subject Caversham structure plan area. An amendment has been initiated to LPS 17 (Amendment 59) which seeks to replace the current reference to the Caversham structure plan area in Schedule 13, and to introduce the cost sharing arrangements detailed in the draft DCP for Caversham. Amendment 59 was adopted by the City of Swan Council at its meeting on 25 May 2011 and has been forwarded to the WAPC for its consideration and recommendation to the Minister for Planning. The DoP is currently assessing Amendment 59.

Subdivisions within the structure plan area that have been approved under the former early land release framework have included conditions requiring satisfactory arrangements (legal agreement) to be made with the City of Swan for the developer to contribute towards common services and community infrastructure. This practice has been adopted throughout the Swan urban growth corridor in the absence of approved local structure plans. In the event that subdivision applications are received within the Caversham structure plan area before Amendment 59 is finalised, a developer contribution condition similar to those previously applied could be imposed.

### Neighbourhood Centre

A 1.5ha site for a future neighbourhood centre is identified in the north eastern portion of the structure plan. The future centre could incorporate a cafe, a small supermarket and specialty shops. The structure plan notes that the potential for residential accommodation above the shops will be explored. The future centre is well located in close proximity to the Caversham North structure plan area, the primary school and local POS. A detailed area plan (DAP) will be required as a condition of any future subdivision approval. The DAP will address vehicle access and parking, pedestrian amenity, building height and scale, intended land uses, and integration with surrounding land uses.

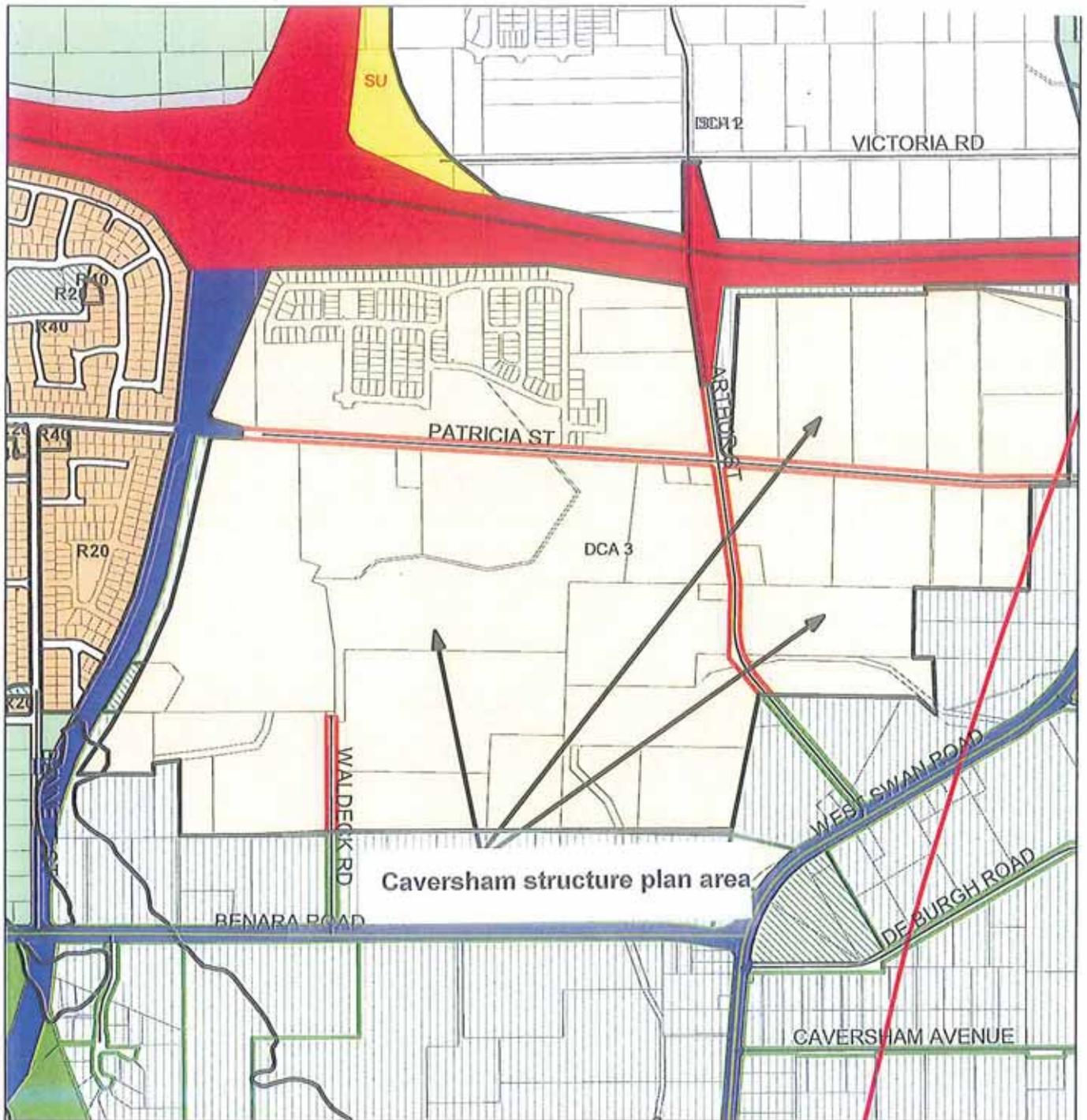
## **CONCLUSION**

The Caversham structure plan proposes an orderly pattern of land use and provides a statutory mechanism for the assessment of subdivision and development. The structure plan is consistent with WAPC policy and practice including the Swan Urban Growth Sub-Regional Structure Plan. Modifications are recommended to ensure compliance with WAPC policy, and address matters outlined in report above. The recommended changes are not considered to fundamentally change the structure plan.

The outcomes provided by the structure plan are generally consistent with those contemplated in the Swan Urban Growth Corridor Sub-Region Structure Plan and with Western Australian Planning Commission policy and practice.

It is recommended that the Western Australian Planning Commission resolve to endorse the Caversham structure plan subject to the modifications listed above.





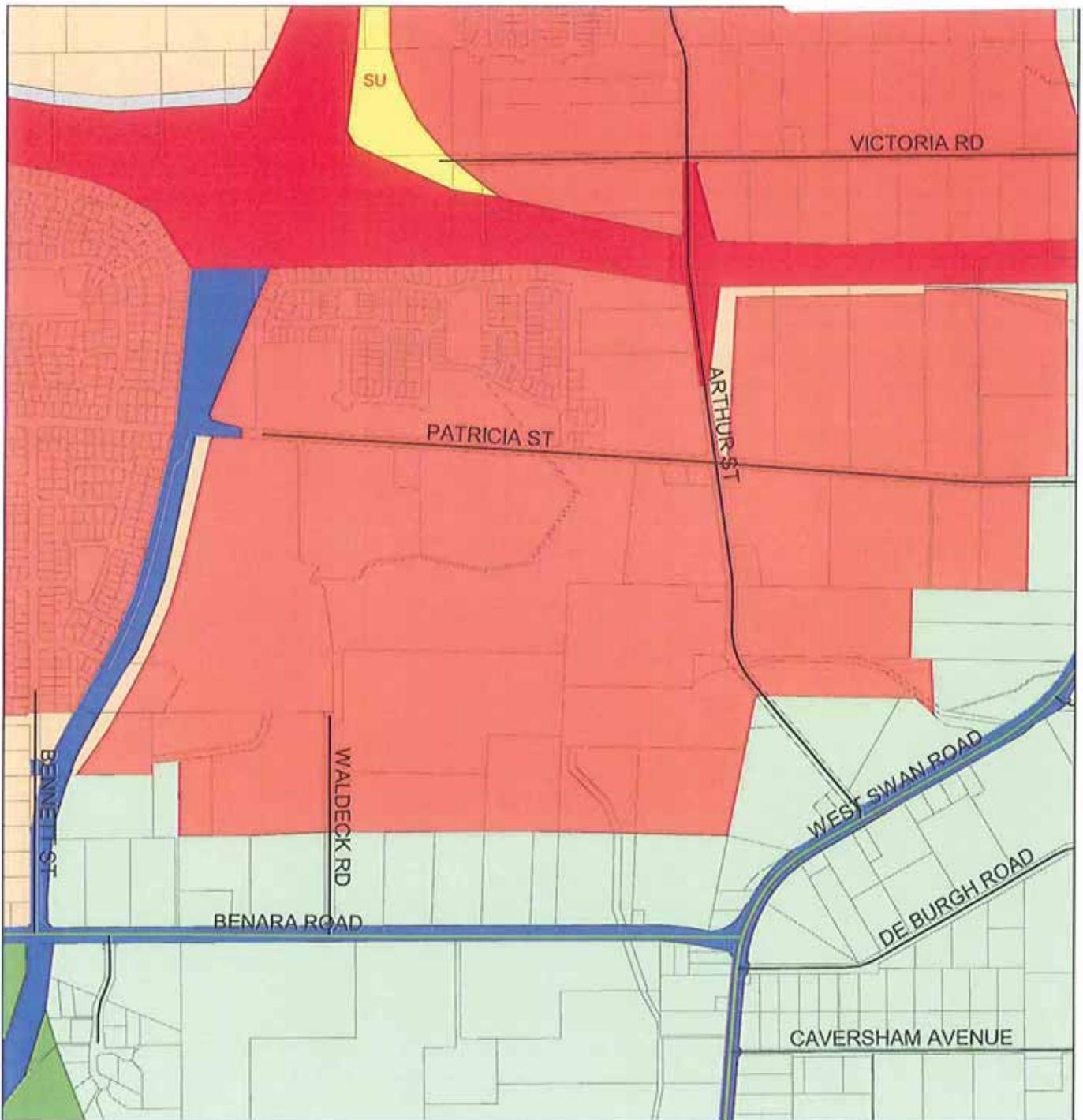
Unclassified Road	MUNICIPAL BOUNDARY	GENERAL RURAL
Urban Arterial	TPS - Scheme Boundaries	PUBLIC PURPOSES
Cadastral with Street Address Number	TPS - R Code Boundaries	RECREATION
Townships	PRIMARY REGIONAL ROADS	RESIDENTIAL
AIRCRAFT NOISE EXPOSURE	OTHER REGIONAL ROADS	RESIDENTIAL DEVELOPMENT
FLOOD PRONE AREA	PARKS & RECREATION	SPECIAL USE
DEVELOPMENT CONTRIBUTION AREA BOUNDARY	RAILWAYS	SWAN VALLEY RURAL
SPECIAL USE AREA	PP - SPECIAL USES	

Scale 1:12,000  
 0 250 m

Prepared by: rcull  
 Prepared for:  
 Date: Thursday, October 13, 2011 09:14  
 Plot Identifier: P20111013\_0914

**DP INTERNAL USE ONLY**

Government of Western Australia  
 Department of Planning



Prepared by: rcull  
 Prepared for:  
 Date: Thursday, October 13, 2011 09:41  
 Plot identifier: P20111013\_0941



Government of Western Australia  
 Department of Planning

**DP INTERNAL USE ONLY**

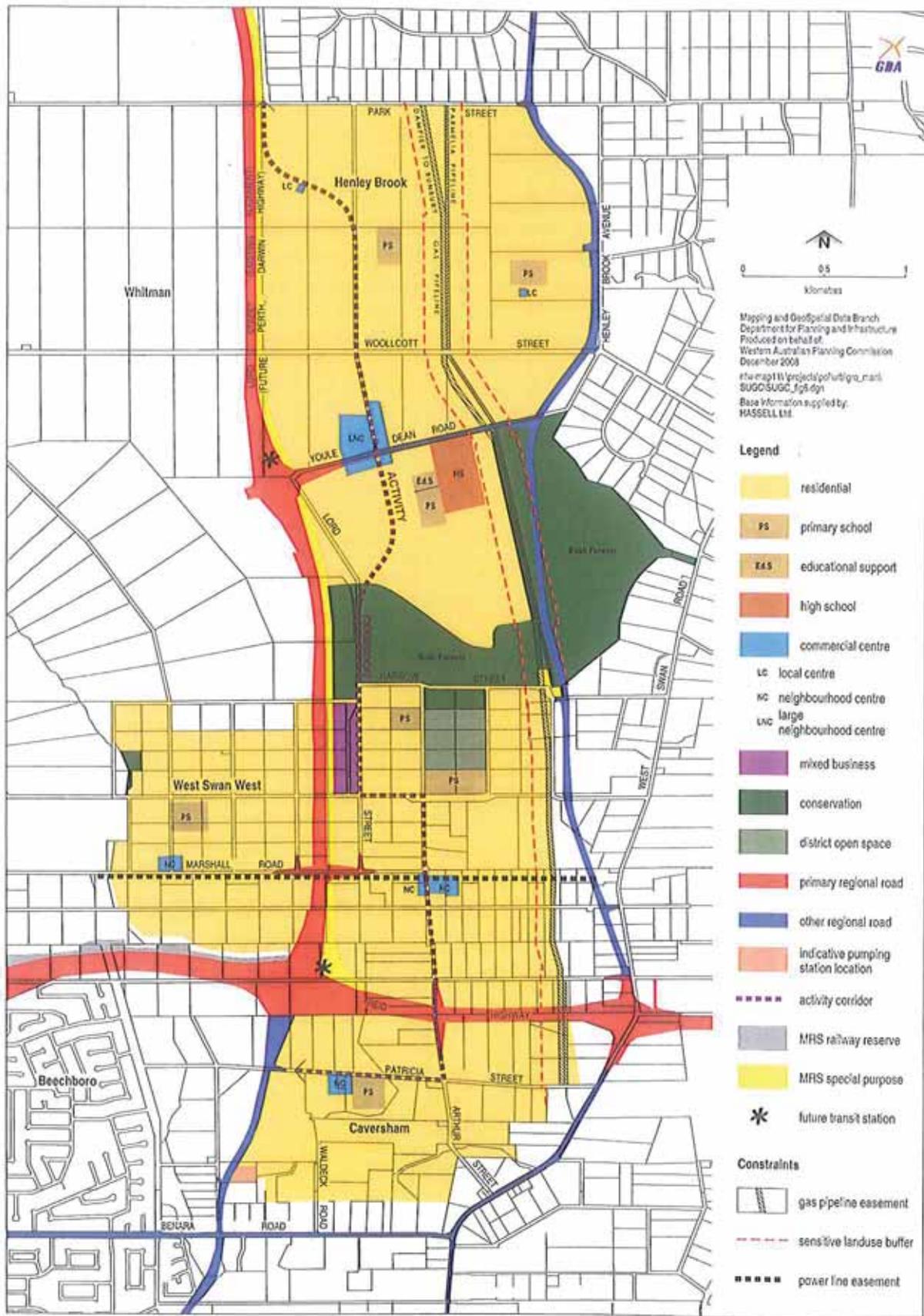


Figure 6: Swan Urban Growth Corridor Sub-Regional Structure Plan

## 5.0 THE MANAGEMENT PLAN

### 5.1 Transition Lots

Based upon the potential emission identified in Section 5, transition lots are recommended to manage the interface between future residential development and adjoining agricultural areas. The DEC has acknowledged the use of transition lots elsewhere in Australia as a suitable interface between agricultural and residential land uses Appendix C.

The special residential transition lots are recommended to be a minimum depth of 85 metres and comprise:

- 55 metre buffer including:
  - a) 2.8 artificial boundary screen to reduce potential dispersion of spray drift from adjoining agricultural activities, installed wholly within the transition lot and maintained by the landowner;
  - b) 6 metre wide strategic access way;
  - c) 2.8 high (apex) bund/wall to reduce potential noise impacts;
  - d) Obligations on the lot owner to maintain the bund and artificial screen;
  - e) Non-habitable building area;
  - f) Provisions excluding construction of structures and incidental buildings in the bund area;
  - g) Where required, a drainage easement consistent with the approved Local Water Management Strategy.

and

- 30 metre deep building envelope allowing construction of a single dwelling subject to Quiet House design and construction requirements which reduce potential amenity impacts from adjoining agricultural areas. Quiet house design requirements include:
  - a) Door / window seals;
  - b) Insulated (40mm thick solid) doors;
  - c) Orientation of outdoor living areas away from noise source;
  - d) Awning style windows;
  - e) Insulated glass; and
  - f) Forced ventilation.

Please refer to Figures 3 and 4 for an illustration of these requirements.

### 5.2 Artificial Screen

Based upon the scientific research undertaken by the University of Queensland, artificial permanent barriers are considered to be highly effective in reducing spray drift dispersion. To be effective, the screen shall be designed and constructed as follows:



Plate 2: Artificial barrier erected along side area to be sprayed

The research concluded:

- In the absence of any form of barrier, spray droplets can drift in excess of 80 metres;
- Natural vegetation (width 20 metres) or artificial barriers can reduce spray drift potential between 60 to 90%; and
- Barriers should achieve a porosity of 50%.

The research provides compelling evidence as to the effectiveness of the proposed TLMP in dealing with spray drift.

Provisions of TLMP	Example	Characteristics (Physical Setback)
<ul style="list-style-type: none"> <li>Minimum 55m setback to transition lot with veg. buffer / artificial screen.</li> </ul>	Barossa Valley	Buffers between 10-40m depending on nature of adjoining land uses and the provision of expert advice.
	Adelaide Hills	40m plus a 20m vegetative stand.
<ul style="list-style-type: none"> <li>Minimum 106m setback to standard dwelling.</li> </ul>	Cessnock	100m setback; or 80m setback with a 30m vegetation buffer.
	Onkaparinga	40m vegetated buffer.
	Lismore	150m setback; or 80m setback with a 30m vegetation buffer.
	Goulburn (NSW)	150m setback; or 80m setback with a 40m vegetation buffer.
	Goulburn Valley	Minimum 50m buffer with vegetation.

The above table demonstrates that the minimum physical separation distance is 40 metres, ranging up to 150m in some examples, which is generally in the range proposed by the TLMP. Onkaparinga also requires for its rural townsite of McLaren Flat that low density residential areas (1000m<sup>2</sup> - 2000m<sup>2</sup>) be located at the periphery of the townsite in order to facilitate an isolation distance.

Recently some scientific research has been undertaken by the University of Queensland to determine the effectiveness of artificial screening to mitigate spray drift. The research examined an existing viticultural operation in Birdwood, South Australia, which utilises mechanical spraying appliances similar to those used in Caversham and the effectiveness of an artificial screen.

The artificial barrier used for this research comprised plastic meshed netting with approximately 47% porosity, extending to a height of 3.6m, supported by wooden posts at 6m intervals. The following plates illustrate the artificial barrier used:

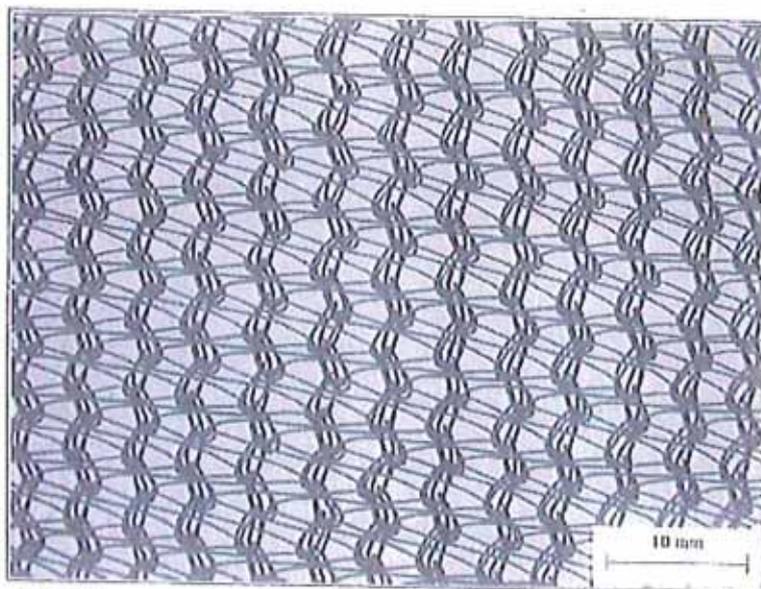


Plate 1: Photograph of the mesh used in the trials

### 4.2.3 Odour

Based upon discussions with the DEC and local operators, odour from fertiliser and sprays is much less of a risk compared to noise and spray drift. The measures put in place to address noise and spray drift are considered to adequately address odour.

Nevertheless in January 2010 Consulting Environmental Engineers was engaged to conduct a formal assessment of odour. The assessment included the survey of adjoining viticultural operators to establish types of sprays used and manner of application (refer Figure 2). The report concluded as follows:

*Overall, our assessment is that the odour risk is minor because (1) the predicted odour levels are low relative to an agricultural background and (2) the frequency is once per month (allowing for the variability in wind direction), for about half the year and (3) the direction is short (only a few minutes per event)*

A copy of the report is attached at Appendix A.

The DEC has concluded that it is unnecessary to conduct further odour modelling.

### 4.3 Review of Best Practice

RPS has conducted an extensive review of existing policy frameworks throughout Australia, specifically as to how the land use interface between rural (viticulture) and urban is managed. The following regions were investigated:

- Barossa Valley (South Australia);
- Adelaide Hills (South Australia);
- Cessnock (New South Wales);
- Onkaparinga (South Australia);
- Lismore (New South Wales);
- Goulburn (New South Wales);
- Goulburn Valley (Victoria); and
- Orange (New South Wales).

The general approach to this issue of land-use separation has been through the introduction of a physical setback and vegetation buffer. The table below summarises the findings in relation to the physical setback:

- Maximum duration is 3 hours, on average 1 hour; and
- Spraying mostly in the morning in order to avoid wind dispersion.

Based upon the above assessment of activity, spray drift is not considered to be a serious issue.

The Department of Health has recently provided 'in principle support' for the use of spatial buffers incorporating vegetative screening to mitigate the potential impacts of spray drift. A copy of the Department's advice is provided at Appendix B. More recently the Department has also supported the use of artificial screens discussed below.

#### 4.2.2 Noise

A detailed Noise Impact Assessment was conducted by Lloyd George Acoustics (2006) with further review and analysis in 2008 (Refer Part C2 of the LSP Report). The assessment comprised the following key components:

- Survey and measurement of existing equipment in the area;
- Modelling in accordance with EPA guidelines;
- Prediction of noise levels at distance; and
- Provision of recommendations.

In summary, the study identified four main noise sources from viticulture activities including:

- Spraying equipment;
- Tractor;
- Bird scarers; and
- Grape crushers.

On review by Lloyd Acoustics, noise issues associated with bird scarers and grape crushers were dismissed on the basis that both of these noise sources are only implemented at the Pinelli Vineyard, and that the bird scarer is used occasionally (and its use can be managed by adherence to the EPA's Best Practice Guidelines for Bird Scaring in Orchards). The grape crusher is housed within a shed and consequently determined by Lloyd Acoustics to be an unlikely source of significant noise. Tractor noise was dismissed by Lloyd Acoustics as it is exempt from the *Environmental Protection (Noise) Regulations 1997*. Lloyd Acoustics determined that the likely source of potential noise is from fan and blower type vine sprayers.

In order to address noise issues Lloyd George acoustics recommend the following measures:

- Separation distances;
- Noise attenuation bund / walls; and
- Quiet house design requirements.

## 4.0 LAND USE INTERFACE

### 4.1 Overview

In 2006 RPS Environment and Lloyd George Acoustics were engaged to examine land use interface issues between residential development envisaged by the proposed Caversham LSP and adjoining rural uses including viticulture. Copies of their respective reports are appended to the Caversham LSP. Further investigations into the land use interface issues were undertaken by Consulting Environmental Engineers who were engaged to assess odour risks arising from adjoining viticultural operations (refer Appendix A). In reviewing the nature of surrounding land use, RPS Environment and Lloyd Acoustics identified noise and spray drift emissions from existing and future viticultural uses as requiring consideration in terms of the potential to conflict with future residential development.

During the last two years RPS Environment and Lloyd George Acoustics have worked closely with the Department of Environment and Conservation (DEC) and the City of Swan to determine likely emissions from adjoining operations and an appropriate management response. The development of a 'Transition Lot Area' as an interface between existing rural uses and future residential development is a key recommendation arising from their work which is outlined as follows.

### 4.2 Potential Emissions

#### 4.2.1 Spray Drift and Dust

Part 7 of the Environmental Assessment Report (EAR) prepared by RPS Environment (refer Part C2 of the LSP Report), addresses the potential impacts of adjoining viticultural activity upon future urban development in Caversham. Spray drift of chemical herbicides and pesticides associated with the viticulture has the potential to impact upon the amenity of future residential areas.

In assessing the potential impacts of spray drift from adjoining viticulture, RPS Environment noted the following:

- The impact of spray drift rapidly decays over distance (refer page 37);
- Local wind patterns have a significant bearing on the dispersion of chemical sprays. Based upon prevailing local wind conditions the impact of spray drift is low (refer page 39); and
- Based upon national research vegetation barriers are particularly effective in containing drift. More recently research has also confirmed the effectiveness of artificial barriers in managing the dispersion of spray (refer section 4.3 below).

In January 2010, adjoining viticulture operators were surveyed to determine the nature of spraying activity. The following can be summarised:

- Maximum number of spraying days per annum 14, on average 8;

- Minimum height of 2.8 metres;
- Screen to be achieve minimum 50% porosity;
- Be constructed of durable material preferably stainless steel mesh;
- Be structurally sound through the provision of appropriately designed footings;
- Be located wholly within the transition lot.

Specifically an aperture width of 3mm is recommended to achieve the minimum required porosity of 50% (Refer Appendix D). The artificial barrier will be subject to Development Approval by the City of Swan.

### 5.3 Development Provisions

Development shall be in accordance with the provisions prescribed on Plans 1 to 4 of Figure 5 in addition to the requirements of the Codes.

### 5.4 Vegetation

In some cases future lot owners may wish to establish planting on the bund. It is important that the type of vegetation does not attract pests which may threaten adjoining agricultural operations. A species typology has been determined and is attached at Appendix E. The determined species exhibit the following characteristics:

- Drought tolerance,
- Low maintenance,
- Aesthetically pleasing,
- Do not attract pests that could impact upon adjoining agricultural operations, and
- Native species.

### 5.5 Implementation

The subject land is zoned "Residential Development" and is subject to the provisions of Clause 5A.1. of Local Planning Scheme 17.

Clause 5A.1.3 of the Scheme requires all subdivision and development to be consistent with a Structure Plan which has been approved and endorsed by Council and the Western Australian Planning Commission and the TLMP is an annexure to the Caversham LSP (ODP-150).

A total of 4 Transition Lot Management Plan diagrams have been prepared for the transition area (Refer Figure 5 (Plans 1 – 4)) The Caversham LSP requires all subdivision and development within the transition area to be in accordance with the provisions of the TLMP.

### 5.5.1 Maintenance and Contingency

The subdivider will be responsible for installing and initially maintaining the bund and artificial screen for a period prescribed by the City of Swan. This will be subject to a legal agreement prepared by the City of Swan's solicitor to ensure that the agreed planning instruments of the TLMP will be carried out at the time of subdivision. Failure of the subdivider to implement the requirements of the TLMP will result in the City not being able to issue clearance for the subdivision.

Ultimately maintenance responsibility will fall on the subsequent lot owner which is consistent with best practice. Maintenance will be enforced via a Covenant. The covenant will be drafted by the City of Swan's solicitor and will be registered on the Certificates of Title, with the requirement enforced via a condition of subdivision approval.

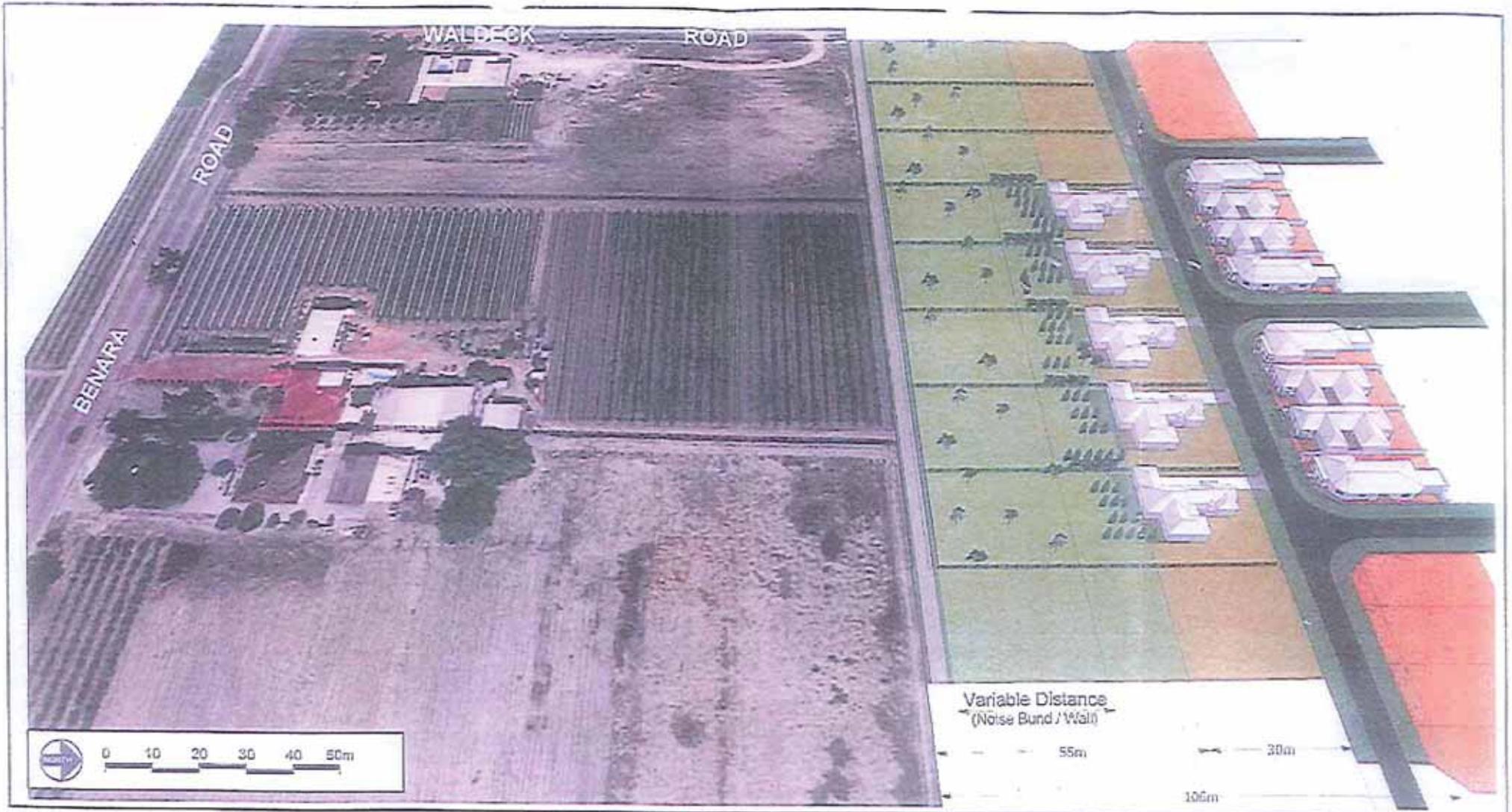
The City of Swan's solicitor, McLeods, have prepared an advice letter with relation to the above, confirming the most appropriate means to protect the City's interests in respect of the transition lots. This advice is included at Appendix F.

### 5.5.2 Staging of Subdivision

The Caversham LSP includes a staging plan for future subdivision (Refer Figure 2). Areas adjoining agricultural operations to the south and east are designated as stages 3a & 4a. The Caversham LSP outlines the following provision:

*Clearance of subdivision within 150m of lots containing viticulture (Lots 101, 103, 4 and 9 Benara Road, Caversham) within the Caversham Local Structure Planning area will not be finalised (deposited plan) until the vineyards are removed.*

The plan provides separation of 150 metres between adjoining operations and future residential subdivision.



**TRANSITION LOT 3D PERSPECTIVE**

Areas and dimensions shown are subject to final survey calculations.  
 All cartageways are shown for illustrative purposes  
 only and are subject to detailed engineering design.

Property Description  
**CAVERSHAM**

Caversham Main Landowners Group : CLIENT  
 N.T.S.044 : SCALE  
 2 May 2011 : DATE  
 2005\_3-G-003b.dgn : PLAN No.  
 b : REVISION  
 L.R. : PLANNER  
 L.W. : DRAWN  
 - : CHECKED



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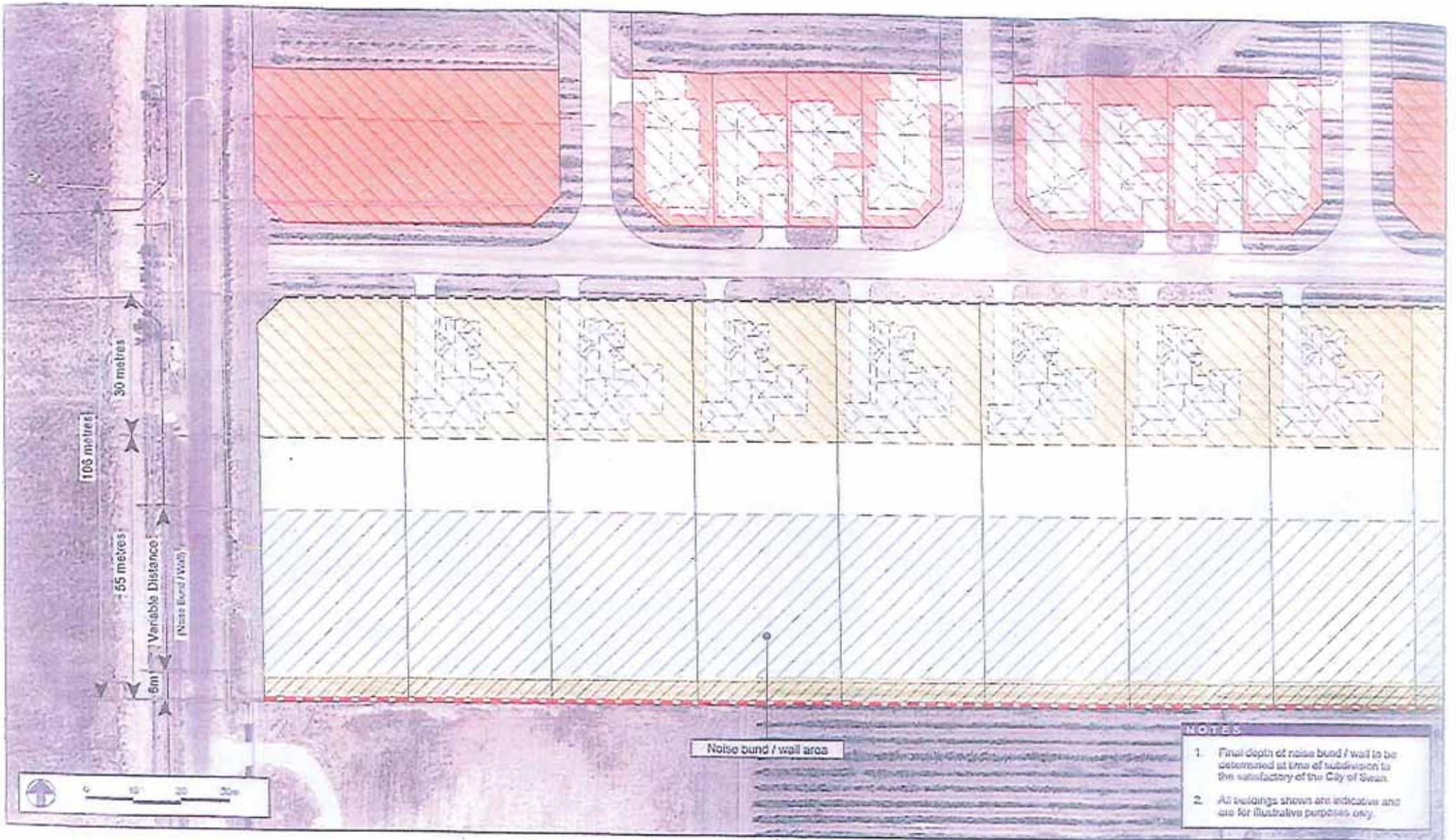
RPS Environment and Planning Pty Ltd  
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**FIGURE 3**



- NOTES**
1. Final depth of noise bund / wall to be determined at time of subdivision to the satisfaction of the City of Swan.
  2. All buildings shown are indicative and are for illustrative purposes only.

