



Statutory Planning Committee

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

**Tuesday 11 March 2014
9.00 am**

**Level 2, Room 2.40
One40 William Street
Perth**



**Tim Hillyard
WAPC Secretary**

Statutory Planning Committee

Membership:

Member	Representation in accordance with <i>Planning and Development Act 2005</i>	Term of office ends
Mr Eric LUMSDEN	Chairman, WAPC Schedule 2 clause 4(2)(a)	04/11/2016
Mr Duncan ORD	A/g Director General, Department of Planning Schedule 2 clause 4(2)(b)	Ex officio
Mr Martin CLIFFORD	Nominee of the Regional Minister Schedule 2 clause 4(3)	14/10/2015
Ms Elizabeth TAYLOR	Community representative Schedule 2 clause 4(2)(d)	05/11/2014
Mr Ian HOLLOWAY	Professions representative Schedule 2 clause 4(2)(e)	05/11/2014
Vacant	Local government representative Schedule 2 clause 4(2)(f)	
Ms Megan BARTLE	WAPC appointee Schedule 2 clause 4(2)(g)	05/11/2014
Ms Sue BURROWS	WAPC appointee Schedule 2 clause 4(2)(g)	05/11/2014

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:

The Statutory Planning Committee is one of four committees set up by the WAPC on 1 March 1995 upon proclamation of the *Planning Legislation Amendment Act (No. 2) 1994*.

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 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 (Del 2009/05)

Planning and Development Act 2005 Section 16(1)

- 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 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.
- 2.20 Such powers and functions of the WAPC as set out in-
- (i) Part 5 of the Act;
 - (ii) *Town Planning Regulations 1967*
- as are necessary for the preparation, promulgation and the making of recommendations in relation to the Improvement Scheme authorised by Improvement Plan No. 37 for the Browse Liquefied Natural Gas Precinct.

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**
- 4. Disclosure of interests**
- 5. Declaration of due consideration**
- 6. Deputations and presentations**
- 7. Announcements by the Chairperson of the board and communication from the WAPC**
- 8. Confirmation of minutes of the meeting of 25 February 2014**
- 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**
Nil.
- 13. Closure - next Ordinary meeting to be held on 25 March 2014 and next Policy meeting will be held on 22 April 2014**

Statutory Planning Committee

Minutes
of ordinary meeting 7496
held on Tuesday 25 February 2014

Attendance

Members

Mr Eric Lumsden	WAPC Chairman (Presiding Member)
Ms Megan Bartle	WAPC appointee
Ms Sue Burrows	WAPC appointee
Mr Martin Clifford	Regional Minister's nominee (Deputy)
Mr Ian Holloway	Professions representative
Mr Duncan Ord	Acting Director General, Department of Planning
Ms Elizabeth Taylor	Community representative

Officers

Ms Natalie Cox	Department of Planning Planning Manager, Perth and Peel Planning (Item 10.1)
Mr Jason Gordon	
Mr Ben Harvey	Director, Policy and Research, Infrastructure, Projects, Policy and Research (Item 10.3)
Ms Anne Hill	Executive Director, Infrastructure, Projects, Policy and Research (Item 10.3)
Mr Jas Lapinski	Senior Planning Officer, Perth and Peel Planning (Item 10.2)
Ms Kym Petani	Director Metro North West / Acting Director Metro North East Perth and Peel Planning (Item 10.2)

Observers

Mr Max Baumwol	Jax Nominees (Item. 6.1 – refers Item 10.2)
Ms Amanda Butterworth	Allerding & Associates (Item 6.2 – refers Item 10.2)
Mr Trevor Robb	Telstra Corporation (Item 6.2 – refers Item 10.2)

Presenters

Mr Peter Goff	MGA Town Planners (Item 6.1 – refers Item 10.2)
Mr Steve Allerding	Allerding & Associates (Item 6.2 – refers Item 10.2)

Committee Support

Ms Christina Sanders	Committee Support Officer - Department of Planning
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Statutory Planning Committee

Minutes
of ordinary meeting 7496
held on Tuesday 25 February 2014

7496.1 Declaration of Opening

The Presiding Member declared the meeting open at 9.02 am, acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed Members.

7496.2 Apologies

Nil.

7496.3 Members on Leave of Absence and Applications for Leave of Absence

Nil.

7496.4 Disclosure of Interests

Member/Officer	Minute No.	Page No.	Nature of Interest
Nil.			

7496.5 Declaration of Due Consideration

No declarations were made.

7496.6 Deputations and Presentations

7496.6.1 **State Administrative Tribunal Review: Invitation to Reconsider Refusal to Adopt Proposed Amendment 3 to The East Wanneroo Cell 9 - East Landsdale Local Structure Plan No. 57 (refers Item 10.2)**

Presenter Peter Goff

Mr Goff gave a powerpoint presentation and spoke in favour of the Amendment 3 to the East Wanneroo Cell 9 – East Landsdale Structure Plan No. 57.

A copy of the presentation has been placed on file.

7496.6.2 **State Administrative Tribunal Review: Invitation to Reconsider Refusal to Adopt Proposed Amendment 3 to The East Wanneroo Cell 9 - East Landsdale Local Structure Plan No. 57 (refers Item 10.2)**

Presenter Steve Allerding

Mr Allerding spoke against the proposed Amendment 3 due to the potential for increased radio frequency emissions to

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Telstra's Perth International Telecommunication Centre as a result of increased density.

7496.7 Announcements by the Chairperson of the Board and communication from the WAPC

Nil.

7496.8 Confirmation of Minutes

7496.8.1 Minutes of the Statutory Planning Committee meeting held on Tuesday 11 February 2014

Resolved

Moved by Mr Holloway, seconded by Ms Taylor

That the minutes of the Statutory Planning Committee meeting held on Tuesday 11 February 2014, be confirmed as a true and correct record of the proceedings.

The motion was put and carried.

7496.9 Reports

Nil.

7496.10 Confidential Items

7496.10.1 Amendment No.1 to City of Stirling Local Planning Scheme No. 3 Consideration for Final Approval

File	TPS/0831/1
Report Number	SPC/605
Agenda Part	B
Reporting Officer	Senior Planner - Metropolitan Central Planning

THIS ITEM IS CONFIDENTIAL

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7496.10.2 State Administrative Tribunal Review: Invitation to Reconsider Refusal to Adopt Proposed Amendment 3 to The East Wanneroo Cell 9 - East Landsdale Local Structure Plan No. 57

File SPN/0124M-2
Report Number SPC/606
Agenda Part C
Reporting Officer Senior Planning Officer Metro Planning North West

THIS ITEM IS CONFIDENTIAL

7496.10.3 WAPC Policy Document List

Report Number SPC/607
Agenda Part N/A
Reporting Officer Director, Policy and Research

THIS ITEM IS CONFIDENTIAL

7496.11 General Business

Ni.

7496.12 Items for Consideration at a Future Meeting

Item No	Report	Request	Report Required by
7477.11.3	Private Arrangements for obtaining money for public open space by agreement	To request the Department to prepare a report to the WAPC regarding these types of arrangements.	Will be dealt with in this policy review under Cash in Lieu

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7482.9.1	Update of Planning Bulletin 67: Guidelines for Wind Farm Development	To request the Department to liaise with the Department of Lands and the Department of Agriculture and consult with departments and the statutory planning section to ascertain whether there are any further refinements required to the policy. To incorporate comments from SPC members and to represent the policy to a future SPC meeting.	Will be dealt with in this policy review
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7496.13 Closure

The next ordinary meeting is scheduled for 9.00 am on 11 March 2014.

There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 11.15 am.

PRESIDING MEMBER _____

DATE _____

INDEX OF REPORTS

Item	Description
9	REPORTS
A	POLICY
9.1	City of Greater Geraldton R-Codes Policy to Vary State Planning Policy 3.1 Residential Design Codes
9.2	City of Kalgoorlie-Boulder R-Codes Policy (Rcodes01) to Vary State Planning Policy 3.1 Residential Design Codes
9.3	Indian Ocean Drive Planning Guideline – Final Approval
C	SUBDIVISIONAL / AMALGAMATIONS
9.4	Consideration of WAPC Modification 38(I) to the North Alkimos Local Structure Plan No. 73
G	DEVELOPMENTS / SUBDIVISIONAL / SURVEY STRATA
9.5	R-Codes Deemed-to-Comply (R20)
9.6	Subdivision to Create Three Survey Strata Lots for Residential Purpose at Lot 355 Solas Road, Morley
9.7	Development to Create One Grouped Dwelling and Four Multiple Dwellings - Lot 174 (No. 42) Winchelsea Road, Nollamara
9.7	Approval to Commence Development for a Public Transport Authority Bus Depot - Lot 8278 Ocean Reef Road, Craigie
10	CONFIDENTIAL REPORTS
B	LOCAL OR REGIONAL PLANNING SCHEMES / AMENDMENTS
10.1	City of Swan - Local Planning Scheme Amendment No. 90 - For Final Approval
10.2	City of Stirling Local Planning Scheme No.3 Amendment No.32 - Consent to Advertise

10.3 Shire of Ashburton Local Planning Scheme Amendment No.24 - For Final Approval

E MINOR LOCAL OR REGIONAL PLANNING SCHEMES / LOCAL PLANNING SCHEME AMENDMENTS

10.4 Shire of Broomehill Tambellup Local Planning Strategy - Request For Consent to Advertise

10.5 Shire of Esperance - Local Planning Scheme No.23 Amendment 14 - For Final Approval

10.6 Shire of Shark Bay Local Planning Scheme No. 4 - Resolution to Prepare a Scheme

ITEM NO: 9.1

City of Greater Geraldton R-Codes Policy to Vary State Planning Policy 3.1 Residential Design Codes

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Manager - Statutory Planning, Central Regions
AUTHORISING OFFICER:	Executive Director - Regional Planning and Strategy
AGENDA PART:	A
FILE NO:	857/3/21/1PV
DATE:	7 February 2014
ATTACHMENT(S):	Attachment 1 - Outbuildings Local Planning Policy Attachment 2 - Proposal Details and Assessment

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. approve the amendment of deemed-to-comply provisions of State Planning Policy 3.1 Residential Design Codes as contained in the City of Greater Geraldton Outbuildings Local Planning Policy, adopted by the City of Greater Geraldton on 26 November 2013;***
- 2. notify the local government accordingly.***

SUMMARY:

In accordance with Clause 7.3.2 of State Planning Policy 3.1 Residential Design Codes (R-Codes), the City of Greater Geraldton has submitted for WAPC approval, its revised Outbuildings Local Planning Policy (**Attachment 1**) which amends a number of deemed-to-comply provisions. All proposed amendments in this instance respond to numerous requests from members of the local community, suggesting that the needs of people in the locality are not reflected by current R-Codes provisions, remain consistent with the objectives and design principles of the R-Codes and will raise no issues in relation to implementation.

BACKGROUND:

Following public advertisement in accordance with City of Greater Geraldton Town Planning Schemes, the City of Greater Geraldton (the City) Council, in November 2013, adopted a revised and updated version of its 2011 Outbuildings Local Planning Policy. The new version of the policy contains amendments to the deemed-to-comply provisions of Design Principles pertaining to Outbuilding included in State Planning Policy 3.1 Residential Design Codes (the R-Codes) at sections 5.4.3 and

6.4.4. The proposed amendments are intended to facilitate improved "as-of-right" residential development in response to the local planning and development context.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Planning and Development Act 2005</i>
Section:	Part 5
Strategic Plan	
Strategic Goal:	Planning
Outcomes:	Planned Local Communities developing a sense of place
Strategies:	Improve local planning service capability
Policy	
Number and Name:	State Planning Policy 3.1 Residential Design Codes

DETAILS:

Part 7, Section 7.3 of the R-Codes provides for local planning policies, local development plans, local structure plans and activity centre plans to amend or replace deemed-to-comply provisions set out in Parts 5 or 6. With the exception of provisions listed at Clause 7.3.1, WAPC approval is required for any amendment to deemed-to-comply provisions.