**TRANSITION LOTS  
CAVERSHAM**

**LEGEND**

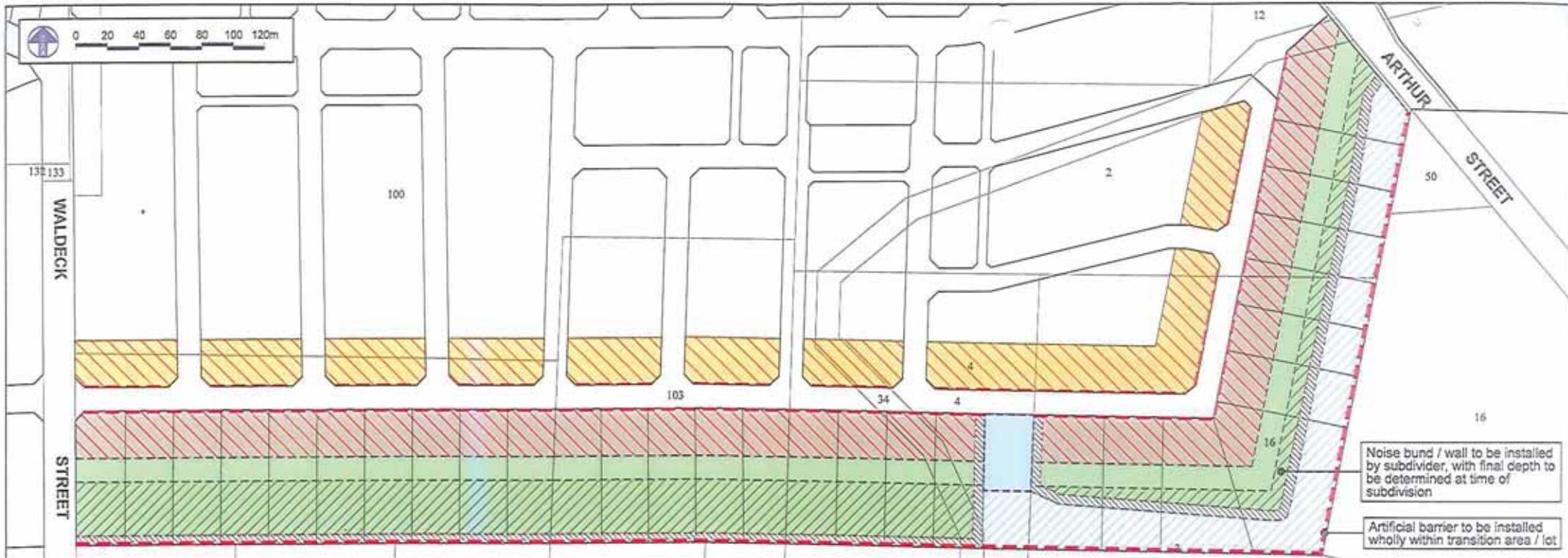
- Artificial barrier
- Primary dwelling orientation
- Residential transition lots
- 6m strategic access track
- Non motorable building
- Building envelope (special residential)
- 4m strategic access track
- Building Exclusion Area
- Quiet house design

Caversham Neighbourhood Group - CLIENT  
 1750A2 - SCALE  
 27 April 2023 - DATE  
 RPS - DRAWING NO. - DRAWING NO.  
 R - REVISION  
 L.S. - PLANNER  
 M.T. - SURVEYOR  
 C - CHECKS

RPS Environment and Planning Pty Ltd  
 ACN 533 646 977  
 ABN 43 124 591 577  
 100 Duncraig Drive, Suite 100A  
 Duncraig WA 6009  
 T +61 8 9471 5511

FIGURE 1





Noise bund / wall to be installed by subdivider, with final depth to be determined at time of subdivision

Artificial barrier to be installed wholly within transition area / lot

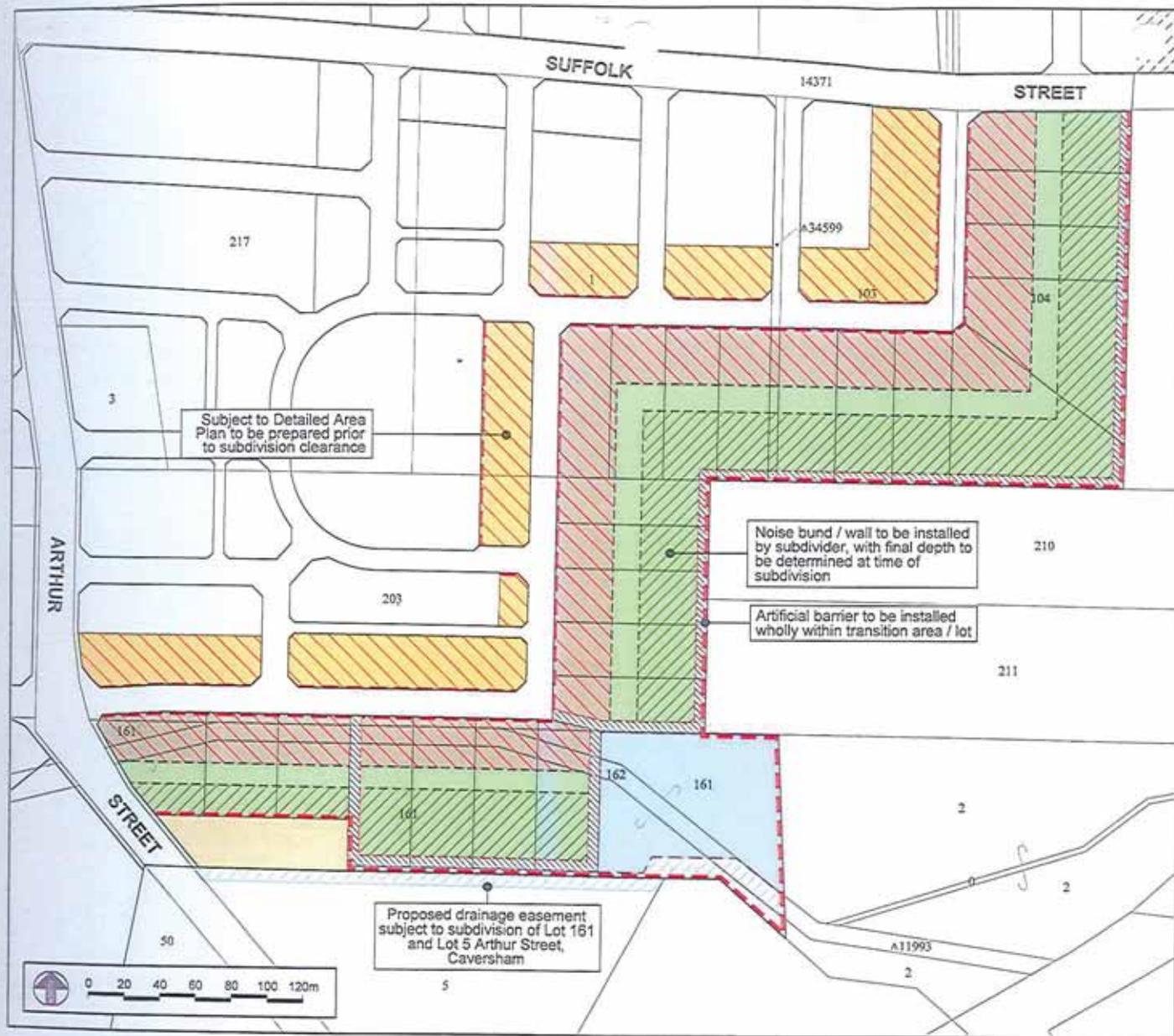
### TRANSITION AREA - PLANNING REQUIREMENTS

Transition Area - Planning Requirements	1. Residential & Land Use Features	2. Noise and Vibration	3. Other
<p><b>1. Subdivision Criteria</b></p> <ul style="list-style-type: none"> <li>1.1. The subdivision must be in accordance with the provisions of the Subdivision Act 1988 and the provisions of the Subdivision Regulations 2015.</li> <li>1.2. The subdivision must be in accordance with the provisions of the Subdivision Act 1988 and the provisions of the Subdivision Regulations 2015.</li> <li>1.3. The subdivision must be in accordance with the provisions of the Subdivision Act 1988 and the provisions of the Subdivision Regulations 2015.</li> </ul>	<p><b>1.1. Residential &amp; Land Use Features</b></p> <ul style="list-style-type: none"> <li>1.1.1. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> <li>1.1.2. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> <li>1.1.3. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> </ul>	<p><b>2. Noise and Vibration</b></p> <ul style="list-style-type: none"> <li>2.1. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> <li>2.2. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> <li>2.3. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> </ul>	<p><b>3. Other</b></p> <ul style="list-style-type: none"> <li>3.1. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> <li>3.2. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> <li>3.3. All buildings must be in accordance with the provisions of the Building Act 2011 and the Building Regulations 2012.</li> </ul>



CAVERSHAM TRANSITION LOT MANAGEMENT PLAN - Plan 2 of 4  
CAVERSHAM

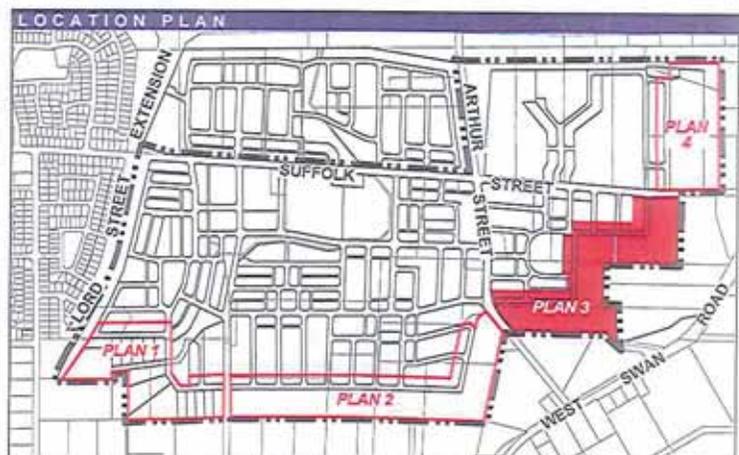
<p>Base data supplied by Landgate. Accuracy +/- 4m. Projection MGA Zone 50.</p> <p>Notes and dimensions shown are subject to final survey calculations. All easements are shown for illustrative purposes only and are subject to detailed engineering design.</p>	<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Primary building orientation</li> <li>Artificial barrier</li> <li>Residential transition lots</li> <li>Building envelope (special residential transition lots)</li> <li>Non habitable building area</li> <li>Quiet house design</li> <li>Building exclusion area</li> <li>6m strategic access easement</li> <li>Proposed drainage easement (see ODP150 and LWMS)</li> </ul>	<p>CLIENT: 1.2.500(043) SCALE: 29 April 2011 DATE: 2905_3-4-000a.dgn PLAN No: REVISION: PLANNER: L.R. DRAWN: R.F. CHECKED: +</p>	<p>RPS Environment and Planning Pty Ltd ACN 108 680 977 ABN 45 108 680 977 PO Box 405 Subiaco WA 6004 38 Station Street Subiaco WA 6008 T +61 8 9211 1111 F +61 8 9211 1122</p>	<p>FIGURE 6</p>
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### TRANSITION AREA - PLANNING REQUIREMENTS

**Transition Area Planning Requirements**

- 1. Subdivision Criteria**
  - a. Choice of subdivision within 100m of existing residential (Zone R1, R2) or 1st Avenue Road Corridor within the Caversham Local Government Plan area to be subject to a Detailed Area Plan and to be subject to a Detailed Area Plan.
  - b. Subdivision shall be in accordance with the Caversham Local Government Plan and subject to the Caversham Local Government Plan.
  - c. In the event of a subdivision, the Council will require the subdivision to be subject to a Detailed Area Plan.
  - d. A Detailed Area Plan must be submitted to the Council for its consideration and approval. The Council may require the subdivision to be subject to a Detailed Area Plan. The Council may require the subdivision to be subject to a Detailed Area Plan.
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  - z. The Council may require the subdivision to be subject to a Detailed Area Plan.
- 2. Development of Land Use Provisions**
- 3. Artificial Barrier**
- 4. Noise Bund**
- 5. Drainage Easement**
- 6. Building Orientation**
- 7. Building Exclusion Area**
- 8. Building Envelope**
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- 97. Building Exclusion Area**
- 98. Building Exclusion Area**
- 99. Building Exclusion Area**
- 100. Building Exclusion Area**



CAVERSHAM TRANSITION LOT MANAGEMENT PLAN - Plan 3 of 4  
CAVERSHAM

Base data supplied by Landgate.  
Accuracy +/- 4m. Projection MGA Zone 50.  
Areas and dimensions shown are subject to final survey calculations.  
All cartageways are shown for illustrative purposes only and are subject to detailed engineering design.

LEGEND			
	Primary building orientation		Non habitable building area
	Artificial barrier		Proposed drainage lot (see ODP150 & LWMS)
	Residential transition lots		Quiet house design
	Homestead lot		Building exclusion area
	Building envelope (special residential transition lots)		6m strategic access easement
			Proposed drainage easement (see ODP150 and LWMS)

CLIENT: 12,500(0)A3  
DATE: 20 April 2011  
PLAN No: 2065\_3-4-005a.dgn  
REVISION: a  
PLANNER: L.R.  
DRAWN: R.F.  
CHECKED: +

RPG (Environment and Planning Pty Ltd)  
ACN 108 050 977  
ABN 45 108 050 977  
PO Box 465 Subiaco WA 6004  
38 Station Street  
Subiaco WA 6008  
T +61 8 9211 1111  
F +61 8 9211 1111  
W rpggroup.com.au

FIGURE 5



An acoustic barrier is to be installed at the subdivider's expense on the side boundary and cannot be subsequently reduced in height.

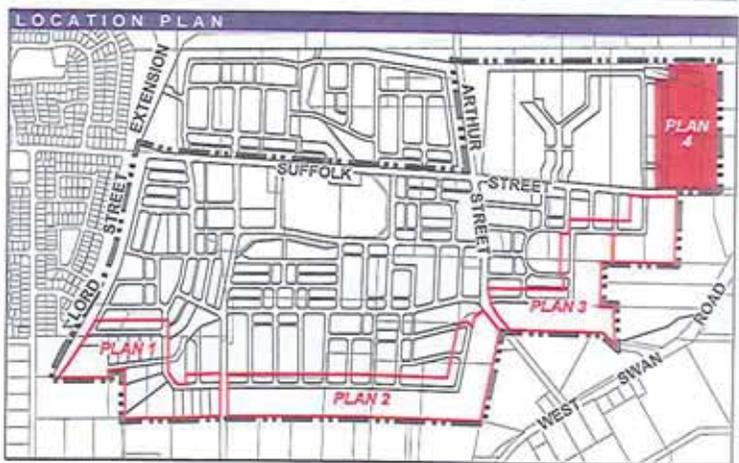
Noise bund / wall to be installed by subdivider, with final depth to be determined at time of subdivision

Artificial barrier to be installed wholly within transition area / lot

### TRANSITION AREA - PLANNING REQUIREMENTS

**General Area Planning Requirements**

- 1. Subdivision Criteria**
  - 1.1. Compliance with the provisions of the Resource Management Act 1991, the Resource Management Act 1991 Regulations, the Resource Management Act 1991 (General) Regulations, the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).
  - 1.2. Compliance with the provisions of the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).
  - 1.3. Compliance with the provisions of the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).
- 2. Planning Requirements**
  - 2.1. Compliance with the provisions of the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).
  - 2.2. Compliance with the provisions of the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).
- 3. Development of Land Use Provisions**
  - 3.1. Compliance with the provisions of the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).
  - 3.2. Compliance with the provisions of the Resource Management Act 1991 (General) Regulations (as amended), and the Resource Management Act 1991 (General) Regulations (as amended).



CAVERSHAM TRANSITION LOT MANAGEMENT PLAN - Plan 4 of 4  
CAVERSHAM

### LEGEND

Base data supplied by Landgate. Accuracy +/- 4m. Projection MGA Zone 50.	Primary building orientation	Non habitable building area	Road Widening
Areas and dimensions shown are subject to final survey calculations. All cartways are shown for illustrative purposes only and are subject to detailed engineering design.	Artificial barrier	Proposed drainage lot (see ODP15D & LWMS)	75m residential setback to D.B.N.G.P. and P.G.P. easement (as per W.A.P.C. Planning Bulletin No. 87)
	Noise attenuation	Quiet house design	6m strategic access easement
	Residential transition lots	Building exclusion area	Existing gas pipeline easement
	Building envelope (special residential transition lots)	Building exclusion area subject to WAPC Planning Bulletin No.87	

<p>CLIENT</p> <p>SCALE</p> <p>DATE</p> <p>PLAN No</p> <p>REVISION</p> <p>PLANNER</p> <p>DRAWN</p> <p>CHECKED</p>	<p>RPS Environment and Planning Pty Ltd</p> <p>ACN 108 080 977</p> <p>ABN 45 168 650 977</p> <p>PO Box 485 Subiaco WA 6004</p> <p>38 Station Street</p> <p>Subiaco WA 6008</p> <p>T +61 8 9211 1111</p> <p>F +61 8 9211 1120</p> <p>E info@rps.com.au</p>	<p>FIGURE 5</p>
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## ITEM NO: 9.4

### DEVELOPMENT APPLICATION FOR THE DEMOLITION OF A SINGLE STOREY DWELLING AND CONSTRUCTION OF A REPLACEMENT TWO STOREY DWELLING - LOT 323 STARLING STREET HAMILTON HILL

<b>WAPC OR COMMITTEE:</b>	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Manager Metro Planning South West
AUTHORISING OFFICER:	A/Executive Director - Perth and Peel Planning Division
AGENDA PART:	G
FILE NO:	23-50395-1
DATE:	3 October 2011
ATTACHMENT(S):	Attachment 1 - Location/Zoning Plan Attachment 2 - Development Plans Attachment 3 - Roe Highway Extension Stages
REGION SCHEME ZONING:	Primary Regional Roads and Urban
LOCAL GOVERNMENT:	City of Cockburn
LOCAL SCHEME ZONING:	No zone and Residential R20
LGA RECOMMENDATION:	Conditional Support
REGION DESCRIPTOR:	Perth Metro South West
RECEIPT DATE:	15th August 2011
PROCESS DAYS:	49
APPLICATION TYPE:	Development
CADASTRAL REFERENCE:	Lot 323 Starling Street Hamilton Hill

#### RECOMMENDATION:

***That the Western Australian Planning Commission resolves to refuse the development application to demolish a single storey dwelling and construction of a replacement two storey dwelling at Lot 323 Starling Street Hamilton Hill for the following reasons:***

- 1. the subject land is largely reserved 'Primary Regional Roads' (Roe Highway) in the Metropolitan Region Scheme. The proposed residential development is inconsistent with this reservation;***
- 2. the proposed development is contrary to the orderly and proper planning for the Roe Highway Stage 9.***

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## SUMMARY

The proposed development is for the demolition of a single storey dwelling and construction of a replacement two storey dwelling. In accordance with the Instrument of Delegation (DEL 2010/01) Powers of Local Governments (MRS) Schedule 1b the City of Cockburn has referred the application to the WAPC for determination following receipt of an objection from the Department of Transport which is at variance with their recommendation of conditional support.

The application has been forwarded to the Statutory Planning Committee for determination in accordance with the Instrument of Delegation (DEL 2010/02) Powers of Officers Schedule 7 (7.1) given that it is recommended that the WAPC refuse the application this being at variance with the recommendation of the City of Cockburn who support the development subject to conditions.

## LEGISLATION / STRATEGIC PLAN / POLICY:

### Legislation

Section:

*Planning and Development Act 2005*

Part 10 Division 5 Section 162

### Strategic Plan

Strategic Goal:

Goal 2 : Planning

Outcomes:

Planned Local Communities Developing a sense of place

Strategies:

Develop connected and accessible communities

### Policy

Number and/or Name:

State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning

Directions 2031

Development Control Policy 1.2 - Development Control General Principles

## INTRODUCTION:

This application is for the demolition of single storey dwelling and construction of a replacement two storey dwelling at a cost of \$254,449 at Lot 323 Starling Street Hamilton Hill (**Attachment 1** - Location/Zoning Plan, **Attachment 2** - Development Plans).

The subject land is reserved 'Primary Regional Roads' (for the Roe Highway) with a minor portion zoned 'Urban' under the Metropolitan Region Scheme (MRS). The 'Urban' portion is zoned 'Residential R20' under the City of Cockburn Town Planning Scheme No.3 (TPS).

### Statutory Governance

Instrument of Delegation (DEL 2010/01) delegated the power to determine development applications which fall within regional road reserves to local governments. The development application is within the 'Primary Regional Road '

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reserve and the City of Cockburn following referral to public authorities received an objection from the Department of Transport. This objection is at variance to the City recommendation of conditional support and in accordance with Schedule 1b the development application is required to be referred to the WAPC for determination under the MRS.

Clause 30 of the MRS requires the WAPC to have regard to the following factors when determining a development application:-

1. the purpose for which the land is zoned or reserved under the Scheme;
2. the orderly and proper planning of the locality; and
3. the preservation of amenities of the locality.

### **CONSULTATION:**

The City of Cockburn has no objections to the proposal and recommends conditions in respect of stormwater drainage, boundary fencing and construction times.

Department of Transport and Main Roads WA object to the development proposal on the basis that it is inconsistent with the purpose of the lands reservation 'Primary Regional Roads'. Whilst this section of the Roe Highway is under review the proposed regional road design concepts still require the whole of the reservation in this location.

### **COMMENTS:**

#### Purpose of the Reservation

The State Government has a long standing commitment to the Roe Highway as a strategic transport route from Midland to the Port of Fremantle. The Roe Highway has been developed in stages with the most recent, Stage 7, completed in 2006. Stage 8 is currently progressing through the planning and formal approvals process. This process is expected to conclude in late 2012. The subject land is located within Stage 9, which is under review, and dependant on Stage 8 (**Attachment 3 - Roe Highway Stages**).

Whilst the construction of the Roe Highway at this location is currently undetermined and is subject to obtaining various approvals the road reservation is still required and constitutes a critical regional transport linkage in the overall regional road network. DC Policy 1.2 Development Control General Principles main objective is to protect the integrity and purpose of the reservation under the MRS. The construction of a new dwelling is clearly inconsistent with the purpose of the reservation which is to accommodate planned regional level traffic movements.

#### Proper and Orderly Planning and Preservation of Amenities of the Locality

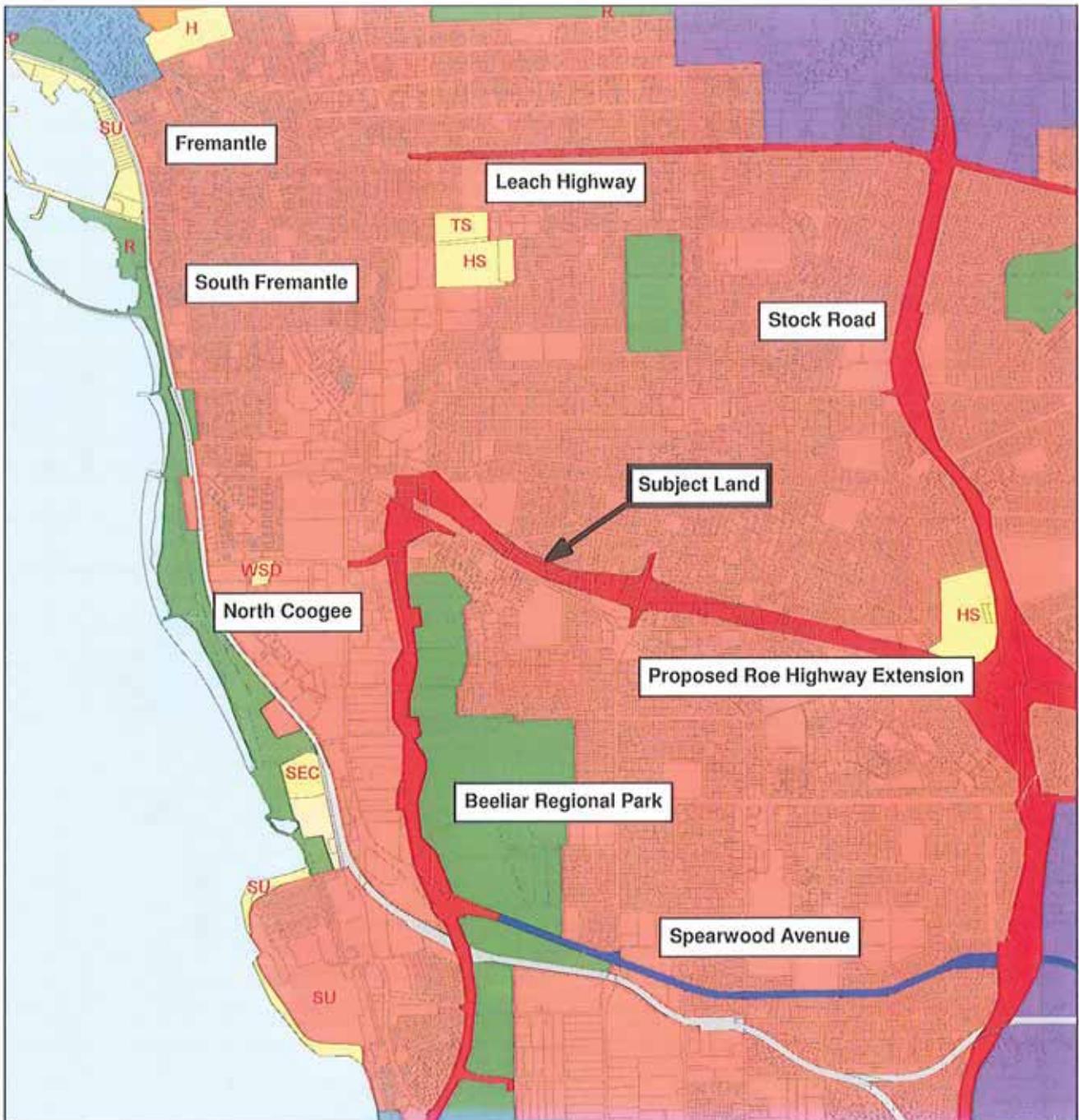
The proposed development does not accord with the objectives, intent and planning direction of WAPC higher order strategies such as Directions 2031 and State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning. One of the main objectives is to protect major transport corridors

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and freight operations from incompatible urban encroachment. In this respect the strategically important future transport corridor (Roe Highway extension) for the locality. Whilst the amenities of the locality are preserved the proposed development is contrary to the orderly and proper planning of the locality and is not in the public interest.

**CONCLUSION:**

The proposed development is inconsistent with the Metropolitan Region Scheme reservation, WAPC planning instruments and the strategic planning for the area. The proposed development is not supported and refusal for the above reasons is recommended.



Cadastre	WATERWAYS	PP - TECHNICAL SCHOOL
URBAN	PARKS & RECREATION	PP - CAR PARK
URBAN DEFERRED	PARKS & RECREATION RESTRICTED	PP - STATE ENERGY COMMISSION
CENTRAL CITY AREA	RAILWAYS	PP - SPECIAL USES
INDUSTRIAL	CIVIC & CULTURAL	PP - WATER AUTHORITY OF W A
PRIMARY REGIONAL ROADS	PP - HOSPITAL	
OTHER REGIONAL ROADS	PP - HIGH SCHOOL	

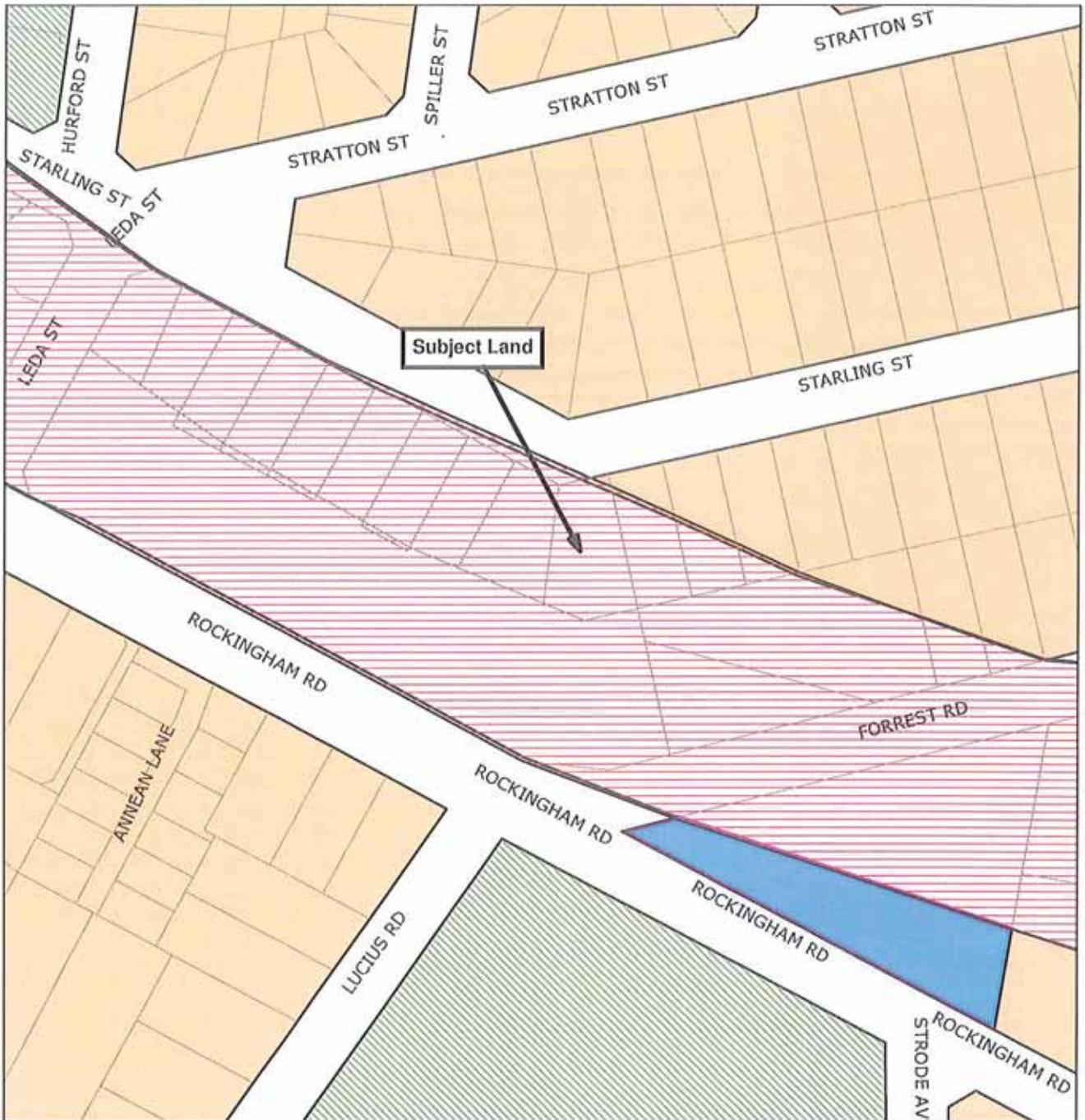
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0 0.5 km

Prepared by: fpagecroft  
Prepared for:  
Date: Friday, September 23, 2011 14:18  
Plot identifier: P20110923\_1418

**DP INTERNAL USE ONLY**



Lot 323 Starling Street  
Hamilton Hill  
WAPC 23-50395-1



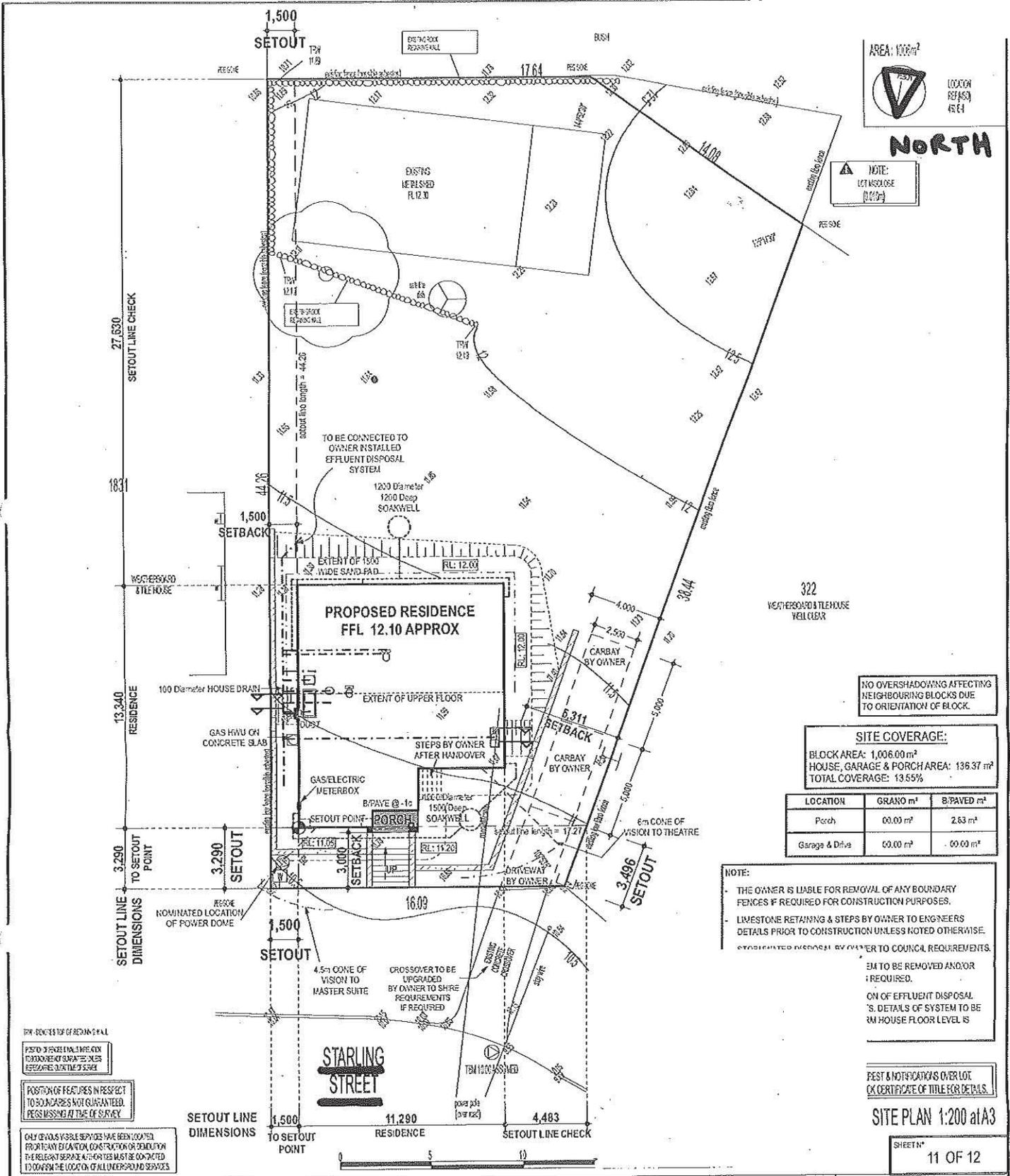
Scale 1:1,913  
 0 50 m

Prepared by: fpagecroft  
 Prepared for:  
 Date: Tuesday, September 27, 2011 15:25  
 Plot Identifier: P20110927\_1525

**DP INTERNAL USE ONLY**

Government of Western Australia  
 Department of Planning

Lot 323 Starling Street  
 Hamilton Hill  
 WAPC 23-50395-1



**SITE COVERAGE:**

BLOCK AREA: 1,006.00 m<sup>2</sup>  
 HOUSE, GARAGE & PORCH AREA: 136.37 m<sup>2</sup>  
 TOTAL COVERAGE: 13.55%

LOCATION	GRASS m <sup>2</sup>	B-PAVED m <sup>2</sup>
Porch	00.00 m <sup>2</sup>	2.63 m <sup>2</sup>
Garage & Drive	00.00 m <sup>2</sup>	00.00 m <sup>2</sup>

**NOTE:**

- THE OWNER IS LIABLE FOR REMOVAL OF ANY BOUNDARY FENCES IF REQUIRED FOR CONSTRUCTION PURPOSES.
- LIVESTONE RETAINING & STEPS BY OWNER TO ENGINEERS DETAILS PRIOR TO CONSTRUCTION UNLESS NOTED OTHERWISE.
- STABILISED RESOIL BY OWNER TO COUNCIL REQUIREMENTS.
- EM TO BE REMOVED AND/OR REPAIRED.
- ON OF EFFLUENT DISPOSAL. DETAILS OF SYSTEM TO BE SHOWN ON HOUSE FLOOR LEVELS.

POST & NOTIFICATIONS OVER LOT BY CERTIFICATE OF TITLE FOR DETAILS.

SITE PLAN 1:200 at A3

SHEET # 11 OF 12

ONLY OBVIOUS VISIBLE SERVICES HAVE BEEN LOCATED. PROVISIONARY OR CASUAL CONSTRUCTION OR DEMOLITION FOR THE RELEVANT SERVICE AUTHORITIES MUST BE CONSIDERED TO DETERMINE THE LOCATION OF ALL UNDERGROUND SERVICES.

**SURVEYOR SITE INSPECTION REPORT**

ELECTRICITY	OVERSEEN	DATE	NOT SIGHTED
PHONE	YES (initials)	DATE	YES (initials)
SEWERAGE	YES (NO FUNCTION TO GO)		
ROAD	BY OWNER		
WATER	BY OWNER (initials)		
FOOTPATH	NIL		
VEGETATION	LIGHT GRASS & HERBS, TREES		
SOIL	SAND		
WATER	NIL		
SEWER	RECOVERED		
REMARKS	CHECK SPREADER		

**NOTES**

Allow detail from information supplied by Meter Corporation, Speed of Information Management, Poles & the Services site or Meter Corp. EPLAN.

Block located on the Plan 1 (Reference from the Council).

**TITLE DETAILS**

LOT NO: P1323    DTG: 2027  
 PLAN: 6719(4)    FOL: 163

**LEGEND**

- WATER
- POWER DOME
- PHONE
- CONCRETE
- SEE ENTRY
- SETBACK
- PLAN
- STREET LIGHT
- WATER METER
- DRAINAGE
- GRAVEL DRIVE
- POWERSHAFT
- RECOVERED
- TREE
- WARRANT
- STOP VALVE
- SEWERAGE
- SEWERAGE
- SEWERAGE
- WATER TAP
- WATER TAP

R.G. LESTER & ASSOCIATES  
 LICENSED LAND ENGINEERS SURVEYORS

SHORTWOOD BEACH PAVILION  
 100/101 SHORTWOOD BEACH RD  
 NORTH BEND, VIC 3175  
 PH: 03 9533 1111  
 FAX: 03 9533 1112  
 RL: 03 9533 1113  
 RL: 03 9533 1114  
 RL: 03 9533 1115

PERCEPTIONS

CLIENT: BYASS

JOB No: 78085

STREET ADDRESS: #31 STARLING STREET, HAMILTON HILL

CITY OF COCKSHAW

CLIENT: [Redacted]

DATE: 12 AUG 2011

CLIENT: [Redacted]

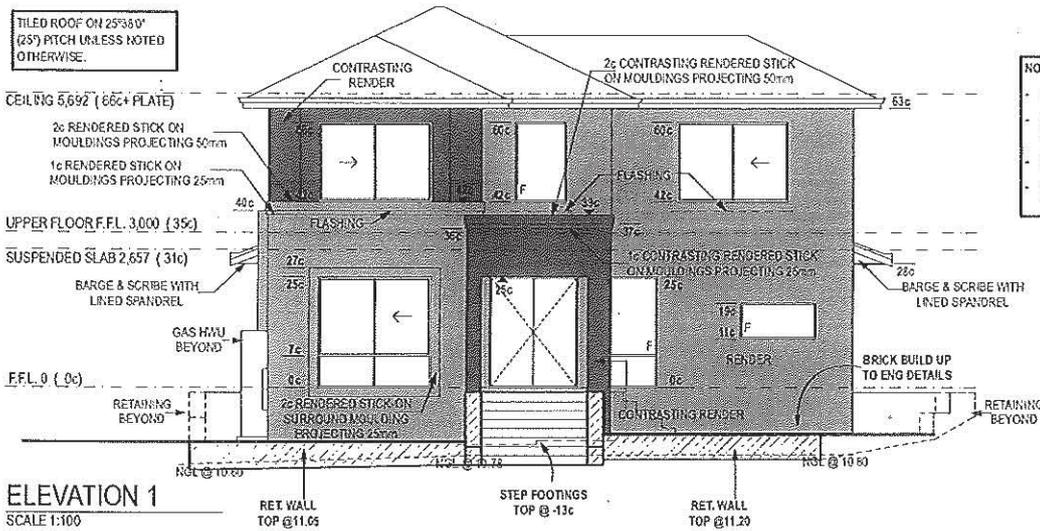
DATE: [Redacted]

BUILDER: [Redacted]

DATE: [Redacted]

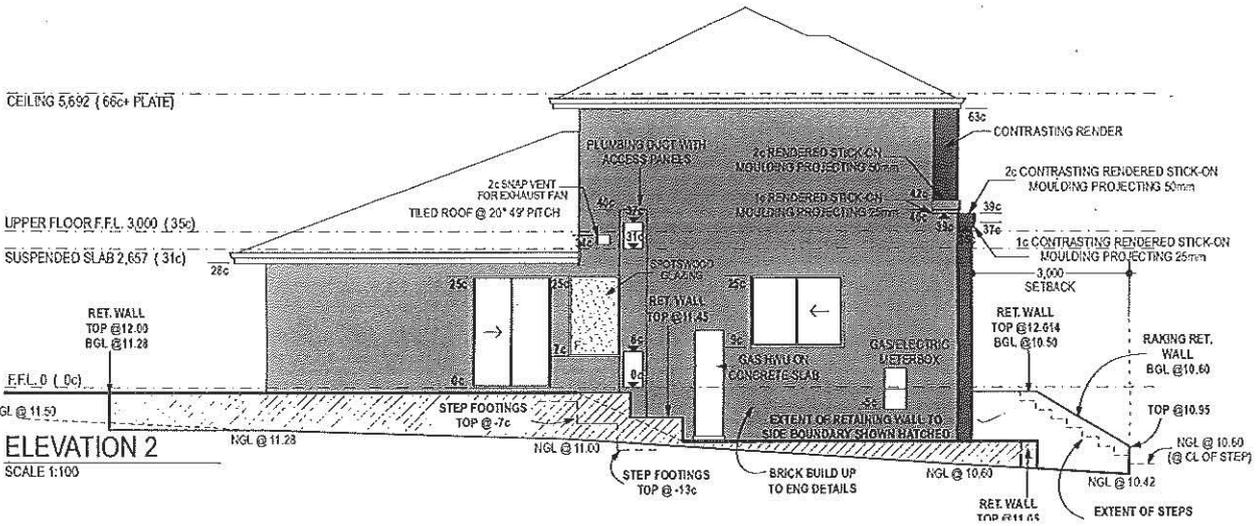
REVISION	VO #	DRN	DATE	CHK
ENG DETAILS		VC	15.03.11	VC
VAR. ADDENDA		YP	24.03.11	YP
VAR. ADDENDA		RVZ	31.03.11	RVZ
SHIRE LETTER		JACH	31.05.11	JACH
VAR. ADDENDA		RVZ	24.06.11	JACH

Sub-contractors to verify all dimensions on site.



**NOTE:**

- PAINTED SAND RENDER FINISH TO EXTERNAL WALLS.
- THE BUILDER RESERVES THE RIGHT TO FORM A V-JOINT TO EXTERNAL RENDERED WALLS AROUND UPPER FLOOR LEVELS.
- PROVIDE FLASHING TO UPPER FLOOR WINDOWS AS INDICATED.
- THE BUILDER RESERVES THE RIGHT TO FORM A VERTICAL "V-JOINT" TO CONTRASTING RENDER COLOURS.



12 AUG 2011  
 12-08-5-0895-1  
 ORIGINAL

**Perceptions**  
THE 2-STORY BUILDER

122 South Road, Suite 11, Mt. Wellington  
 Telephone: 09 481 3300 Fax: 09 481 3301  
 79 Elm St, Mt. Wellington, T.A. 5125  
 E-mail: info@perceptions.co.nz

REVISION	VO #	DRN	DATE	CHK
ENG DETAILS		VC	01-03-11	JACH
VAR. ADDENDA		VC	15-03-11	VC
VAR. ADDENDA		YP	24-03-11	YP
VAR. ADDENDA		RVZ	31-03-11	RVZ
SHIRE LETTER		JACH	31-05-11	JACH
VAR. ADDENDA		RVZ	24-06-11	JACH

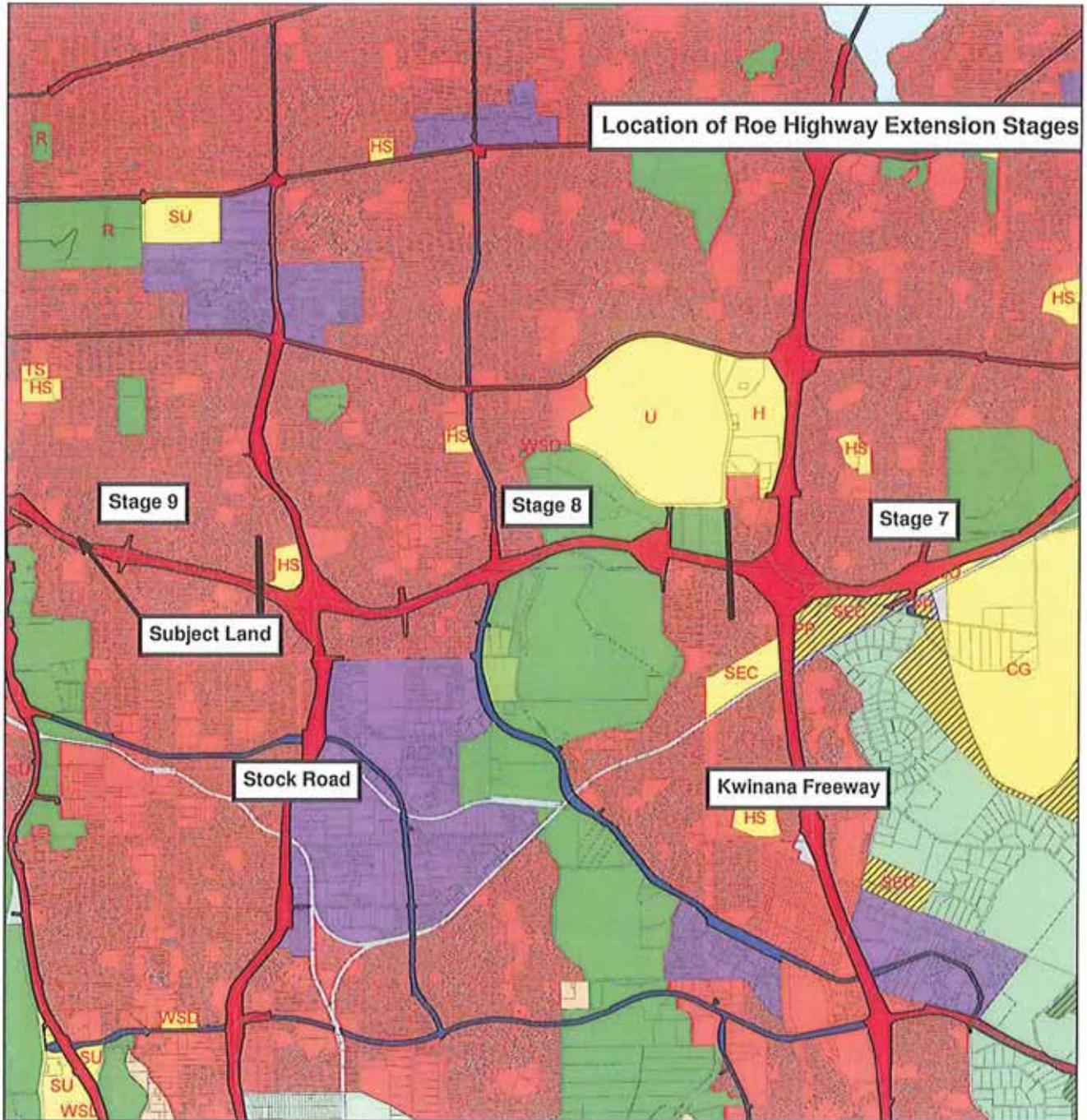
CLIENT: .....  
 DATE: .....  
 CLIENT: .....  
 DATE: .....  
 BUILDER: .....  
 DATE: .....

**B.P. BYASS**

ADDRESS:  
 LOT 323 (#31)  
 STARLING STREET  
 HAMILTON HILL

ELAN

MODEL #	DATE
7157	24.06.11
MAP REF.	WING RATING
	N1
COASTAL CATEGORY	ENGINEERS DETAIL
ICONS*	SHEETS*
	3 OF 12



Cadastre	PRIVATE RECREATION	RAILWAYS	PP - WATER AUTHORITY OF W A
PRIMARY REGIONAL ROADS	RURAL	PP - HOSPITAL	
OTHER REGIONAL ROADS	RURAL - WATER PROTECTION	PP - HIGH SCHOOL	
WATER CATCHMENT	PRIMARY REGIONAL ROADS	PP - TECHNICAL SCHOOL	
URBAN	OTHER REGIONAL ROADS	PP - UNIVERSITY	
PUBLIC PURPOSES	WATERWAYS	PP - COMMONWEALTH GOVERNMENT	
URBAN DEFERRED	PARKS & RECREATION	PP - STATE ENERGY COMMISSION	
INDUSTRIAL	PARKS & RECREATION RESTRICTED	PP - SPECIAL USES	

Scale 1:61,223  
0 1.25 km

Prepared by: Ipagecraft  
Prepared for:  
Date: Tuesday, September 27, 2011 15:06  
Plot Identifier: P20110927\_1505

**DP INTERNAL USE ONLY**



Lot 323 Starling Street  
Hamilton Hill  
WAPC 23-50395-1

## ITEM NO: 9.5

### ENDORSEMENT OF ASHBURTON NORTH STRATEGIC INDUSTRIAL AREA STRUCTURE PLAN

<b>WAPC OR COMMITTEE:</b>	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Senior Planning Officer
AUTHORISING OFFICER:	A/Director Northern Regions
AGENDA PART:	G
FILE NO:	TPS/0474
DATE:	12 October 2011
ATTACHMENT(S):	Attachment 1 - Context plan Attachment 2 - Special Control Area/zoning plan Attachment 3 - LPS Appendix 11 Attachment 4 - ANSIA Structure Plan Attachment 5 - Development Plan requirements Attachment 6 - Location plan Attachment 7 - Indicative land separation plan Attachment 8 - Staging plan Attachment 9 - Issues and opportunities Attachment 10 - Social contributions for Onslow Attachment 11a - Schedule of submissions Attachment 11b - ANSIA Structure Plan objection Attachment 11c - Shire of Ashburton recommendations
LOCAL GOVERNMENT:	Shire of Ashburton
LOCAL SCHEME ZONING:	Special Control Area - Ashburton North Strategic Industrial Area
LGA RECOMMENDATION:	Adoption with modifications as presented in: Attachment 11 - Schedule of Submissions; Attachment 11b - Shire of Ashburton recommendations; and Attachment 11c - ANSIA Structure Plan objection
REGION DESCRIPTOR:	Pilbara
RECEIPT DATE:	17 October 2011
PROCESS DAYS:	N/A
APPLICATION TYPE:	Local Structure Plan
CADASTRAL REFERENCE:	Ashburton North Strategic Industrial Area

#### RECOMMENDATION:

***That the Western Australian Planning Commission resolves to endorse the Ashburton North Strategic Industrial Area Structure Plan (ANSIA Structure PPlan) as modified by the Shire of Ashburton.***

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## SUMMARY:

The key points relating to this report are as follows:

- The Ashburton North Strategic Industrial Area (ANSIA) is located 12 kilometres from Onslow in the Pilbara region.
- Since 2008, resource proponents (Chevron, BHP Billiton, Exxon/Mobil) have been undertaking investigations to determine the suitability of the ANSIA for establishing hydrocarbon related processing industries. These proposals relate to commercialisation of offshore gas fields.
- LandCorp, which will act as the estate manager, has been undertaking similar investigations to identify additional potential to maximise opportunities for downstream processing. The Dampier Port Authority, which will operate the port, has also been planning the proposed facility in consultation with resource sector proponents.

Refer to ***Attachment 1 - Context plan.***

- The ANSIA is a significant proposal that requires a detailed planning response to ensure there are adequate land use controls in place to deliver a multi-user industrial estate while not unduly restricting the progress of individual proponents all of whom have differing timelines and needs.
- For the last 18 months, Chevron, the proponents for the Wheatstone project (which is the most significant project looking to establish in the ANSIA) have, in consultation with State agencies and local government, been progressing the first stage of detailed land use planning for the estate. This has resulted in preparation of a district level structure plan referred to as the Ashburton North Strategic Industrial Area Structure Plan (the ANSIA Structure Plan). The aim of the ANSIA Structure Plan is to provide strategic direction for the establishment of the ANSIA and set the context for specific project developments within the area.
- The ANSIA Structure Plan has been prepared in accordance with the provisions of the Shire of Ashburton's Local Planning Scheme No. 7 (LPS 7). The ANSIA Structure Plan must be adopted by the Shire of Ashburton and endorsed by the Western Australian Planning Commission (WAPC) prior to the consideration of amendments and Development Plans (as required under Section 6.4 of the scheme).

Refer to ***Attachment 2 - Special Control Area/Zoning Plan*** and ***Attachment 3 - LPS No. 7 Appendix 11.***

- A substantial body of technical work has been undertaken to identify issues and opportunities, particularly those relating to the environment, to ensure that the ANSIA proposal is well conceived.

- 
- Following detailed pre-referral consultation, the ANSIA Structure Plan was advertised for public comment between 8 August and 19 September 2011. In total, 22 submissions were received.
  - At a Special Meeting on 5 October 2011, the Shire of Ashburton adopted the Structure Plan after making necessary modifications. The Shire has now requested the WAPC to endorse the ANSIA Structure Plan (refer to **Attachment 4 - ANSIA Structure Plan**).
  - The plan is consistent with the purpose and objectives of TPS 7 as well as the WAPC's Draft Pilbara Planning and Infrastructure Framework and relevant planning policies.
  - Endorsement by the WAPC is recommended.

### **BACKGROUND:**

The proposed ANSIA comprises approximately 8,000 hectares (ha) of land located 10km south-west of Onslow and 2km east of the Ashburton River on the Pilbara Coast. The nearest population centres are Onslow, Exmouth (100km to the south-west) and Dampier/Karratha (approximately 311km by road). The ANSIA site is located on the Mindaroo and Urala pastoral leases and adjoins Onslow Salt operations.

In December 2008, the Premier issued a media release which detailed the State Government's intent to develop a hydrocarbon industrial hub of State significance on a site approximately 12kms south west of the town of Onslow. The Premier stated that:

*'...it is the State Government's intention that the site, named the Ashburton North Strategic Industrial Area (ANSIA), service the gas rich Carnarvon Basin and Exmouth Gulf. More specifically he noted the site has been identified as the possible location for Chevron's proposed Wheatstone LNG plant, BHP Billiton/Exxon's proposed Scarborough LNG plant and BHP's Macedon Domestic Gas facility. He also stated that it is proposed to develop a common port facility, to be operated by the Dampier Port Authority, to service the ANSIA, while additional land is to be developed by Landcorp in support of possible future hydrocarbon related industries.'*

Since this time, BHPB Billiton has committed to establishing its \$3 billion dollar Macedon project at the ANSIA following detailed on-site investigations. It is expected that the first gas from the project will be in 2016. On 26 September 2011, Chevron made a Final Investment Decision (FID) concerning its Wheatstone project, which will see the development of a two train LNG processing facility in the first instance with the possibility of expansion. The project is likely to need 3000-5000 persons in the construction phase and 400 in the operations phase, which amounts to a substantial impact on the Onslow town site. Planning by Exxon/Mobil is significantly behind these proponents.

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LandCorp has also been undertaking similar investigations to identify additional potential to maximise opportunities for downstream processing and the Dampier Port Authority has been planning the proposed port facility.

### Planning framework

The ANSIA is a significant proposal requiring a detailed land use planning response if the objectives for the estate are to be achieved. Of particular importance is the creation of a multi-user industrial estate that protects the ability of future proponents to establish proposals at the site while not unduly restricting the progress of individual proponents all of whom have differing timelines and intentions.

The site's existing zoning is predominately "Rural" with a number of "Conservation, Recreation and Landscape" reserves occurring in the area. Both the current zoning and the reserves are not considered appropriate to accommodate a multi-user strategic industrial area and the significant proposals that are likely to locate in the estate.

Therefore, a comprehensive planning framework for the ANSIA has been established. The framework includes the following key elements:

#### *Special Control Area*

Council, at its December 2009 meeting, initiated Amendment 9 to TPS7 to place a Special Control Area (SCA) over the ANSIA. The SCA, and accompanying provisions, provide an effective first step to creating the estate. A key output of the SCA was the requirement to completion of a district-level structure plan for the ANSIA to be referred to as the Ashburton North Strategic Industrial Area Structure Plan (the ANSIA Structure Plan). The aim of the ANSIA Structure Plan is to:

- ensure that development and land use by the various stakeholders is properly integrated to fulfil the project objectives in the most effective and sustainable manner; and
- to enable an equitable approach to the provision of community services and infrastructure, within both the ANISA and Onslow Township, made necessary by the development.

The required structure plan must be prepared either prior to, or in association with, amendments to rezone specific sites within the ANSIA. Any application to rezone a specific site would need to reflect the approved structure plan. The ANSIA Structure Plan needs to be adopted by the Shire of Ashburton and endorsed by the WAPC. Amendment 9 and Appendix 11 of LPS7 set out the issues that need to be addressed by the structure plan:

- Context, issues and opportunities;
- Environmental impacts;
- Movement network;
- Cumulative impacts;
- Proposed land uses;
- Servicing and staging of development;

- District water management; and
- Implementation.

Amendment 9 was finalised and gazetted on 21 December 2010 (refer to **Attachment 3 - LPS No. 7 Appendix 11**). The relationship between the structure planning phase and subsequent planning stages is important (refer to Table 1 below).

Element	Description
Special Control Area	The SCA sets out the requirement for the ANSIA Structure Plan.
ANSIA Structure Plan	The ANSIA Structure Plan is intended to be a high level plan that aims to ensure proponents contextualise their specific developments with the wider ANSIA.
LPS Amendments	Proponents will need to undertake specific rezoning amendments for their respective sites.
Proponent Development Plans	These plans are required under Section 6.4 of the LPS and aim to outline specific proposals in much greater detail.

While the ANSIA Structure Plan refers to the entire ANSIA, the Port/Common Use Coastal Area (CUCA) will be under the control of the DPA, pursuant to the *Port Authority Act 1999*. Approval of the DPA will be required for all development within the Port/CUCA/northern portion of the eastern Multi User Access Infrastructure Corridor (MUAIC).

#### *Development Plans*

Following determination of the Structure Plan, and in line with the planning framework, each proponent is required to prepare a Development Plan in accordance with the requirements of Clause 6.4 of LPS 7. The intent of the Development Plan is to provide more specific detail about specific proposals. The Development Plan is required to address a list of matters outlined in **Attachment 5 - ANSIA Development Plan requirements**.

#### *Scheme Amendments*

In order to implement the proposals contained within the ANSIA Structure Plan, amendment to the Shire's TPS7 may be required. An example is Amendment 10, which will rezone land areas associated with the Wheatstone project to "Strategic Industry". This amendment has been initiated and is currently with the WAPC for consideration.

#### *Land*

The proposed ANSIA comprises approximately 8,000 hectares (ha) of land (refer to **Attachment 6 - Location plan**). Given the scale of proposed development at the ANSIA there will be a number of changes required to existing land tenure arrangements which are summarised in Table 2 - Summary of land tenure elements below:

SIA Component	Tenure	Encumbrances
SIA Land Allocation	Freehold to LandCorp	1. Leases from LandCorp to each individual proponent.
Transient Workforce Accommodation	Freehold to LandCorp	1. Leases from LandCorp to each individual proponent
Common User Coastal Area	Crown Reserve – Management Order to Dampier Port Authority	1. Dampier Port Authority to control use of land in Port/CUCA including granting rights of access and leasing areas to individual proponents.
MUAIC	<u>Eastern</u> Gatehouse and north of gatehouse Crown Reserve – Management Order to Dampier Port Authority.	<u>Eastern</u> 1. Dampier Port Authority to control gatehouse and north of gatehouse including granting access to authorised users.
	South of gatehouse freehold to LandCorp. Road within corridor – Dedicated Road Reserve.	2. Tenure from LandCorp to each individual proponent Public Road under care control maintenance of Main Roads.
	Onslow Road to Macedon turn-off – central 200m will be Crown Land under the management of the Department of Regional Development and Lands. Balance 100m, i.e. 50m either side of 200m, will be freehold to LandCorp.	3. Central 200m will be under the control of the Department of Regional Development and Lands. 4. Tenure from LandCorp to each individual proponent.
	<u>Western</u> Freehold to LandCorp. Road within corridor - Dedicated Road Reserve and/or Access Agreement and Easement.	<u>Western</u> 1. It is likely that the Future Road will be a public road, however it is yet to be resolved and will be addressed in the relevant Development Plan.
	Pipelines within corridor – Pipeline Easements or leases/ licenses	2. Pipeline corridor easements or leases/licenses in favour of individual proponents.
	Utilities within corridor – Utilities Easement or leases/ licenses	3. Utilities easements or leases/licenses in favour of individual proponents.

## LEGISLATION / STRATEGIC PLAN / POLICY:

### Legislation

*Planning and Development Act 2005*

### Section:

*Schedule 4 - Other Regions (Pilbara Region)*

Strategic	
Strategic Goal:	Planning:
Outcomes:	Effective Delivery of Integrated Plans
Strategies:	<ul style="list-style-type: none"> <li>develop integrated infrastructure and land use plans for the State;</li> <li>build infrastructure capacity and integration; and</li> <li>implement State and Regional Planning priorities.</li> </ul>
Policy	
Number and / or Name:	State Planning Policy No.1 - State Planning Framework Policy; State Planning Policy No.2 - Environment and Natural Resources; State Planning Policy No.2.6 - State Coastal Planning; State Planning Policy No.3.4 - Natural Hazards and Disasters; State Planning Policy No.4.1 - State Industrial Buffer; and State Planning Policy No.4.1 - State Industrial Buffer (amended) (draft).

## THE ANSIA STRUCTURE PLAN

### PREPARATION:

The preparation of the ANSIA Structure Plan commenced in April 2010. Since this time it was been guided by a working group comprising:

- 
- Chevron;
  - Shire of Ashburton;
  - Department of Planning;
  - Environmental Protection Authority;
  - Department of State Development;
  - Main Roads Western Australia
  - LandCorp;
  - Dampier Port Authority; and
  - Taylor Burrell Barnett consultants to Chevron.

Other technical input has been provided from a variety of stakeholders, including:

- The Department of Water
- Horizon Power
- Department of Environment and Conservation
- Water Corporation
- Office of Energy
- Department of Transport

#### **VISION:**

The strategic vision for the ANSIA is encapsulated in the following statement:

*To create a major hydrocarbon processing hub of State and National significance, fostering a secure environment for major gas processing industries, surrounded by infrastructure, services and relate industries to deliver maximum benefit from the resource to the community, at both micro and macro levels, in a sustainable manner.*

*To achieve the vision of a sustainable hydrocarbon processing precinct at the Ashburton North Strategic Industrial Area, planning for the estate will aim to optimise the clustering of hydrocarbon processing and related activities to achieve a high level of functionality and sustainability. Design will be built on flexibility and spatial, physical and operational foundations and the utilization of emerging best practice to maximise opportunities to adapt to meet future changes in industry needs and policy settings. Facilitation and management of the estate in this manner may focus on cross flow of product and feedstock, encouraging energy and water efficiency, waste reduction and efficient and equitable access to export and import facilities. Engagement with the wider Onslow community and economy will seek to enhance the benefits and reduce adverse impacts on the community in the short and long term.*

#### **AIM:**

The aim of the Structure Plan is to provide an integrated planning framework, designed to guide individual development initiatives to achieve a number of objectives. The ANSIA Structure Plan provides a planning framework to:

- 
- ensure that development and land use by the various stakeholders is properly integrated to fulfil the project objectives in the most effective and sustainable manner; and
  - to enable an equitable approach to the provision of community services and infrastructure, within both the ANISA and Onslow Township, made necessary by the development.

## **ELEMENTS:**

The Structure Plan area is divided into a number of discrete precincts that are generally distinguished by various land use functions:

- Port/Common User Coastal Area (Port/CUCA): This precinct will accommodate the needs of a number of developments within the ANSIA and will be under the jurisdiction of the Dampier Port Authority (DPA).
- Hydrocarbon Industry: This precinct will accommodate the 'core business' of the ANSIA, being the production of LNG and domestic gas. The main proponents already have pre-allocated sites in this area including:
  - Wheatstone LNG and Domestic Gas Facility - Chevron 801.61ha;
  - Scarborough LNG Project - ExxonMobil and BHP Billiton Petroleum (BHPBP) Joint Venture 483.78ha; and
  - Macedon Domestic Gas Project - BHPBP 497.26ha.

Individual proponents are undertaking detailed planning for their respective sites. For each site there will be a requirement to prepare a detailed development plan, in line with provisions of the LPS7, prior to obtaining development and building approval.

- Future Industry: This area has been strategically located immediately to the south of the proposed hydrocarbon processing industries to provide the opportunity for downstream processing.
- General Industry Area: This precinct will accommodate support services of the ANSIA during construction and operations phases, including: transport and logistics; vehicle repair; and pipeline integrity services.
- Multi-User Access and Infrastructure Corridor(s) (MUAIC): This component of the plan is designed to accommodate various requirements for transport and transmission of utilities/products within the ANSIA. The corridors will allow transportation and connectivity between the industries, joint or shared operations, and will provide unencumbered access /connectivity to the Port/CUCA. It includes:
  - Eastern MUAIC (approximately 300m in width) will provide the primary road artery connecting all of the industrial uses with the Port/CUCA facilities, the Transient Workforce Accommodation, and the regional road network.

- 
- Secondary Western MUAIC (300m in width), which is only indicative at this time, will be designed to serve similar functions, although its primary purpose is to provide an alternative connection between the gas producers, future industrial uses and the Port/CUCA. This corridor will be created at a future stage of development as and when demand necessitates. Its location may vary subject to detailed engineering design.
  - Secondary Link Access Road (100m in width) which will provide east-west road connection between the main eastern MUAIC and the secondary western MUAIC and another Link Access Road (100m in width) which will provide access to the proposed Transient Workforce Accommodation sites. Both connections are only indicative at this time.
  - To ensure there are no adverse impacts on the quality of salt produced by Onslow Salt an agreement is in place that restricts the use of the eastern corridor where it meets the Wheatstone site. A condition (condition 19) has been imposed on the ANSIA Structure Plan outlining details of the arrangements for operating and managing the eastern MUAIC.
  - Unallocated Land (Stage 2): This precinct is set aside for future expansion of the ANSIA. The development of the site will depend on demand. A further Structure Plan will be required to progress Stage 2.
  - Transient Workforce Accommodation (TWA): This precinct is strategically located approximately 4km from the proposed Future Industry Area and around 6km from the nearest gas production site. There are two separate WTA sites - the Wheatstone Transient Workforce Accommodation facility (WTWA) and the Second Transient Workforce Accommodation facility (STWA). The WTWA will be designed to accommodate between 3,000 and 5,000 workers during the construction phase of the Port/CUCA and Wheatstone development. The second site may be used by additional proponents in the future. It is considered preferable to locate construction workforces in these locations to avoid placing significant impacts on the Onslow town site.
  - In addition to the above mentioned precincts, it is also important to acknowledge the Port Area, adjacent to the Port/CUCA. The Onslow Port Area is located outside of the Structure Plan boundary; however, it is a critical component of the strategic industrial facility, and it is imperative that planning within the ANSIA Structure Plan area is integrated with that of the Port Area.

#### **LAND USE SEPARATION:**

Two areas of land use separation apply, one externally and one internally. The main purpose of these areas is to notify potential proponents about the presence of conflicting land uses and the requirement to separate these activities to avoid conflicts. In general, the ANSIA Structure Plan recommends that, broadly, there will be no sensitive uses located within three kilometres of the ANSIA. Within the estate, the TWA areas are to be separated from the general industrial areas by a distance of 1000m (refer to ***Attachment 7 - Land use separation plan***).

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## STAGING:

It is not anticipated that the estate will be developed at the same time so a staged approach to planning the estate is considered more realistic. The proposed stages are defined as follows:

### *Stage 1*

This area comprises the known development interests. The area is further divided into sub-stages:

- Stage 1A: The area within which the foundation project (Wheatstone) is planned to develop;
- Stage 1B: The area identified for development of the Scarborough LNG Plant, the Macedon Domestic Gas Plant, the Future Industry Area and the second TWA site, and
- Stage 1C: The balance of Stage 1 identified for General Industry development.

### *Stage 2:*

The Stage 2 area is intended to be utilised in the longer term. There are no current development intentions in this area. A further Structure Plan will be required to progress Stage 2.

(refer to ***Attachment 8 - Staging plan***).

## ENVIRONMENT:

As no Strategic Environmental Assessment was undertaken for the ANSIA, each proponent will be required to undertake their own detailed environmental assessment to fulfil requirements under the *Environmental Protection Act 1986*.

The Wheatstone project has been subject to a formal Environmental Review and Management Review (ER&MP) process that included detailed assessment of off-shore and terrestrial impacts associated with the project. This culminated in the release of Ministerial Conditions with final approval by the Minister for Environment issued on 30 August 2011. The project also received Federal environmental clearance on 19 September 2011.

It is anticipated that further proposals in the Stage 1B area will be subject to the same level of assessment with the exception of the Macedon project which has already completed its assessment.

To understand and manage cumulative impacts of the ANSIA local and State government and proponents have worked closely with the Office of Environmental Protection.

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## STRUCTURE PLAN DETAIL:

The main body of the Structure Plan report contains significant detail about a wide number of relevant issues, including:

- development intentions for the site;
- environmental considerations for planning the site;
- regional and local context of the ANSIA;
- infrastructure requirements to accommodate specific projects and workforces and potential growth of the Onslow town site;
- workforce management requirements in the construction and operations phases for specific projects; and
- impacts of development in the ANSIA on the Onslow town site.

## ISSUES AND OPPORTUNITIES: (Refer to *Attachment 9 - Issues and opportunities*)

As part of developing the Structure Plan, the proponents, in consultation with local and State government agencies, have undertaken series of detailed investigations to address issues and identify opportunities on the site. The results of this work is summarised briefly below:

### Environmental Impacts

#### *Flora*

There are no species listed as rare or endangered by the *Wildlife Conservation Act 1950* located in the ANSIA.

#### *Vegetation*

No vegetation units of regional significance were identified in the survey area. There were some species of local environmental significance so management should include ways to reduce clearing of these species.

#### *Mangroves*

Mangroves are present along the boundary of the ANSIA. These have the potential to be impacted by construction activities. A monitoring program will be required as part of environmental approval for the site.

#### *Fauna*

The removal of suitable habitat is likely to be the main impact on the six threatened terrestrial fauna species recorded within the project area. However, all of the terrestrial fauna habitats to be cleared in the ANSIA are well represented in the locality and wider region, and are not considered to present an elevated conservation significance.

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### *Aboriginal Heritage*

There are known Aboriginal Cultural Heritage Sites located within the ANSIA. Given the scale of the Structure Plan being in excess of 3,800 ha in Stage 1, it is more appropriate that each proponent be responsible for undertaking the necessary archaeological and ethnographic surveys and that this work contribute to the preparation of the Development Plans. The Department of Indigenous Affairs encourages development of Aboriginal Heritage Management Plans for the areas with the relevant traditional owner groups to outline a method of dealing with impacts during operations.

### Cumulative impacts

Noise modelling, which was undertaken as part of preparing the Structure Plan, concluded that the likely cumulative noise impacts from the estate on the Onslow town site and Onslow Salt are well below environmental noise limits. The predicted level at the TWA was also within acceptable levels.