The City's revised Outbuildings Policy will allow for larger outbuildings, measured in terms of plot ratio and on a "sliding-scale" in relation to density. The lower the density the larger the outbuilding permitted. Size limits are also considered with regard to unenclosed areas.

GOVERNMENT AND CORPORATE IMPLICATIONS:

There are no foreseeable implications for the State Government resulting from the proposed amendments to deemed-to-comply provisions in the R-Codes.

CONSULTATION:

In accordance with planning scheme requirements, the Outbuildings Policy was publicly advertised, concluding on 17 January 2014. No objections were received.

OFFICER'S COMMENTS:

Clause 7.3.2 of the R-Codes, requires the WAPC to be satisfied, "that the proposed amendment:

- is warranted due to a specific need related to that particular locality or region;
- is consistent with the objectives and design principles of the R-Codes; and
- can be properly implemented and audited by the decision-maker as part of the ongoing building approval process."

Attachment 1 details the proposed amendments and includes the rationale for each, as provided by the City. Attachment 1 also contains an assessment by the Department of Planning of the proposal in accordance with the above criteria and an associated recommendation. Approval is recommended. The proposed amendments are considered to: be in response to local needs as reflected by Council responding to numerous requests from members of the community, retain consistency with the objectives and design principles of the R-Codes and do not raise any issues in terms of implementation.

It is also noted that the City revises its local planning policy on an annual basis, enabling any unanticipated consequences to be considered and addressed on a regular basis.



Outbuildings

Local Planning Policy

VERSION 7

- 1.0 ADOPTION
- 2.0 PURPOSE
- 3.0 SCOPE
- 4.0 OBJECTIVE
- 5.0 POLICY STATEMENT
 - 5.1 Definitions
 - 5.2 Standards
 - 5.3 Consultation
 - 5.4 Temporary Use for Habitable Purposes
- 6.0 REFERENCE
- 7.0 RESPONSIBILITIES

1.0 ADOPTION

Version	Council Adoption	Item Number	Comment
1	24 July 2007	DS015	Draft for advertising
	24 July 2007	DS015	Advertising concluded 17 August 2007 Final – no objections received
1	11 September 2007	DS044	Final Approval
2	14 October 2008	SC12	Advertising concluded 7 November 2008 Final – no objections received
3	8 December 2009	SC128	Advertising
3	8 December 2009	SC128	Advertising concluded 15 January 2010 Final – no objections received
4	6 July 2010	SC172	Draft for Advertising
4	6 July 2010	SC172	Advertising concluded 23 July 2010 Final – no objections received
5	1 July 2011	SC001	Draft for Advertising
5	1 July 2011	SC001	Advertising concluded 1 August 2011 Final – no objections received
6	26 November 2013	SC125	Advertising concluded 17 January 2014 Final – no objections received

2.0 PURPOSE

Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme. The Scheme prevails should there be any conflict between this Policy and the Scheme.

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It is not intended that a policy be applied rigidly, but each application be examined on its merits, with the objectives and intent of the policy the key for assessment. However, it should not be assumed that the local government, in exercising its planning discretion, be limited to the policy provisions and that mere compliance will result in an approval. This approach has produced many examples of inappropriate built form that has a long-term impact on the amenity and sustainability of the locality.

The City encourages applicants to produce innovative ways of achieving the stated objectives and acknowledges that these may sit outside the more traditional planning and architectural approaches. In these instances the local government is open to considering (and encourages) well-presented cases, during pre-application consultation, having due regard to the outcome of any public consultation undertaken and the orderly and proper planning of the locality.

3.0 SCOPE

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

4.0 OBJECTIVE

- 4.1 To allow for a regional variation to the Residential Design Codes for Clause 5.4.3 – Outbuildings.
- 4.2 To provide a clear definition of what constitutes an “outbuilding”.
- 4.3 To ensure that outbuildings are not used for habitation, commercial or industrial purposes by controlling building bulk (size and height).
- 4.4 To limit the visual impact of outbuildings.
- 4.5 To encourage the use of outbuilding materials and colours that complement the landscape and amenity of the surrounding areas.
- 4.6 To ensure that the outbuilding remains an ancillary use to the main dwelling or the principle land use on the property.

5.0 POLICY STATEMENT

5.1 Definitions

An “**Outbuilding**” is defined in the Residential Design Codes as:

“an enclosed non-habitable structure that is detached from any dwelling, but not a garage.”

“**Enclosed**” is defined in the Residential Design Codes as:

“an area bound on three or more sides by a permanent wall and covered in a water impermeable material.”

For the purposes of this policy the following clarification is provided:

- eg. An enclosed side includes walls with a number of openings (windows etc).
- eg. The non-enclosed side of any outbuilding is required to be fully open. A partial wall on any side of an outbuilding is considered enclosed.

Examples of a Fully Open Side (Non-Enclosed Sides)



Examples of Partial Walls (Enclosed Sides)



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eg. A shade sail is not considered an outbuilding.

“Non-habitable” means a Class 10 building as defined under the National Construction Code Series.

Note: For a structure detached from the dwelling to be considered “habitable” it must be built to a Class 1 standard as prescribed under the National Construction Code Series (ie. must contain ablutions, kitchen, laundry facilities etc).

“Detached” means detached in the sense of “not belonging”, “standing apart”, “not contiguous” or “separate” to another building.

Note: A structure can be connected to a dwelling whilst still being “detached” from it in the relevant sense. The true nature and function of the building and whether it is separate or stands apart from the dwelling is most relevant, not just whether it is connected to the dwelling.

If a new structure is proposed to be connected to any part of a habitable building, either existing or proposed (ie. via a verandah, walkway, breezeway, carport, garage etc) then for it NOT to be considered an outbuilding it must be constructed in the same materials and finish to the habitable building, and to the Class 1 building standards under the National Construction Code Series. If not then the proposed structure shall be considered an outbuilding even though it is physically connected to a dwelling.

“Aggregate” means a sum, or assemblage of particulars; a total or gross amount.

5.2 Standards

5.2.1 Pre-fabricated garden sheds, “cubby houses”, kennels and other animal enclosures (such as aviaries, but excluding stables) less than 9m² in total aggregate area and less than 2.1m in height (measured from natural ground level) are exempt from this policy provided they are located to the rear of the residence.

5.2.2 Maximum standards for outbuildings are as follows (these area requirements do not override the open space requirements of Table 1 of the Residential Design Codes or any specific Scheme requirements):

a. Residential R10 and higher density – 120m² in area or 20% in aggregate of the site area, whichever is the lesser and in addition up to a maximum of 30m² unenclosed area, with a maximum wall height of 3.6m and a total maximum height of 4.5m measured from natural ground level.

Increases in total maximum height to a maximum of 5.0m will be considered where all of the following criteria can be achieved:

- i. The outbuilding must be constructed in the same materials and finish to the existing (or approved) dwelling;
- ii. The roof pitch of the outbuilding is to match the roof pitch of the existing (or approved) dwelling;

- iii. The overall total maximum height of the outbuilding is not to be any higher than the highest part of the existing (or approved) dwelling;
 - iv. The outbuilding is not within the primary street setback area;
 - v. The outbuilding footprint is not greater than the existing (or approved) dwelling footprint;
 - vi. The aggregate of all floor areas (including mezzanine levels) is not greater than the maximum area prescribed in Clause 5.2.2a (the intent is if higher outbuildings are approved, the footprint of the outbuilding is reduced, thereby reducing building bulk);
 - vii. Setbacks to the outbuilding comply with the Residential Design Codes.
 - viii. Consultation with affected landowners is required.
- b. Residential R5 and lower density – 210m² in aggregate area and in addition up to a maximum of 60m² unenclosed area, with a maximum wall height of 4.2m and a total maximum height of 5.0m measured from natural ground level.

Increases in total maximum height to a maximum of 5.5m will be considered where all of the following criteria can be achieved:

- i. The outbuilding must be constructed in the same materials and finish to the existing (or approved) dwelling;
 - ii. The roof pitch of the outbuilding is to match the roof pitch of the existing (or approved) dwelling;
 - iii. The overall total maximum height of the outbuilding is not to be any higher than the highest part of the existing (or approved) dwelling;
 - iv. The outbuilding is not within the primary street setback area;
 - v. The outbuilding footprint is not greater than the existing (or approved) dwelling footprint;
 - vi. The aggregate of all floor areas (including mezzanine levels) is not greater than the maximum area prescribed in Clause 5.2.2b (the intent is if higher outbuildings are approved, the footprint of the outbuilding is reduced, thereby reducing building bulk);
 - vii. Setbacks to the outbuilding comply with the Residential Design Codes;
 - viii. Consultation with affected landowners is required.
- c. Rural Residential & Rural Smallholdings – 300m² in aggregate area and in addition up to a maximum of 120m² unenclosed area, with a maximum wall height of 4.8m and total maximum height of 6.5m measured from natural ground level.
- d. Setbacks Residential R5 and higher density:
 The setback to the side/rear boundary can be reduced to nil (subject to compliance with the National Construction Code Series) provided affected landowner consent is given.
 No planning application required.

Residential R2.5 and lower density:

The setback to the side/rear boundary may be reduced to nil (subject to compliance with the National Construction Code Series) provided affected landowner consent is given.

Planning application required.

Rural Residential & Rural Smallholdings:

In accordance with the Scheme requirements. Any variation will require a planning application. Consultation with affected landowners and/or occupiers will be required and affected landowner consent should preferably be given.

- e. Rural land (generally less than 20ha) within the 'Urban Area Boundary' (as defined in the Residential Development Strategy) shall be subject to this policy with maximum standards for outbuildings determined on lot size in accordance with c. above.

Other rural land that is remote from existing settlements is exempt from this policy.

- f. Regardless of zoning, in the case of lots with the potential for further subdivision, outbuildings may be approved by the local government that meet the maximum standards comparable with the size of the lot.

eg. A lot zoned R12.5 that is 2,000m² in area may (subject to the discretion of the local government) have an outbuilding of 180m² approved.

- g. In considering applications as per f. above, consultation with affected landowners and/or occupiers will be required and abutting landowner consent should preferably be given. Due regard will be given to the objectives of this policy, and in order to protect the future amenity of the lots once subdivided, the local government may impose a condition of approval requiring that a legal agreement be lodged with the local government requiring that in the event of further subdivision of that property the outbuilding must be removed or reduced in size to conform with this policy.

5.2.3 The erection of an outbuilding on vacant residential land shall not be approved unless one of the following requirements has been satisfied:

- a. The residence has been completed up to, and including, the pouring of a concrete house slab (although variation to this is permitted where the slabs for the residence and outbuilding are poured concurrently); or
- b. The applicant has a building permit for a residence issued by the local government and provided written evidence of a signed building contract with a registered builder for the construction of that residence upon that lot, and a commitment date that is within 6 months by that builder for the commencement of construction of the residence; or
- c. In the case of an owner builder, a building permit for a residence has been issued by the local government and the applicant shall lodge with the local government a Statutory Declaration providing a commitment to construct a residence and an accompanying commencement date that is within 6 months. The applicant will also be required to lodge a bond amount equivalent to 10% of the estimated value of the outbuilding (with a minimum amount of \$1,000) that will be repaid to the applicant upon completion of the final inspection of the residence.