There were no fatal flaws in relation to air quality.

Quantitative risk modelling has not been undertaken for the entire ANSIA given the level of uncertainty surrounding the specifics of the industries that may ultimately reside in the estate. Risk assessment to satisfy the requirements of Guidance Statement 2 – *Guidance for Risk Assessment and Management: Off-site individual risk from Hazardous Industrial Plant* is required to be undertaken by each proponent in support of their respective planning applications.

The industrial uses proposed for the ANSIA will be considered for their individual and collective risk, noise and air quality impacts. This will be defined within the Development Plan process when more details on the industry types will be available.

### Water management

#### *Ashburton River Delta*

The Ashburton River Delta is a highly dynamic system characterised by catchments that have comparatively low topographical relief. As such, these areas are over-topped during flood events. An assessment of the topographical features and flood modelling of Stage 1 of the ANSIA has identified preferential drainage pathways. Development within the ANSIA will increase topographical relief in localised areas, thus altering local surface water flows. Development within the ANSIA should permit, as much as possible the natural flow direction to enable the sub catchments to maintain their regimes for the 1:1 year ARI event and the 1:100 year ARI event. This criteria is particularly relevant to the construction of linear infrastructure. Existing channels should be maintained as much as possible and projected post development flows into those channels should be modelled prior to development in order to anticipate any increase in volumes or velocity. The

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risk of significant increases in volumes, holding times and velocity is considered limited following modelling undertaken.

### *Storm surge*

Storm surge represents a potentially significant constraint to development within the ANSIA and in the context of predicted rising sea levels and increased cyclonic events, it is a constraint that requires a predictive response when considering the life of the ANSIA. Under conditions whereby the largest recorded storm surge and the 1:100 year ARI event occur simultaneously, it is the storm surge level that determines the maximum flood depth, with an estimated level of 4.8m AHD.

Modelling of tidal inundation and storm surge by URS has incorporated the revised sea level rise requirements articulated in State Planning Policy 2.6 – State Coastal Planning (SPP 2.6). Additional or supplementary storm surge modelling undertaken by ANSIA proponents in support of their Local Water Management Strategy is required to incorporate the revised sea level rise requirements of SPP 2.6. Whilst an issue requiring detailed consideration, it is not considered to be a fatal flaw and engineering solutions are anticipated to enable safe and workable development of the area.

### *Access Road Flood Modelling*

In addition to the above considerations, an Access Road Design and Flood Modelling and Impact Assessment has been prepared. The purpose of this study was to validate the current design criteria for the access road within the ANSIA and to evaluate several scenarios resulting in an optimized road design including, an assessment of impacts on existing infrastructure. The report concluded that based on the design scenarios investigated, that the road within the MUAIC can be constructed and not adversely impact on Onslow Road.

### *Groundwater*

Groundwater does not generally represent a constraint to development. Requirements for separation distances between groundwater and the natural surface are not prescribed by any State policy for this region of WA. Areas of limited separation correspond to low laying areas that are anticipated to be built up by way of fill if developed, thus increasing the separation distance.

Groundwater quality and availability limit the potential for use of this resource. Shallow groundwater available in the ANSIA has elevated levels of naturally occurring salt and heavy metals. The Department of Water has indicated that limited quantities of groundwater are available under licence within the ANSIA on the basis of the amount available. Impacts to groundwater may occur as a result of development in the ANSIA, which will be managed through each proponent preparing a Local Water Management Strategy.

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### *Water Management Framework*

The water management framework proposed for the ANSIA has been discussed and agreed with the Department of Water, as follows:

- District Water Management Strategy (DWMS) – accompanying the Structure Plan and providing an overarching management framework for surface and groundwater in the ANSIA. The DWMS will guide information requirements for subsequent development phases.
- Local Water Management Strategy (LWMS) – provided by each proponent or body submitting a draft Development Plan. The LWMS is required to provide detail of water management strategies relevant to infrastructure, maintenance of natural flow regimes and water quality treatment measures.
- Planning Applications – lot level detail of management actions demonstrating implementation of LWMS.
- Environmental Management Plans – commitments of detailed ongoing management responses.

### Acid Sulphate Soils

The site has been assessed as supporting large areas of potential acid sulfate soil (PASS). A high to moderate risk for PASS is classified as material within 3m of natural soil surface that could be disturbed by most and development activities. Development occurring within areas mapped as supporting a medium or high risk of PASS that proposes to disturb the natural surface, require an assessment of the site's Acid Sulfate Soil (ASS). The assessment should be consistent with the Department of Environment and Conservation's *Guideline for the Assessment and Management of Acid Sulfate Soil (2009)*. A description of the assessment and proposed management responses should be provided in support of Planning Applications.

### Traffic impacts

Traffic generated by development within the ANSIA has significant potential to impact on the surrounding public road network. Preliminary investigations established that traffic activity during periods of major construction activity will be much greater than when ANSIA projects reach their operational phase. When regard is given to the fact that the Wheatstone LNG plant, alone, will have a construction life of six years, it is clear that traffic impacts need to be assessed in the context of construction traffic impacts, not operational traffic impacts.

### Technical Studies

Each matter identified in the issues and opportunities section has been the subject of further detailed investigations and are included in the raft of technical appendices that support the Structure Plan:

- ANSIA Social Impact Statement;
- ANSIA Social Impact Statement - Part 2: Wheatstone SIS Overview;

- ANSIA Structure Plan - Environmental Assessment;
- Cumulative Air Quality Modelling Report;
- ANSIA District Water Management Strategy;
- ANSIA Surface Water Cumulative Impacts Study;
- Access Road Design Flood Modelling and Impact Assessment;
- Chemicals subject to Condition 19 of the ANSIA Structure Plan;
- ANSIA Structure Plan - Transport and Access Report; and
- ANSIA Structure Plan - Service Infrastructure Report.

All of the appendices have been reviewed over the last 12 months by relevant government agencies. Some comments were received on the appendices as part of the formal advertising of the Structure Plan.

Table 3: Investigation requirements

Management Requirement	Issue Managed	Responsibility	Timing – Document to Support	Referral Agency
Air Quality Dispersion Modelling – Industry specific and cumulative. Associated management actions to contain air emissions in the event of predicted exceedances of air quality limits.	Detailed air quality emission characteristics for individual industries and updated cumulative air quality emission modelling.	Proponents outside of FIA Proponents within the FIA	Development Plan Planning Application	Department of Environment and Conservation Shire of Ashburton
Noise Modelling. Associated management actions to contain noise emissions in the event of predicted exceedances of noise limits established by the Structure Plan.	Noise emissions for individual industries and cumulative noise modelling to demonstrate conformance to noise buffer requirements	Proponents outside of FIA Proponents within FIA	Development Plan Planning Application	Department of Environment and Conservation Shire of Ashburton
Risk Assessment. Associated management actions to manage within the limits established by the Structure Plan.	Individual and cumulative risk profile of industries at Lot/Site boundaries (internal and external).	Proponents outside of FIA Proponents within the FIA	Development Plan Planning Application	Office of the EPA Department of Mines and Petroleum Shire of Ashburton
Mangrove Management Plan	Mangroves in the Ashburton River delta (and Hooley Ck if considered required). Management Plan to establish management objectives, proponent requirements to achieve management, contingencies and funding framework for long term implementation.	Chevron	Structure Plan (or commitment for Management Plan to follow within agreed timeframe)	Office of the EPA Department of Environment and Conservation Shire of Ashburton or LandCorp (depending on who is proposed for receiving financial contributions and managing program)
Construction Environmental Management Plan (CEMP)	Soil Erosion - demonstrate the application of management strategies in the identified susceptible landform units that limit the risk of erosion during vegetation clearance, including stabilisation of units post clearing.	Proponents	Planning Application	Department of Environment and Conservation Shire of Ashburton
	Flora Management Priority and undescribed flora species – provision of regional context of species, proposed impact and management strategies.	Proponents	Planning Application	Department of Environment and Conservation Office of the EPA
	Vegetation Communities of Local Environment Significance – Opportunities to reduce clearing in Vegetation Communities identified in Figure X described.	Proponents	Planning Application	Department of Environment and Conservation Office of the EPA

Management Requirement	Issue Managed	Responsibility	Timing – Document to Support	Referral Agency
	Mangrove Management – Detail of actions to comply with overarching Mangrove Management Plan.	Proponents	Planning Application	Department of Environment and Conservation Shire of Ashburton or LandCorp
	Fauna –Description of actions designed to preserve and maintain as much Claypan habitat as possible.	Proponents	Planning Application	Department of Environment and Conservation
Acid Sulfate Soil Site Investigation	Acid Sulfate Soils in areas mapped as supporting a medium or high risk of PASS.	Proponents	Planning Applications	Department of Environment and Conservation
Local Water Management Strategy	Detailed water management strategies relevant to infrastructure, maintenance of natural flow regimes and water quality treatment measures	Proponents	Planning Application or Development Plan id detail available to proponent	Department of Water Shire of Ashburton LandCorp – for FIA proponents

### Impact on Onslow Town Site

Onslow is a small town situated on the coast 82 km from the Onslow Road turn-off on the North West Coastal Highway. The town's population has, in recent times fluctuated between 600 and 900 people, partly due to the relatively mobile nature of the local indigenous population. Despite its rather isolated location, the town attracts many tourists travelling the North West Coastal Highway and is a popular holiday and recreation centre for the residents of the inland mining towns. Onslow has a small fishing industry and is a service centre for the surrounding pastoral industry as well as nearby offshore oil and gas exploration and development activity. Beadon Creek has been developed as a safe anchorage for boats and provides wharf facilities for the fishing industry. Presently, the town has a primary school, hospital, shops, hotel/motels, a caravan park, and other forms of holiday accommodation.

The impacts of the ANSIA project on Onslow will be substantial. As part of preparing the ANSIA Structure Plan, the Shire of Ashburton and Chevron have negotiated a Social Infrastructure Package that represents a commitment to the provision of approximately \$80m to undertake an agreed suite of works around the town (refer to **Attachment 10 - Agreed social infrastructure contributions**). It is anticipated that further infrastructure capacity will be made available through negotiations between the State and proponents to create greater capacity to support operational workers and contractors living permanently in the town. The State is planning for an additional 1,500 persons (taking the total population to 2,200) in Onslow by 2018 with further population growth anticipated after this time

### **GOVERNMENT AND CORPORATE IMPLICATIONS:**

#### *Pilbara Planning and Infrastructure Framework (WAPC, 2011)*

At its September 2011 meeting, the WAPC endorsed the "Pilbara Planning and Infrastructure Framework" (the Framework) following public consultation. The document sets out a settlement-focused regional development structure for the region and provides a framework for public and private sector investment, as well as context for the preparation of local planning strategies and local planning schemes by local authorities.

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The Framework will provide strategic planning guidance for the growth and development of Pilbara centres, including Onslow, which will expand and have new roles including infrastructure associated with the expansion of mining and gas industries. The Framework recognises that Onslow's future is largely dependent on the development of the ANSIA.

### State Planning Policy

In assessing the Structure Plan, the following State Planning Policies were considered:

- a) State Planning Policy 2 (SPP 2) which establishes the protection, conservation and enhancement of the natural environment and integrate environmental management with broader land use planning and decision making.
- b) State Planning Policy 2.6 (SPP2.6) which establishes general measures and setback requirements with regard to coastal development.
- c) Draft State Planning Policy 4.1 (SPP 4.1) which establishes measures to avoid land use conflict between industry and/or essential infrastructure and sensitive land uses. It applies state-wide to new industrial areas and uses, essential infrastructure, sensitive land uses in proximity to existing industrial areas.

### Shire of Ashburton LPS No. 7

Amendment 9 to the Shire's LPS7 introduced a Special Control Area and relevant provisions over the ANSIA.

Clause 7.9.1 of the Scheme states:

*"In addition to such other provisions of the Scheme as may affect it, land included in the Ashburton North Strategic Industrial Area (ANSIA) shall be subject to those provisions set out in Appendix 11. No subdivision or development may occur within the ANSIA unless the land is zoned in accordance with the Ashburton North Strategic Industrial Area Structure Plan (ANSIA Structure Plan)."*

Appendix 11 was added to the Scheme to set up a Policy Statement with regard to ANSIA, which states:

*"In order to provide strategic direction for the establishment of the ANSIA, a structure plan will need to be prepared and endorsed."*

### Onslow Townsite Strategy (Shire of Ashburton/WAPC)

The Shire has adopted a draft Onslow Townsite Strategy, which identifies area for future townsite expansion. Development of a new Strategic Industrial Area at Ashburton North will have significant impact upon the Shire and, in particular, the strategic direction of Onslow.

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Landcorp currently is preparing a structure plan over this area. The strategy encourages diversity in lot sizes to accommodate a mix of uses such as light manufacturing, fabrication, storage, transport lay down areas, and servicing.

The Shire considers that the future ANSIA permanent or operational staff should be housed in Onslow and, in accordance with the Onslow Townsite Strategy, expects such accommodation to be 'of a very high quality motel style development with significant landscaping, quality design and materials for the benefit of occupiers, as well as the community'. The Shire acknowledges that such housing will largely depend on the availability of land and improved infrastructure in Onslow. Uncertainty lies in the proportion of the workforce that will be resident in the town and fly-in fly-out. It is noted that the Shire does not support fly-in fly-out as it considers that it leads to a loss of economic and social value to the Shire and the region as a whole. In any event, Onslow will continue to depend on Karratha for higher order community and commercial facilities.

### Existing SIA

The existing SIA near the Onslow Townsite has an area of 350 ha and was initially identified in the 2003 Onslow Structure Plan and included in the Scheme. Subsequently, BHP Billiton expressed interest in a site to accommodate its Pilbara LNG project. However, it is widely recognised that the existing SIA site is too small and too close to Onslow to facilitate a functional SIA as required by the LNG industry. It is anticipated that a further amendment will rezone the current SIA to a more appropriate use in the future

### State Development Agreement (SDA)

A State Development Agreement will be negotiated between the State and proponents of major developments within then ANSIA. These agreements are commercial in nature and replace State Agreements. These documents would 'house' the commitments agreed between the State and the proponent. These agreements are designed to empower the State to take appropriate action if a proponent defaults on any of its commitments, including ensuring local content, providing domestic gas, and the management of social infrastructure requirements.

Chevron, as proponent of the Wheatstone project, has negotiated an SDA with the State, including the social infrastructure contributions in relation to Onslow townsite. It is anticipated that further SDAs will be executed by the State and major proponents as new projects commence. Importantly, whilst each agreement will vary according to the unique circumstances of the project, there is also the prospect of including common provisions across all agreements that set equal rules and obligations.

### **CONSULTATION:**

In accordance with the Town Planning Regulations 1967, the proposed structure plan was advertised between 8 August 2011 to 19 September 2011 for a period of 42 days. The advertising process comprised:

- One notice in the West Australian newspaper (the first day of advertising).
- Three notices in the Pilbara News (the first day of advertising).
- One notice in the Onslow Telegraph (the day advertising started).

- Two large real estate advertising sized signs on Onslow Road (the first day of advertising).
- Notice/letter drop to all owners and occupiers in Onslow (posted the first week of advertising).
- A3 notice in the Onslow and Tom Price Shire offices, with all reports etc made available (immediately before the day advertising started).
- Notice on the Shire's Website, including links to all documentation (immediately before the day advertising started).
- Written correspondence was prepared and then sent to:
  - Buurabalayji Thanlanyji Association Inc
  - Forrest and Forrest Pty Ltd
  - Department of State Development
  - Department of Planning
  - LandCorp
  - Dampier Port Authority
  - Department of Environment and Conservation
  - Environment Protection Authority
  - Main Roads WA
  - Department of Water
  - Department of Mines and Petroleum
  - Department of Transport
  - Water Corporation
  - Horizon Power
  - Department of Indigenous Affairs
  - Department of Health
  - Chevron Australia Pty Ltd
  - Submissions by members of the public (x9)

A total of 23 submissions were received. A summary of the submissions is provided below:

State Agency/State Corporation submissions	Non-State Agency/State Corporation submissions
<b>11 submissions</b>	<b>12 submissions</b>
7 seeking modifications	11 seeking modification/raise issues
2 no comment/modification	1 objection
1 late (no modification)	
1 late (modification)	

**OFFICER'S COMMENTS:**

- Completion of the ANSIA Structure Plan is a requirement of the wider planning framework that has been established for the ANSIA. The framework aims to ensure development occurs in a manner that meets the vision for the estate, particularly the need to ensure that multiple proponents have access to the site while limiting detrimental impacts on the surrounding community and environment.

- 
- The ANSIA Structure Plan represents a substantial body of work that has been undertaken by the proponent in consultation with State and local government and other key stakeholders. Preparation of the plan has embodied a collaborative approach to address issues and formulate solutions.
  - Amendment No. 10 and the ANSIA Structure Plan were advertised concurrently. In summary, the majority of the comments and suggested modifications related to the ANSIA SP.
  - The Shire has considered the submissions and recommended a list of modifications to the ANSIA Structure Plan and report accordingly as shown in **Attachment 11a - ANSIA Structure Plan: Schedule of Submissions**. One submission from the operators of the Mindaroo Pastoral Lease objected to the ANSIA SP and the content of the objection and the Shire's recommendations are outlined in a separate schedule (refer to **Attachment 11b - ANSIA Structure Plan objection**). One late submission was received from the Department of Health, which does not require any modification to the Structure Plan.
  - In addition to the modifications as a result of the submissions, the Shire of Ashburton has also provided recommendations to address particular concerns/issues it has with the ANSIA SP. These are outlined Attachment **11c - ANSIA Structure Plan: Shire of Ashburton recommendations**.
  - The recommended modifications by Shire to the draft ANSIA Structure Plan are considered to be minor changes that are necessary to correct, amend and/or update content. At its Special Meeting on 5 October 2011, Council agreed to these recommendations. The Council also resolved to accept the late submission. DOP officers support the modifications recommended by the Shire of Ashburton.

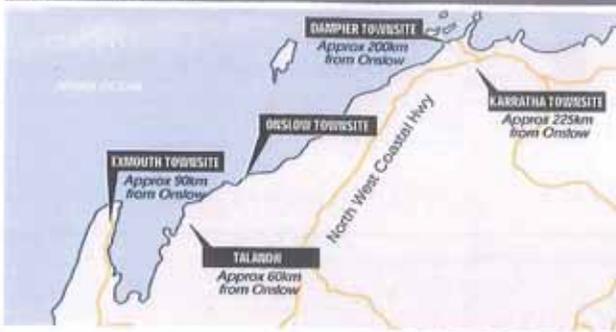
#### **CONCLUSION:**

The modifications discussed above have been completed by the Shire of Ashburton and incorporated into the Structure Plan documents. The proposed ANSIA Structure Plan is considered to be consistent with WAPC policy and practice. It is recommended that the ANSIA Structure Plan be endorsed and the Shire of Ashburton be advised.

#### **RECOMMENDATION:**

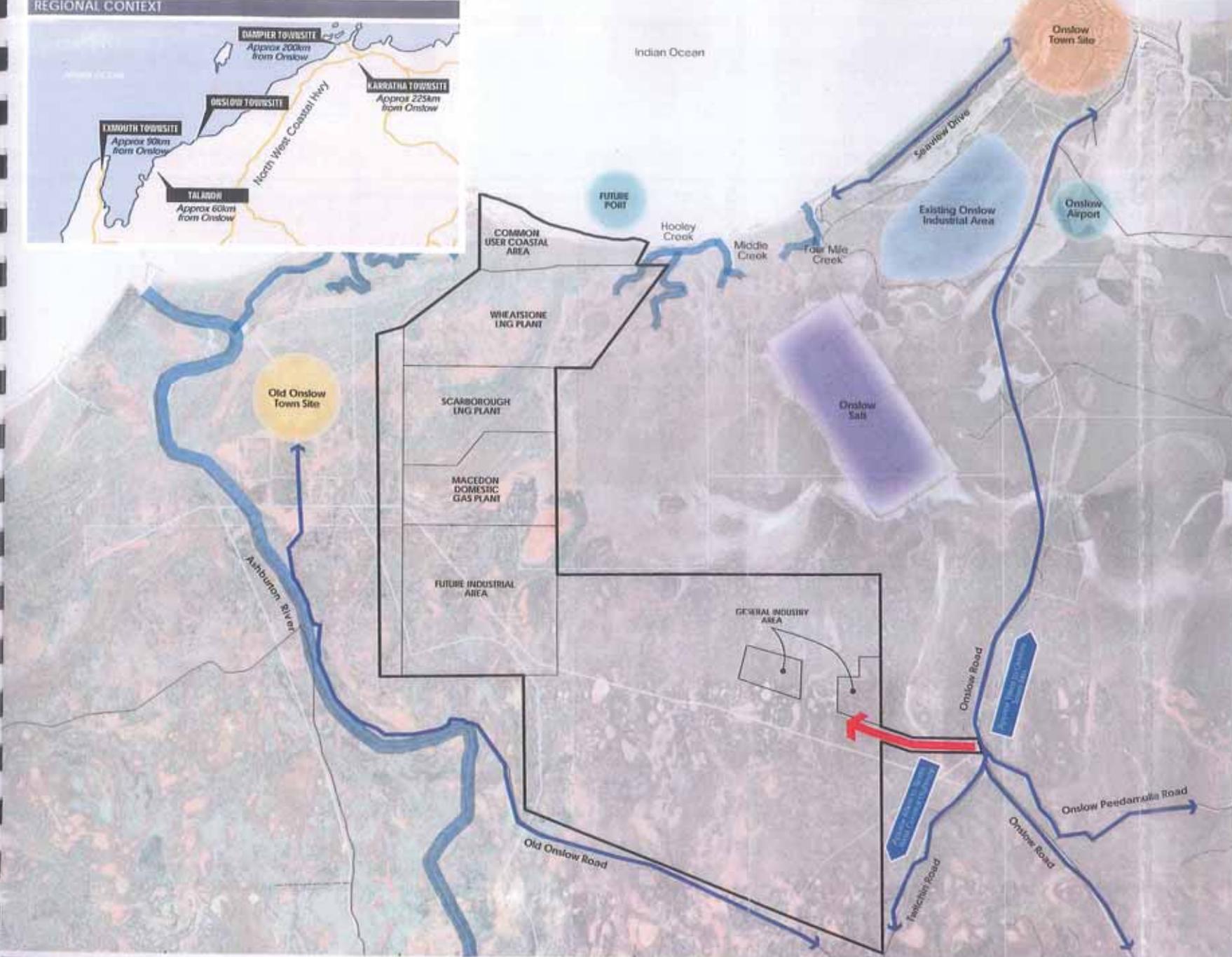
*That the Western Australian Planning Commission resolves to endorse the Ashburton North Strategic Industrial Area Structure Plan (ANSIA Structure Plan) as modified by the Shire of Ashburton.*

REGIONAL CONTEXT

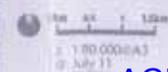


LEGEND

- Structure Plan Boundary
- Existing Road
- Agreed access point to ANSIA from Onslow Road



CONTEXT PLAN  
Ashburton North Strategic Industrial Area Structure Plan

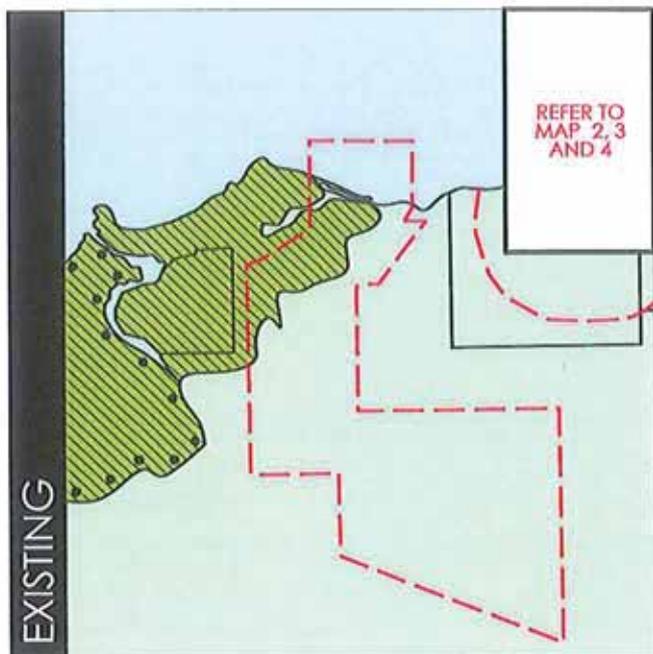


NOTE: THE ACCURACY OF SOME OF THE PLOTTED DATA PRESENTED CANNOT BE GUARANTEED SINCE THE NATURE OF THE INFORMATION PROVIDED IS OF A GENERAL NATURE.

AGENDA PAGE 306

figure 04

# SHIRE OF ASHBURTON Town Planning Scheme No.7 Amendment No. 10



**LEGEND**

**LOCAL SCHEME RESERVES**

Conservation, Recreation & Natural Landscapes

**ZONES**

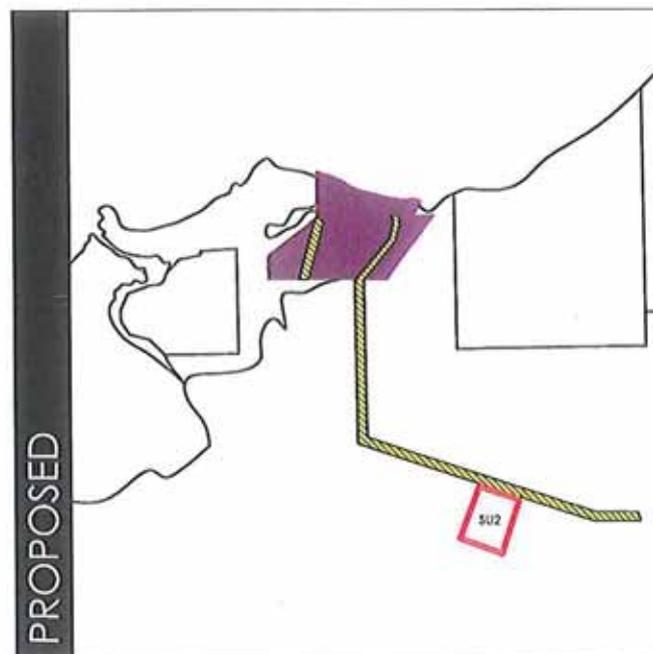
Rural

**OTHER**

Onslow Strategic Industrial Buffer - SCA

Tidal Inundation Area Special Control Area

Ashburton North Strategic Industrial Area



**LEGEND**

**LOCAL SCHEME RESERVES**

Other Purposes  
Denoted as Follows:  
| Infrastructure

**ZONES**

Strategic Industry

Special Use  
Transient Workforce Accommodation



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**SHIRE OF ASHBURTON LOCAL PLANNING SCHEME NO. 7**

**APPENDIX 11 – ASHBURTON NORTH STRATEGIC INDUSTRIAL AREA (SIA)**

**Policy Statement**

The State Government has announced that it intends to create a strategic industrial area at Ashburton North to cater for proposed Liquid Natural Gas (LNG) and domestic gas processing as well as promoting related downstream opportunities.

The creation of the ANSIA will promote regional development; provide a gas precinct to monetise small sub-economical gas fields in the Carnarvon Basin; and promote more diverse sources of domestic gas.

The ANSIA will facilitate investment in LNG processing facilities and, via gas aggregation, provide opportunities to commercialise many of the relatively small gas fields in the southern Carnarvon Basin. Both Chevron and BHPB Petroleum/ExxonMobil are proposing domestic gas plants at Ashburton North, so the ANSIA will assist the development of more diverse sources of domestic gas. It will also provide land and new port facilities to service other potential gas processing development at Onslow and in the western Pilbara.

The ANSIA is to include a port precinct, common use facilities on the coastal strip, land allocations for specific proponents as well as land for users that are yet to be determined, and multi-user infrastructure corridors. In total, the area is approximately 8,000ha. It is intended that the creation of the ANSIA is to be proponent driven and it does not imply a commitment from either State or local government assemble land or provide the necessary transport and other infrastructure required to make the area function. The ANSIA must be accessible by multiple users.

As part of determining whether the site is suitable for industrial purposes, proponents have been given access to the site for a period of three years to undertake detailed site investigations. The site investigations will consist of numerous environmental heritage and technical studies and related works. Data is being supplied to both State and local government to facilitate analysis of proposals. An adequate level of environmental information must be provided prior to undertaking structure planning for the ANSIA. It is appropriate that the environmental issues addressed are included in the rezoning and/or structure planning for the SIA as follows:

- Flora and vegetation
- Terrestrial fauna
- Groundwater
- Soils and landform
- Aboriginal cultural heritage

In order to provide strategic direction for the establishment of the ANSIA, a structure plan will need to be prepared and endorsed.

The structure plan will set the context for specific projects development within the ANSIA and is to be prepared either prior to or in association with, the rezoning of land for any particular proponent to “Strategic Industry” or other zone or reservation.

Known as the ANSIA Structure Plan, the local government will need to adopt the

ANSIA Structure Plan prior to resolving to support any rezoning for final approval. A development plan may be submitted concurrent with any proposed ANSIA Structure Plan or independent of an adopted ANSIA Structure Plan.

The ANSIA Structure Plan will need to address State Planning Policies, (in particular *SPP 2.6 State Coastal Planning Policy*), clearly define common user infrastructure corridor/s, road infrastructure, environment, social and cultural matters, development staging, along with assessing the cumulative impacts of development on the whole ANSIA and under what criteria they can be established.

The ANSIA is an indicative area and covers a smaller portion of the overall Notification of Intention To Take (Taking Order). Any extension sought for the ANSIA (as part of a further scheme amendment or structure plan) within the area defined under the Taking order can be considered as part of a structure plan.

However, any expansion of the Taking Order area would require a further amendment to the ANSIA provisions.

The development of the ANSIA will have a significant impact on the demographic and population growth profile for Onslow. The ANSIA Structure Plan is to address the methodology to identify community needs and infrastructure for Onslow. The plan must also specify the key trigger points for the provision of facilities for and contribution from proponents within the ANSIA.

The Council of the Shire of Ashburton does not support “fly-in, fly-out” as it considers that it leads to a loss of economic and social value to the Shire and the regional area as a whole. The local government acknowledges that there will be circumstances such as remoteness and limited life of a particular mining or industrial activity that result in a need for Transient orkforce Accommodation camps. Any such camps are to be identified in the ANSIA Structure Plan.

The intent of local government is for all transient workforce accommodation within the ANSIA to be construction purposes associated with development of the ANSIA. Permanent or operational staff will be housed in Onslow. In accordance with the adopted Onslow Townsite Strategy, such accommodation in Onslow is expected to be of a very high quality motel style development, with significant landscaping, quality design and materials for the benefit of occupiers, as well as the community.

The development of Onslow will depend upon government commitment for significantly improved infrastructure and land release. The local government acknowledges that housing of permanent or operational staff in Onslow will largely depend upon the availability of land and improved infrastructure.

Consequently, where a proponent can demonstrate a lack of available land and infrastructure for the establishment of a permanent or operational staff accommodation in Onslow, the local government may consider permanent or operational staff accommodation with the ANSIA for a temporary period. In this regard, any such proposals will need to be consistent with the ANSIA Structure Plan and under terms and conditions agreed to by local government.

The local government does not support two strategic industrial areas associated with Onslow. The local government believes that existing Onslow strategic industrial area is not required and its removal will allow opportunities for further town expansion and a mix of other uses. The establishment of the ANSIA allows state and local government to review the need for retaining the existing Onslow strategic industrial

area. When a scheme amendment is sought for the ANSIA, the scheme report will review the need or otherwise for retaining the existing Onslow strategic industrial area and this information will be used by the local government to prepare an amendment concurrent with the proponent's amendment.

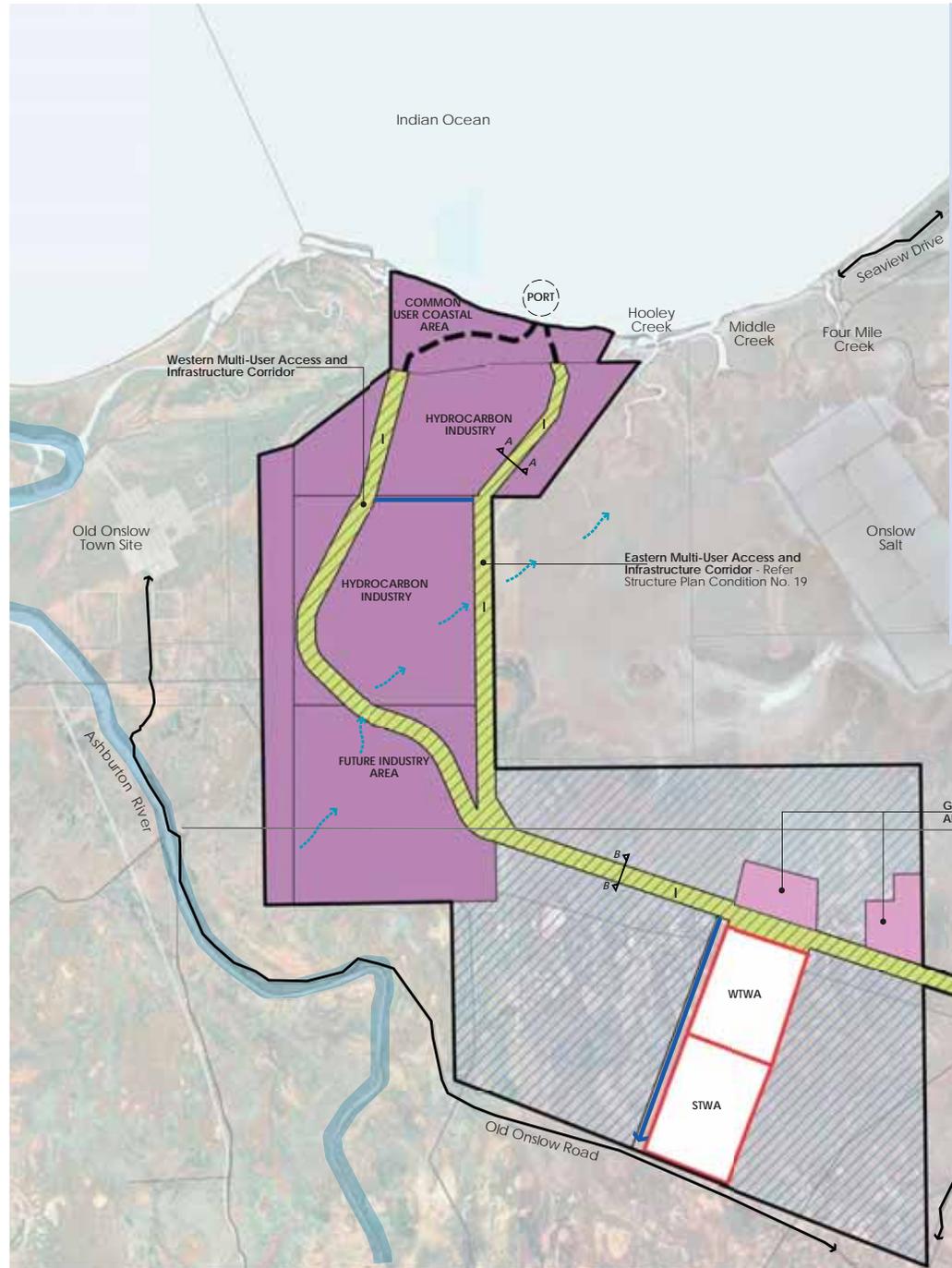
In addition, local government understands that the Onslow community expects to retain the current level of coastal access (including road access) to Hooleys Creek. In this regard, either community access to Hooleys Creek should be retained or an alternative acceptable to the community be provided. This will need to be negotiated with the community, respective companies, leaseholders and the government as part of the Structure Plan process.

#### Planning requirements

- An ANSIA Structure Plan shall be prepared either prior to or in association with the rezoning of land, within the ANSIA, to "Strategic Industry" or other zone or reservation identified within the Structure Plan. The ANSIA Structure Plan is to address (but is not to be limited to) following matters:
  - Multi-user infrastructure corridor/s;
  - Road infrastructure;
  - Development staging;
  - Cumulative impacts;
  - Environmental, social and cultural matters
  - Detailed hydrological assessment of any proposed development designed to ensure there is no detrimental effect on Onslow Road or on existing salt production areas; and
  - Relevant State Planning Policies, in particular SPP □ State Coastal Planning Policy.
  