The approval of the outbuilding, prior to the residence, will be subject to the outbuilding not being used for habitable purposes and the applicant completing the fencing of the side and rear property boundaries for the purpose of lessening the visual impact of the building from neighbouring properties and the road to the approval of the local government.

- 5.2.4 Other than for general storage and/or agricultural purposes an outbuilding shall not be used for any commercial or industrial use (with the exception of an approved home based business).

The storage of accumulated personal items and any items in connection with a commercial or industrial operation (eg. Cray pots, building materials, etc) is considered contrary to the objectives of this policy and is therefore not considered sufficient justification for an increase in the maximum standards prescribed in Clause 5.2.2.

Any applications for an increase in the maximum area and/or aggregate area shall include the following information:

- A covering letter providing detailed justification for the proposed additional floor area (inclusive of specifications of equipment/vehicles to be stored).
- A scaled, floor plan depicting the utilisation of the outbuilding(s) floor areas (eg. Vehicle parking, equipment storage, personal workshop etc).

- 5.2.5 Regardless of zoning, on lots of 4ha or less, an outbuilding and/or detached garage is to be located entirely behind any existing dwelling on the lot unless the outbuilding and/or detached garage is consistent in design and constructed in the same materials and colours as the dwelling.

- 5.2.6 Other than on rural land greater than 20ha, the use of second hand cladding materials will not be permitted.

- 5.2.7 Masonry constructed outbuildings and/or detached garages shall be constructed of similar (or complimentary) material and exterior finish as the existing dwelling on the lot.

- 5.2.8 Other than on rural land greater than 20ha, all non-masonry construction of outbuildings in excess of 60m² in area are to be constructed of a colour so as to complement the dwelling on the lot and/or the visual character of the landscape (in general non-reflective buildings materials consistent with the character of the area, however zincalume roofing may be permitted).

5.3 Consultation

Any variation to any part of the above policy will require consultation with affected landowners and/or occupiers and affected landowner consent should preferably be given.

5.4 Temporary Use for Habitable Purposes

Based on legal advice, it is not possible for planning approval to be granted for a Class 10 building (such as a shed) to be used for habitation, even on a temporary basis, as it contradicts the National Construction Code Series.

6.0 REFERENCE

The City of Greater Geraldton Town Planning Scheme(s) and the Planning & Development Act 2005.

7.0 RESPONSIBILITIES

The Town Planning Services Team as per the Delegations Policy and Register and further authority is delegated to the Chief Executive Officer for the following:

- a. Approval of nil side/rear boundary setback or reduced setback where no objection received (Clause 5.2.2 d).
- b. Approval of larger outbuildings where no objection received (Clause 5.2.2 f).
- c. Approval of second hand cladding materials (Clause 5.2.6).
- d. Approval of variation to colours (Clause 5.2.8).
- e. Approval of increases in total maximum height of outbuildings (Clauses 5.2.2 a and b).

R-CODES DEEMED-TO-COMPLY PROVISION	RCODES01 DEEMED-TO-COMPLY PROVISION	CITY OF GREATER GERALDTON COMMENTS	DOP ASSESSMENT			RECOMMENDATION
			Local Need	Consistency with Obj's and Design Principles	Implementation	
<p>5.4.3 & 6.4.4 Outbuildings</p> <p>C3 & C4 Outbuildings that:</p> <ul style="list-style-type: none"> i) are not attached to a dwelling; ii) are non-habitable; iii) do not exceed 60m² in area or 10 per cent in aggregate of the site area, whichever is the lesser; iv) do not exceed a wall height of 2.4m; v) do not exceed ridge height of 4.2m; vi) are not within the primary or secondary street setback area; vii) do not reduce the amount of open space required in Table 1 / do not result in the non-compliance with open space set out in Table 4; and viii) comply with the setback requirements of Table 1, but in areas coded R15 or less, the rear setback requirement is determined by Tables 2a and 2b / are set back in accordance with Tables 2a, 2b and Figure Series 3. 	<p>5.2.2 Maximum standards for outbuildings are as follows (these area requirements do not override the open space requirements of Table 1 of the Residential Design Codes or any specific Scheme requirements):</p> <ul style="list-style-type: none"> a. <u>Residential R10 and higher density – 120m² in area or 20% in aggregate of the site area, whichever is the lesser and in addition up to a maximum of 30m² unenclosed area, with a maximum wall height of 3.6m and a total maximum height of 4.5m</u> measured from natural ground level. <p>Increases in total maximum height to a maximum of 5.0m will be considered where all of the following criteria can be achieved:</p> <ul style="list-style-type: none"> i. The outbuilding must be constructed in the same materials and finish to the existing (or approved) dwelling; ii. ... <ul style="list-style-type: none"> b. <u>Residential R5 and lower density – 210m² in aggregate area and in addition up to a maximum of 60m² unenclosed area, with a maximum wall height of 4.2m and a total maximum height of 5.0m</u> measured from natural ground level. <p>i. <u>Increases in total maximum height to a maximum of 5.5m</u> will be considered where all of the following criteria can be achieved:</p> <ul style="list-style-type: none"> ii The outbuilding must be constructed in the same materials and finish to the existing (or approved) dwelling; 	<ul style="list-style-type: none"> • Council had received a number of requests from landowners seeking an increase in the maximum outbuilding size. • the draft policy is consistent with the objectives and design principles of the R-Codes given that the other provisions of the policy address built form, consultation with affected landowners, location of the outbuilding and also construction materials. • The revised draft local planning policy will be adopted under the Scheme provisions and therefore has a statutory standing. All planning applications are assessed in accordance with the relevant Scheme provisions, R Code provisions and the local planning policy provisions. The policy would be reviewed every 12 months along with all other local planning policies. 	✓	✓	✓	Approve

ITEM NO: 9.2

City of Kalgoorlie-Boulder R-Codes Policy (Rcodes01) to Vary State Planning Policy 3.1 Residential Design Codes

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Manager - Statutory Planning, Central Regions
AUTHORISING OFFICER:	Executive Director - Regional Planning and Strategy
AGENDA PART:	A
FILE NO:	TPS/0458
DATE:	26 January 2014
ATTACHMENT(S):	Attachment 1 - RCODES01 Attachment 2 - Proposal Details and Assessment

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. approve the amendment of deemed-to-comply provisions of State Planning Policy 3.1 Residential Design Codes as contained in the City of Kalgoorlie-Boulder Residential Design Codes Policy RCODES01 (Attachment 1), adopted by the City of Kalgoorlie-Boulder on 16 December 2013;***
- 2. notify the local government accordingly.***

SUMMARY:

Consideration of this matter was deferred on 11/02/2014 pending clarification regarding lot boundary setbacks for car ports and this matter is now discussed in the 'Planners Comments' section.

In accordance with Clause 7.3.2 of State Planning Policy 3.1 Residential Design Codes (R-Codes), the City of Kalgoorlie-Boulder has submitted for WAPC approval, its new Residential Design Codes Policy which amends a number of deemed-to-comply provisions. All proposed amendments in this instance respond to local conditions, remain consistent with the objectives and design principles of the R-Codes and will raise no issues in relation to implementation.

BACKGROUND:

Following public advertisement in accordance with the City of Kalgoorlie-Boulder Town Planning Scheme No. 1 (TPS 1), the City of Kalgoorlie-Boulder (the City) Council, in December 2013, adopted a revised and updated version of its 2008 R-Codes Policy. The new version of the policy is referred to as *RCODES01 - R Codes*

Policy (RCODES01) and contains amendments to the deemed-to-comply provisions of several design principles included in State Planning Policy 3.1 Residential Design Codes (the R-Codes) gazetted in August 2013. The proposed amendments are intended to facilitate improved "as-of-right" residential development in response to the local planning and development context.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section:

Planning and Development Act 2005

Part 5

Strategic Plan

Strategic Goal:

Planning

Outcomes:

Planned Local Communities developing a sense of place

Strategies:

Improve local planning service capability

Policy

Number and Name:

State Planning Policy 3.1 Residential Design Codes

DETAILS:

Part 7, Section 7.3 of the R-Codes provides for local planning policies, local development plans, local structure plans and activity centre plans to amend or replace deemed-to-comply provisions set out in Parts 5 or 6. With the exception of provisions listed at Clause 7.3.1, WAPC approval is required for any amendment to deemed-to-comply provisions.

In addition to five amendments in accordance with Clause 7.3.1, RCODES01 proposes nine amendments requiring WAPC approval. These 9 amendments will allow for the following:

- for carports up to 9 metres in length to have a nil boundary setback.
- access to on-site car parking spaces from a primary street.
- for onsite stormwater retention in all areas other than Boulder, South Boulder or lots identified as being located within the Gribble Creek Flood Plain by the Gribble Creek Flood Study.
- prohibits the use of sumps in all areas and provides the ability to use bubble-up pits in some areas, considered on an individual basis.
- the disposal of stormwater from any structure over 60m² to be directed to the street.
- outbuildings up to 200m² or 10 per cent of the lot.
- car parking based on the number bedrooms rather than the size (m²) of the dwelling.

The five amendments included in RCODES01 in accordance with clause 7.3.1 are not considered in this report as there is no requirement for WAPC approval.

GOVERNMENT AND CORPORATE IMPLICATIONS:

There are no foreseeable implications for the State Government resulting from the proposed amendments to deemed-to-comply provisions in the R-Codes.

CONSULTATION:

In accordance with section 8.8 of TPS 1, RCODES01 was publicly advertised from 19 October 2013 to 11 November 2013. With the exception of the Department of Planning's advice regarding the need to submit the policy for WAPC approval in accordance with section 7.3 of the R-Codes, no submissions were received.

OFFICER'S COMMENTS:

Clause 7.3.2 of the R-Codes, requires the WAPC to be satisfied, "that the proposed amendment:

- is warranted due to a specific need related to that particular locality or region;
- is consistent with the objectives and design principles of the R-Codes; and
- can be properly implemented and audited by the decision-maker as part of the ongoing building approval process."

Attachment 2 details the proposed amendments and includes the rationale for each, as provided by the City. Attachment 1 also contains an assessment by the Department of Planning of each proposal in accordance with the above criteria and an associated recommendation. In each instance approval is recommended. The proposed amendments are all considered to be in response to local conditions, to retain consistency with the objectives and design principles of the R-Codes and do not raise any issues in terms of implementation.

It is also noted that the City anticipates that the proposed amendments to the R-Codes will reduce the number of planning applications received by the City because of relatively minor inconsistencies with the R-Codes, thereby delivering improved efficiencies for local planning and development stakeholders.

SPC Deferral

The City is proposing a modification to the R-Codes 'Clause 5.3.1 Lot Boundary Setback Deemed-To-Comply Provisions':

'carports with a wall height no greater than 3m and a length no greater than 9m may be built up to the lot boundary'.

When considered, the item was deferred to enable DoP officers to investigate the alignment of the proposed variations to the R-Codes with the Building Codes of Australia (BCA) in relation to definitions, fire walls and provisions in relation to carports.

Under the R-Codes a carport means:

"A roofed structure designed to accommodate one or more motor vehicles unenclosed except to the extent that it abuts a dwelling or a property boundary on one side, and being without a door unless that door is visually permeable".

Under the R-Codes a garage means:

*“Any roofed structure, other than a **carport**, designed to accommodate one or more motor vehicles and attached to the **dwelling**”.*

In Western Australia the BCA and its requirements are adopted through the *Building Act 2011* and the *Building Regulations 2012*.

The City was consulted and indicated that the following advice is provided on every decision notice of a development:

'BL1 - In accordance with the provisions of the Building Act 2011, an application for a building permit must be submitted to, and approval granted by, the City prior to the commencement of the development hereby permitted.'

DoP officers consulted with the Building Commission of WA, reviewed the BCA Volume 2 Section 3.7.1 which deals with fire safety and more specifically, Section 3.7.1.6 which deals with the separation of Class 1 (dwellings) and Class 10a buildings (carports) and firewall requirements.

As the City enforces BCA requirements at the development stage and the BCA details its requirements for setbacks and firewalls with regard to carports, there is therefore no conflict between the City's proposal and BCA requirements as they will be enforced regardless of the variation to the R -Codes proposed.

If a planning proposal for a carport does not meet BCA requirements, then the Local Government will be required to revise the construction or relocate the proposed carport away from the property boundary.

The above is supported by Section 131(1) 'Building standards etc. prevail' of the *Planning and Development Act (2005)* which states that:

“If there is any inconsistency between a local planning scheme and a regulation made under the [Building Act 2011](#), the regulation prevails to the extent of the inconsistency”.



RESIDENTIAL DESIGN CODES POLICY

RCODES01

BACKGROUND

The Residential Design Codes provide a basis for the control, through local government, of residential development throughout Western Australia.

To overcome planning deficiencies, local governments may adopt planning policies which allow for more effective assessment of local differences. In some instances there are particular matters of a local nature that require specific variations to planning controls outlined in the Residential Design Codes.

This policy seeks to provide additional or modified 'deemed-to-comply' criteria only.

OBJECTIVES

The key objective of this policy is to provide for consistent, fair and thorough assessment of residential development in the municipality of the City of Kalgoorlie-Boulder, taking into account the local context. This policy provides guidance to staff, Councillors, landowners, developers, consultants, other governmental agencies and the general public regarding residential planning matters.

In addition, this policy endeavours to encourage good quality development within the City.

LEGAL STATUS/CONSIDERATIONS

Policy is adopted in accordance with clause 7.3.1 and 7.3.2 of the *Residential Design Codes of Western Australia 2013* and as a town planning scheme policy pursuant to clause 8.8 of the *City of Kalgoorlie-Boulder Town Planning Scheme No. 1*.

SPECIAL PROCEDURAL CONSIDERATIONS

Nil.

POLICY STATEMENT

The following deemed-to-comply criteria are either modified or additional to the deemed-to-comply criteria set out in the *Residential Design Codes of Western Australia 2013*.

Part 5 – Design elements for all single and grouped dwellings; and multiple dwellings in areas coded less than R30

5.1.2 Street setback

- | | |
|--------------|---|
| 5.1.2 C2.1 i | in accordance with Table 1; except that in areas coded R10 to R17.5, buildings other than carports and garages to be setback 6m from the primary street boundary; |
| 5.1.2 C2.4 i | A balcony, verandah or the equivalent may (subject to the Building Code of Australia) project not more than 1m into the |

street setback area, provided that the total of such projection does not exceed 20% of the frontage at any level (refer Figure 2b)

5.1.2 C2.4 ii

A porch, chimney or the equivalent may (subject to the Building Code of Australia) project more than 1m into the street setback area, provided that the porch, chimney or the equivalent does not project closer to the primary boundary than the front wall of the dwelling.

5.1.3 Lot boundary setback

5.1.3 C3.1 vi

carports with a wall height no greater than 3m and a length no greater than 9m may be built up to the lot boundary.

5.1.3 C3.2 ii

in areas coded R12.5, R15, R20 and R25, walls not higher than 3.5m with an average of 3m or less, up to a maximum length of the greater of 9m or one-third the length of the balance of the lot boundary behind the front setback, to one side boundary only.

5.2.1 Setback of garages and carports

5.2.1 C1.2

Notwithstanding clause 5.1.2 C2.1 iii, carports set back 1.5m from the primary street.

5.3.5 Vehicle access

5.3.5 C5.1

- from the primary street frontage.

5.3.9 Stormwater management

5.3.9 C9.1

All water draining from roofs, driveways, communal streets and other impermeable surfaces shall be directed to garden areas, or rainwater tanks within the development site where climatic and soil conditions allow for the effective retention of stormwater on-site. This does not include the localities of Boulder and South Boulder; or lots either wholly or partially within the Gribble Creek Flood Plain, as identified in the Gribble Creek Flood Study.

Note: Sumps are not acceptable; bubble-up pits may be permissible.

5.3.9 C9.2

In all localities, stormwater from dwellings and other substantial buildings over 60m² may be directed to the street.

5.4.3 Outbuildings

5.4.3 C3

Outbuildings that:

- are not attached to a dwelling;
- are non-habitable;
- collectively do not exceed 200m² in area of 10% in aggregate of the site area, whichever is the lesser;
- do not exceed a wall height of 3m;

- v. do not exceed a ridge height of 5m;
- vi. are not within the primary street setback area;
- vii. do not reduce the amount of open space required in Table 1; and
- viii. comply with the setback requirements of Table 1, but in areas coded R15 or less, the rear setback requirement is determined by Tables 2a and 2b.

Part 6 – Design elements for multiple dwellings in areas coded R30 or greater

6.3.3 Parking

6.3.3 C3.1

The following minimum number of on-site car parking spaces is provided for per dwelling in Location B:

- * 1 bedroom – 1 space
- * 2 or more bedrooms – 2 spaces
- * Visitors car parking spaces (per dwelling) – 0.25 spaces

6.3.5 Vehicle access

6.3.5 C5.2

- from the primary street frontage.

6.3.8 Stormwater management

6.3.8 C8.1

All water draining from roofs, driveways, communal streets and other impermeable surfaces shall be directed to garden areas, or rainwater tanks within the development site where climatic and soil conditions allow for the effective retention of stormwater on-site. This does not include the localities of Boulder and South Boulder; or lots either wholly or partially within the Gribble Creek Flood Plain, as identified in the Gribble Creek Flood Study.

Note: Sumps are not acceptable; bubble-up pits may be permissible.

6.3.8 C8.2

In all localities, stormwater from dwellings and other substantial buildings over 60m² may be directed to the street.

<i>Policy Owner:</i>	<i>Director Community & Development Services</i>
<i>Council Adoption:</i>	<i>Monday 16 December 2013 – Item 15.2.7</i>
<i>Review Date:</i>	<i>December 2014</i>

R-CODES (August 2013) DEEMED-TO-COMPLY PROVISIONS	RCODES01 DEEMED-TO-COMPLY PROVISIONS	CITY OF KALGOORLIE-BOULDER COMMENTS	DOP ASSESSMENT			WAPC RECOMMENDATION
			Local Need	Consistency with Objectives and Design Principles	Implementation	
<p>5.1.3 Lot Boundary Setback</p> <p>C3.1 Buildings which are set back in accordance with the following provisions, subject to any additional measures in other elements of the R-Codes:</p> <p>i. buildings set back from lot boundaries in accordance with Table 1, Tables 2a and 2b...;</p> <p>ii. unenclosed areas accessible for use as outdoor living areas, elevated 0.5m or more above natural ground level, setback as though they were major openings to habitable rooms with a wall height of 2.4m above their floor level;</p> <p>iii. separate single house, grouped or multiple dwelling buildings on the same site, or facing portions of the same multiple dwelling building, set back from each other as though there were a boundary between them;</p> <p>iv. minor projections such as a chimney, other architectural feature or an eaves overhang not projecting more than 0.75m into a setback area; and</p> <p>v. the stated setback distances may be reduced by half the width of an adjoining right-of-way, pedestrian access way, communal street or battleaxe lot access leg, to a maximum reduction of 2m...</p>	<p>5.1.3 Lot Boundary Setback</p> <p>C3.1 Buildings which are set back in accordance with the following provisions, subject to any additional measures in other elements of the R-Codes:</p> <p>i. buildings set back from lot boundaries in accordance with Table 1, Tables 2a and 2b...;</p> <p>ii. unenclosed areas accessible for use as outdoor living areas, elevated 0.5m or more above natural ground level, setback as though they were major openings to habitable rooms with a wall height of 2.4m above their floor level;</p> <p>iii. separate single house, grouped or multiple dwelling buildings on the same site, or facing portions of the same multiple dwelling building, set back from each other as though there were a boundary between them;</p> <p>iv. minor projections such as a chimney, other architectural feature or an eaves overhang not projecting more than 0.75m into a setback area; and</p> <p>v. the stated setback distances may be reduced by half the width of an adjoining right-of-way, pedestrian access way, communal street or battleaxe lot access leg, to a maximum reduction of 2m...</p> <p>vi. <u>carports with a height no greater than 3m and a length no greater than 9m may be built up to the lot boundary.</u></p>	<ul style="list-style-type: none"> The City's existing 2008 R-Codes Policy allows for carports up to 6m to have a nil boundary setback. A large number of applications are received for carports that have a length greater than 6m, closer than 1.5m to the lot boundary. As carports do not have a side wall, there is no building bulk impacting on the adjoining property and this would also allow greater flexibility in use of the site. Vehicles in the Goldfields area tend to be larger than vehicles in the metropolitan area and allowing greater capacity to use a site to allow more room for those vehicles will assist in reducing the impact of verge parking on the visual amenity of residential areas. 	✓	✓	✓	Approve

R-CODES (August 2013) DEEMED-TO-COMPLY PROVISIONS	RCODES01 DEEMED-TO-COMPLY PROVISIONS	CITY OF KALGOORLIE-BOULDER COMMENTS	DOP ASSESSMENT			WAPC RECOMMENDATION
			Local Need	Consistency with Objectives and Design Principles	Implementation	
<p>5.3.5 & 6.3.5 Vehicular Access</p> <p>C5.1 Access to on-site car parking spaces to be provided:</p> <p>C5.2</p> <ul style="list-style-type: none"> where available, from a right-of-way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street; from a secondary street where no right of way exists; or from the primary street frontage where no secondary street or right-of-way exists. 	<p>5.3.5 & 6.3.5 Vehicular Access</p> <p>C5.1 Access to on-site car parking spaces to be provided:</p> <p>C5.2</p> <ul style="list-style-type: none"> where available, from a right-of-way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street; from a secondary street where no right of way exists; or from the primary street frontage where no secondary street or right-of-way exists. <u>from the primary street frontage.</u> 	<ul style="list-style-type: none"> Including this modification means that a proposed development on a corner lot with a right-of-way at the rear and proposes access from the primary street, if it meets all other deemed to comply requirements, could be exempt from planning approval. There is an existing policy in place which states that where a development proposes to have its primary access from the right-of-way when the primary street is available, then the developer is required to construct the right-of-way. Access from the primary street as a deemed-to-comply provision is considered appropriate in the Kalgoorlie-Boulder area given there are very wide streets that allow for much greater manoeuvrability. 	✓	✓	✓	Approve
<p>5.3.9 & 6.3.8 Stormwater Management</p> <p>C9 & C8 All water draining from roofs, driveways, communal streets and other impermeable surfaces shall be directed to garden areas, sumps or rainwater tanks within the development site where climatic and soil conditions allow for the effective retention of stormwater on-site.</p>	<p>5.3.9 & 6.3.8 Stormwater Management</p> <p>C9.1 & C8.1 All water draining from roofs, driveways, communal streets and other impermeable surfaces shall be directed to garden areas, sumps or rainwater tanks within the development site where climatic and soil conditions allow for the effective retention of stormwater on-site. <u>This does not include the localities of Boulder and South Boulder; or lots either wholly or partially within the Gribble Creek Flood Plain, as identified in the Gribble Creek Flood Study.</u></p> <p><u>Note: Sumps are not acceptable; bubble-up pits may be permissible.</u></p> <p>C9.2 & C8.2 <u>In all localities, stormwater from dwellings and other substantial buildings over 60m² may be directed to the street.</u></p>	<ul style="list-style-type: none"> The soil in the Kalgoorlie-Boulder area is impermeable and does not allow for the effective use of sumps. The Boulder/South Boulder area and areas affected by Gribble Creek are not appropriate for bubble-up pits due to the high water table in the area. The City of Kalgoorlie-Boulder's stormwater disposal system is generally use of the road network which directs stormwater flow to Gribble Creek or the Throssell Street dam. This modification will allow stormwater to the street as a deemed-to-comply provision. 	✓	✓	✓	Approve