- With the consent of the local government, the ANSIA Structure Plan may extend outside the ANSIA, provided it does not extend beyond the Taking Order as approved by the Minister for Lands.
  
- Unless otherwise provided for in the ANSIA Structure Plan, land which is the subject of any proposed subdivision or development within the ANSIA shall be zoned Strategic Industry or other zone or reservation identified within the Structure Plan.
  
- All subdivision and development within the ANSIA shall be in accordance with the ANSIA Structure Plan.
  
- The predominant use and development within the ANSIA shall be LNG and hydrocarbon related processing industry and compatible industries.
  
- The environmental impact of any industrial development shall be subject to environmental assessment and approved by the Minister for Environment in accordance with the Environment Protection Act 1986. In the preparation of any rezoning or preparation of a structure plan, the following environmental issues shall be addressed to the requirements of the Environmental Protection Authority:
  - Flora and vegetation
  - Terrestrial fauna
  - Groundwater

- Soils and landform
  - Aboriginal cultural heritage
- Developer(s)/Proponent(s) shall be required to identify social impacts of their proposals including assessment of potential pressures on community facilities and services on Onslow prior to development occurring or rezoning being considered. □ here necessary, these assessments must include strategic to mitigate identified issues.
8. Transient workforce accommodation associated with any use or development within the ANSIA will not be permitted other than as provided for in the ANSIA Structure Plan.
- When considering a request to initiate rezoning of land within the ANSIA to “Strategic Industry” or other zone or reservation identified within the ANSIA Structure Plan, the local government shall only initiate an Amendment when it is satisfied that the proponent has prepared a structure plan dealing with the following matters:
- a) *The area to which the Amendment applies;*
  - b) *The need to extend outside the area of the ANSIA;*
  - c) *Key opportunities and constraints of the site including landform, topography, hydrology, landscape, vegetation, soils, conservation and heritage values, ownership, land use, roads and services;*
  - d) *State Planning Policies (in particular, SPP 2.6 State Coastal Planning Policy);*
  - e) *The planning context for the site including relevant strategies, Scheme provisions and policies, indicating how the Amendment is to be integrated into the surrounding area;*
  - f) *Proposed major land use/s;*
  - g) *Planning of the multi-user infrastructure corridor/s in its totality and reflecting the needs defined in the Policy Statement and representing the known needs of all users;*
  - h) *Industrial buffers both within and outside the site (where buffers are proposed outside the boundary of the site, the method of control and ownership of land affected by the buffer will be required to be addressed);*
  - i) *The proposed indicative lot pattern (if appropriate) and general location of any major buildings;*
  - j) *Estimates of future employment numbers;*
  - k) *The provision of suitable short and long term workers accommodation;*
  - l) *The provision for major infrastructure, including main drainage, sewerage, water supply and other key infrastructure services;*

- m) *The proposed road networks;*
- n) *Preparation of a District Water Management Strategy that should include, but not be limited to:*
- *Site constraints;*
  - *Description of existing storm water management infrastructure;*
  - *Flood risks;*
  - *Water management;*
  - *Fit-for-purpose water source planning;*
  - *Design and management objectives; and*
  - *A commitment to prepare a Local Water Management Strategy in conjunction with a development applications for any works; and*
- all in consultation with the Department of Water.*
- o) *Undertaking an archaeological and ethnographic survey reflecting Aboriginal heritage issues and obligations of developers all in consultation with the Department of Indigenous Affairs.*
- p) *The timeframe and staging of development along with an anticipated schedule for decommissioning;*
- q) *Undertaking a social impact assessment identifying pressures on community facilities and services within Onslow, along with the method of implementing funding by developer contributions identified in the ANSIA;*
- r) *Should Hooley's Creek be unavailable for the community to freely access, suitable alternative arrangements providing unlimited community access to the coast shall be determined; and*
- s) *Such other information as may be required by the Scheme, local government or any relevant referral agency.*



**LEGEND**

- LOCAL SCHEME RESERVES**  
 Other Purposes Denoted as Follows:  
 Infrastructure (Multi-User Access and Infrastructure Corridor)
- ZONES**  
 Strategic Industry Stage 1  
 Industry (refer Structure Plan Conditions No. 24, 25 and 26)  
 Special Use  
 WTWA - Wheatstone Transient Workforce Accommodation  
 STWA - Secondary Transient Workforce Accommodation (refer Structure Plan Conditions No. 24, 25 and 26)
- OTHER**  
 Port / Common User Coastal Area (Under the control of the Dampier Port Authority)  
 ANSIA Stage 2 (Subject to Future Structure Plan)  
 Indicative Secondary Link Access Road (Public)  
 Port (Location is indicative only - refer Structure Plan Condition No. 9)  
 Access to Port (Alignment is indicative only - refer Structure Plan Condition No. 9)  
 A Indicative 210m Multi-User Access and Infrastructure Corridor Cross Section (refer Figure 10)  
 B Indicative 300m Multi-User Access and Infrastructure Corridor Cross Section (refer Figure 11)  
 Existing Domestic Gas Pipeline  
 Surface Water Preferential Pathway - low ARI events  
 Structure Plan boundary

**STRUCTURE PLAN CONDITIONS**

- Purpose of ANSIA.**  
The ANSIA has been formulated to facilitate the State's vision to create a hydrocarbon processing and related hydrocarbon industries estate along with other support industries at Stage 1C that do not impinge upon the establishment or operation of hydrocarbon industries. All use and development or any modification to the ANSIA Structure Plan or any Development Plan must recognise the vision and objectives of the ANSIA as well as the Special Control Area (SCA) of LPS7.
- Requirements for Use, Subdivision or Development.**  
Prior to the commencement of any use, subdivision or development of land identified in the ANSIA Structure Plan as Stage 2, a further structure plan shall be prepared in accordance with LPS7 reflecting the vision and objectives of the ANSIA and SCA of LPS7.  
1. Risk - Guidance Statement No. 2 - Guidance for Risk Assessment and Management: Offsite individual risk from Hazardous Industrial Plant.  
2. Noise - Environmental Protection (Noise) Regulations 1997 Air Quality - Draft State Environmental (Air Quality) Policy 2009.  
3. All use, subdivision, development and Development Plans shall be generally in accordance with the ANSIA Structure Plan. Variations require the consent of both the Shire and WAPAC and any such requests for modifications will demonstrate that it reflects the vision and objectives of the ANSIA as well as the SCA.  
4. Unless otherwise resolved by Council, the period of consultation for a proposed Development Plan is 42 days and whereby during advertising, the proponent may be requested by the Shire to undertake a community forum in Onslow in order to explain the proposal and the community benefit of them.  
5. Council shall not resolve to approve any use or development, or support any subdivision of land until a Development Plan is endorsed by the Shire and adopted by the WAPAC in accordance with LPS7. The matters to be addressed by the Development Plan are identified within section 8.3 of the ANSIA Structure Plan report and defined by the Scheme. Notwithstanding the above, prior to the approval of a Development Plan, the Shire may approve limited provision of roads, services and Transient Workforce Accommodation where it is satisfied that approval is in accordance with the vision and objectives of the ANSIA Structure Plan as well as the SCA of LPS7.  
**Stage 2 of ANSIA Structure Plan.**  
Prior to the commencement of any use, subdivision or development of land identified in the ANSIA Structure Plan as Stage 2, a further structure plan shall be prepared in accordance with LPS7 reflecting the vision and objectives of the ANSIA and SCA of LPS7.
- Implementation of Social Infrastructure.**  
Prior to the approval of a Development Plan(s), the proponent shall demonstrate the implementation of agreed social infrastructure for Onslow to the satisfaction of the Shire. Prior to the commencement of any development such implementation arrangements shall be included as a condition of any Planning Approval(s).
- Alternatives to Hooley Creek.**  
Prior to the issue of any Planning Approval that, as a result such approval limits community access to Hooley Creek and/or approval of a Development Plan(s), the Department of State Development will provide evidence to the Shire that unlimited community access to the coast at a site similar to Hooley Creek has been established to the satisfaction of the Shire. Such evidence shall demonstrate consultation with the community regarding coastal access during the advertising of the ANSIA Structure Plan.
- Port/Common User Coastal Area (CUGA).**  
The Port/CUGA will come under the jurisdiction of the DPA where the DPA's approval is required for all development within the Port/CUGA.
- District Water Management Strategy (DWMS).**  
A DWMS has been prepared and endorsed by the Department of Water as part of this ANSIA Structure Plan (Appendix C-D). Development Plan(s), LPS7 Amendment(s) and any application for Planning Approval will reflect the DWMS and demonstrate how the DWMS will be implemented to the satisfaction of the DOW.
- Local Water Management Strategy (LWMS).**  
A LWMS providing site specific details to ensure total water cycle management shall accompany a Development Plan(s) and demonstrate means by which the LWMS will be implemented. The LWMS shall include storm surge modeling to incorporate the revised sea level rise requirements of State Planning Policy 2.6 - State Coastal Planning.
- Services.**  
The Development Plan(s) for all stages will reference where opportunities may exist for a co-ordinated approach to servicing and address a collaborative approach to the provision of water supply and other infrastructure in the future to the requirements of DSD, to the satisfaction of the Shire of Ashburton.
- Road Upgrades.**  
Prior to the approval of a Development Plan(s) or consideration of a Planning Approval as referred to in Condition 5, the proponent will prepare a comprehensive traffic impact assessment, addressing the impacts on regional and local roads, particularly Onslow Road, Old Onslow Road and Twitchin Road including anticipated traffic volumes, vehicle size (i.e. large haulage/freight vehicles) and the timing of peak traffic and duration of traffic during both the construction and operational phases of the development. As part of any Planning Approval, the Shire will require the following to be provided prior to the commencement of any use or development that may lead to the use of large freight/haulage vehicles in the construction or operational phase or where excessive use of existing roads is required.  
No development will be permitted to commence that will result in the use of the Shire controlled road system until proponents have negotiated a local road management and maintenance plan with the Shire.
- European Cultural Heritage.**  
Development Plan(s) will address impacts on European cultural heritage sites and artifacts in accordance with relevant legislative requirements. In this regard, all Development Plans will be referred to the Heritage Council for comment prior to adoption of the Development Plan.
- Priority Flora, Undescribed Flora and Locally Significant Ecological Communities.**  
Future LPS7 Amendments and/or Development Plans/Planning

- Applications are required to describe proposed impacts to Priority Flora, Undescribed Flora and Locally Significant Ecological Communities, with assessment to describe regional values of the identified species and communities.
- Acid Sulfate Risk.**  
Development Plans/Planning Applications shall describe the Acid Sulfate risk present on the site consistent with the methods described in Identification and Investigation of Acid Sulfate Soils - Acid Sulfate Soils Guideline Series to the satisfaction of the DEC.
- Woods, Fire and Feral Animals.**  
Development Plans/Planning Applications shall be accompanied by a Construction Environmental Management Plan demonstrating the ability to manage weeds, fire and feral animals on the site to the satisfaction of the DEC.
- Hydrological Modelling.**  
Development Plans/Planning Applications shall include detailed hydrological modelling showing main water flow channels from the Ashburton River to Hooley Creek maintained where ever practically possible to the satisfaction of the DOW.
- Eastern Multi-User Access and Infrastructure Corridor (MUAIC).**  
The eastern MUAIC dividing the Wheatstone project site will be available for authorised users. DPA will operate and manage this section of the MUAIC with a gatehouse at the southern boundary of the Wheatstone project site, thereby allowing authorised users to access the Port. Prior to entering the eastern MUAIC, dividing the Wheatstone project site, users will be required to complete an online DPA induction training package that highlights the Shire's sensitivity to certain chemicals. DPA will ensure that (i) all users of the Port are inducted or escorted on site, and (ii) a sign is erected at the security gate highlighting the sensitivity of certain chemicals being transported and used within that section of the eastern MUAIC. Refer section 6.3.5.1 of the ANSIA Structure Plan report.
- Multi-User Access and Infrastructure Corridor/Secondary Road Access.**  
Unless otherwise approved by Main Roads WA, access to both TWA's shall be provided from the secondary road provided to the west of the TWA sites. As an alternative to the secondary road, the Wheatstone TWA site may provide internal road access to the Second TWA site. Details will be provided in Development Plan(s). As a condition of any Planning Approval, all access will be constructed to the requirements of the Shire of Ashburton.
- Western Multi-User Access and Infrastructure Corridor.**  
The western MUAIC alignment is subject to detailed engineering design and the location of the final alignment may vary depending on the outcome of these investigations. The final alignment of the western infrastructure corridor will be determined when another heavy industry proponent locates in the ANSIA and is deemed responsible for its construction by the Department of State Development. The indicative alignment shown in the Structure Plan will be maintained for planning purposes until an incoming proponent progresses further engineering investigations.  
The alignment of the western MUAIC is indicative as only preliminary investigations have been undertaken to date. Locating the western MUAIC will be subject to detailed engineering design and the final alignment will be negotiated by the State with proponents.
- Housing of Employees, Contractors, Subcontractors and Itinerant Workers.**  
Proponents within the ANSIA will be totally responsible for housing their own direct construction employees, along with their contractors, subcontractors and authorised visitors who have direct involvement with their respective proposals. This will be addressed and demonstrated in Development Plan(s) and in a Workforce Management Plan (WMP). A condition of any Planning Approval(s) will require that prior to the commencement of development the proponent will enter into binding legal agreements to enforce the above restrictions.
- Transient Workforce Accommodation (TWA).**  
TWA is for construction workers only. All operational workforces shall not reside in the ANSIA. The construction workforce associated with the TWA includes those that may be contracted as part of the construction workforce, along with casual workers that may be associated with contractors but not directly with the proponent. Specifically, the following applies to the following stages:  
**Stage 1A (Wheatstone TWA)**  
The TWA will cater for all construction workers (including contractors) associated with the development of Stage 1A. In this regard, the Development Plan(s) will define the practical arrangements for the limitation of those persons employed and indirectly employed by the proponent to be permitted in Onslow at any one time. This will include (but not limited to) preparation of a WMP that addresses the impact of the overall development on Onslow (in particular on services and accommodation) and implements appropriate contributions. Means to achieve this will be demonstrated in the Development Plan(s). At the Planning Approval stage, the Shire and proponent(s) will enter into binding legal agreements to enforce the above restrictions.  
**Stage 1B (Secondary TWA)**  
The heavy industry proponent responsible for development within the second TWA site will address the same TWA requirements as referred to above (Stage 1A).
- General Industry Areas (GIA) and Land Use Separation to TWA.**  
The LPS7 Amendment and Development Plan addressing the GIAs shall ensure that uses will not adversely impact the:  
• operational use of the Special Use - TWA; and  
• the visual amenity of Onslow Road.
- When preparing a Development Plan(s) that includes the GIAs, the Development Plan(s) shall address the Land Use Separation Plan and ensure that any development is appropriately located from any known sensitive land use.
- When preparing the Development Plan that includes the WTWA or the STWA, the proponents shall as follows:  
• WTWA - locate sensitive land uses generally to the south of the site so as not to limit the development and use of the GIA and the STWA; and  
• STWA - locate sensitive land uses generally to the north of the site so as not to limit the development and use of the WTWA.
- Mosquito Hazard.**  
Development Plans/Planning Applications shall be accompanied by a Mosquito Hazard Management Plan demonstrating methods and means to manage mosquito breeding areas and mosquitoes on the site to the satisfaction of the Shire.

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## Shire of Ashburton Local Planning Scheme No. 7 Development Plan Requirements

Following determination of the ANSIA Structure Plan, Development Plans will be required for individual projects in accordance with the requirements of clause 11.1 of the LPS, thus defining in detail, planning for selected phases of the ANSIA to facilitate subdivision and development. The timing and relevant areas contained within the Development Plans is likely to be determined by the staging of the Structure Plan. The broad principles and guidelines outlined in the Structure Plan Report are likely to be refined through the Development Plan process. A

Development Plan is required to address the following matters:

- Proposed private road design and construction that addresses the following:
  - proposed road in a location that fits into the overall concept plan for the M1AIC currently being established by LandCorp;
  - proposed road and the gas sales pipeline alignment planned such that it does not limit the available space within the infrastructure corridor; and
  - cross sections and further detail of the alignments.
- Flood water risk mitigation strategy that takes a strategic approach to flood mitigation and addresses how future cumulative impacts from flood water are to be managed.
- Drainage strategy (including road construction) that ensures that the water quality targets are met for the stormwater outflow from the proposed development in respect of the suspended solids, phosphorous and nitrogen, in order to preserve health of the receiving waters.
- Local Water Management Strategy to the requirements of the Department of Water in relation to the impacts of development, with specific consideration being given to but not limited to:
  - site constraints;
  - flood risks;
  - water management;
  - fit-for-purpose water source planning;
  - design and management objectives; and
  - sharing of infrastructure, such as the pipeline, along with information showing the location where there is a provision for future connection(s).
- Comprehensive traffic impact assessment, addressing the impacts on regional and local roads, particularly Onslow Road, Old Onslow Road and Twitchin Road including anticipated traffic volumes and the timing of peak traffic:
  - during both the construction and operational phase of the development.
  - peak traffic on the ANSIA access road;
  - potential impact on other users of the ANSIA; and
  - preparation of a traffic management/consultation plans.
- Assessment to the requirements of the Department of Indigenous Affairs pursuant to the *Aboriginal Heritage Act 1974*.

- Dust management plan to address the construction phase of the development.
- 8 Plans showing finished ground levels.
- Identification of pressures on community facilities and services within Onslow, along with the method of implementing funding by proponent contributions, as identified by the Shire of Ashburton.
- 0 □ Workforce Management Plan that addresses the impact of the overall development on Onslow (in particular on services and accommodation) and implements appropriate contributions. The □ MP will cater for all for construction workers (including contractors) associated with the development of the T□ A and define the practical arrangements for the limiting the extent to which those persons employed and indirectly employed by the proponent are permitted in Onslow at any one time.
- Acknowledge that a legal agreement is to be prepared at the Applicant's expense (including legal expenses incurred by the Shire) for the purposes of the following:
  - All T□ A being used only for the accommodation of construction staff, subject to maintenance staff being permitted but only for a □ week period (after □□ months of operation) when the plant is closed
  - down for maintenance activity. The T□ A will be a temporary village facility and remain in-situ for a defined period where all operational staff reside in Onslow.
  - Ensuring the necessary arrangements to limit access to Old Onslow for those persons employed and indirectly employed by the proponent along with methods to actively assist in the conservation of
  - Old Onslow are in place.
  - Ensuring the necessary arrangements for the limitation of those persons employed and indirectly employed by the proponent to be permitted in Onslow at any one time are in place.
  - Ensuring the necessary arrangements for the implementation of a □ MP that addresses the impact of the overall development on Onslow (in particular on services and accommodation) and implements appropriate contributions are in place.
- Information as to the road design and construction as follows:
  - access from the facility and connection to Onslow □oad is to be designed, constructed with road signage, markings and necessary street lighting particularly the Onslow □oad intersection and provided by the proponent;
  - design of the road should include a reasonable number of crossing points so that livestock and vehicles can freely cross from one side to the other; and
  - road being fenced at the cost of the applicant in the form of stock proof fencing constructed in the same style as existing boundary fencing.
- Fire Management Plan and Emergency Services Plan.
- Acknowledgement that the development will be designed and constructed to allow easy access for people with disabilities.
- Consideration of the minimum number of car/□x□ and bus parking bays with parking area(s), driveway(s) and point(s) of ingress and egress □including crossover(s)□ designed, constructed, sealed, drained, marked and thereafter maintained.

- Demonstrate the land suitability for onsite effluent disposal.
- Define appropriate land areas for communications infrastructure.
- 8 Details of the means and method of providing a potable water supply.
- Landscape assessment and concept in order to reduce the visual impact of the development from outside the ANSIA.
- 0 Assess the impact of lighting and noise at the Ashburton river within the buffer zone from the proposed port and heatstone development.
- In the first instance, it is likely that a Development Plan will be prepared for Stage □A which includes all aspects of the heatstone project, comprising the eastern M□AIC, the T□ A site, and heatstone Plant. Further Development Plans will be prepared for:
  - Stage □B including Scarborough,
  - the FIA,
  - the Second T□ A site;
  - Stage □C GIA and;
  - Stage □ Strategic Industry Area following preparation of a Structure Plan.

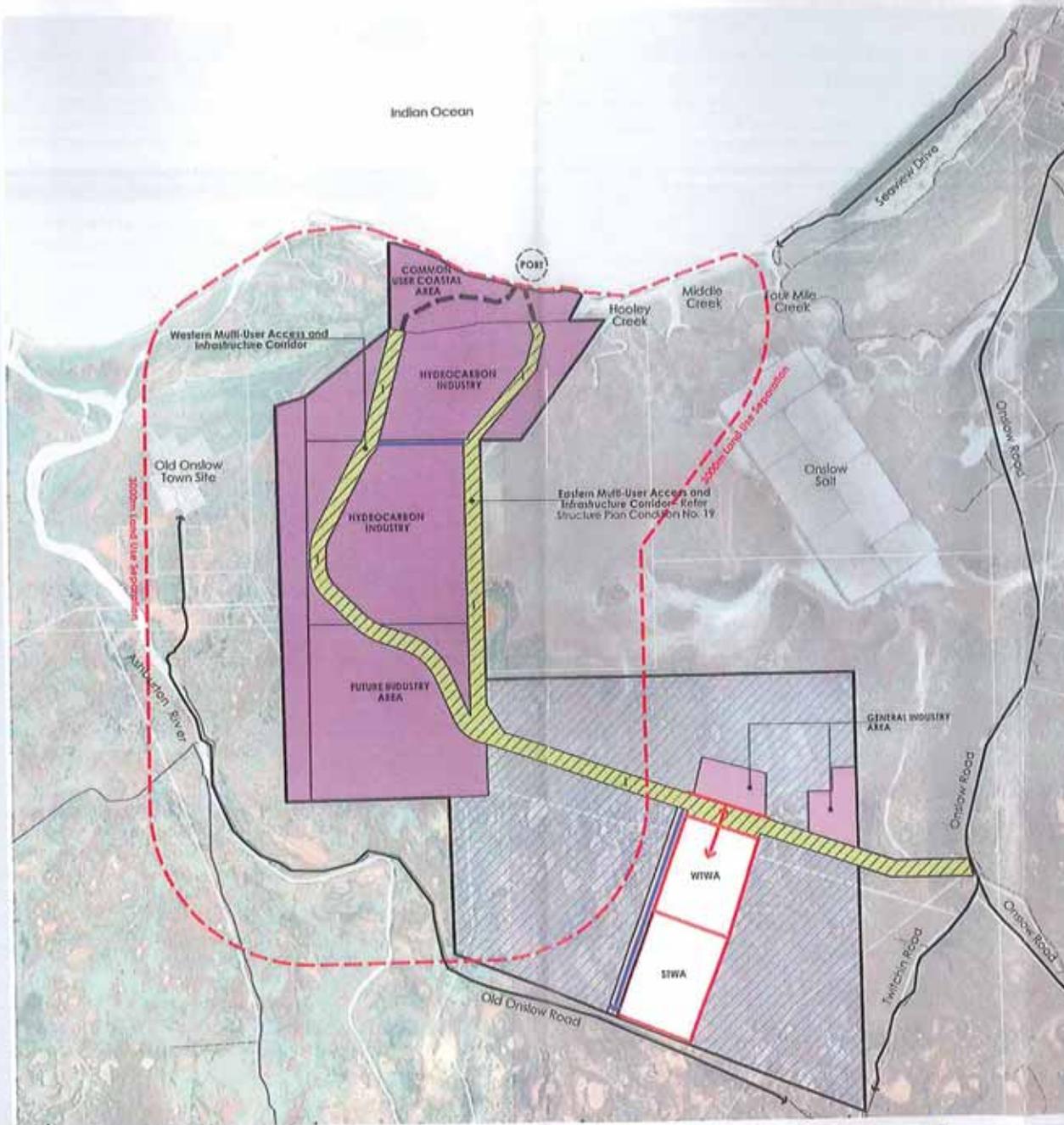


**LAND USE SEPARATION NOTES**

- The Land Use Separation Areas form part of the Ashburton North Strategic Industrial Area Structure Plan, and refer to the following definitions:
  - Land Use Separation Area** - is the area within which sensitive uses are either restricted or prohibited.
  - Sensitive Use** - includes residential dwellings, major recreational areas, hospitals, schools and other institutional uses involving accommodation.
- The Land Use Separation Areas include a general 3000m 'Risk, Noise and Air Quality' area around the Strategic Industrial Area and a 1000m Land Use Separation in relation to the Wheatstone Transient Workforce Accommodation.
- Future Scheme Amendments within the Structure Plan area are required to demonstrate, to the satisfaction of the EPA/DEC, conformance to the minimum requirements for the described sensitive land use, for the factors as prescribed by the following guidance documents:
  - Risk** - Guidance Statement No. 2 - Guidance for Risk Assessment and Management: Omitte individual risk from Hazardous Industrial Plant
  - Noise** - Environmental Protection (Noise) Regulations 1997
  - Air Quality** - Draft State Environmental (Air Quality) Policy 2009.
- Development and uses are to be located, designed and operated to minimise adverse impacts on:
  - Existing environmental conditions relating to air, water and soil.
  - The efficient and safe operation of the movement systems in the ANSIA.
  - The amenity of adjacent properties, and areas of high ecological significance.
  - The health and safety of people using the ANSIA, and
  - The establishment and use of the Transient Workforce Accommodation sites.
- Any development within the 'Risk, Noise and Air Quality' Land Use Separation Area must comply with the performance criteria discussed in section 6.7 of the ANSIA Structure Plan report, which includes:
 

**Land Use Separation Area Boundary Criteria (3000m):**

  - Noise levels of sensitive land uses, levels being 35dB(A); and
  - A risk level of one in a million per year or less.



**LEGEND**

**LOCAL SCHEME RESERVES**

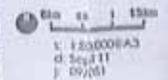
- Other Purposes Derived as follows
- Infrastructure (Multi-User Access and Infrastructure Corridor)

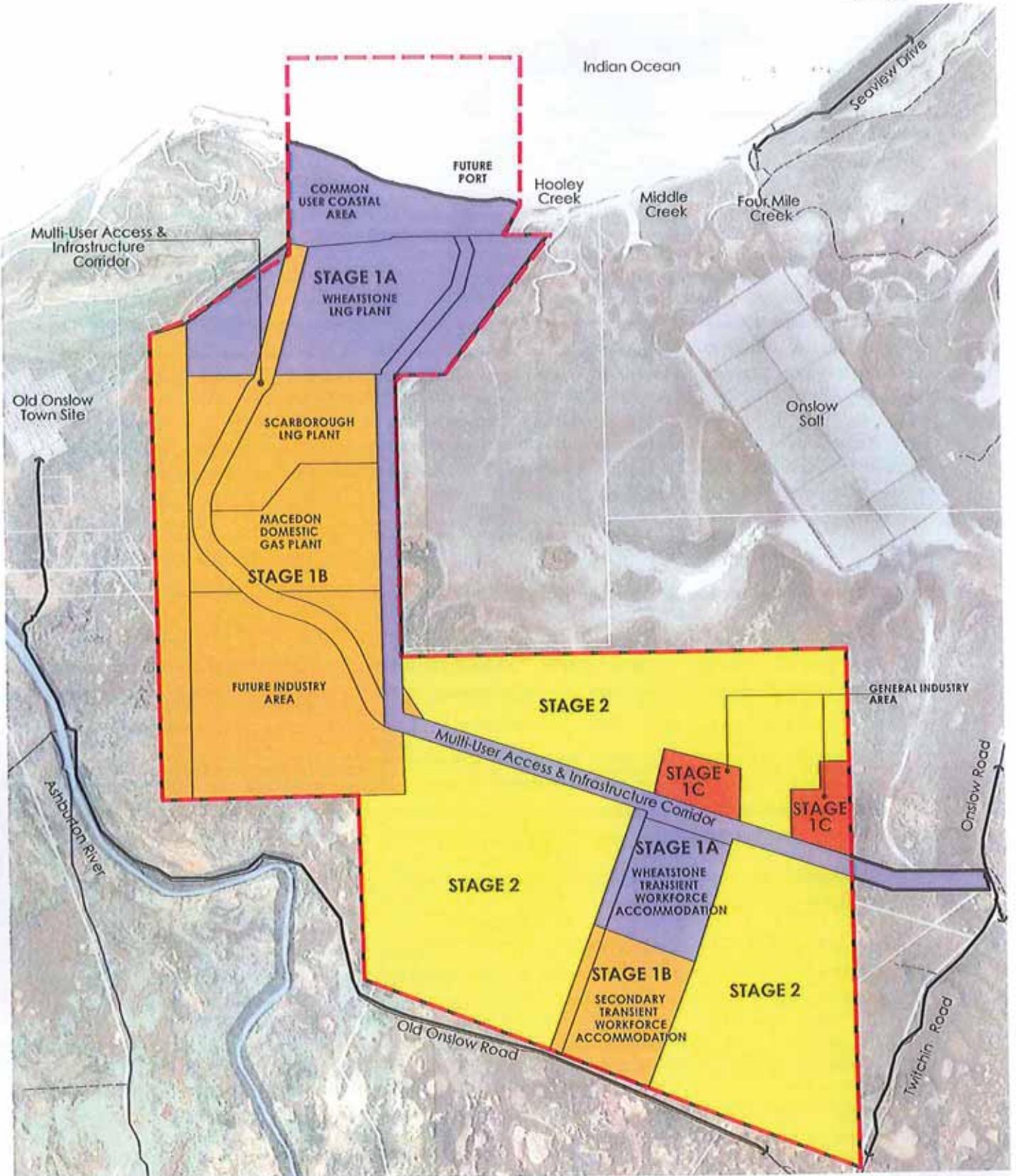
**ZONES**

- Strategic Industry Stage 1
- Industry Stage 1 - refer Structure Plan Conditions No. 24, 23 & 25
- Special Use
  - WTWA - Wheatstone Transient Workforce Accommodation
  - STWA - Secondary Transient Workforce Accommodation
  - Refer Structure Plan Conditions No. 24, 25 & 26

**OTHER**

- Risk, Noise & Air Quality Land Use Separation Area
- 1000m Land Use Separation
- Port / Common User Coastal Area Under the control of the Damper Port Authority
- ANSIA Stage 2 Subject to Future Structure Plan
- Indicative Secondary Link Access Road (Public)
- Access to Port Alignment & indicative only - refer Structure Plan Condition No.9
- Structure Plan boundary





**LEGEND**

- |   |  |   |
|---|--|---|
| <p><b>Stage 1A</b></p> <ul style="list-style-type: none"> <li>• Scheme Amendment and Development Plan</li> <li>• Development within the Port / CUCA is under the control of the DPA.</li> </ul> | <p><b>Stage 1B</b></p> <p><b>Stage 1C</b></p> <p><b>Stage 2</b><br/>Subject to Future Structure Plan</p> | <p><b>ANSIA Special Control Area</b></p> <p><b>ANSIA Structure Plan boundary</b><br/>ANSIA Structure Plan (Stage 1 and 2)</p> |
|---|--|---|

**PLANNING FRAMEWORK**

Amendment No. 10



S: 1:80,000@A4  
d: Sept 11  
j: 09/051



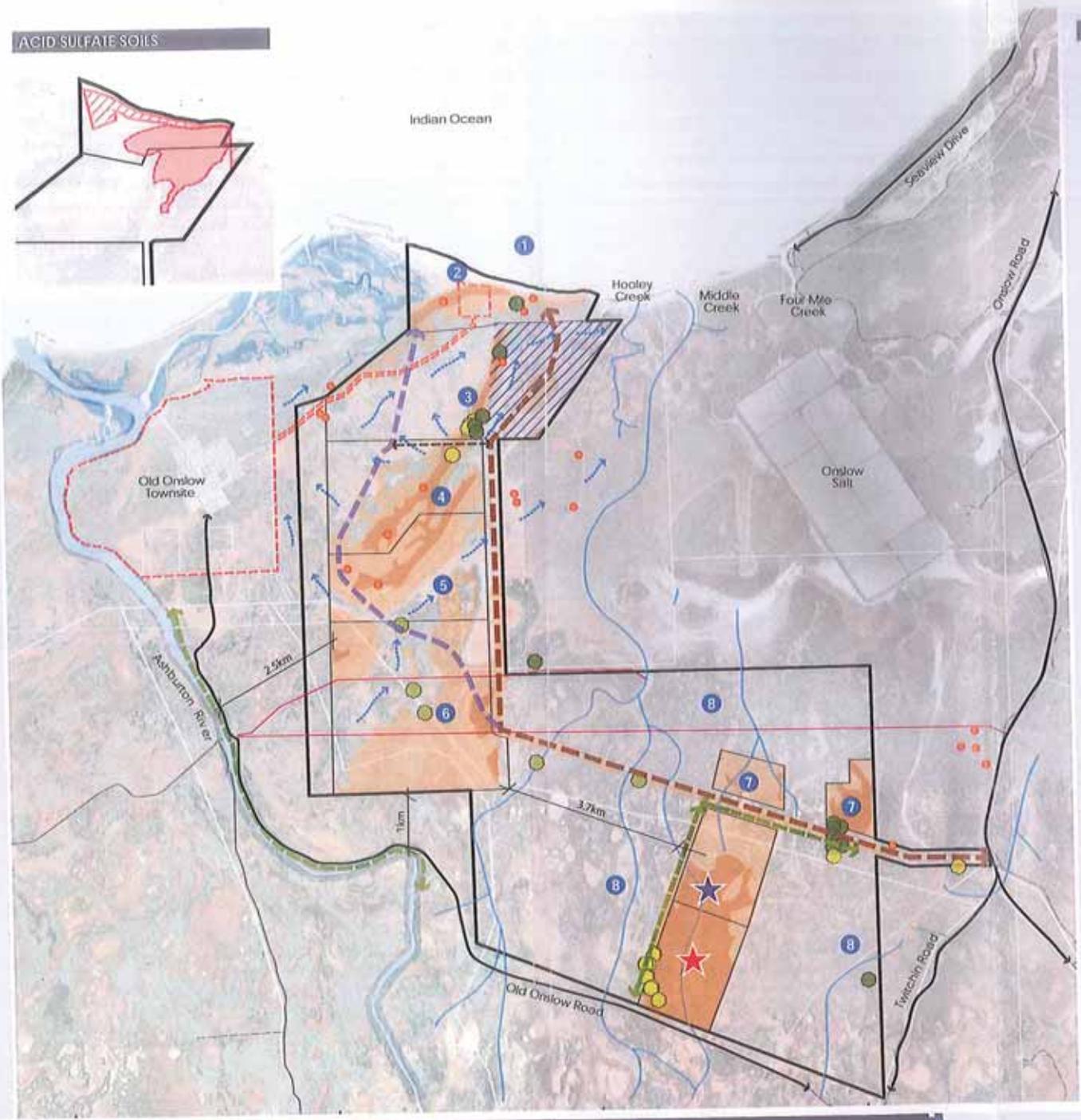
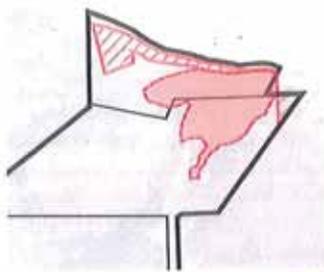
NOTE: THE ACCURACY OF SOME OF THE PLOTTED DATA PRESENTLY CANNOT BE GUARANTEED. WHILST THE INTENT OF THE STRUCTURE PLAN IS NOT AFFECTED, SOME INFORMATION SHOULD BE VERIFIED THROUGH MORE ACCURATE SURVEY.

figure 03

**LEGEND**

- Structure Plan boundary
- LAND USE**
- ▭ Heritage Reserve P3444 (HCWA, 2008)
- ▭ 4m-6m AHD viable development area
- ▭ 7m+ AHD more viable development area
- ↔ Linkage
- ➔ Eastern Multi-User Access & Infrastructure Corridor
- ➔ Western Multi-User Access & Infrastructure Corridor
- ★ Wheatstone Transient Workforce Accommodation site
- ★ Secondary Transient Workforce Accommodation site
- Existing Fuel/Gas Pipeline
- ▨ Onslow Salt use restrictions
- ENVIRONMENTAL**
- Minor Watercourse (URS 2010)
- ➔ Surface Water Preferential Pathway - low ARI Events
- Priority Flora**
- *Eremophila forrestii* subsp. *viridis*
- *Triumfetta echinata*
- *Atropis flabelliformis*
- Undescribed flora
- ▭ Mangroves
- Distance from sensitive use to Strategic Industry area boundary
- ↔ Risk, noise and air buffers to conform with requirements of EPA Guidance Statement 2 and EPA Act Noise and Air Quality Regulations in relation to sensitive uses.
- ▭ Potential Acid Sulfate Soils - High Risk
- ▭ Possible Acid Sulfate Soils - High Risk (Unsurveyed)

**ACID SULFATE SOILS**



**NOTES**

- 1 Future Port
- 2 Common User Coastal Area
- 3 Wheatstone LNG Plant site
- 4 Scarborough LNG site
- 5 Macedon Domestic Gas site
- 6 Future Industry Area
- 7 General Industry Area
- 8 Stage 2 - Subject to Future Structure Plan

## Chevron social Infrastructure contributions

Description	Chevron/State Contributions (\$M)	Comment	Timing and Implementation
4 Mile Creek picnic area and playground	0.000	Chevron funding capped.	FID
Wheatstone Project Public Visitors Centre; Customer Service Centre, meeting rooms & local library	0	Chevron will build an office in Onslow and would look at incorporating the Shires request where possible. Project office could cost more but Chevron will commit to consult with the Shire to include their aspirations	FID and to support construction
Onslow Aquatic and recreational centre	0	Chevron funding capped.	FID and to support operations staff
Town master plan and associated improvements; contribution to planning, design and construction of the new Onslow Road (access to town centre)	0	In addition to existing funding provided to Landcorp. Chevron contribution for design work and planning to establish the cost estimate.	FID
Airport upgrade	0	Chevron contribution for construction of a 1000m runway airstrip and associated building to support the Wheatstone project through construction and operations. Subject to no landing fees for the project during construction	FID and to support construction
Onslow Ring road	0	Chevron contribution based on the road is required to service the proposed operations FIFO village.	FID and meeting justification requirements
Old Onslow conservation and tourism development	0	Chevron contribution towards conservation and tourism opportunities at Old Onslow.	FID and prior to operations
Community Development Fund (CDF)	0	Chevron contribution consists of 0M when FID is taken, then 0M per year after construction of the Wheatstone plant for 0 years. Spend from the CDF is subject to approval via governance mechanisms in the SDA	FID and then annually
Community Development Fund (CDF)	0	Contribution from the State	upfront at FID
	0.000		
State Government subtotal contribution	0	States contribution towards the CDF, when FID for the Wheatstone project is taken.	
<b>Total</b>	<b>\$76.245</b>		

- Note: The Shire owns the Onslow Airport and has confirmed that it has not negotiated an exemption of landing fees for Chevron or any other operator/user.