R-CODES DEEMED-TO-COMPLY PROVISIONS (August 2013)	RCODES01 DEEMED-TO-COMPLY PROVISIONS	CITY OF KALGOORLIE-BOULDER COMMENTS	DOP ASSESSMENT			WAPC RECOMMENDATION										
			Local Need	Consistency with Objectives and Design Principles	Implementation											
<p>5.4.3 Outbuildings</p> <p>C3 Outbuildings that:</p> <p>i. are not attached to a dwelling;</p> <p>ii. are non-habitable;</p> <p>iii. collectively do not exceed 60m² in area or 10 per cent in aggregate of the site area, whichever is the lesser;</p> <p>iv. do not exceed a wall height of 2.4m;</p> <p>v. do not exceed a ridge height of 4.2m;</p> <p>vi. are not within the primary street setback area;</p> <p>vii. do not reduce the amount of open space required in Table 1; and</p> <p>viii. comply with the setback requirements of Table 1, but in areas coded R15 or less, the rear setback requirement is determined by Tables 2a and 2b.</p>	<p>5.4.3 Outbuildings</p> <p>C3 Outbuildings that:</p> <p>i. are not attached to a dwelling;</p> <p>ii. are non-habitable;</p> <p>iii. collectively do not exceed <u>200m²</u> in area or 10 per cent in aggregate of the site area, whichever is the lesser;</p> <p>iv. do not exceed a wall height of <u>3m</u>;</p> <p>v. do not exceed a ridge height of <u>5m</u>;</p> <p>vi. are not within the primary street setback area;</p> <p>vii. do not reduce the amount of open space required in Table 1; and</p> <p>viii. comply with the setback requirements of Table 1, but in areas coded R15 or less, the rear setback requirement is determined by Tables 2a and 2b.</p>	<ul style="list-style-type: none"> The City's existing 2008 R-Codes policy already contains this provision. It has previously been recognised that residents in the Kalgoorlie-Boulder area tend to have larger vehicles and, given the remote location, often also have boats, caravans, motor bikes, etc. that are used when travelling, that are required to be stored. 	✓	✓	✓	Approve										
<p>6.3.3 Parking</p> <p>C3.1 The following minimum number of on-site car parking spaces is provided per dwelling:</p> <table border="1" data-bbox="178 1207 756 1449"> <thead> <tr> <th>Type and plot ratio of dwelling</th> <th>Car parking spaces (B)</th> </tr> </thead> <tbody> <tr> <td>Small (<75m² or 1 bedroom)</td> <td>1</td> </tr> <tr> <td>Medium (75-110m²)</td> <td>1.25</td> </tr> <tr> <td>Large (>100m²)</td> <td>1.5</td> </tr> <tr> <td>Visitors car parking spaces (per dwelling)</td> <td>0.25</td> </tr> </tbody> </table>	Type and plot ratio of dwelling	Car parking spaces (B)	Small (<75m ² or 1 bedroom)	1	Medium (75-110m ²)	1.25	Large (>100m ²)	1.5	Visitors car parking spaces (per dwelling)	0.25	<p>6.3.3 Parking</p> <p>C3.1 The following minimum number of on-site car parking spaces is provided per dwelling:</p> <p>* <u>1 bedroom - 1 space</u></p> <p>* <u>2 or more bedrooms - 2 spaces</u></p> <p>* Visitors car parking spaces (per dwelling) - 0.25 spaces</p>	<ul style="list-style-type: none"> There is no access to high frequency rail or bus routes in the Kalgoorlie-Boulder area. Given the frequency with which there is often a high shortage of accommodation, dwellings are often rented to capacity and there are often, for example, more than four cars at a four bedroom dwelling. 	✓	✓	✓	Approve
Type and plot ratio of dwelling	Car parking spaces (B)															
Small (<75m ² or 1 bedroom)	1															
Medium (75-110m ²)	1.25															
Large (>100m ²)	1.5															
Visitors car parking spaces (per dwelling)	0.25															

ITEM NO: 9.3

Indian Ocean Drive Planning Guideline – Final Approval

WAPC OR COMMITTEE: Statutory Planning Committee

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Strategic Planning Manager, Wheatbelt Region
AUTHORISING OFFICER: A/Executive Director, Regional Planning and Strategy
AGENDA PART: A
FILE NO: DP/12/00980
DATE: 24 February 2014
ATTACHMENT(S): **Attachment 1**– Indian Ocean Drive Planning Guideline
Attachment 2 – Schedule of Submissions
Attachment 3 – Proposed toilet sites

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. determine the submissions in accordance with the attached schedule of submissions;*
- 2. endorse the Indian Ocean Drive Planning Guideline subject to minor editing and publish the document on the Western Australian Planning Commission website;*
- 3. prior to publication, forward the Guideline to the Minister for Planning for noting.*

SUMMARY:

The Indian Ocean Drive (IOD) Planning Guideline was prepared in response to a request from the Minister for Planning. Following a briefing of the Minister, in June 2013 the Statutory Planning Committee released the Guideline for public advertising.

Eighteen submissions were received during public advertising. Based on submissions and other inputs from stakeholders a limited number of amendments to the document are recommended. The revised document has been considered by the IOD Technical Working Group and general agreement on the proposed changes has been reached.

A key community concern identified during the preparation of the Guideline is the provision of an additional toilet facility 'on-the-road' midway between the outskirts of Perth and Jurien Bay. The Guideline does not include specific locational criteria for

toilets as they would generally be co-located with other facilities. However the Guideline now recommends that one of two possible toilet sites be developed, at either the Wedge lookout or at roadside rest areas near the Nilgen lookout. Main Roads WA has indicated a willingness to progress planning for toilet facilities, the details of which will be clarified as the Guideline is implemented.

Other changes to the document seek to clarify its intent and to provide additional guidance for maintaining the scenic character of IOD and to explain or correct text.

Final endorsement of the Guideline is recommended, and a copy is included as **Attachment 1**.

BACKGROUND

Amendment No. 18 to the Shire of Dandaragan Town Planning Scheme No. 7 proposed zoning a site on IOD for the purpose of a service station and facilities including a restaurant, convention centre, motel and caravan park. The Minister for Planning refused the amendment as it had the potential to detract from existing coastal settlements and could compromise high value landscapes on the important scenic route. However, the Minister identified a need for a guideline to provide a consistent strategic planning direction for land use and development on IOD.

The WAPC subsequently endorsed the methodology for preparation of an IOD Planning Guideline, including a requirement for the formation of a Technical Working Group. The Technical Working Group included representatives from the Shires of Gingin, Dandaragan, Coorow, Carnamah and Irwin, Main Roads WA and the Department of Parks and Wildlife (DPaW). In June 2013 the WAPC granted consent for public inspection of the draft Guideline.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section:

Planning and Development Act 2005

Part 5 Local Planning Schemes

Strategic Plan

Strategic Goal:

Planning

Outcomes:

Effective delivery of integrated plans

Planned local communities developing a sense of place

Strategies:

Implement State and Regional planning priorities

Improve local planning service capability

Policy

Number and / or Name:

State Planning Policy 2 Environment and Natural Resources

State Planning Policy 2.5 Land Use Planning in Rural areas

State Planning Policy 2.6 State Coastal Planning Policy

State Planning Policy 3 Urban Growth and Settlement

DETAILS:

IOD is one of Western Australia's principal tourist routes. Opened in September 2010, it extends 270km from Yancheep Beach Road to the intersection with the Brand Highway south of Dongara. The IOD passes through the shires of Gingin, Dandaragan, Irwin, Coorow and Carnamah. The Guideline sets out broad direction for the location, siting and design of various land uses and development along IOD. It provides an integrated approach to land use decision making across the five shires through which IOD passes, with the purpose of retaining the rural and natural landscape and enhancing the provision of services and facilities available to all users of the scenic coastal route including tourist, commuter and commercial traffic.

The IOD Planning Guideline contains:

- an overview of the planning context;
- an assessment of landscape character, landform, vegetation, visual character and views;
- guidelines for maintaining the scenic character of the road;
- guidance for decision making related to specific land uses (such as rural living development, tourist development, service stations);
- proposed mechanisms for implementation; and
- recommendations for further work arising from the preparation of the IOD Planning Guideline.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The Guideline is consistent with WAPC strategic policy objectives and responds to an identified gap in sub-regional strategic planning. It will facilitate a coordinated approach to land use decision making across five shires, in order to maintain the scenic character of the road along its entire length.

CONSULTATION:

The draft Guideline was available for public comment from August to October 2013. The document was published on the WAPC website and the Shires of Gingin, Dandaragan, Irwin, Coorow and Carnamah displayed the Guideline at their front counter or/and on their website.

Eighteen submissions were received during the public comment period from government agencies, local government, industry and community groups and developers and their consultants:

- Government agencies (7): Commonwealth Department of Defence, Main Roads WA, Department of Parks and Wildlife (DPaW), Landcorp, State Heritage Office, Wheatbelt Development Commission;
- Industry and community groups (3): Turquoise Coast Chamber of Commerce, Gingin Coast Tourism Association, Wildflower Society;
- Developers, or consultants making submissions on their behalf (5);
- Private person (1);
- Shires (2): Shire of Dandaragan and the Shire of Gingin (of no comment).

There was general support for the Guideline and the issues raised mainly relate to specific proposals and technical matters. The main issues raised include:

- the need for additional toilet facilities 'on-the-road' between Perth and Jurien Bay;
- the potential to restrict future development and application of the Guideline where rezoning, subdivision and development have already been approved;
- various matters related to the provision and design of signage and entry statements;
- the possible identification of future strategic tourist precincts in the Guideline;
- clarification of the 'visible but blending' scenic character objective;
- expansion of the list of plant species that could be used for visual impact screening;
- the need to comply with approval processes of, or to undertake consultation with, other government agencies such as Main Roads WA and the Department of Defence;
- a potential conflict between roof colours and energy efficiency;
- a preference for visual impact assessments to be conducted by qualified parties; and
- inclusion of references to related policies of other agencies.

The responses to submissions are shown in **Attachment 2** – Schedule of Submissions.

The recommended amendments to the document also take into account views expressed in letters to the Minister for Planning and to Main Roads and informal comments voiced by elected members of the Shire of Gingin and Dandaragan during presentations made by the Department. These views relate primarily to the identification of a site for a toilet facility on IOD between the outskirts of Perth and Jurien Bay.

In January 2014 meetings took place between major landowners and their consultants and the Department to discuss individual submissions and proposed responses to these submissions.

The Technical Working Group, that includes representatives from the Shires of Gingin, Dandaragan, Coorow, Carnamah and Irwin, Main Roads WA and the DPaW, met during preparation of the Guideline and reviewed the final document following public submissions. In addition, a sub-group of the Technical Working Group met to resolve matters related to establishing a new toilet facility on IOD.

OFFICER'S COMMENTS:

Modifications to the IOD Planning Guideline are recommended as a result of public submissions. The modifications are not substantial and generally clarify or add to guidance already provided in the document. The key issues are discussed below and proposed modifications are highlighted in red in the attached Guideline (**Attachment 1** IOD Planning Guideline).

Potential to restrict development

A number of the submissions expressed concern that application of the Guideline would prevent development or would impose undue requirements where approvals are already in place.

The IOD Guideline is classified as a B5 Operational Policy under State Planning Policy 1 State Planning Framework Policy. The document assists with the interpretation of already established State policy as it applies in the vicinity of IOD. It promotes development that is located, sited and designed to reflect IOD's role as a scenic, coastal tourism route and supports consistent and integrated planning decision making across the five shires. The Guideline is a tool to assist land owners, developers, local government and the WAPC with the interpretation of State policy when considering planning proposals on IOD. Adherence or non-adherence to the guidance provided in the document would not in itself constitute a reason to support or not support such proposals.

The Guideline does not apply to land use and development within the townsites through which it passes or to existing rural living estates and other development within its area of application. Where land use and development has been approved prior to the document being endorsed, landowners and proponents are encouraged to be mindful of the guidance provided when finalising structure plans and building design.

It is recommended that the document be modified to emphasise that the intent of the Guideline is not to prevent development but to guide its location, siting and design. The proposed additional text is highlighted in Section 1.2 and Section 5.1.

Additional toilet facilities between Perth and Jurien Bay

The lack of toilet facilities 'on-the-road' between the outskirts of Perth (at Nowergup) and Jurien Bay, a distance of 175km, is considered unsatisfactory and was a key issue of concern to the Shires of Gingin and Dandaragan during the preparation of the Guideline. While there are eight toilet facilities in close proximity to the road, including universally accessible toilets at Hangover Bay and in the Cervantes townsite, these are not signposted. Details of toilet facilities in the vicinity of the road are illustrated in Appendix 4 of the Guideline.

Public toilet facilities are generally co-located with other facilities (such as petrol stations) and are therefore not separately dealt with in the document. The Guideline recommends that new service stations could be located at intersections between IOD and access roads to the coastal towns and this has been accepted by the Technical Working Group. Sites near the Guilderton and Seabird access roads are already zoned to permit service stations but have not been developed. This means that in the longer-term the current 175km between toilets 'on-the-road' could be reduced to 125km.

The advertised Guideline recommended that toilets be co-located with information bays or at scenic lookouts, but this was not supported by the Shire of Dandaragan or DPaW. To achieve consensus on preferred options for the location of a new toilet facility, the Department of Planning facilitated a meeting between representatives of the Shire of Dandaragan, Main Roads and DPaW. Ten possible sites were discussed and three sites were scored against locational criteria such as co-location,

visible from the road yet unobtrusive, distance from IOD, distance from other toilets 'on-the-road', safe vehicle access, capital, cleaning and maintenance costs. The agreed first preference is for a toilet at the Wedge lookout with the second option the staggered roadside rest areas north of the Nilgen lookout - these are shown on **Attachment 3 Proposed Toilet Sites**). The third option is for a toilet to be co-located with a relocated Cervantes information bay at the intersection of IOD and the access road to the town.

The Wedge lookout is 50m from IOD and is safely accessed from both directions. It is approximately 60km from Jurien Bay and 114km from Nowergup. Wedge is located within the Wanagarren Nature Reserve, but for historical reasons the facilities (picnic, shade, informational signage, walking track, rubbish bins) were established and are managed by Main Roads. A toilet facility could be located unobtrusively while still being visible from IOD. This would allow passive surveillance from the road thereby addressing the issues of user safety, vandalism and illegal camping. A toilet at this location would benefit road users as well as visitors to the site and reserve.

The staggered Nilgen roadside rest areas are within the road reserve. The sites are approximately 85km from Jurien Bay and 90km from Nowergup and for traffic safety reasons toilets would need to be provided on both sides of the road. Given the topography, the facilities could be located unobtrusively. The roadside rest areas are close to the Nilgen lookout (0.7km and 1.4km north), DPaW's main recreation site on IOD. However toilets at the roadside rest areas are unlikely to resolve the amenity issue currently being experienced at the lookout because of the lack of a toilet. A toilet at the nearby Nilgen lookout would be needed at some future time.

To progress planning for and the provision of toilets at the Wedge lookout and/or Nilgen roadside rest areas would require Main Roads to be the lead agency. The agency's operational policies do not require another toilet on IOD but Main Roads has a commitment to fatigue management and improving the safety and amenity of road users. Given the benefits that a toilet would provide for visitors to DPaW reserves and to Shire of Dandaragan and Gingin residents, co-contributions should be sought from these agencies.

It is proposed that the recommendation in the Guideline be modified to reflect the consensus reached through inter-agency consultation i.e. Section 8 point 8 to read "Main Roads to progress planning for additional toilet facilities approximately mid-way between Perth and Jurien Bay (that are close to the road, safely accessible but unobtrusive) either at Wedge lookout or at the roadside stopping places on both sides of the road north of the Nilgen lookout".

Signage: A number of submissions highlighted the lack of signage to attractions, services and facilities accessible from the road and the need for consultation about signage design guidelines. Main Roads requested that additional information be provided regarding their signage guidelines and approval processes. Additional text is proposed to be inserted at Section 3.5 Signage, Section 5.2.6 Signage and branding and Section 8 (5) and (6) in response to these submissions.

Identification of a strategic tourism precinct: One submission sought to identify a site near Knobby Head, Shire of Irwin as a tourism precinct in the Guideline. Section 5.2.1 of the document provides guidance on the location of tourism development but

identification of specific sites (taking this guidance into account) is best dealt with as part of the preparation of the Shire's Local Planning Strategy. This approach is consistent with *Planning Bulletin 83/2013 Planning for Tourism* and *Planning Bulletin 49 Caravan Parks*. The Shire of Irwin is in the initial stages of preparing a Local Planning Strategy and the Knobby Head site is to be considered as part of this process.

Roadside vegetation screening: The Wildflower Society recommended that a list of vegetation species should be inserted into the document to support guidance on vegetation screening (Appendix 3 of the Guideline). It is recommended that the plant species list provided by the Wildflower Society and reviewed by DPaW be made available on the IOD Planning Guideline webpage for reference purposes rather than being incorporated into the document itself.

'Visible but blending' scenic character objective: One submission expressed concern about the subjective nature of the visual 'visible but blending' objective referred to in Section 5. Some submissions suggested that requiring roof colours to 'blend' with the landscape may compromise energy efficiency. The 'visible but blending' objective is consistent with WAPC's *Visual Landscape Planning in Western Australia: a manual for evaluation, assessment, siting and design* and is widely used. The issue of subjectivity that relates primarily to building style rather than location and siting, is discussed in the landscape manual and addressed through specific examples and measures in the Guideline. A possible trade-off between roof colours that 'blend' and energy efficiency is recognised and a case by case approach is suggested depending on the prominence of the site. Modifications to Section 5.2 are recommended in this regard.

Other minor proposed modifications are shown in the document as highlighted text.

The Guideline makes provision for the usefulness and effectiveness of the document to be monitored for a two year period and this approach was welcomed by submitters.

Recommendation

The IOD Planning Guideline was generally well received by the five local governments, landowners and community groups. Modifications proposed respond to the submissions received and have been reviewed by the Technical Working Group. It is recommended that the document (as amended) be given final approval and published on the WAPC website.

Indian Ocean Drive Planning Guideline

March 2014



Department of
Planning



Western
Australian
Planning
Commission



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Indian Ocean Drive Planning Guideline

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1. The Guideline

1.1 Introduction

Indian Ocean Drive (IOD) is a scenic coastal road that passes for most of its length through rural and natural landscapes. The road is one of Western Australia's principal tourist routes linking the Perth metropolitan area with the Pinnacles, Jurien Bay Marine Park and the coastal settlements and attractions of Lancelin, Cervantes, Jurien Bay, Green Head, Leeman and Dongara. IOD offers an alternative to the Brand Highway for tourists travelling to the north of the State and for people commuting between Perth, Geraldton and the coastal towns. The crayfish and agricultural sectors also use the road to transport their products.

Indian Ocean Drive is approximately 270 kilometres in length. It extends from the intersection of Yanchep Beach Road, 55 kilometres north of Perth, to the intersection with the Brand Highway, 24 kilometres south of Dongara (Figure 1).

Indian Ocean Drive was designed for the primary purpose of creating a regional scenic coastal tourist route with the alignment of the road to follow the natural lines of the coast and in close proximity to the coastal towns of Guilderton, Seabird, Ledge Point, Lancelin, Cervantes and Green Head. It currently passes through the towns of Leeman and Jurien Bay. A bypass around Jurien Bay is planned for the long-term. IOD was opened in September 2010 with the completion of the final section of sealed road between Lancelin and Cervantes.

Prior to IOD opening, Lancelin Road connected the Perth metropolitan area with the southern coastal settlements of Guilderton and Lancelin. Access to the settlements further north (Cervantes, Jurien Bay, Green Head and Leeman) was limited, with long feeder roads connecting these coastal towns to the Brand Highway and no direct north-south road linking the towns.

The construction of IOD has made the coastal areas, from Woodridge in the south to the intersection with Brand Highway in the north, more accessible. Growth of the coastal settlements is anticipated and visitor and commuter traffic along the road is expected to increase. There is a need to provide for this growth while retaining IOD's distinctive attributes to be enjoyed by Western Australians and visitors into the future.



Indian Ocean Drive passes through five local governments – Gingin, Dandaragan, Coorow, Carnamah and Irwin. This document seeks to provide these local governments and State agencies with an overarching planning framework focused on consistent land use decision-making on IOD.

This Guideline has been prepared by the Department of Planning with input from a Technical Working Group that includes representatives of the five local governments, Main Roads and the Department of Parks and Wildlife (DPaW).

1.2 Purpose

This Guideline sets out broad guidelines for the location, siting and design of various land uses and development in the locality of IOD. It provides an integrated approach to land use decision making across five Shires with the purpose of retaining the rural and natural landscape and enhancing the provision of services and facilities available to all users of this scenic coastal road.

The IOD Planning Guideline supports strategic planning for the Guilderton to Dongara coastal areas. It is classed as an operational policy bringing together State and regional policies that form part of the State Planning Framework and apply to land use and development more

generally, such as the State Planning Strategy and Planning and Infrastructure Frameworks for the Mid-West and Wheatbelt. **The intent is not to prevent development but to guide its location, siting and design.**

1.3 Area of application

As shown in Figure 1 this Guideline applies specifically to a 500 metre corridor on either side of the IOD road reserve from the Woodridge rural settlement, south of Guilderton, to the intersection of IOD with the Brand Highway. It also applies more generally to land that is outside of that corridor but may be prominently viewed from IOD.