**ATTACHMENT 11a- SCHEDULE OF SUBMISSIONS**  
**SUMMARY OF GOVERNMENT AGENCY SUBMISSIONS: DRAFT ANSIA STRUCTURE PLAN**

No.	Agency	Agency Submission	Shire Comment	Shire Recommendation	DOP Recommendation																						
1	<p>Manager Heritage North Priority Projects Unit Department of Indigenous Affairs PO Box 10 Cloisters Square, Perth, WA 6000</p>	<p>A search of the Register of Aboriginal Sites within the coordinates given for the ANSIA shows 11 site records. Of these, 10 sites are registered, and 1 is provisionally registered pending assessment by the Aboriginal Cultural Materials Committee.</p> <p>At p.8 of the Structure Plan it is stated that each proponent will be responsible for undertaking necessary Aboriginal heritage surveys and this work will contribute to the preparation of the Development Plans. Therefore DIA will likely make further comment on heritage issues when requested to make comment on the Development Plans.</p> <table border="1" data-bbox="280 403 757 1452"> <thead> <tr> <th data-bbox="280 403 517 419">Issue</th> <th data-bbox="517 403 757 419">DIA Comment</th> </tr> </thead> <tbody> <tr> <td data-bbox="280 419 517 576">P.8 states "There are known Aboriginal Cultural Heritage Sites located within the ANSIA"</td> <td data-bbox="517 419 757 576">Suggest change to: "There are 11 known Site records from the Register of Aboriginal Sites located within the ANSIA.  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Archaeological and ethnographic surveys will contribute to the preparation of Development plans and inform applications under section 18 of the AHA to impact sites."</td> </tr> <tr> <td data-bbox="280 858 517 1294"> <p>P.8 states that it is estimated that a further 10 dwellings (excluding 1 heatstone) will be required.</p> <p>This figure likely does not take into account current DIA policy concerning Bindi Bindi Aboriginal reserve.</p> <p>No more houses are to be built in the reserve.</p> <p>Plans are underway to investigate regularising the reserve in consultation with residents, involving either transforming existing houses, moving people out into the town, or a mixture of both. Further housing may be funded through royalties for regions, but land availability will still be an issue.</p> </td> <td data-bbox="517 858 757 1294">Suggest add at end of first paragraph of 1.1.1 that "Also, no more housing is to be built in the Bindi Bindi Aboriginal reserve. 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Specific issues relating to housing and the development of the Onslow Townsite, including Bindi Bindi, will be addressed in greater detail in the Onslow Townsite Structure Plan, development plan(s) and development applications that currently is being prepared by Landcorp.</p> <p>Agreed. Department of State Development, in consultation with State agencies, will undertake negotiations with subsequent proponents to finalize similar State Development Agreements.</p> <p>It is anticipated that the further negotiations will also be undertaken by proponents with the Shire of Ashburton to secure funding for social infrastructure in the town site.</p> <p>In this regard, it is appropriate that the Chief Executive Officer be</p>	<p>That the submission be noted and the following modifications be undertaken to the satisfaction of the Chief Executive Officer for inclusion in the final ANSIA Structure Plan as follows:</p> <table border="1" data-bbox="1429 316 1794 1139"> <thead> <tr> <th data-bbox="1429 316 1581 347">Issue</th> <th data-bbox="1581 316 1794 347">Modification</th> </tr> </thead> <tbody> <tr> <td data-bbox="1429 347 1581 560">Section 1.1.1</td> <td data-bbox="1581 347 1794 560">Replace first sentence to read:  "There are 11 known Site records from the Register of Aboriginal Sites located within the ANSIA. 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			<p>obligations that other proponents will undertake to mitigate social impacts</p> <p>Also regarding the Social Impact Assessment, Chevron did quite a large amount of specific Social Impact Assessment work with the Aboriginal community in 2000. However, if all the proponents do separate social impact assessments with the Aboriginal community, this will result in people being over-consulted.</p> <p>Chevron is developing a Workforce Code of Conduct to regulate the behaviour of workers. (p. Social Impact Statement, Part )</p>	<p>It is suggested that there be work done to assess the cumulative social impacts of the projects on the Aboriginal community.</p> <p>Companies could share the costs of this research and the data that is collected.</p> <p>Companies could also explore synergies regarding for example indigenous employment policies (there are only a certain number of people that these can apply to in the town and otherwise all the proponents will be fighting over them).</p> <p>It would be desirable to make the Workforce Code of Conduct the same or similar across all of the proponents to make it clear that a certain standard of behaviour is required in the town.</p> <p>This would mean requiring that the Code of Conduct that Chevron negotiates be made available to other proponents.</p>	<p>requested to formally provide DSD and LandCorp with a copy of the DIA submission requesting that DSD and LandCorp liaise with the DIA in relation to matters raised in the DIA submission.</p> <p>Noted and agreed. All proponents will be required to undertake a Workforce Management Plan. It is anticipated that any Code of Conduct associated with a Workforce Management Plan would be publicly available to the community and other proponents.</p>								
1	<p>Director General Department of Mines and Petroleum Mineral House, 100 Plain Street East Perth WA 6000</p>	<p>During August 2011, the Department of State Development provided this department with a copy of the following:</p> <p>a) Shire of Ashburton Local Planning Scheme No. 1 - Amendment No. 10 (dated August 2011);</p> <p>b) Ashburton North Strategic Industrial Area - Structure Plan (dated August 2011).</p> <p>In the interest to see that adequate land is reserved for planned and future proposed high pressure gas pipelines in the development of new infrastructure corridors, I have reviewed section 1.1 of the Scheme and section 1.1.1 of the Structure Plan.</p> <p>I noted that in section 1.1.1 of the Structure Plan, in Figure 1.1, the left hand side of the cross section drawing for the Multi-User Access and Infrastructure Corridor (MUAIC) (i.e. on the south side of the MUAIC and south of the Public Utilities Corridor) provides for a 100m wide Service Corridor in which I understand the planned BHPB Macedon Domgas pipeline and the proposed Chevron heatstone Domgas pipeline will be accommodated.</p> <p>I offer the recommendation that the Service Corridor be renamed Gas Pipelines Corridor to ensure no other types of pipelines or utilities are installed in that section of the Multi-User Access and Infrastructure Corridor (MUAIC) and to ensure safe separation distances between gas pipelines are available for construction, operation and maintenance of the gas pipelines.</p>	<p>Noted.</p> <p>It is anticipated that the detailed planning for the infrastructure corridor will be completed as part of proponent development plans and development applications.</p> <p>The matter has been discussed with DSD as lead State agency. DSD advise that it is preferable that the labelling "Service Corridor" on the 100m MUAIC remain. DSD advise that:</p> <p><i>".... it is important that at Structure Plan level, flexibility is retained in regard to the type of future services infrastructure in this corridor. Labelling a 100m section "Gas Pipelines Corridor", while this may be the ultimate use, is too limiting."</i></p> <p>These areas should not be compromised by placement of infrastructure that is not directly related to specific developments. Therefore, based on DSD's advice, the suggested modifications are not supported.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the modifications recommended by the Shire of Ashburton.</p>								
1	<p>Regional Manager Gascoyne Main Roads WA 100 Robinson St Carnarvon WA 6700</p>	<p><i>Introduction</i></p> <p>Page 11 Section 1.1.1 (Para 1) Seal width should be "6.2m" wide not 6.0m wide.</p> <ul style="list-style-type: none"> <li>Section 1.1.1 Movement Network and Road Upgrades (p. 11-12)</li> <li>Appendix E Transport Access Report AAPP (p. 11-12)</li> <li>Appendix E-A Draft Transport Assessment Transcore (p. 11-10)</li> </ul> <p>The key items of interest are:</p> <ul style="list-style-type: none"> <li>Limited information regarding anticipated traffic volumes focuses on the long-term (2011)</li> <li>Incorrectly describes the length of permitted A vehicles (p. 11) should be "11.0m" and not 11.5m. Also delete reference to tonnages</li> </ul>	<p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p>	<p>That the submission be noted and the following modifications be undertaken to the satisfaction of the Chief Executive Officer for inclusion in the final ANSIA Structure Plan as follows:</p> <table border="1"> <thead> <tr> <th>Issue</th> <th>Modification</th> </tr> </thead> <tbody> <tr> <td>Section 1.1</td> <td>Modify to show current seal width of Onslow Road is 11.0m</td> </tr> <tr> <td>Appendix E Transport Access Report AAPP</td> <td></td> </tr> <tr> <td>Appendix E-A</td> <td></td> </tr> </tbody> </table>	Issue	Modification	Section 1.1	Modify to show current seal width of Onslow Road is 11.0m	Appendix E Transport Access Report AAPP		Appendix E-A		<p>Support the modifications recommended by the Shire of Ashburton.</p>
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		<ul style="list-style-type: none"> <li>There is specific reference (p.11) to the Shire being involved in the approval of the planned Onslow road upgrades under 11.1 on p.11 should read the same as two paragraphs above for consistency. 11.1 paragraph one on p.11 should reflect the same.</li> <li>Appendix A in Appendix E - confusing - is supposed to be Main Roads A Traffic Counts but are not included</li> <li>Appendix A has substantial detail about operational traffic flows when Heatstone and other companies are operational 11 remains pretty silent on construction volumes.</li> <li>Stakeholder Consultation p.11 should read "Main Roads Western Australia" not Department.</li> <li>P.8 - Incorrectly describes the length of permitted A vehicles (11 should be "11m" and not 11m. Also delete reference to tonnages.</li> <li>P.10 - Seal width should be "11m" wide not 11m wide.</li> <li>Transcore Report (Appendix E-A) provides much more detailed analysis of the road network and some reference to construction volumes (p.11 - still pretty limited). P.11 provides analysis about capacity of Onslow road to function with increased traffic volumes.</li> </ul> <p><i>General Comments</i></p> <p>Main Roads has been working with the Department of State Development, the Shire of Ashburton and the foundation proponent(s) to ensure the long-term reconstruction of Onslow road is addressed as part of the State Agreement currently being finalised.</p> <p>Main Roads is currently designing options to reconstruct Onslow road at the completion of the Heatstone construction.</p> <p>In respect to the short term improvements on Onslow road, Main Roads is finalising construction details to ensure all the improvements identified in the workshop of 10 June 10 and subsequent discussions with the Shire of Ashburton in respect to additional improvements will be completed by the end of March 10.</p> <p>Please be advised that the speed limit for road trains on Onslow road was reduced from 100 to 10 km/h effective 11 August 10. Further four large warning signs advising of the speed restrictions are currently being made and will be erected in the coming weeks. Surveyors are currently setting out the Onslow road centreline and the line markers are scheduled to paint the centreline in the week commencing 11 September 10.</p> <p>Overall Main Roads is satisfied that our requirements have been met and look forward to working with all parties into the future.</p>	<p>Noted and agreed.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<table border="1"> <tr> <td>Draft Transport Assessment Transcore</td> <td></td> </tr> <tr> <td>Generally</td> <td>Modify the report and relevant appendices to upgrade information regarding anticipated traffic volumes 11 focuses on the long-term (10) to the requirements of Main Roads A.</td> </tr> <tr> <td>Section 11</td> <td>Modify to refer length of permitted A vehicles to "11m".</td> </tr> <tr> <td>Section 11.1</td> <td>Modify reference to the Shire being involved in the approval of the planned Onslow road upgrades.</td> </tr> <tr> <td>Section 11.1 and 11.1</td> <td>Modify to read the same as two paragraphs above for consistency. Section 11.1 paragraph one modified to reflect the same.</td> </tr> <tr> <td>Appendix A</td> <td> <ul style="list-style-type: none"> <li>Modify to include Main Roads A Traffic Counts and construction volumes.</li> <li>Amend Stakeholder Consultation to refer to "Main Roads Western Australia" (not Department).</li> <li>Modify to correctly describe the length of permitted A vehicles as "11m" and delete reference to tonnages.</li> </ul> </td> </tr> </table>	Draft Transport Assessment Transcore		Generally	Modify the report and relevant appendices to upgrade information regarding anticipated traffic volumes 11 focuses on the long-term (10) to the requirements of Main Roads A.	Section 11	Modify to refer length of permitted A vehicles to "11m".	Section 11.1	Modify reference to the Shire being involved in the approval of the planned Onslow road upgrades.	Section 11.1 and 11.1	Modify to read the same as two paragraphs above for consistency. Section 11.1 paragraph one modified to reflect the same.	Appendix A	<ul style="list-style-type: none"> <li>Modify to include Main Roads A Traffic Counts and construction volumes.</li> <li>Amend Stakeholder Consultation to refer to "Main Roads Western Australia" (not Department).</li> <li>Modify to correctly describe the length of permitted A vehicles as "11m" and delete reference to tonnages.</li> </ul>	
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<p>Environmental Protection Authority Director Assessment and Compliance Postal Address: Locked Bag 11, Cloisters Square, Perth, WA 18</p>	<p>With respect to the Ashburton North Strategic Industrial Area Structure Plan, the Office of the EPA has provided comments in writing on 11 October 10 and verbally in inter-agency workshops chaired by the Department of State Development.</p> <p>The EPA does not have any further comment to make on the Structure Plan at this time, other than to reiterate that while a buffer has been established best practice should still be applied to minimise air and noise emissions within the Strategic Industrial Area.</p>	<p>Noted and agreed.</p> <p>Since the inception of the Ashburton North proposal the Shire of Ashburton has worked closely with a number of key State agencies, including the Office of Environmental Protection, to devise a planning regime that is inclusive of environment issues of individual proponents as well as considering the cumulative risks of the ANSIA estate. The Structure plan reflects both levels of consideration as defines the issues that need to be addressed as part of developing more detailed plans and applications. As part of standard referral processes the Shire of Ashburton will forward development plans and development applications to the OEPA for comment.</p> <p>With respect to the EPA reference to buffers, it is noted that the 1000m ANSIA buffer and the 1000m Special Use buffer as referred on figure 11 are not statutory buffers like those that encompass other strategic industrial areas such as the Kemerton Strategic Industrial Area in the South West.</p> <p>The ANSIA is significantly different to other strategic industrial areas as the land and buffer is owned and totally controlled by the State of Western Australia where the lead agency is DSD. The land tenure for operators within the ANSIA is leasehold. Should circumstances change and DSD seek to promote freehold, then it would be incumbent on DSD to undertake appropriate arrangements to request the Shire to initiate a Scheme Amendment that establishes a formal Scheme buffer.</p> <p>In this regard, DSD on behalf of the State would be responsible for any compensation associated with mining, pastoral or other leaseholds.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburton's recommendation.</p>													

<p>Executive Director Strategic Infrastructure Department of State Development Level Adelaide Terrace, East Perth A 00</p>	<p>The Department of State Development makes the following comments on the Draft Structure Plan in the accompanying table. The Department is generally supportive of the Draft Scheme Amendment.</p> <p>Access to Hooley's Creek</p> <p>As requested by the Shire of Ashburton, the Department actively consulted with the Onslow community in regard to alternative beach access given the future loss of access to Hooley Creek. Consideration of this issue formed part of wider community consultation sessions at the Town Hall on 11 and 12 August associated with the advertising in Onslow of the Draft Structure Plan and Draft Scheme Amendment.</p> <p>Representatives from the Department, LandCorp, Chevron, the Department of Transport and Main Roads Western Australia were in attendance, to provide information to interested parties in regard to Hooley Creek, the Draft Structure Plan and Draft Scheme Amendment. During this period, fifty five submissions were received from the community indicating individuals' views on Hooley Creek and preferred similar alternative coastal access points.</p> <p>The Department has collated and considered the submissions and is pursuing discussions with BHP Billiton and others in regard to the legal provision of access to another similar coastal access point, so that a development plan can be considered and approved by the Shire as stipulated in Condition 8 of the Draft Structure Plan.</p> <p><b>Specific Edits and Modifications</b></p> <table border="1"> <thead> <tr> <th>Section</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>Figure 1</td> <td>The Department of State Development (DSD) is aware that the Department of Regional Development and Lands is currently progressing the closure of Road Nos 8 00 and 8 00 in consultation with the Shire of Ashburton. 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In discussions with the DSD staff, they confirm that reference in the Chevron submission proposing the modification of structure plan maps to correctly represent the determined boundary definition is correct.</p> <p>The matters associated with DSD's submission are discussed as follows:</p> <p><i>Access to Hooley's Creek</i></p> <p>This is a significant issue for the Shire of Ashburton, particularly for Onslow's residents and visitors who are likely to lose access to a popular fishing location should the ANSIA be created. As previously determined by Council, there is a requirement for the State to undertake consultation to define a process that adequately addresses this, including consultation with the community and investigation of suitable alternative locations with sufficient access. The agreed arrangements will need to be reflected in subsequent stages of the planning process and specifically in development plans.</p> <p>The process undertaken by DSD meets the requirements outlined by Council in its various correspondence to the proponent and State agencies on this issue. The agreed arrangements will need to be reflected in subsequent stages of the planning process, specifically development plans.</p> <p><i>'Buffer' area for the TWA</i></p> <p>With respect to the buffer area for the TWA provided for in Figure 08 it emphasised that the location (and footprint) of the camp will influence the location of the buffer; therefore, it should, where practicable, be amended to ensure it does not encroach on the GIA area.</p> <p>The buffer was included at the request of Chevron prior to advertising as a response to LandCorp's proposal to include the 'General Industrial' sites. Importantly, the reference to 'buffer' in the Structure Plan will need to be modified to clearly indicate that here are no statutory provisions that restrict or prohibit uses. The role of the buffer is advisory only and will be clarified in the final Structure Plan.</p> <p>It should also be noted that the TWA is a temporary facility designed to accommodate construction workforces associated with major projects.</p> <p>There are numerous examples where construction camps occur in buffer areas based on fact that industry has not been substantially established to cause negative impacts or conflicts.</p> <p>Other proponents establishing workforce camps associated with other projects are likely to use the STWA site which will not be influenced by the proximity to the proposed GIA area. Additionally, as a concept buffers are intended to define separation distances between potentially incompatible (conflicting) land uses.</p> <p>It is agreed that the buffer has little statutory standing and as such serves as guidance to the possibility potential issues.</p> <p>This matter is further discussed in the body of the Council report.</p> <p><i>Cumulative social impact</i></p> <p>Most of the cumulative social impact resulting from Ashburton</p>	<p>That the submission be noted.</p> <table border="1"> <thead> <tr> <th>Issue</th> <th>Modification</th> </tr> </thead> <tbody> <tr> <td>Figure 0</td> <td>Modify to include reference to the DL/Chevron request to the closure of Road Nos 8 00 and 8 00 along with the Council resolution of June 2011 to commence the road closure under the Land Administration Act when DL/Chevron have agreed to pay all associated costs.</td> </tr> <tr> <td>Figure 0</td> <td>Modify the CICA and Heatstone LNG boundary so that it is in accordance with the Chevron submission.</td> </tr> <tr> <td>Figure 08</td> <td>Modify/replace as follows:  Condition 11 - delete first sentence.  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	<p>the eastern MUAIC will be subject to detailed engineering design and the final alignment will be negotiated by the State with proponents.</p> <p>The Indicative Secondary Access Link road between the eastern and Eastern MUAICs is being established to provide alternative access to the CCA via the Eastern MUAIC, prior to the creation of a eastern MUAIC. This link is not considered to be a public road as stated in the legend and will only remain in place until a second LNG proponent firms-up on its project.</p> <p>Condition</p> <p>It is suggested the first sentence is deleted:</p> <p><i>"The provision of services shall initially be proponent based"</i></p> <p>It is not the States desire that services be initially proponent based.</p>		<p>North will be located in the Onslow Town site.</p> <p>As such, while there is a requirement to address these impacts as part of development plans, there will also be a requirement to participate in detailed town site planning that is being undertaken by LandCorp.</p> <p>This planning will aim to ensure sufficient land and infrastructure is available to support substantial, projected town site expansion. Consequently, there will be some overlap between these processes. Knowledge of proponent intentions will continue to form the basis for negotiations with the State and local government, through available mechanisms.</p> <p>It is appropriate to ensure that Development plans have reference to cumulative social impact which is an issue has also been raised by the DIA.</p> <p>It should be noted that the location (and footprint) of the camp will influence the location of the buffer, therefore, it should, where practicable, be amended to ensure it does not encroach on the GIA area.</p> <p>Noted and agreed.</p> <p>This matter is further discussed in the body of the Council Report.</p>	<p>(Figure 08). One of these link roads may provide another means of access to adjoining hydrocarbon industry areas and also provide a link between the proposed Western MUAIC and Eastern MUAIC.</p> <p>Another indicative access road may provide access along the western boundary of the TWA sites. Subject to the consent of the Shire of Ashburton, the indicative secondary link access road west of the TWA sites may also provide temporary access to the TWA site while the Eastern MUAIC is being constructed".</p> <p>Delete third sentence.</p> <p>Delete third sentence.</p> <p>Section The middle paragraph, last sentence to delete</p> <p>"Wheatstone project" and replace with</p> <p>"first two LNG trains are completed".</p> <p>Section Modify in accordance with recommendation of the Shire Report to Council.</p> <p>Figure Macedon - be amended to read:</p> <p>"Macedon - 2011(Stage 1B)", to clarify that while Macedon's sequencing is advanced, it is also in the 1B area".</p> <p>Amend to include an annotation which notes that Stage A includes land (the polygon to the west of the eastern MUAIC) which is not part of the Wheatstone Project or the CCA and as such, will not necessarily be developed in</p> <p>Section 8. (Table) Table be amended to include the tenure arrangements for the section of the Eastern MUAIC prior to main bend (Macedon turnoff) to the requirements of to the requirements of the Department of State Development.</p> <p>Third column headed eastern No. amended to read:</p> <p>"1. It is likely that the</p>	
<p>pg.8</p>	<p>It is suggested paragraph one is amended as follows to clearly describe what is required -</p> <p><i>"Two indicative secondary link access roads are identified on the ANSIA Structure Plan (Figure 08). One link road will provide another means of access to adjoining hydrocarbon industry areas and also provide a link between the Western and Eastern MUAIC's. Another access road provides a western access to the TWA sites. Subject to the consent of the Shire of Ashburton, the indicative secondary link access road west of the TWA sites may also provide temporary access to the TWA site while the Eastern MUAIC is being constructed".</i></p>		<p>Noted and agreed.</p>		
<p>pg. 10</p>	<p>It is suggested the following sentence be deleted:</p> <p><i>"Should an integrated water supply scheme not be negotiated each proponent will be responsible for sourcing and maintaining their own water supply systems for both potable and industry purposes"</i></p> <p>It is noted that in regard to the Department of Water's encouragement to assess the viability of a single water provider at the ANSIA, DSD is negotiating a practical solution to water for the ANSIA and the Town and is satisfied that reflects this approach.</p>		<p>Noted and agreed.</p>		
<p>page 10</p>	<p>It is suggested the following sentence is deleted:</p> <p><i>Should an integrated power supply scheme not be negotiated at</i></p>		<p>Noted and agreed.</p>		

		<p>the inception of the ANSIA each proponent will be responsible for their own power requirements having independent power generation and distribution systems</p> <p>The introductory sentence in [ ] is considered to be a sufficient outline of the desired approach.</p>				<p>Future Road will be a public road however it is yet to be resolved and will be addressed in the relevant Development Plan".</p>
	<p>[ ] page [ ]</p>	<p>The middle paragraph, last sentence, refers to -[ ]The two lane carriageway will not be completed until after the [ ] heatstone project is completed, to minimise the impact of construction traffic on the pavement[ ]</p> <p>It is suggested the term "Wheatstone project" is amended to first two LNG trains are completed[ ] The [ ] heatstone Project itself has a long life and to avoid any potential timing confusion, the amendment is suggested.</p>	<p>Noted and agreed.</p> <p>This matter is further discussed in the body of the Council [ ] report.</p>	<p>Table Difference(s) [ ] between the two levels of structure planning within the ANSIA</p>	<p>Add an additional dot point to second Column titled (Proponent Development</p> <ul style="list-style-type: none"> <li>"A focus on the impacts from the indirect, consequential and opportunistic worker population."</li> </ul>	
	<p>[ ] page [ ] and Figure [ ]</p>	<p>As shown in Figure [ ] and based on the nearest boundaries, the buffer between the [ ] T[ ] A area and the nearest General Industry Area (GIA) is not acceptable in that it may sterilise much of this GIA. DSD is aware that Chevron will locate its workforce in the southern portion of the [ ] T[ ] A area and requests that Chevron reviews the extent of the buffer.</p> <p>It is suggested that the Structure Plan require that sensitive land uses be located towards the southern end of the [ ] T[ ] A site and the northern end of the ST[ ] A site in order to limit the sterilisation effect on neighbouring land uses.</p> <p>In addition, the [ ]000m buffer indicated on Figure [ ] could be removed and replaced with a condition in the Structure Plan, which would require that sensitive land uses are located in such a way that limits the potential sterilisation impact on other incompatible uses. This could be managed by the Shire through the development plan and development application process. The [ ]000m buffer, as it stands, does not have the statutory power of a special control area or similar, therefore, the statutory merit of indicating a buffer in Figure [ ] is questionable.</p>	<p>Noted and agreed.</p> <p>This matter is further discussed in the body of the Council [ ] report.</p>	<p>Appendix F</p>	<p>[ ] [ ] revise the Serling [ ] report[ ] to reflect the intent of the Structure Plan in regard to the potential for an integrated scheme for water supply, power, and sewerage.</p> <p>[ ] Delete first sentence.</p>	
	<p>Figure [ ]</p>	<p>It is suggested Macedon - [ ] is amended to read:</p> <p>"Macedon - 2011(Stage 1B)", to clarify that while Macedon's sequencing is advanced, it is also in the 1B area".</p> <p>Figure [ ] should also be amended to include an annotation which notes that Stage [ ] A includes land (the</p>	<p>Noted and agreed.</p>	<p>Appendix F Section [ ]</p>	<p>[ ] [ ] revise the remaining sentences so it applies to Stage [ ] of the ANSIA. In this manner, it provides the flexibility to consider a future integrated system for Stage [ ]</p> <p>[ ] Delete first and second sentences.</p>	
				<p>Appendix F Section [ ]</p>		

		<p>polygon to the west of the Eastern MIAIC which is not part of the Heatstone Project or the CICA and as such, will not necessarily be developed in 2011.</p>			
	8. Page 10 and Table	<p>It is suggested that the Table is amended to include the tenure arrangement for the section of the Eastern MIAIC prior to main bend (Macedon turnoff). In this section, the middle 100m will be Crown Land under the management of the Department of Regional Development and Lands. This area has been cleared of native title and will contain easements rather than being LandCorp freehold land.</p> <p>The table also states that the Public Road in the Eastern MIAIC will be under care control maintenance of Main Roads Western Australia. At this stage, the jurisdiction which would cover the road is still open to discussion.</p>			
	Appendix B - ANSIA Social Impact Statement	<p>Most of the detail in regard to social impact will be required at the development plan stage. This should include a focus on the impacts from the indirect, consequential and opportunistic worker population. It is proposed that the Shire and the DSD collaborate to address cumulative social impacts.</p>	Noted and agreed.	<p>Most of the cumulative social impact resulting from Ashburton North will be located in the Onslow Town site. As such, while there is a requirement to address these impacts as part of development plans, there will also be a requirement to participate in detailed town site planning that is being undertaken by Landcorp. This planning will aim to ensure sufficient land and infrastructure is available to support substantial, projected town site expansion. Consequently, there will be some overlap between these processes. Knowledge of proponent intentions will continue to form the basis for negotiations with the State and local government, through available mechanisms.</p>	
	Appendix F - page 11	<p>As a general comment, the Serling Report appears to contradict the intent of the Draft Structure Plan in regard to the potential for the consideration of an integrated scheme for water supply, power, and sewerage.</p> <p>It is suggested that the following sentence be deleted:</p> <p><i>"It is not intended that an integrated water supply be established but that each proponent be responsible for sourcing and maintaining their own water supply systems for both potable and industry purposes".</i></p> <p>This approach is not supported and is considered inconsistent with of the Draft Structure Plan Report.</p>	Noted and agreed.		
	Water				
	Effluent Disposal page 10	<p>It is suggested the sentence is amended so it applies to Stage 1 of the ANSIA. In this manner, it provides the flexibility to consider a future integrated system for Stage 1. It is suggested the following sentences are deleted:</p> <p><i>"Power will not be imported from the local grid. Each proponent will be responsible for their own power requirements having independent power generation and distribution systems"</i></p>	Noted and agreed.		
	Power				
		As an ANSIA Structure Plan, these			

		sentences are restrictive. It may be the case for a particular project but should not be ruled-out for the ANSIA as a whole.																									
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1	Project Manager LandCorp Level 1 100 Esfarmers House 100 The Esplanade Perth WA 6000	Please find below a summary of written comments from LandCorp in relation to the draft Structure Plan sent to LandCorp for comment on 07/08/2011. <table border="1"> <thead> <tr> <th>Section</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>Structure Plan - 1.1</td> <td>The last sentence should reflect the work that has been undertaken in this regard and read:  <i>"Additionally the second TWA and Stage 1 C areas have been the subject of detailed environmental investigations which will support applications for the rezoning and the preparation of Development Plans for these areas".</i></td> </tr> <tr> <td>Structure Plan - 1.2</td> <td>Figure 1 should now be updated to reflect that the 2000 study by Nayton has now been superseded by Nayton's 2010 study.  If figure 1 is to remain in the Structure Plan then a reference should be afforded to the red polygon on the Plan. 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			would alleviate costs for the small proponent which could offset high construction costs in the ANSIA.						
		Structure Plan - [ ] [ ] [ ]	The second T A site is part of Stage B so will be included within the Stage B Development Plan and Amendment.		Noted and agreed.				
		Structure Plan - [ ] [ ] [ ]	A Workforce Management Plan will be completed by the industry proponent that locates within Stage B. This information will not be supplied by LandCorp as part of the Development Plan and Scheme Amendment for Stage B.		<i>Workforce Management Plan</i> LandCorp is incorrect that it will not be required to provide a Workforce Management Plan. Without pre-empting the draft Development Plan and Scheme Amendment anticipated to be lodged by LandCorp, it is clear that all development at the ANSIA will have workforce impacts on Onslow. It is the responsibility of all developers to prepare adequate management plans to identify, address and lessen such impacts on the town. Noted and agreed in part.				
		Structure Plan - [ ] [ ] [ ]	The vision for the ANSIA is very focused on the hydrocarbon sector without outlining a vision for the development of a sustainable entity that has links back to the community. It is recommended that the existing vision be substituted with the following:  <i>"Industrial Ecology Based ANSIA Vision: To create the Ashburton North Strategic Industrial Area as a hydrocarbon processing industrial estate that achieves a high level of functionality and sustainability through the facilitation of the cross flow of product and feedstock, energy and water efficiency, waste reduction and efficient and equitable access to export and import facilities. It will use in-built flexibility and spatial, physical and operational foundations based on emerging best practice in industrial ecology to maximise opportunities to adapt to meet future changes in industry needs and policy settings.  It will be designed and managed to optimise the opportunities for interaction with and engagement of the wider Onslow community and economy seeking to enhance the benefits and reduce adverse impacts on the community in the short and long term."</i>		The vision provides the fundamental direction of the ANSIA and needs to be carefully crafted. LandCorp's submission was provided to DSD and the Department of Planning for comment and direction. DSD does not support LandCorp's suggested wording for the vision which focuses on industrial ecology elements rather than a major hydrocarbon processing hub of State and National significance. DSD advised that the LandCorp suggestion is not consistent with the Cabinet endorsed decision which is articulated in the current vision.  However, Shire Staff consider that the sustainable direction of LandCorp's vision should be further explored. In this regard, staff from the Department of Planning (DoP) has suggested an alternative that links the Cabinet decision and which also reflects a sustainable direction.  DSD and LandCorp have advised that the DoP wording is acceptable. Accordingly, the Shire recommendation in relation to the vision reflects the DoP compromise.				<i>To create a major hydrocarbon processing hub of State and National significance, fostering a secure environment for major gas processing industries, surrounded by infrastructure, services and related industries to deliver maximum benefit from the resource to the community, at both micro and macro levels, in a sustainable manner.</i>  <i>To achieve the vision of a sustainable hydrocarbon processing precinct at the Ashburton North Strategic Industrial Area, planning for the estate will aim to optimise the clustering of hydrocarbon processing and related activities to achieve a high level of functionality and sustainability. Design will be built on flexibility and spatial, physical and operational foundations and the utilization of emerging best practice to maximise opportunities to adapt to meet future changes in industry needs and policy settings. Facilitation and management of the estate in this manner may focus on cross flow of product and feedstock, encouraging energy and water efficiency, waste reduction and efficient and equitable access to export and import facilities. Engagement with the wider Onslow community and economy will seek to enhance the benefits and reduce adverse impacts on the community in the short and long term."</i>
		Structure Plan - Figure 8	[ ] [ ] remove "the provision of servicing shall initially be proponent based". [ ] [ ] remove: "The final alignment will be identified within subsequent stage B and C Development Plans".  [ ] replace with: "The final alignment of the western infrastructure corridor will be determined when another heavy industry proponent locates in the ANSIA and is deemed responsible		Noted and agreed.  Noted and agreed.  Noted and agreed.				
		Figure 8							[ ] Condition [ ] [ ] remove "the provision of servicing shall initially be proponent based".  [ ] Condition [ ] [ ] remove: "The final alignment will be identified within subsequent stage B and C Development Plans".  and replace with: "The final alignment of the western infrastructure corridor will be determined when another heavy industry proponent locates in the ANSIA and is deemed responsible for its construction by the Department of State Development. The indicative alignment shown in this structure plan will be maintained for planning purposes until an incoming proponent progresses further engineering