This Guideline does not apply to land use and development within the town sites of Jurien Bay and Leeman, through which IOD passes. The Guideline also does not apply to existing rural living and other development within the area of application. However landowners are encouraged to consider the guidance provided in the document when reconstruction, improvements or maintenance of existing development is to occur. Where land use and development has been approved prior to the Guideline being endorsed, landowners and proponents are to take cognisance of the Guideline when finalising structure plans or building design.

The Guideline is applicable to both private and public land.



1.4 Structure of the Guideline

The Guideline comprises:

- an overview of the policy context (Section 2);
- a broad review of planning considerations such as land tenure, land use, services and facilities (Section 3);
- an assessment of landscape character (Section 4);
- guidelines for maintaining the scenic character of IOD (Section 5.1);
- specific land uses and associated guidelines for consideration in decision making. These land uses include tourist development, roadside stopping places, service stations/roadhouses, rural living development, mining and utilities, signage and branding (Section 5.2);
- proposed mechanism for implementation of the Guideline (Section 6); and
- recommendations for future investigations arising from preparation of the Guideline (Section 8).

2. Policy context

This Guideline has regard to State and regional planning policies and facilitates their application to IOD. The policies and strategies mentioned below provide a framework for land use planning and development in the vicinity of IOD:

1. *State Planning Strategy* (2013) that provides the context for land use planning decision making in Western Australia. The Strategy recognises tourist values along IOD and identifies Jurien Bay as a sub-regional centre.
2. *State Planning Policy 3 Urban Growth and Settlement* (SPP3), *State Planning Policy 2.5 Agricultural Rural Land Use Planning* (SPP 2.5), *State Planning Policy 3.5 Historic Heritage Conservation* (SPP 3.5), and *Development Control Policy 3.4 Subdivision of Rural Land* (DC 3.4) promote sustainable settlement in, and adjacent to, existing urban areas, the protection of agricultural land and protection and enhancement of environmental, historic heritage, landscape and cultural assets.
3. *State Planning Policy 2 Environment and Natural Resources* (SPP 2), *State Planning Policy 2.6 State Coastal Planning Policy* (SPP 2.6) and *Development Control Policy 6.1 Country Coastal Planning Policy* (DC 6.1) seek to protect, conserve and enhance coastal values whilst achieving a balance between the protection of environmental quality and the provision for the social and economic needs of the community.
4. *Development Control Policy 1.10 Location and Design of Freeway Service Centres* (DC 1.10) provides guidance for the provision of service centres on freeways in the metropolitan area. Some aspects of DC1.10 have relevance to IOD.
5. *Planning for Tourism, Planning Bulletin 83-2013* (WAPC, 2013) provides guidance on subdivision, development and scheme amendment proposals for tourism purposes.
6. *Mid-West Regional Planning and Infrastructure Framework* (draft, 2011) identifies the towns of Leeman and Green Head as local centres and the *Wheatbelt Planning and Infrastructure Framework* (working draft, 2012) identifies a coastal growth corridor within the Shires of Gingin and Dandaragan to cater for expected population growth. Jurien Bay's role as a key activity centre is recognised with Cervantes and Lancelin providing facilities and services to serve broader catchment areas.
7. *Visual Landscape Planning in WA* (WAPC, 2007) provides a method for undertaking assessments of visual landscape. This methodology has been used to assess the visual aspects of the landscape through which IOD passes.
8. Local planning strategies. The strategic direction for future growth and development for the coastal parts of the five local government areas are set out in their individual local planning strategies (LPS). The LPSs recommend that future development along the coast should be focused on the regional centres of Jurien Bay and Dongara, with the existing town centres of Lancelin, Guilderton, Leeman, Green Head and Cervantes as major local centres. Gingin's LPS recognises the existing rural living settlements in and close to the coastal towns and identifies locations for an expansion of this land use. The development of the tourist and recreational sectors is provided for with sites such as Freshwater Point and North Cliff identified as having development potential. The full text of local planning strategies and schemes can be found on the respective local governments' websites.
9. Main Roads' operational policies i.e.
 - *Roadside Stopping Places Operational Policy 3A* that outlines the types of roadside stopping places, locational criteria and design guidelines;
 - *Guide to the Management of Roadside Advertising* that sets out the size and shape and site selection criteria for various types of signs on roads managed by Main Roads and approval procedures; and
 - *Conducting Works on Roads* that sets out the process for obtaining approval for works proposed to be undertaken within a Main Roads road reserve.

3. Planning context for Indian Ocean Drive

3.1 Land ownership

Most of the large land parcels along IOD are State or Commonwealth land, either as part of the conservation estate or for defence purposes. All land on IOD in the Shires of Coorow and Carnamah, and the majority of land in the Shire of Dandaragan, is publicly owned. Land tenure along IOD is shown in Figure 2.

Freehold land is mainly clustered near the existing towns of Leeman, Green Head and Jurien Bay. However, there are several large freehold lots on the road between Guilderton and Lancelin, four large contiguous lots near Freshwater Point, south of Dongara and two lots 48 kilometres south of Cervantes.

3.2 Zoning and land use

Land managed by Department of Parks and Wildlife on IOD, and recreation reserves managed by individual shires, is used for conservation and recreation.

Freehold land remote from the towns is generally zoned 'Rural' or 'General Farming' in the local planning scheme. The general intent of these zones is to protect land for agricultural purposes and to ensure the retention and protection of rural character and amenity. Most of the freehold rural/agricultural land south of Jurien Bay has been cleared while land to the north and east of Jurien Bay contains significant areas of remnant vegetation.

Land in the vicinity of Guilderton, Lancelin and Jurien Bay is zoned for 'Rural Living' purposes. Seven rural living estates abut IOD:

- Woodridge, Sovereign Hill, Redfield Park, Seaview Estate and Ocean Farm estates within the Shire of Gingin; and
- the Hill River and Marine Fields estates within the Shire of Dandaragan.

Three other rural residential estates are prominently viewed from IOD i.e. Alta Mare and Jurien Bay Heights estates in Jurien Bay and Marine Fields.



Within the Shire of Gingin and the Shire of Dandaragan there are a number of areas along the road zoned for future rural living estates that have not been developed. These include the southern expansion of the Marine Fields estate in Jurien Bay and Stage 2 of Lancelin South.

The Shire of Gingin's Local Planning Strategy identifies additional rural living areas between Guilderton and Lancelin that may be considered for this use in the future. The Shire of Dandaragan

is currently preparing its coastal Local Planning Strategy and additional areas for rural living in the vicinity of IOD may be identified.

There is a 'Special Development' zone on the western side of IOD between Jurien Bay and the Hill River which has an endorsed structure plan for Beachridge Residential Estate. **There is also a 'Special Development' zone at North Head, about 10 kms north of Jurien Bay.**

Within the shires of Gingin and Dandaragan there are a number of other areas zoned for future urban and rural residential development that directly abut or would be visible from IOD. Without mitigation, urban and rural living uses could potentially dominate significant stretches of IOD, in an otherwise natural and undeveloped rural landscape.

This Guideline sets out issues to be considered when proposing development within existing zoned land or a change in zoning to accommodate new uses.

3.3 Existing and approved services and facilities

Indian Ocean Drive passes through the towns of Jurien Bay and Leeman and close to Guilderton, Seabird, Lancelin, Cervantes and Green Head. All these towns offer different levels of services and facilities, dependent on the town's size and population. The construction of IOD as a scenic coastal tourist route and local road was intended to support these towns by providing improved access for visitors and a growing resident population. The location of existing and approved services and facilities along IOD are shown in Figure 3.

Service stations

There are seven separate locations providing service station/roadhouse facilities within the vicinity of IOD (Figure 3). Two directly abut IOD and the remaining five are between two and seven kilometres from IOD within the existing coastal town sites.

There are service stations/roadhouses in the towns of Guilderton, Lancelin, Cervantes, Jurien Bay as well as Green Head and Leeman which provide a local and regional function. They serve the needs of local residents, commuters and visitors.

In the smaller centres of Cervantes, Leeman and Green Head the viability of the service stations

remains dependent on the additional trade from commuters and visitors, but population growth is expected to strengthen the local market.

In addition, there are currently five sites on IOD that are zoned to accommodate service stations but have not been developed. Three of the sites are located within the Shire of Gingin at significant road junctions, where intensification of surrounding land uses has already occurred, or is planned to occur, and significant population growth is expected. For example there is a zoned service station site at the junction of IOD and the access road to Guilderton. The fourth site is located south of Jurien Bay within the special development zone. The fifth site is located on Brand Highway at its junction with IOD south of Dongara in the Shire of Irwin.



As the resident population increases and traffic volumes on IOD rise, existing service stations are expected to extend their hours of service and development of the already zoned sites should occur.

Stopping places

Stopping places include rest areas, information bays, scenic lookouts and parking bays. IOD provides eleven roadside stopping places which are managed by Main Roads (within road reserves) or Department of Parks and Wildlife (within managed reserves). Most of these stopping places are south of Jurien Bay. These places are either in the form of a parking bay, an information bay, a rest area or a scenic lookout stop at a prominent tourist location e.g. Wedge Island Lookout.

The stopping places do not currently provide drinking water or toilet facilities. Main Roads has recently established a new stopping place along the northern section of the road near Knobby Head (Shire of Irwin) and there is potential for additional stopping places in the northern section of the road.

Public toilet facilities are provided by the local authorities in each of the towns and at other locations along the road, with several of these having provision for people with a disability (refer to Appendix 4 for further clarification on what facilities are available). In addition, Department of Parks and Wildlife provides toilets within some reserves which are in close proximity to the road e.g. at Hangover Bay and the Pinnacles.

The lack of signage directing the travelling public to, and providing information about, these services and facilities adds to the view of some that there are insufficient facilities along the road. The longest distance between toilets directly on IOD is between the rest area at Moore River and Jurien Bay (136 kilometres). There are sites zoned for service stations/roadhouses where toilet facilities will be provided in the future (turnoffs to Woodbridge, Guilderton and Seabird) and existing toilets close to the road at Hangover Bay, the Pinnacles and Cervantes. The distance between toilet facilities directly on IOD is commensurate with that on other similar roads such as on the South West Highway (Manjimup to Walpole 120 kilometres) and Muirs Highway (Mount Barker to Manjimup 162 kilometres).





3.4 Tourist accommodation

Tourist accommodation is generally located within the existing towns. There are caravan parks and camping facilities, cabins, guest houses, bed and breakfasts and holiday homes for rent in most of the coastal towns. Lancelin, Cervantes, Jurien Bay and Green Head offer motel/hotel accommodation.

Currently there are no tourist accommodation providers directly abutting IOD outside towns. A number of proposals for tourist development in the vicinity of IOD are being considered. These include a caravan park and chalets on the eastern side of the road near the Moore River crossing, accommodation and other tourist facilities at North Head (north of Jurien Bay) and a caravan park on freehold land in the vicinity of Knobby Head. The provision of tourist accommodation at the Wedge and Grey settlements is being considered as part of structure planning for these areas that is being led by Department of Parks and Wildlife.

3.5 Signage

Roadside signage on IOD comprises signs with a variety of purposes, including regulatory, warning, directional and gateway, tourist, township/local government area welcome, road user services, community facility, commercial facility and advertising, including land sales signs. Informational and interpretive signs are provided at prominent stopping places and scenic lookouts.