		<ul style="list-style-type: none"> <li>Following the sentence "An indicative Secondary Link ..." add the sentence:   <i>"It is intended to be 60m wide containing a 40m road reserve on the south and 20m utility corridor on the north. The 40m road reserve will be incorporated into the Exxon Mobil/BHP site if and when it is progressed. If the 20m utility corridor is vacant at that time, an assessment will also be undertaken as to whether the 20m utility corridor could also be incorporated to the Exxon Mobil/BHP site."</i>   Last paragraph: "Indicative Secondary Link Access Roads" should be removed and replaced with:   <i>"Indicative Secondary Access Roads have been designed to allow access to the western side of the Port and ANSIA in the absence of the Western Corridor. The link will be removed when access to the western side is provided by the western corridor. No product pipelines are to be located within that link."</i> </li> </ul>	Noted and agreed.		with "Land Use Separation Plan"
Structure Plan - 1.1.1	here has 1000 figure come from for the second T/A site	This figure does not specifically relate to the T/A site. It is intended to relate to the total number of anticipated contractors, sub-contractors etc. including the airport. Noted and agreed.	Noted and agreed.	Section 1.1.1	<input type="checkbox"/> After the fifth paragraph (which begins the sentence:  <i>"An indicative Secondary Link ..."</i>  Add the following sentence:  <i>"It is intended to be 60m wide containing a 40m road reserve on the south and 20m utility corridor on the north. The 40m road reserve will be incorporated into the Exxon Mobil/BHP site if and when it is progressed. If the 20m utility corridor is vacant at that time, an assessment will also be undertaken as to whether the 20m utility corridor could also be incorporated to the Exxon Mobil/BHP site."</i>  2. <input type="checkbox"/> replace the Last paragraph ("Indicative Secondary Link Access Roads")  <input type="checkbox"/> ith:  <i>"Indicative Secondary Access Roads have been designed to allow access to the western side of the Port and ANSIA in the absence of the Western Corridor. The link will be removed when access to the western side is provided by the western corridor. No product pipelines are to be located within that link."</i>
Structure Plan - 1.1.1.1	Para 1.1 first sentence to be deleted. replace with: <i>"Detailed planning of the second TWA will occur during Development approvals of the heavy industry proponent who develops within that site"</i> .	Noted and agreed.	Noted and agreed.	Section 1.1.1.1	<input type="checkbox"/> ithin the third paragraph, the first sentence is to be deleted and replaced with:  <i>"Detailed planning of the second TWA will occur during Development approvals of the heavy industry proponent who develops within that site"</i> .
Structure Plan - 1.1.1.2	First paragraph makes no sense. It would appear they have the access route positioned west of the T/A site confused with the secondary link access road located between the heatstone and Scarborough sites. The access route west of the T/A sites cannot provide access to the eastern M/AIC. This paragraph needs to be removed and readjusted.	Noted and agreed.	Noted and agreed.	Section 1.1.1.2	Clarify the first paragraph as the access route positioned west of the two sites appears to be confused with the secondary link access road located between the heatstone and Scarborough sites.
Structure Plan - 1.1.1.3	Last paragraph needs to be changed. It identifies project infrastructure such as the access road and port with shared servicing. It seeks to claim that by constructing those items to the agreed State standard that they are undertaking shared servicing. It then defers any shared servicing to the FIA. They are in essence excusing themselves from any shared servicing arrangements. This paragraph should be removed and replaced with something similar to the following:	Noted and agreed.	Noted and agreed.	Section 1.1.1.3	<input type="checkbox"/> eplace the last paragraph with:  <i>"All proponents locating within the ANSIA will investigate shared utilities and negotiate with the State the extent to which their development will contribute"</i>
				Section 1.1.1.4	Delete:



		00m either side of the 00m will be LandCorp freehold.									
□	Customer Service Officer Connections Western Power - Locked Bag 1110, Perth WA 6000	I have received your query on the above draft and would like to advise that this area is serviced by Horizon Power and the information on the above Structure Plan should be referred to them.	Noted and agreed.	That the submission be noted without modification to the draft ANSIA Structure Plan.	Support the modifications recommended by the Shire of Ashburton.						
8.	Department of Water Pilbara Region PO Box K611 Perth WA 6181	Thank you for referral of the above planning applications, received by the Department of Water (DoW) on 0 August 2011. The DoW has reviewed the Structure plan and Amendment report and offers the following comments. The DoW considers the proposed amendment and structure plan acceptable as it is to be supported by an approved District Water Management Strategy (October 2010). The DoW considers that management strategies to prevent impacts to the surrounding water resources will be refined during subsequent planning approvals and under the <i>Better Urban Water Management</i> framework.  The DoW encourages all users of the <i>Onslow Strategic Industrial Development Area</i> to assess the viability of a single water provider to the three projects. It is preferred that the development of a new water source, for the Strategic Industrial Area, be undertaken in an integrated manner, to benefit all stakeholders.	Noted and agreed.	That the submission be noted without modification to the draft ANSIA Structure Plan.	Support the modifications recommended by the Shire of Ashburton.						
□	Chief Executive Officer Dampier Port Authority P.O. Box 181 Dampier, WA 6100	Dampier Port Authority (DPA) has considered the Draft Ashburton North Strategic Industrial Area (ANSIA) Structure Plan and Draft Amendment No. 10 Shire of Ashburton Local Planning Scheme No. 1 and provides the following comments for your consideration. DPA also looks forward to providing further comment on the Development Plan once it's finalised.  It should however be noted that that all development in the Common Use Coastal Area (CUCA) and Port will be subject to the DPA Development Application Procedure.  <b>1. Boundary Alignment</b>  The boundary alignment between the heatstone plant site and the Common Use Coastal Area shown in the Structure Plan should be amended to reflect the alignment defined and agreed in the State Development Agreement between the respective parties.  <b>2. Proponent Contribution Plan</b>  While it is recognised that the SDA will be the most appropriate vehicle for broader developments to be covered under the Proponent Contribution Plan (PCP) in the ANSIA, any infrastructure works in the Port area under the jurisdiction of the DPA will be administered under the DPA's Development Application and Approval Process, the Port Facilities Agreement (PFA) and other relevant agreements between the DPA and CVX. If a PCP is needed for developments in the Port, any associated APC Developer Contributions will be appropriately negotiated and covered under similar PFA with any new and alternate proponents.  <b>3. Future Industry Area - Power Generation</b>  Although the ANSIA will be limited to hydrocarbon related industries, power generation should not be just limited to gas power generation. Consideration should also be given to geothermal power generation, given that there are granted geothermal exploration permits in the area. Furthermore, renewable energy generation that will not conflict with the hydrocarbons precinct should also be considered.  <b>5. East-West-Link</b>  The East-West-Link identified in the Structure Plan was introduced in the earlier planning to resolve some of the constraints and encumbrances on the Eastern Infrastructure Corridor. However, given that the revised locations of the Port Gatehouse, the issue regarding the constraints and encumbrances should have been alleviated. Therefore, it may be more appropriate that the planning for the East-West-Link be included in the work undertaken by LandCorp on behalf of the State, or when appropriate land uses are identified for the area formally known as the Western Triangle  <b>6. European Heritage</b>  European heritage within the CUCA will also be considered under the DPA's Development Guidelines and Conditions.	Noted and agreed.  Noted and agreed.  Noted and agreed. As noted with comments on the DSD submission, the Shire has not received a copy of the Agreement and in many respects care should be taken in endorsing documents unseen.  Noted and agreed in part. The Structure Plan does not specify the type of power generation for industries. The comment of alternative forms of power is support however no modification to the Structure Plan is considered necessary.  Noted. The Shire has not been privy to discussions concerning the location of the gatehouse. It would appear that the issue is one that does not specifically impact the Structure Plan and is more a direct issue with the DPA, LandCorp and Chevron. No modification to the Structure Plan is recommended.  Noted.	That the submission be noted and the following modifications be undertaken to the satisfaction of the Chief Executive Officer for inclusion in the final ANSIA Structure Plan as follows: <table border="1"> <thead> <tr> <th>Issue</th> <th>Modification</th> </tr> </thead> <tbody> <tr> <td>Figure 08</td> <td>Modified such that the boundary alignment between the heatstone plant site and the Common Use Coastal Area reflects the alignment defined and agreed in the State Development Agreement.</td> </tr> <tr> <td>Section 11.1.1</td> <td>Add additional paragraph at the end of 11.1.1 as follows: <i>"While it is recognised that the SDA will be the most appropriate vehicle for broader developments to be covered under the Proponent Contribution Plan (PCP) in the ANSIA, any infrastructure works in the Port area under the jurisdiction of the DPA will be administered under the DPA's Development Application and Approval Process, the Port Facilities Agreement (PFA) and other relevant agreements between the DPA and CVX. If a PCP is required for developments in the Port, any associated contributions will be appropriately negotiated under the PFA with prospective proponents.</i></td> </tr> </tbody> </table>	Issue	Modification	Figure 08	Modified such that the boundary alignment between the heatstone plant site and the Common Use Coastal Area reflects the alignment defined and agreed in the State Development Agreement.	Section 11.1.1	Add additional paragraph at the end of 11.1.1 as follows: <i>"While it is recognised that the SDA will be the most appropriate vehicle for broader developments to be covered under the Proponent Contribution Plan (PCP) in the ANSIA, any infrastructure works in the Port area under the jurisdiction of the DPA will be administered under the DPA's Development Application and Approval Process, the Port Facilities Agreement (PFA) and other relevant agreements between the DPA and CVX. 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**SUMMARY OF NON GOVERNMENT AGENCY SUBMISSIONS  
DRAFT ANSIA STRUCTURE PLAN**

**SUBMISSIONS CLOSED: 19 SEPTEMBER 2011**

No.	Submission From	Summary of Submissions	Shire Comment	Shire Recommendation	
10.	Robert Morris  Note: For privacy reasons all individual submitters' contact details have been withheld from the Schedule.	Come and camp at Mile Pool every year and am not impressed with no access to Hooley's for fishing.	Noted.  DSD as lead Government agency is responsible to negotiate an alternate location and community access to Hooley Creek. The submission reflects concern as to the loss of access to Hooley's Creek and the need for an alternate site of a similar recreation nature. This is a significant issue for Onslow's residents and visitors who are likely to lose access to a popular location should the ANSIA be created.  As previously determined by Council, there is a requirement for the State to undertake consultation with affected parties to define a process that adequately addresses this, including consultation with affected parties and investigation of suitable alternative locations with sufficient access.  The process of community consultation undertaken by DSD and the outcomes are further discussed in the report to Council. Although an alternative access is significant issue to the community and the Shire, it does not lead to any recommended changes to the draft Amendment.	That the submission be noted without modification to the draft ANSIA Structure Plan.	Support the Shire of Ashburton's recommendation.
11.	Anne Watson	I don't own a boat and would like to be able to go to these fishing spots by car.	Noted.  DSD as lead Government agency is responsible to negotiate an alternate location and community access to Hooley Creek. The submission reflects concern as to the loss of access to Hooley's Creek and the need for an alternate site of a similar recreation nature. This is a significant issue for Onslow's residents and visitors who are likely to lose access to a popular location should the ANSIA be created.  As previously determined by Council, there is a requirement for the State to undertake consultation with affected parties to define a process that adequately addresses this, including consultation with affected parties and investigation of suitable alternative locations with sufficient access. The process of community consultation undertaken by DSD and the outcomes are further discussed in the report to Council.  Although an alternative access is significant issue to the community and the Shire, it does not lead to any recommended changes to the draft Amendment.	That the submission be noted without modification to the draft ANSIA Structure Plan.	Support the Shire of Ashburton's recommendation.
12.	Ryan Sullivan	Live and work in Onslow, we go camping, fishing, day trips etc. through and in the area.  If access for us will be blocked off, we would like access through BHP i.e. a designated road for public thoroughfare. I and many others have been frequenting the area for quite some time and it would be rather disheartening to be told as locals we are now barred from it. There are becoming less areas for us to take our kids and this one good thing for them, don't take it away from them.	Noted.  DSD as lead Government agency is responsible to negotiate an alternate location and community access to Hooley Creek. The submission reflects concern as to the loss of access to Hooley's Creek and the need for an alternate site of a similar recreation nature.  This is a significant issue for Onslow's residents and visitors who are likely to lose access to a popular location should the ANSIA be created.  As previously determined by Council, there is a requirement for the State to undertake consultation with affected parties to define a process that adequately addresses this, including consultation with affected parties and investigation of suitable alternative locations with sufficient access. The process of community consultation undertaken by DSD and the outcomes are further discussed in the report to Council.  Although an alternative access is significant issue to the community and the Shire, it does not lead to any recommended changes to the draft Amendment.	That the submission be noted without modification to the draft ANSIA Structure Plan.	Support the Shire of Ashburton's recommendation.

□□	Neil Lee	<p>Private citizen (pensioner) spends □□ months each year at the Ocean □iew Caravan Park.</p> <p>□hile I have no objection to the proposed gas development my main concern is tourist accommodation. Please ensure the Ocean □iew Caravan Park stays zoned "tourist" and is not taken over by long term contractors as has happened in Karratha.</p> <p>My wife and I have been coming to Onslow for many years to escape the southern winter and enjoy our □□ months with many friends.</p>	<p>Noted.</p> <p>The draft Amendment does not specifically concern itself with long term stay usage of the Ocean □iew Caravan Park.</p> <p>However, the concerns raised are valid in terms of ensuring the tourist use of the Caravan Park is maintained. The Shire in association with LandCorp and other agencies is seeking to implement strategies that will lead to additional land for accommodation purposes.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburton's recommendation.</p>
□□	□ □ atson	<p>As we go a lot to Hooley's Creek to fish, our fishing spots are limited and we would like access to the creek.</p>	<p>Noted.</p> <p>DSD as lead Government agency is responsible to negotiate an alternate location and community access to Hooley Creek. The submission reflects concern as to the loss of access to Hooley's Creek and the need for an alternate site of a similar recreation nature. This is a significant issue for Onslow's residents and visitors who are likely to lose access to a popular location should the ANSIA be created.</p> <p>As previously determined by Council, there is a requirement for the State to undertake consultation with affected parties to define a process that adequately addresses this, including consultation with affected parties and investigation of suitable alternative locations with sufficient access. The process of community consultation undertaken by DSD and the outcomes are further discussed in the □eport to Council.</p> <p>Although an alternative access is significant issue to the community and the Shire, it does not lead to any recommended changes to the draft Amendment.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburton's recommendation.</p>
□□	Craig □ illiams	<p>Tourist accommodation and the effect on Onslow as a tourist destination.</p> <p>My wife and I come to Onslow each year for □ months. I know the development of the □ heatstone Project will have great benefits for the shire. My main concern is the effect it will have on the town itself.</p> <p>It would be a tragedy if this beautiful seaside area is turned into another Karratha where long term holiday accommodation is unavailable as it has all been taken up by workers. Please consider these points in your planning and development.</p>	<p>Noted.</p> <p>The draft Amendment does not specifically concern itself with long term tourist stay in Onslow. However, the concerns raised are valid in terms of ensuring the tourist accommodation remains available for Onslow.</p> <p>The Shire in association with LandCorp and other agencies is seeking to implement strategies that will lead to additional land for accommodation purposes.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburton's recommendation.</p>
□□	Kevin Barrett	<p>These areas have been open to the public, tourists and everyone to enjoy. Please don't restrict the access to these good fishing and camping areas. Can have the gas but leave it open to all.</p> <p>Gas can be piped underground to any area away from enjoyable spots and locations such as these. Mining camps and infrastructure can be routed away from these areas as to not disturb water courses, tables and intermittent streams. Please keep it how it is for future generations and look after it. Once interfered with it will never be the same.</p>	<p>Noted.</p> <p>DSD as lead Government agency is responsible to negotiate an alternate location and community access to Hooley Creek. The submission reflects concern as to the loss of access to Hooley's Creek and the need for an alternate site of a similar recreation nature. This is a significant issue for Onslow's residents and visitors who are likely to lose access to a popular location should the ANSIA be created.</p> <p>As previously determined by Council, there is a requirement for the State to undertake consultation with affected parties to define a process that adequately addresses this, including consultation with affected parties and investigation of suitable alternative locations with sufficient access. The process of community consultation undertaken by DSD and the outcomes are further discussed in the □eport to Council.</p> <p>Although an alternative access is significant issue to the community and the Shire, it does not lead to any recommended changes to the draft Amendment.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburton's recommendation.</p>
□□	C. McGurk	<p>As a resident who regularly accesses Hooley's Creek I express my disapproval of losing this access to the creek.</p> <p>If we are to lose access to Hooley's Creek I believe BHP should allow access to Secret Creek and □ala Creek through the BHP owned □ala Station. I'm sure a company that post's a □□□ billion dollar profit can afford to do this for the Onslow residents whose lives they have greatly affected (adversely).</p>	<p>Noted.</p> <p>DSD as lead Government agency is responsible to negotiate an alternate location and community access to Hooley Creek. The submission reflects concern as to the loss of access to Hooley's Creek and the need for an alternate site of a similar recreation nature.</p> <p>This is a significant issue for Onslow's residents and visitors who</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburton's recommendation.</p>

			<p>are likely to lose access to a popular location should the ANSIA be created.</p> <p>As previously determined by Council, there is a requirement for the State to undertake consultation with affected parties to define a process that adequately addresses this, including consultation with affected parties and investigation of suitable alternative locations with sufficient access. The process of community consultation undertaken by DSD and the outcomes are further discussed in the Report to Council.</p> <p>Although an alternative access is significant issue to the community and the Shire, it does not lead to any recommended changes to the draft Amendment.</p>		
18.	Bryce Barton	Suggest a scheme to use all waste water and treated sewage to irrigate green zone around the whole area be built into the planned area (cyclone proof).	<p>It isn't clear whether the submitter is referring to the Onslow Townsite or the development of the ANSIA. The matters raised by the submitter do not specifically relate to the draft Amendment.</p> <p>However, the general observations of the submitter are relevant.</p> <p>In relation to Onslow Water Corp and the Shire are addressing this. For the ANSIA, there may be an opportunity to have recycled water program associated with the transient workforce accommodation. This will be detailed in a Development Plan and/or Planning Application.</p>	That the submission be noted without modification to the draft ANSIA Structure Plan.	Support the modifications recommended by the Shire of Ashburton

<p>□□</p>	<p>Esso Australia Resources Pty Ltd PO Box 1110 Perth WA 6800</p>	<p>Esso Australia Resources Company Pty Ltd (ExxonMobil) welcomes the opportunity to comment on the draft Ashburton North Strategic Industrial Area (ANSIA) Structure Plan. We acknowledge the efforts of the Working Group in developing the draft plan and progressing the development of the ANSIA.</p> <p>ExxonMobil is the operator of the Scarborough Project. The Scarborough Project is currently in the concept select phase, with a number of potential development concepts being evaluated.</p> <p>As you are aware, the Scarborough Project has been allocated a land reservation at Ashburton North for potential onshore development of the Scarborough gas field for LNG and domestic gas processing.</p> <p>ExxonMobil provides following comments on the draft plan. Please note that these comments are limited to those which, in ExxonMobils opinion, are directly relevant to its Scarborough land allocation:</p> <p>□ Flora surveys (Section 4.4)</p> <p>In addition to the flora surveys undertaken by Chevron and BHP Billiton, ExxonMobil has also undertaken Flora surveys at Ashburton North.</p> <p>□ Scarborough/Macedon Land Allocation Boundaries (Figures 4.4, 4.5, 4.6, 4.7, 4.8, 4.9)</p> <p>The Scarborough/Macedon land allocations originally granted during 2008 are as illustrated in Figure 4 of the draft plan.</p> <p>However, to optimise the usage of the available land, ExxonMobil as the proponent of the Scarborough Project and BHP Billiton as the proponent of the Macedon Project agreed to a change in the boundaries. To facilitate this change, the parties exchanged part of their respective land allocations resulting in the Macedon Project boundary being incorporated in the Macedon Development Plan approval.</p> <p>The approved Macedon Development plan therefore includes an area of the original Scarborough land allocation which ExxonMobil has agreed to make available to the Macedon Project for use during construction, and which will be available in the future to the Scarborough Project.</p> <p>The remainder of the northern portion of the Scarborough/Macedon Land Allocation, including the portion of the original Macedon Allocation to the north east of the Lot 100 boundary, is now allocated to the Scarborough Project.</p> <p>□ Eastern Multi-use Access and Infrastructure Corridor (Figures 4.4, 4.8, 4.9)</p> <p>We recommend that the final Structure Plan utilise the previously agreed alignment of the Eastern Multi-use Access and Infrastructure corridor along the boundary of the Scarborough land allocation. In the Draft Structure Plan, the alignment of the Eastern Multi-use Access and Infrastructure Corridor has been moved from the previously agreed route along the Eastern Boundary of the Scarborough site to traverse the North-Eastern corner of the Scarborough land allocation.</p> <p>While it is acknowledged that engineering studies may determine that the alignment included in the draft plan is the preferred alignment, such a change cannot be absolutely assessed without the completion of more detailed facilities layout work on the Scarborough land allocation. As stated in condition 4 of the draft plan the western MUAIC alignment is subject to detailed engineering design and the location of the final alignment may vary depending on the outcome of these investigations.</p> <p>□ Secondary Link Access Road (Figures 8, 9)</p> <p>The draft plan identifies the indicative secondary link access road between the Chevron and Scarborough sites as Public. Given that this is proposed to be a temporary road for use during construction only, it would be preferable that this road be marked Temporary on the final Structure Plan, rather than Public.</p>	<p>Noted</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>The Shire understands that allocations have not formally been granted by the State Government.</p> <p>In any case, BHPB (for Macedon) is not required to provide a Development Plan but instead, was issued Planning Approval some 12 months ago. As a condition of the Approval, BHPB is required to seek rezoning (to Strategic Industry) once development is completed. In this regard, the Scheme Amendment documents will clearly define the Scarborough land and the Macedon development as provided for by the State.</p> <p>No modification to the Structure Plan is recommended.</p> <p>Noted.</p> <p>The detailed alignment will be determined through the Development Plan process and any agreements between a proponent and the State in regard to the establishment of a project within the area identified for Hydrocarbon Industries on the Structure Plan.</p> <p>No modification to the Structure Plan is recommended.</p> <p>Noted. With respect, it would appear to be too early to determine whether this link road will be temporary or otherwise. This will be clarified with the heatstone related Development Plan.</p> <p>No modification to the Structure Plan is recommended.</p>	<p>That the submission be noted without modification to the draft ANSIA Structure Plan.</p>	<p>Support the Shire of Ashburtons recommendation.</p>
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10.	<p>Approvals Adviser Chevron Australia Pty Ltd GPO Box S180 Perth WA 6800</p>	<p><b>INTRODUCTION</b></p> <p>This submission has been prepared by Taylor Burrell Barnett on behalf of Chevron Australia Pty Ltd (herein referred to as Chevron), Foundation Proponent of the Ashburton North Strategic Industrial Area (ANSIA), in response to the advertising of the ANSIA Structure Plan for public comment.</p> <p>The purpose of this submission is to address the following matters:</p> <ul style="list-style-type: none"> <li>request a minor modification to the boundary of the Common User Coastal Area (CICA) and the Hydrocarbon Industry, as identified on the ANSIA Structure Plan;</li> <li>request the implementation of the flora and fauna studies for the General Industry Areas (GIAs) and the eastern Multi-User Access and Infrastructure Corridor (MUAIC) truncation be undertaken at the Development Plan stage, in accordance with the ANSIA Structure Plan; and</li> <li>note that supplementary information is currently being prepared in relation to the heatstone Project LNG Plant Traffic Impact Assessment (TIA) and Construction Traffic Management Plan (CTMP).</li> </ul> <p><b>COMMON USER COASTAL AREA/HYDROCARBON INDUSTRY BOUNDARY MODIFICATION</b></p> <p>It is proposed to undertake a minor modification to the boundary separating the CICA and the Hydrocarbon Industry (heatstone LNG Plant site), as identified on the ANSIA Structure Plan. The modification is illustrated in Figure 1 (attached to this Schedule). The slight realignment of the boundary redistributes land from the heatstone LNG Plant site to the CICA.</p> <p>The proposed boundary realignment is based on the agreed outcome of discussions between the Department of State Development, Dampier Port Authority (the controlling agency for the Port/CICA) and Chevron, to maximise land for Port operations and enable the risk associated with the heatstone LNG Plant to be managed within the heatstone site boundary, in accordance with State guidelines.</p> <p><b>Conclusion</b></p> <p>We request the CICA/Hydrocarbon Industry boundary identified on the ANSIA Structure Plan be modified, as illustrated in Figure 1, in accordance with the agreed outcome negotiated between the Department of State Development, Dampier Port Authority and Chevron.</p> <p><b>GENERAL INDUSTRIAL AREA, SECONDARY TRANSIENT WORKFORCE ACCOMMODATION AND MULTI-USER ACCESS AND INFRASTRUCTURE CORRIDOR TRUNCATION</b></p> <p>The GIAs, secondary Transient Workforce Accommodation (TWA) site and the eastern MUAIC truncation were included within the ANSIA Structure Plan prior to advertising at the request of TPG Town Planning and Design, on behalf of LandCorp. These inclusions were to primarily ensure the timely delivery of land, particularly to accommodate demand for support general industrial uses in relation to the hydrocarbon industry. The modifications were undertaken on the basis that the inclusion of these uses would not delay finalisation of the ANSIA Structure Plan.</p> <p>As acknowledged in the ANSIA Structure Plan, further information and studies are required in relation to the GIAs, secondary TWA site and the eastern MUAIC truncation. Whilst the ANSIA Structure Plan noted that the studies/information will be finalised through the Development Plan process, TPG Town Planning and design, on behalf of LandCorp, had advised that the flora and fauna studies in relation to the GIAs and the eastern MUAIC truncation would be undertaken and provided to the Shire of Ashburton during advertising of the ANSIA Structure Plan.</p> <p>It is understood that the flora and fauna studies will be provided to the Shire towards the close of advertising.</p> <p><b>Conclusion</b></p> <p>Given the timing for the lodgment of the flora and fauna studies at the end of the advertising period, in accordance with the ANSIA Structure Plan, we request the implementation of these studies be undertaken at the Development Plan stage thereby ensuring that due consideration may be given the findings of the studies without impacting the timing for finalisation of the ANSIA Structure Plan.</p> <ul style="list-style-type: none"> <li>Traffic Impacts</li> </ul> <p>As advised by the Shire of Ashburton prior to advertising of the ANSIA Structure Plan, the Transport and Access Report and draft Transport Assessment appended to the ANSIA Structure Plan report required review.</p>	<p>Noted and agreed in part.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>Noted.</p> <p>The supplementary information has been received and is discussed in the body of the Report and in further detail in this Schedule.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>The request to defer further information and studies, in particular timing for the lodgement of the flora and fauna studies associated with the GIAs, secondary Transient Workforce Accommodation site and the eastern MUAIC truncation is acceptable.</p> <p>No modification to the Structure Plan is considered necessary as Condition 11 states:</p> <p><i>"Priority Flora, Undescribed Flora and Locally Significant Ecological Communities.</i></p> <p><i>Future LPS7 Amendments and/or Development Plans/Planning Applications are required to describe proposed impacts to Priority Flora, Undescribed Flora and Locally Significant Ecological Communities, with assessment to describe regional values of the identified species and communities."</i></p>	<p>That the submission be noted and the following modifications be undertaken to the satisfaction of the Chief Executive Officer for inclusion in the final ANSIA Structure Plan as follows:</p> <table border="1" data-bbox="1429 204 1753 383"> <thead> <tr> <th>Issue</th> <th>Modification</th> </tr> </thead> <tbody> <tr> <td>Common User Coastal Area/Hydrocarbon Industry boundary (various plans and figure throughout the Structure Plan and Attachments).</td> <td>Modify in accordance with the plan attached to this Schedule (also referred to as Figure 1 in Chevron Australia's submission)</td> </tr> </tbody> </table>	Issue	Modification	Common User Coastal Area/Hydrocarbon Industry boundary (various plans and figure throughout the Structure Plan and Attachments).	Modify in accordance with the plan attached to this Schedule (also referred to as Figure 1 in Chevron Australia's submission)	<p>Support the modifications recommended by the Shire of Ashburton.</p>
Issue	Modification								
Common User Coastal Area/Hydrocarbon Industry boundary (various plans and figure throughout the Structure Plan and Attachments).	Modify in accordance with the plan attached to this Schedule (also referred to as Figure 1 in Chevron Australia's submission)								

		<p>The review is to address improvements and upgrades to Old Onslow Road, Onslow Road and Twitchin Road. In response to the Shire's issues, Chevron commissioned the preparation of a TIA and a CTMP for the Heatstone Project LNG Plant which supersedes the draft Transport Assessment appended to the ANSIA Structure Plan report.</p> <p>We acknowledge that the Shire has provided preliminary comment in relation to the draft TIA and CTMP in the context of the ANSIA Structure Plan via electronic mail on 1 September 2011 and subsequent discussions between the Shire and Chevron. In response to the Shire's comments, supplementary information is currently being prepared to address cumulative traffic impacts in relation to the Heatstone and Macedon projects. This supplementary information will be formally submitted to the Shire.</p> <p><u>Conclusion</u></p> <p>Supplementary information is currently being prepared to address cumulative traffic impacts in relation to the Heatstone Project LNG Plant TIA and CTMP, and the Macedon project.</p> <p>CONCLUSION</p> <p>We trust the above comments will be addressed in the finalisation of the ANSIA Structure Plan and we would be pleased to discuss these matters further, to ensure the timely processing of the ANSIA Structure Plan.</p>	<p>Noted.</p> <p>The supplementary traffic information has been received and is discussed in the body of the report where recommended modifications to Structure Plan are recommended.</p> <p>Noted.</p> <p>Noted.</p>		
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**SUMMARY OF LATE SUBMISSIONS**  
**ANSIA STRUCTURE PLAN**  
**SUBMISSIONS CLOSED: 19 SEPTEMBER 2011**

No.	Submission From	Summary of Submissions	Shire Comment	Shire Recommendation	
01	Director Environmental Health Directorate Department of Health PO Box 8 Perth Business Centre WA 6000	<p>Thank you for your letter dated 1 August 2011 providing information on the above named Structure Plan and Amendment. The Department of Health has reviewed the documents. The following responses are of relevance.</p> <ul style="list-style-type: none"> <li>There are no objections to the proposed amendments.</li> <li>Extensive consultation and input on relevant health issues was provided by the Department of Health during the development and review of the Environmental Review and Management Programme for the Chevron Ltd Heatstone Project. Chevron has committed to assessment of the issues raised and to develop appropriate management responses.</li> <li>As referred to in the Ashburton North Strategic Industrial Area Social Impact Statement Part 1: Heatstone SIS Overview, The Heatstone Project team has undertaken a comprehensive Social and Health Impact Assessment (SHIA) involving an extensive consultation program.</li> </ul> <p>The Department of Health was requested by Chevron to review the Health Impact Assessment (HIA) component. Comments and recommendations on the HIA have been provided to the Chevron Heatstone Manager.</p> <ul style="list-style-type: none"> <li>There are statutory health requirements for the establishment of appropriate water and wastewater systems for the ANSIA. These should be dealt with through normal approvals processes for new facilities.</li> </ul>	<p>Noted and agreed.</p>	<p>Support the modifications recommended by the Shire of Ashburton.</p>	<p>Support the modifications recommended by the Shire of Ashburton.</p>

ATTACHMENT 11b

ANSIA SP OBJECTION - SUBMISSION FROM MINDAROO STATION

ISSUE	COMMENT	Shire of Ashburton Comment	Shire of Ashburton Recommendation	DOP Recommendations										
<p>Reduced accessibility to Lot 111 and land East of Onslow Road</p>	<p>The proposed changes/upgrades to the movement network including the western M-AIC, Onslow Road, Twitchin Road and Old Onslow Road that are identified as part of the Structure Plan, will significantly impact the pastoral lease holder to access and use portions of their land.</p> <p>Underpasses must be provided under all roads to ensure that safe access can be maintained and that livestock can continue to be moved without impeding freight efficiency and impacting on the safety of other road users.</p>	<p>The Shire of Ashburton in response to the submission states that it has no intention of providing cattle underpasses to Twitchin Road and Old Onslow Road as the presumed build up these roads by the submitter will not eventuate. The use of these roads for access to the respective facilities will be temporary and expected to conclude once the ANSIA road is completed.</p> <p>With respect to the ANSIA road, the Shire understands that this is being constructed to the requirements of DSD and Main Roads WA. In this regard, arrangements for cattle underpasses for the ANSIA Road and of Onslow would be based on direction from State agencies.</p> <p>Planning for access roads to service the Ashburton North Strategic Industrial Area has been underway for some time. The key service agencies undertaking these roads have not raised any concerns.</p>	<p>That the submission be noted and the following modifications be undertaken to the satisfaction of the Chief Executive Officer for inclusion in the final ANSIA Structure Plan as follows:</p> <table border="1" data-bbox="1464 379 1861 1050"> <thead> <tr> <th data-bbox="1464 379 1615 411">Issue</th> <th data-bbox="1615 379 1861 411">Modification</th> </tr> </thead> <tbody> <tr> <td data-bbox="1464 411 1615 592">Section 11.1</td> <td data-bbox="1615 411 1861 592">Modify to correctly address that the ANSIA SP covers both the Meralda and Minderoo Pastoral Stations.</td> </tr> <tr> <td data-bbox="1464 592 1615 836">Section 11.2</td> <td data-bbox="1615 592 1861 836">Modify to include reference to fencing of developments to protect pastoral activities and to clarify that such fencing needs to be of sufficient standard to provide an adequate barrier to stock. In addition, clarify that the Shire will not be responsible for enforcing a requirement of fencing and that any contractual arrangements with the State and developers for in the ANSIA should include fencing as part of these negotiations.</td> </tr> <tr> <td data-bbox="1464 836 1615 975">Section 11.3</td> <td data-bbox="1615 836 1861 975">Clarify that a compelling reason why grazing could cease may be where the NOITT is finalised by the State and which has modified the Pastoral Lease so as to remove the ANSIA from the Minderoo Pastoral Lease.</td> </tr> <tr> <td data-bbox="1464 975 1615 1050">Section 11.4 Figure 11.1</td> <td data-bbox="1615 975 1861 1050">Modify in accordance with Recommendation 10 of the Shire Report to Council.</td> </tr> </tbody> </table> <p>That the Chief Executive Officer be requested to write to DSD and LandCorp requesting that in any contractual arrangements for the development of land in the ANSIA, that fencing form part of these negotiations.</p>	Issue	Modification	Section 11.1	Modify to correctly address that the ANSIA SP covers both the Meralda and Minderoo Pastoral Stations.	Section 11.2	Modify to include reference to fencing of developments to protect pastoral activities and to clarify that such fencing needs to be of sufficient standard to provide an adequate barrier to stock. In addition, clarify that the Shire will not be responsible for enforcing a requirement of fencing and that any contractual arrangements with the State and developers for in the ANSIA should include fencing as part of these negotiations.	Section 11.3	Clarify that a compelling reason why grazing could cease may be where the NOITT is finalised by the State and which has modified the Pastoral Lease so as to remove the ANSIA from the Minderoo Pastoral Lease.	Section 11.4 Figure 11.1	Modify in accordance with Recommendation 10 of the Shire Report to Council.	<p>Support the modifications recommended by the Shire of Ashburton.</p>
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Fencing	<p>The submission comments that that stock proof fencing must be provided at the cost of the applicant. The submission recommends that any development approval for Transient Workforce Accommodation (TWA) site should include a condition relating to the provision stock proof fencing be provided by the applicant around the boundary of land to be developed.</p>	<p>The Shire of Ashburton has responded that the developer will be responsible for fencing arrangements. This desire to fence off and separate pastoral activities from uses related to the ANSIA is understandable. Therefore, the ANSIA should be amended to clarify that fencing should be addressed through negotiations between developers and the State.</p>												
Adequacy of consultation	<p>The submission raised concerns in regard to the consultation of ANSIA SP.</p>	<p>In response the Shire of Ashburton notes that the advertising process for both the draft ANSIA SP has been extensive. It is clear that the Shire has reflected the legislative and regulatory requirements associated with advertising, although the submitter appears to be seeking a more direct or personal engagement. Such an engagement is not considered to be the role or responsibility of the Shire, but rather should be directed to other State agencies.</p>												
Use of land under a pastoral lease	<p>The submission seeks clarification in regard to the use to which land might be put, which is identified as Stage 1B (Scarborough LNG Plant, Macedon Domestic Gas Plant, Future Industry Area, Second Transient Workers Accommodation site), Stage 1C (balance of Stage 1 identifying General Industry) and Stage 2 (long term development area with no current development intention) in the ANSIA Structure Plan, but is currently zoned Rural and is being leased and used by our client for rural uses.</p> <p>Given the future land uses identified and the land use sensitivity buffer associated with the Heatstone Transient Workforce Accommodation (TWA) site in Stage 1A, it is unclear whether the land can continue to be used for rural purposes, prior to future rezoning and scheme amendments to facilitate these future stages. It should be confirmed that rural activities can continue on the land designated as Stage 1B, Stage 1C and Stage 2.</p>	<p>Development of Stages 1B, 1C and 2 will be clarified in a future Development Plan and rezoning process. This will also be addressed in the form of a Planning Approval, but not until the above planning processes have been carried out. It is noted that the submitter has used the term rural uses, where in other parts of the submission, the term pastoral purposes is used. With respect to the status of the Pastoral Lease, it is suggested that pastoral purposes more closely reflects the operations at Minderoo Station. Minderoo Station is able to use land for pastoral purposes up and until the State has relinquished the Pastoral Lease in one form or another.</p>												

<p>Land use permissibility within the Strategic Industry Buffer Area</p>	<p>Section 4.1.1 of the ANSIA Structure Plan report states that the current Agriculture and Rural uses are acceptable uses within the Strategic Industrial Buffer Area (SIBA) unless there are compelling reasons to cease such as incompatibility with neighboring ANSIA uses or the need to rehabilitate the property for conservation purposes (Structure Plan, p.4.1).</p> <p>However, the ANSIA Structure Plan does not:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Define what constitutes a compelling reason;</li> <li><input type="checkbox"/> Provide significant explanation of what might constitute potential incompatibility (excepting the information provided at Section 4.1.1 of the Structure Plan);</li> <li><input type="checkbox"/> Identify the land which may be the subject of future conservation (which as it stands appears to comprise our client's property) or the party who is liable to undertake such conservation works.</li> </ul> <p>Such clarification is vital for our client to achieve a level of certainty about the purposes to which their land can be put where it is affected by the buffer. Section 4.1.1 of the Structure Plan report identifies that residential use and other sensitive uses incompatible with the industry should not be permitted (Structure Plan, p.4.1).</p> <p>This would appear to remove our client's right to develop the following land uses detailed at the Clause 4.1 - Zoning Table of the Scheme, which are currently either permissible or discretionary uses:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> All forms of residential development, including Aged and Dependent Persons Dwelling, Caretakers Dwelling, Grouped Dwelling, Holiday Accommodation, Hotel, Motel, Residential Building, Rural Settlement, Single House, Transient Workforce Accommodation;</li> <li><input type="checkbox"/> Market;</li> <li><input type="checkbox"/> Restaurant;</li> <li><input type="checkbox"/> Shop;</li> <li><input type="checkbox"/> Take-away Food Outlet;</li> <li><input type="checkbox"/> Childcare Service;</li> <li><input type="checkbox"/> Education Establishment;</li> <li><input type="checkbox"/> Nursing Home;</li> <li><input type="checkbox"/> Place of Public Meeting, Assembly or Workshop;</li> <li><input type="checkbox"/> Clubrooms;</li> <li><input type="checkbox"/> Entertainment Venue;</li> <li><input type="checkbox"/> Reception Centre.</li> </ul> <p>As can be appreciated the impact of the buffer is therefore a significant diminution of our client's current options for the reasonable use, enjoyment and development of their landholding. It is requested that before approval be granted that further clarification be provided within the Structure Plan:</p> <ol style="list-style-type: none"> <li>a) Detailing the land uses that may be undertaken on land within the Strategic Industry Buffer Area, including those that are subject to Council approval;</li> <li>b) Confirming that the current rural uses can continue;</li> <li>c) Clarifying the circumstances in which rural uses might be required to be discontinued; and d) Identifying land which may be the subject of future conservation and the responsibility (including funding) for undertaking conservation works.</li> </ol>	<p>A compelling reason could be where the State and has modified the Pastoral Lease to remove the ANSIA from the Minderoo Pastoral Lease. Accordingly, under that circumstance, no grazing rights would exist. However, the Shire is not aware of such action outside of the ANSIA. The Buffer prescribes no statutory direction for land uses within the Buffer and incorrectly states that:</p> <p><i>"... sensitive uses are either restricted or prohibited."</i> (Section 4.1)</p> <p>Accordingly, it is appropriate that the Structure Plan be modified to remove direct reference to a "Buffer" and more appropriate that Section 4.1 and Figure 4.1 be modified to refer to a Land Use Separation Plan."</p> <p>In 2008, the State Government, in response to recent substantial gas discoveries off the eastern Australian coast near Onslow, determined that a new hydrocarbon processing precinct should be established to derive maximum benefit from the resource. In December 2008, the Premier announced that:</p> <p><i>"...a new Strategic Industrial Area would be created at Ashburton North, 10 km south-west of Onslow. This would provide the opportunity to establish processing facilities for the commercialisation of recent and expected future gas discoveries"</i>.</p> <p>The above reflects the bipartisan direction of the State. The submitter does not appear to acknowledge the limitations placed on establishing the uses listed from the Pastoral Lease. Importantly, the submitter does not appear to observe the direction of the State as provided for in the NOITT.</p> <p>To suggest that the holder of a Pastoral Lease has a right to pursue such uses fails to acknowledge the requirement under the Scheme that all applications for Planning Approval must be accompanied by the consent of the owner. In this case, the owner at Minderoo Station is the State of Western Australia. It is unlikely in the extreme that the State would sign an application form for any of the uses suggested in the submission either within the ANSIA or in the vicinity of the ANSIA.</p> <p>Comment was sought from RDL on the question of whether the holder of a Pastoral Lease has a right to develop... the uses under its Pastoral Lease as suggested in Troika Lawyers submission. RDL advise as follows:</p> <p><i>"A Pastoral Lease only confers the right to graze the land utilising infrastructure to manage livestock, for example fencing and water points.</i></p> <p><i>A homestead and associated Infrastructure is also permitted. A pastoral lessee can apply for a permit to diversify issued under Division 5 and pursuant to section 106 of the Land Administration Act.</i></p> <p><i>Permits can only be issued on approval from the Pastoral Lands Board to pastoral lessees' seeking to carry out any other activity on the lease other than the primary pastoral use of grazing native vegetation with authorised stock. Permits are subject to fees, environmental requirements and Pastoral Land Board approval.</i></p> <p><i>Permits are issued under the following headings:</i></p> <ul style="list-style-type: none"> <li>• Clearing of vegetation;</li> <li>• Sowing of non-indigenous pastures;</li> <li>• Agricultural uses reasonably to the pastoral use of the land;</li> <li>• Use of land for pastoral based tourism;</li> <li>• Non pastoral use of enclosed or improved land; and</li> <li>• Sell or keep prohibited stock.</li> </ul> <p><i>RDL would not be able comment on the above "either permissible or discretionary uses" as they will be subject to a referral and permit application and an assessment process."</i></p>		
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		<p>On the basis of the DL advice, it seems clear that the uses referred to in Troika Lawyers submission as having a “.. a right to develop...” would first require the consent from the State. Similarly, it is reasonable to assume that it is unlikely that the State would consent to the uses referred to in the Troika Lawyers submission on or associated with a Pastoral Lease.</p>		
<p><i>Transient Workforce Accommodation buffer</i></p>	<p>Section 11.1 of the ANSIA Structure Plan identifies a 1000 metre buffer around the TWA. The ANSIA Structure Plan report states that only land uses that will not adversely impact on the health, safety or amenity of the TWA will be permitted, whilst accommodation exists or its potential future need exists (Structure Plan, p. 11).</p> <p>The documentation does not clarify that the current rural uses on Minderoo Station will not be prevented by inclusion within the buffer zone of the TWA.</p> <p>To avoid potential land use conflicts it is recommended that both the proposed TWA and the Secondary Transient Workforce Accommodation (STWA) sites be relocated somewhere else within the ANSIA area to ensure their respective buffer zones are contained entirely within the boundary of the ANSIA.</p> <p>This will ensure that no conflict arises with the current use of Minderoo Station within the areas proposed for the buffer zone that are currently proposed outside of the ANSIA area. If this is not done, then the Structure Plan should at least confirm that the current rural uses on Minderoo Station can continue where these are affected by the buffer zones of the TWA and STWA.</p> <p>Two other matters are also noted:</p> <ul style="list-style-type: none"> <li>□ A General Industry Area is proposed within the TWA buffer area as part of Stage C of the ANSIA Structure Plan. This appears to be in direct conflict with the intent of the buffer zone of the TWA, notwithstanding the limited guidance provided by conditions 11 and 12 of the Structure Plan; and</li> <li>□ Portion of the boundaries of the SIBA and the buffer to the TWA/STWA overlap. This would appear to preclude the use of the overlapping portion of land for the general industrial purposes associated with the ANSIA.</li> </ul> <p>It is requested that before approval be granted that further clarification be provided within the documentation:</p> <ol style="list-style-type: none"> <li>a) The TWA and STWA be re-positioned within the ANSIA area to prevent the required buffer zones from encroaching on the Minderoo Station lease area;</li> <li>b) A list of permissible uses be provided for the TWA and STWA buffer areas; and</li> <li>c) Confirming that the current rural uses can continue within the proposed TWA and STWA buffer areas.</li> </ol>	<p>It is appropriate that the Structure Plan be modified to remove direct reference to a “Buffer” and more appropriate that Section 11.1 and Figure 11.1 be modified to refer to a “Land Use Separation Plan.”</p>		
<p><i>Impacts from flooding</i></p>	<p>The Structure Plan report is accompanied by two technical appendices prepared by S being Appendix (-E): Draft Report Ashburton North Strategic Industrial Area -Surface Water Studies and Appendix (-F): Heatstone Project -Access Road Design Flood Modeling and Impact Assessment, which look at impacts associated with development on surface water flows.</p> <p>It is submitted that neither of these reports sufficiently consider the extent of alterations to surface water flows and flooding from the potential developments in so far as these affect the current use and operations of Minderoo Station. It is incumbent on the proponent to demonstrate the specific effects (in so far as this is possible) on our client's land and what mitigation measures will be undertaken to minimise potential impacts.</p> <p>It is noted that Appendix (-E) identifies two development scenarios being ANSIA Stage Option A and ANSIA Stage Option B. Both of these scenarios appear to result in an increase in surface water flows from the ANSIA area to Minderoo Station during major events, which would not occur if development did not proceed. However, it would appear from the modeling associated with these two options that ANSIA Stage Option B results in the least potential impacts to our</p>	<p>The Department of Water (DoW) has advised:</p> <p><i>“The DoW considers the proposed amendment and structure plan acceptable as it is to be supported by an approved District Water Management Strategy (October 2010). The DoW considers that management strategies to prevent impacts to the surrounding water resources will be refined during subsequent planning approvals and under the Better Urban Water Management framework.”</i></p> <p>The Department of State Development, Main Roads WA, Dampier Port Authority or LandCorp are all important stakeholders in the ANSIA and have access to staff and consultants well able to address surface water flows and flooding. None of these Agencies has queried the appendices as related to hydrology.</p>		

	<p>clients land. The Structure Plan report does not appear to incorporate any requirement that final development will adopt this approach.</p> <p><input type="checkbox"/> e request that:</p> <p>a) The relevant technical appendices be updated to clearly demonstrate the specific effects of surface water flows on Minderoo Station as a result of development of the ANSIA area;</p> <p>b) In the event that these effects are deemed to be prejudicial to the continued use of Minderoo Station for rural activities, the Structure Plan should identify what mitigation measures will be undertaken to minimise such impacts; and</p> <p>c) The Structure Plan should include a provision requiring that final development adopt the approach which will result in the least negative impacts to Minderoo Station. On the basis of the results in Appendix C-E, this would appear to be the option described as ANSIA Stage <input type="checkbox"/> Option B <input type="checkbox"/></p> <p>CONCLUSION</p>			
<p>Conclusion</p>	<p>The operators of Mindaroo Station are opposed to the development of the ANSIA including for the reasons stated above.</p> <p>In addition, there has been a lack of proper engagement and negotiation with our client throughout the process, and a continued failure within the planning instruments to acknowledge the historic pastoral use of the land, and the effect that future development will have on the operations of Minderoo Station.</p> <p>The design of the Structure Plan and future development should take into account the continued and unprejudiced operations of Minderoo Station. Despite the lack of direct consultation with our client so far in the process, there is now an opportunity to amend the proposed Structure Plan to acknowledge the recommendations provided in this submission and to ensure a fair and reasonable outcome for our client and the development proponents.</p> <p><input type="checkbox"/> e trust that the aforementioned points clarify our client's position.</p>			

## ANSIA Structure Plan: Shire of Ashburton recommendations

ISSUE	COMMENT	SHIRE RECOMMENDATION	DOP OFFICER COMMENT
Hooley Creek	<p>One of the most significant issues associated with developing the ANSIA for the Shire of Ashburton is the potential loss of access to Hooley's Creek. Nine (9) submissions expressed concern about this issue.</p> <p>As the lead State Agency for the ANSIA, the Department of State Development (DSD) has sought to address the issue by undertaking a community consultation process with Onslow residents to better understand individuals' views on Hooley Creek and preferred similar alternative coastal access points. DSD received 11 submissions from the community and is pursuing discussions with BHP Billiton and others in regard to the legal provision of access to another similar coastal access point.</p>	<p>The Shire has recommended that Condition 8 of the ANSIA SP be modified as follows:</p> <p><i>Prior to the issue of <b>any Planning Approval that, as a result such approval, limits community access to Hooleys Creek and/or approval of a Development Plan(s)</b>, the Department of State Development will provide evidence to the Shire that unlimited community access to the coast at a site similar to Hooley Creek has been established to the satisfaction of the Shire. Such evidence shall demonstrate consultation with the community regarding coastal access during the advertising of the ANSIA Structure Plan."</i></p>	Support the modification recommended by the Shire of Ashburton.
Mosquito hazard	The Shire's Health Services section has advised that the proposed development area is in a region that experiences significant problems from mosquito born diseases such as Arbo-encephalitis and Kunzin and loss liver virus.	<p>The Shire of Ashburton has recommended that Condition 11 be added to the ANSIA Structure Plan as follows:</p> <p><b>Condition 11 Mosquito hazard</b></p> <p><i>Development Plans/Planning Applications shall be accompanied by a Mosquito Hazard Management Plan demonstrating methods and means to manage mosquito breeding areas and mosquitoes on the site to the satisfaction of the Shire.</i></p>	Support the modification recommended by the Shire of Ashburton.
Buffer plans	The draft ANSIA Structure Plan seeks to deal with land use impacts outside of the ANSIA as an "Indicative Buffer Plan Area" (Section 11 and Figure 11 of the draft ANSIA Structure Plan). However, the way in which it has been presented in the draft ANSIA Structure Plan (Section 11 and Figure 11) incorrectly refers to the Buffer as having planning control measures that can restrict and prohibit sensitive land uses. The Buffer as	It is appropriate that the adopted ANSIA Structure Plan be modified to remove reference to the statutory buffer and for Section 11 along with other references in the ANSIA Structure Plan document and for it to be replaced with Land Use Separation Plan.	Support the modification recommended by the Shire of Ashburton.

	provided for in the draft ANSIA Structure Plan does not have any statutory ability to restrict and prohibit any land use.		
Traffic management	<p>Development of the ANSIA will lead to increased traffic using the Shire's roads. This represents a potentially major traffic safety risk. Proposed remedial road works for Old Onslow Road (and Twitchin Road), have been investigated in a detailed Traffic Impact Assessment (TIA) undertaken by Chevron. The requirements are set out in Table 8 (page 8) of the Traffic IIA, are:</p> <p>The Shire of Ashburton is of the view that these proposed measures are both inadequate and impractical (e.g. significant legal liability may fall upon the Shire as a result of daily inspections of road conditions in order to modify speed limits).</p>	<p>To address this issue, the Shire of Ashburton has recommended that Condition 5 of the draft ANSIA SP be modified as follows:</p> <p><b>Condition 5 Road upgrades</b></p> <p><i>Prior to the approval of a Development Plan(s) or consideration of a Planning Approval as referred to in Condition 5, the proponent will prepare a comprehensive traffic impact assessment, addressing the impacts on regional and local roads, particularly Onslow Road, Old Onslow Road and Twitchin Road including anticipated traffic volumes, vehicle size (i.e. large haulage/freight vehicles) and the timing of peak traffic and duration of traffic during both the construction and operational phase of the development. As part of any Planning Approval, the Shire will require the following to be provided prior to the commencement of any use or development that may lead to the use of large freight/haulage vehicles in the construction or operational phase or where excessive use of existing roads is required:</i></p> <p><b><u>No development will be permitted to commence that will result in the use of the Shire controlled road system until proponents have negotiated a local road management and maintenance plan with the Shire.</u></b></p> <p>In addition, the Shire of Ashburton has also recommended that the "Traffic Impact Assessment (TIA) for the Heatstone Project LNG plant (Arup, August 2010)" be included as Appendix E- A to the adopted ANSIA Structure Plan.</p>	Support the modification recommended by the Shire of Ashburton.



## ITEM NO: 9.6

### SUBDIVISION TO CREATE 2 LOT(S) FOR RESIDENTIAL PURPOSE - LOT 136 BROCKMAN AVENUE, DALKEITH

WAPC OR COMMITTEE:	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Manager, Metropolitan Central
AUTHORISING OFFICER:	Planning Director, Metropolitan Central
AGENDA PART:	H
FILE NO:	144461
DATE:	6th October 2011
ATTACHMENT(S):	1. Proposed Subdivision 2. Location/ Zoning Map
REGION SCHEME ZONING:	MRS: Urban
LOCAL GOVERNMENT:	City of Nedlands
LOCAL SCHEME ZONING:	Residential
LGA RECOMMENDATION:	Refusal
REGION DESCRIPTOR:	Perth Metro Central
RECEIPT DATE:	27th June 2011
PROCESS DAYS:	101
APPLICATION TYPE:	Subdivision
DESCRIPTION OF PROPOSAL:	Subdivision to create 2 Lots for residential purpose.

***That the Western Australian Planning Commission resolves to refuse the application for subdivision of Lot 136 Brockman Avenue, Dalkeith for the following reasons:***

- 1. The proposed subdivision does not comply with the City of Nedlands Town Planning Scheme No. 2 and WAPC DC Policy DC 2.2 (Residential Subdivision) by reason of the proposed minimum and average lot sizes being below the site area requirements under the R10 Residential Density Code that applies to the subject land.***
- 2. Approval to the proposed subdivision would set an undesirable precedent for subdivision of similar lots in the locality.***

#### **SUMMARY:**

This application is presented to the Committee for determination at the request of the applicant.

The application proposes to subdivide a 1337m<sup>2</sup> lot into two lots of 704m<sup>2</sup> and 633m<sup>2</sup>. The proposed lots do not comply with the minimum and average site area requirements of the applicable R10 Residential Density Code under the City of Nedlands Town Planning Scheme No. 2. Refusal is recommended.

### LEGISLATION / STRATEGIC PLAN / POLICY:

**Legislation** *Planning and Development Act 2005*  
Section: Section 135

**Strategic Plan**  
Strategic Goal: Regulation  
Outcomes: Effective, consistent and enforceable regulation.  
Strategies: Improve, streamline and simplify regulatory processes within a risk based framework.

**Policy**  
Number and / or Name: State Planning Policy 3.1 - Residential Design Codes  
Development Control Policy 2.2- Residential Subdivision

### INTRODUCTION

This application proposes to subdivide a 1337m<sup>2</sup> lot (38 Brockman Avenue, Dalkeith) into two lots of 704m<sup>2</sup> and 633m<sup>2</sup> (**Attachment 1 - Location Plan, and Attachment 2 - Plan of Subdivision**).

The subject land is zoned 'Urban' under the Metropolitan Region Scheme, and 'Residential (R10)' under the City of Nedlands Town Planning Scheme No. 2 (TPS 2) (**Attachment 3 - Extract from TPS 2 scheme map**).

The proposal does not comply with the minimum and average site area requirements of the applicable R10 Residential Design Code (minimum of 633m<sup>2</sup> proposed, 875m<sup>2</sup> required; and average of 668.5m<sup>2</sup> proposed, 1000m<sup>2</sup> required).

The applicant submitted the following in support of the proposal (as summarised):

- Section 138(3)(a) of the *Planning and Development Act 2005* (the Act) provides for the WAPC to approve subdivisions that conflict with a local planning scheme where it was not first published, or a consolidation has not been published, in the preceding five years and the approval is consistent with a State planning policy that deals substantially with the same matter. In this regard, the applicant has highlighted that TPS 2 was gazetted in 1985.
- The significance of infill development is identified in a discussion paper for the State Planning Strategy (1997), and indicates the need for infill to be promoted/reflected in State and local planning policies.

- Urban consolidation is recognised in State Planning Policy No. 1 (State Planning Framework Policy), State Planning Policy No. 3 (Urban Growth and Settlement) and Directions 2031.
- The City of Nedlands Housing Diversity Study (2006) does not identify increased density or additional housing choices for the area, and does not adequately provide for more landowners to make use of under-utilised portions of landholdings while maintaining the single residential amenity of the locality.
- The proposal would allow the landowners to continue to reside in the area following subdivision.
- The surrounding area has a high proportion of lots that do not meet the minimum site area requirements of the applicable R10 Residential Design Code.
- The proposed lots are consistent, if not larger in size than some of the lots in the surrounding area that are identified as being under the minimum site area requirements of the applicable R10 Residential Design Code.
- The subject land has frontage to three road reserves, and vehicular access to the proposed 633m<sup>2</sup> lot would contribute towards a streetscape that is consistent with the surrounding locality.
- The built form outcome that would result from the subdivision is consistent with the surrounding locality.
- The proposed lot configurations are regular, and will not constrain development for residential purposes.

## **CONSULTATION**

The City of Nedlands recommended that the application be refused for the following reasons:

- The proposal does not comply with the minimum and average site area requirements under the R10 Residential Design Code (minimum of 633m<sup>2</sup> proposed, 875m<sup>2</sup> required; and average of 668.5m<sup>2</sup> proposed, 1000m<sup>2</sup> required).
- The dwelling on the proposed 704m<sup>2</sup> lot will not comply with the minimum rear setback required under the R10 Residential Design Code (2m proposed, 6m required).
- The proposed 704m<sup>2</sup> lot will not comply with the minimum open space required under the R10 Residential Design Code (approximately 54% of the site area proposed, 60% required).

The City provided the following comments in response to the application:

- The City has identified a number of areas where housing diversity through increased density will occur, and plans to achieve the Directions 2031 targets within the designated areas.
- The subject site is within an area that has not been identified in the City's Housing Diversity Study to provide for housing diversity and increased density.
- Draft TPS 3 does not propose an increase in residential density within Dalkeith.
- 6% of lots within the R10 coded areas in Dalkeith are less than 800m<sup>2</sup>.
- 81% of lots within the R10 coded areas in Dalkeith are greater than 1000m<sup>2</sup>, and of these, more than 10% are greater than 1400m<sup>2</sup>.
- The dwelling to be retained on the proposed 704m<sup>2</sup> lot would not comply with site coverage and rear setback requirements.
- Frontage to three road reserves is not a relevant consideration as the proposal is contrary to orderly and proper planning.

The Water Corporation and Western Power do not object to the proposal.

## **COMMENTS**

Performance criteria P3.1 in clause 6.1.3 of the Residential Design Codes states that the WAPC may approve the creation of a lot of lesser minimum and/or average site area prescribed in the Codes provided that the variation would be no more than 5% less than the prescribed minimum site area requirement.

Clause 3.2.3 of WAPC Policy DC 2.2 (Residential Subdivision) states that subdivision proposing variations to lot sizes below the minimum site area requirements will only be considered where the following criteria are met:

- the minimum lot size variation only applies to one lot in the subdivision;
- the variation reduces the area of that one lot by no more than 5% of the minimum area specified in Table 1 or elsewhere in the Codes;
- the variation in the area of that one lot reduces the average lot size of the overall subdivision by no more than 5% of the average lot size specified in Table 1 or elsewhere in the Codes; and
- the variation has been demonstrated by the applicant to have a particular beneficial outcome for the community, or the WAPC forms the opinion that it will have a particular beneficial outcome for the community.

The proposed 704m<sup>2</sup> and 633m<sup>2</sup> lots are both significantly less than the minimum site area requirements, and represent a variation of up to approximately 28% from the

minimum (875m<sup>2</sup>) and 33% from the average (1000m<sup>2</sup>) required under the applicable R10 Residential Design Code.

Section 138(3)(a) of the Act includes a requirement for an approval to also be consistent with a State planning policy that deals substantially with the same matter. In this case, the proposed lots do not comply with the site area requirements and scope for variation expressed in SPP 3.1 (Residential Design Codes).

Urban consolidation and infill residential development promoted in SPP 1 (State Planning Framework Policy), SPP 3 (Urban Growth and Settlement), and Directions 2031 do not preclude consideration as part of the City's local planning strategy, and local planning scheme review and/or amendment.

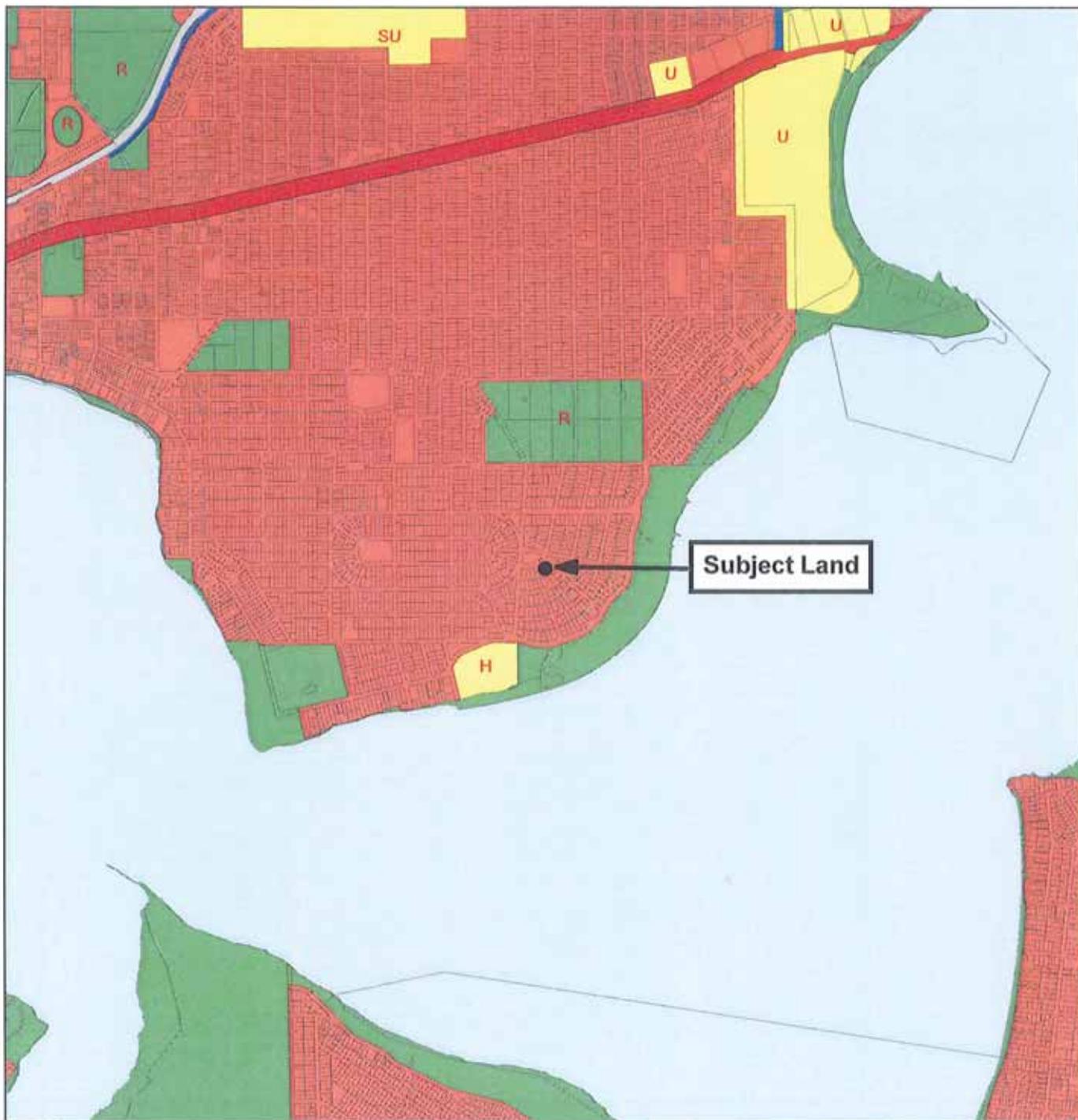
The City's draft TPS 3 and local planning strategy (submitted to WAPC for consent to advertise) do not propose any changes to the character of Dalkeith by increasing residential density.

WAPC records indicate that:

- lots in the surrounding area that are smaller than 800m<sup>2</sup> were created prior to 1970, and gazettal of TPS 2 in 1985; and
- applications that proposed lots in excess of the 5% variation to the minimum and average site areas have consistently been refused on the grounds of non-compliance with the local planning scheme and undesirable precedent it would set.

## **CONCLUSION**

The proposed subdivision does not comply with the City of Nedlands TPS 2, SPP 3.1 (Residential Design Codes) and WAPC DC Policy 2.2 (Residential Subdivision). Approval for the proposal would set an undesirable precedent for the subdivision of similar lots in the locality. Accordingly, refusal is recommended.



 Cadastre with Lot Numbers	 PARKS & RECREATION RESTRICTED
 URBAN	 RAILWAYS
 PRIMARY REGIONAL ROADS	 PP - HOSPITAL
 OTHER REGIONAL ROADS	 PP - UNIVERSITY
 WATERWAYS	 PP - SPECIAL USES
 PARKS & RECREATION	

Scale 1:27,960  
 0 0.5 km

Prepared by: schong  
 Prepared for:  
 Date: Wednesday, October 12, 2011 14:07  
 Plot identifier: P20111012\_1407

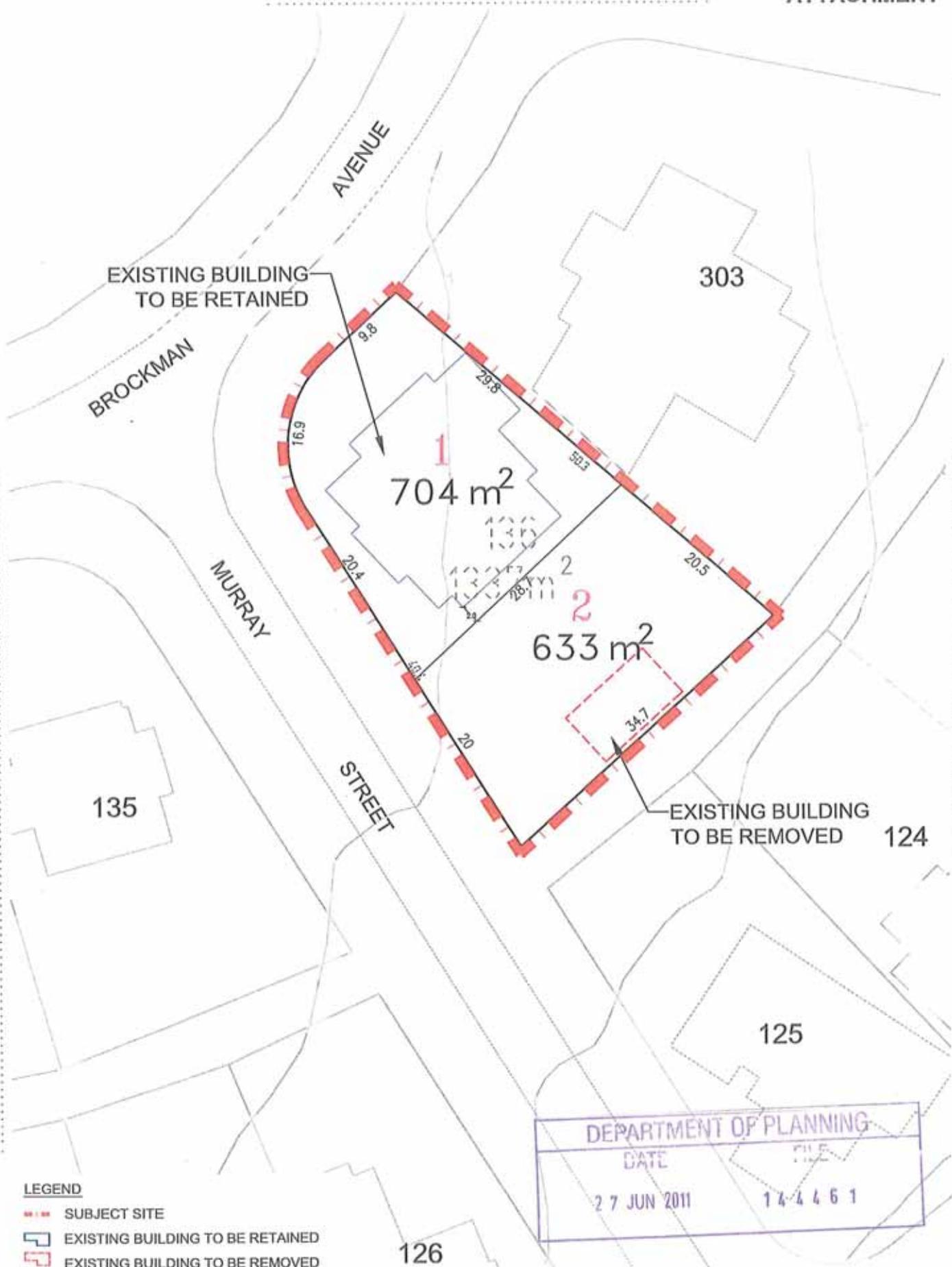
**DP INTERNAL USE ONLY**



 Government of Western Australia  
 Department of Planning

Location Plan  
 144461

[AGENDA PAGE 352](#)



**LEGEND**

- SUBJECT SITE
- EXISTING BUILDING TO BE RETAINED
- EXISTING BUILDING TO BE REMOVED

DEPARTMENT OF PLANNING	
DATE	FILE
27 JUN 2011	14-4461

date 17 June 2011 job no 7126  
 role 1500 Q A4 sub 06106  
 designer B Carter prepared by E Tay  
 sheet 1 of 1  
 title 136 brockman avenue  
 tel +61 8 922 7331 fax +61 8 922 7331

site proposed subdivision plan  
 address lot 136 brockman avenue  
 daketh

**GREG ROWE & ASSOCIATES**  
 CONSULTANTS





Cadastre with Lot Numbers	WATERWAYS	PUBLIC PURPOSES
TPS Special Points	PARKS & RECREATION	RECREATION
RESIDENTIAL DESIGN GUIDELINES AND DAP APPENDIX V	PARKS & RECREATION RESTRICTED	RESIDENTIAL
SWAN RIVER TRUST AREA	PP - HOSPITAL	RESIDENTIAL
DEVELOPMENT CONTROL AREA	PP - UNIVERSITY	RETAIL SHOPPING
UNIVERSITY PRECINCT	MUNICIPAL PURPOSES	SERVICE STATION
TPS - Scheme Boundaries	NEIGHBOURHOOD MIXED USE	SPECIAL USE
TPS - R Code Boundaries	OPEN SPACE	



Prepared by: schong  
 Prepared for:  
 Date: Wednesday, October 12, 2011 14:03  
 Plot identifier: P20111012\_1403



Government of Western Australia  
 Department of Planning

Extract from TPS 2 scheme map

144461

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