Main Roads is responsible for **all traffic signs including regulatory and warning signs, and guide and hazard markers, along IOD**. All other signs and advertising devices on, in the vicinity of, or visible from IOD are controlled under the *Main Roads (Control of Advertising) Regulations 1996*. **The regulations are supported by Main Roads' guidelines for the management of advertising signs within and beyond road reserves. These guidelines should be referred to during preparation of any application for signage along IOD.**

All forms of signage are considered as development under the *Planning and Development Act 2005* and as such are also regulated by the local government. It is standard protocol that Main Roads will only assess an application for a sign or advertising device where it has received an approval from the local government.

Under the local planning schemes, except for certain specified signs which are exempt from requiring planning approval, all other signs on zoned land require planning approval.

Tourism WA, in conjunction with Main Roads, has developed tourist signage guidelines to address the issues of safety, aesthetics, and compliance with national industry and road authority standards. These guidelines apply throughout the State. Tourist attraction signs are only permitted for establishments that are recognised as being of significant interest to tourists and meet some essential assessment criteria such as the core business being tourism-based and strongly committed to providing visitor services.

'Australia's Coral Coast', 'Experience Perth', 'Turquoise Coast' and 'Sunset Coast' (the tourism promotional bodies representing the IOD's coastal areas) also play a role in signage for branding and marketing purposes on IOD.

Currently, signage on IOD is disparate and there is a lack of informational signs that alert road users to the existing services and facilities.



3.6 Road usage

The construction of IOD has improved access to one of WA's key tourist destinations, the Pinnacles, to other conservation and recreational areas such as Jurien Bay Marine Park and Lesueur National Park, and to commercial tourist and recreational operations in the vicinity of the road.

The road is predominantly used by cars, motorcycles, coaches and vehicles towing caravans. Heavy vehicle usage of the road is limited with most heavy vehicles travelling from Geraldton to Perth continuing to use the alternate Brand Highway. Vehicle classification data shows that heavy vehicles comprise approximately 8 per cent of traffic surveyed on IOD (2013 data). Heavy vehicles that do use the road are generally associated with the local crayfish, agricultural lime and primary production industries and the delivery of goods to the coastal towns.

Traffic volumes have been increasing steadily – by more than 22 per cent over the last two years. The latest data shows Annual Average Daily Traffic (AADT) of 1,978 vehicles, up from 1,617 vehicles in 2010/11. Data also shows that a significant amount of light vehicle traffic has been diverted from the Brand Highway.

Traffic volumes vary throughout the year due to seasonal factors with peaks during school holidays and the wildflower season (August/September). As a result, the level of service required along IOD varies during the year.

The trend of increased traffic on IOD is expected to continue. The extent and rate of the growth will be influenced by population growth, particularly in and around Lancelin, Guilderton, Cervantes and Jurien Bay. In addition, the development of the tourist sector and associated increase in visitation to the coastal towns plus a rise in general traffic to Geraldton is expected to boost AADT volumes.

The speed limit on the road is generally 110 kilometres per hour except through the Jurien Bay town site (50 kilometres per hour) and Leeman town site (80 kilometres per hour). Older sections of IOD north of Jurien Bay have recently been upgraded to cater for additional usage and to improve road safety. **Main Roads continues to assess network performance, to inform decisions on investment and upgrade strategies, and to prioritise future road improvements. The intersection of IOD and Lancelin Road is under consideration**

for upgrading (acceleration lane for slow/heavy vehicles to join the highway).

Motor crash statistics, since IOD has been completed, indicate that fatigue is generally not a significant safety issue on the road. About half of all accidents involve collisions with animals or objects on the road.

Services and facilities on IOD will need to cater for the expected increased volume of traffic on the road.

In general, Main Roads resists new accesses or intersections to IOD. In particular, no direct residential lot access is permitted. Any works or activities in the road reserve, including new or amended accesses/intersections, require permission from Main Roads and need to comply with design specifications, to ensure the safety of all road users.



4. Assessment of Indian Ocean Drive as a scenic route

Indian Ocean Drive provides travellers with an experience that contrasts with that of Brand Highway, the inland route between Perth and Dongara. Brand Highway passes through both natural and rural landscapes, while the landscape surrounding IOD is mostly natural in character, with limited agricultural land visible along the road north of Lancelin. In contrast to Brand Highway, views along IOD are more often restricted, enclosed by dune ridges that run parallel to the road or to the coast. A key difference between the two routes is that ocean views and glimpses are available from sections of IOD, due to its close proximity to the coastline.

IOD does not support the heavy through traffic that uses Brand Highway. It provides an alternative that offers opportunities for more leisurely travel where motorists can readily stop to take photos of the ocean, mobile dunes and wildflowers at the numerous stopping places and lookouts provided.

4.1 Landscape character

The following subsections focus on describing the visual characteristics of landscape, consistent with the WAPC's landscape manual. Four landscape character units along IOD have been identified, based on landform, vegetation and land use. They are indicated in Figure 4 and described in the first column of Appendix 1.

4.1.1 Landform

Indian Ocean Drive passes through two dune systems: the younger, often active, Quindalup dunes which are generally adjacent to the coast; and the older, higher, Spearwood dunes, which are generally located inland from the Quindalup dunes. The most distinctive individual landform features are the large mobile dune sheets, moving northwards at various speeds. Their leading edges are very steep, and in windy conditions, loose sand is visible swirling off their tops and sides, creating a 'mist' effect. The bright white of the mobile dunes contrasts strongly with the dark green foliage of the vegetation it is engulfing.



The Quindalup dunes take a wide range of forms, including: steep, narrow ridges that generally run parallel to the coast; undulating, hummocky terrain with hills, swales, hollows and blowouts; and occasional, isolated, cone-shaped dunes. The tops of the linear ridges create long, straight or gently undulating skylines that are often close to the road, enclosing views.

Spearwood dunes have a core of coastal limestone, which may outcrop at the surface e.g. as pinnacles. They may form dune ridges that run parallel to the shore, with slopes that are gentler than those of the Quindalup dunes. Spearwood dunes are located at both ends of IOD: north of Lancelin, for instance in the Nilgen vicinity; and within the Shire of Irwin, where the limestone is very prominent along the coast that adjoins the road, in the form of a series of rocky headlands and low cliffs.

Spearwood dunes are generally higher, broader and wider than the Quindalup dunes, creating a more simple landscape, with moderate slopes, amphitheatre-like valleys below the ridges, and wide swales. Smooth contours are occasionally broken by outcropping limestone.

The land between both types of dunes is generally flat and may include salt lakes. IOD crosses two surface rivers which discharge into the ocean; the Moore and Hill Rivers along the southern sections of the route. Other water courses either end in lakes or pass into the ocean underground. Where the road crosses the two rivers it only dips slightly, and the rivers are narrow and heavily vegetated, so they are scarcely noticeable to most travellers.

In several locations north of Leeman the road passes less than 20 metres from the coastline, which comprises narrow beaches, some rock platforms, low limestone cliffs and headlands with their bases at the waterline.

The ocean adjacent to IOD contains visible features: reefs that run parallel to the shore result in visible lines of breaking surf which vary depending on tides and the weather. There are also some small rocky islands, including several that are vegetated.

4.1.2 Vegetation

Within the natural landscape setting there are trees at either end of IOD. In the south, around Guilderton, there are tuarts and marris by the roadside or in paddocks, either as scattered individual trees or in groves, as well as scattered, orange-flowered Christmas trees (*Nuytsia floribunda*), Acorn banksia (*Banksia prionotes*), and prickly bark (*Eucalyptus todtiana*). At its far northern end the road passes through continuous shrublands of local mallee species (e.g. Dongara mallee, *Eucalyptus dongarrensensis*).

There are a few species of trees that have been planted along IOD, confined to a few localities: tuarts, along the roadside between Leeman and Green Head; Norfolk Island pines and non-local sheoaks, at the entrance to Jurien Bay; tuarts, tamarisks and coastal moorts by the shoreline in isolated pockets, to provide shelter for shacks; coastal moorts adjoining the Beachridge Estate at Jurien Bay and, at the southern end, some rows of pines as rural windbreaks, and scattered planting of trees within rural living estates.

Plant communities along IOD comprise low-growing heath, shrublands and thickets. The Quindalup dunes, along the coastline, support the typical small range of coastal species, the principal ones being dark-foliaged wattles and melaleucas, which may grow in tall, dense thickets along the roadside, as a result of soil disturbance, which provide a spectacle when in flower, e.g. the bright yellow flowers that cover the wattles. However, in contrast to the Quindalup dunes, the Spearwood dunes, which are generally further inland, support a very large diversity of species growing within low heath communities. There is much variety occurring in a small area. Features include: dryandra, with its holly-shaped leaves; one-sided bottlebrush, (*Calothamnus quadrifidus*), with its noticeable red flowers; wispy, silver-leaved smokebush; the orange-coloured climber, dodder; the cream-flowering clematis climber, the pale-foliaged quandongs; very dark, needle-foliaged sheoaks; and distinctively-shaped grass trees, or balgas with their stark, fire-blackened trunks and very tall flower spikes.



4.1.3 Visual character of land use

The vast majority of IOD passes through natural landscapes in public ownership, in which the only forms of 'development' other than the roadway itself comprise structures associated with Main Roads, including roadside pullover bays, road signs, and sporadic roadside infrastructure, with almost no fencing. At the route's southern end a number of rural living estates are glimpsed between Guilderton and Lancelin. The only agricultural land visible from IOD is located at the road's southern end. There are rural living estates prominent on both sides of the road, south of Hill River (Hill River Heights and Marine Fields), and **two estates** in which buildings are located on an inland ridge that overlooks Jurien Bay (Alta Mare **and Jurien Bay Heights**). Almost no buildings are evident along IOD between Lancelin and Leeman, other than within or adjacent to Jurien Bay.

The rural living estates are most noticeable where they are identified by formal 'entry statements', which reinforce an urbanised landscape appearance. A number of individual buildings are prominent, largely due to their location on the skyline, light coloured materials, and the lack of screening landform or vegetation.

A series of shacks are visible from the IOD on the coastal side of the road north of Leeman, including at small coves at the base of headlands. The shacks are very informal in appearance, with a variety of recycled materials in use, mainly weathered galvanised iron sheets. They are single storey, with low-profile roofs and toilets are free-standing, of the same materials. They are often set amongst bushy, low planted trees, and objects related to their use, such as thick ropes, crappots, dinghies and water tanks.

Stand-alone commercial signs are located sporadically along IOD, mainly near towns. The largest signs are billboards advertising land sales, in and south of Jurien Bay.

Roadside stopping bays and lookouts vary in their design, from the more urbane style constructed by Main Roads, to those developed by Department of Parks and Wildlife, which more strongly borrow from the natural landscape.



4.2 Views

Indian Ocean Drive has been aligned to utilise the flatter land along its route, avoiding steep dunes and the downwind side of mobile dunes wherever feasible. It passes through deflation basins, foredune plains and old lagoon sites, with short sections through ridges and dunes only where necessary. This has resulted in a fairly flat route overall, which lies close to sea level for much of its length, especially between Grey and Illawong. The more elevated portions of the road are those that occupy the Spearwood dunes, which are generally inland from the Quindalup dunes.

The naturally low height of most of the vegetation along IOD means that views are usually only limited by landform i.e. dunes and dune ridges. Limited visibility occurs where views are screened by low dune ridges that running close to, and parallel with, the road. In the northern sections of IOD, views may be restricted by a roadside 'hedge' of tall, dense shrubs such as wattles, which have grown prolifically as a result of roadside soil disturbance.

Panoramic views

The type of key views typical of scenic travel routes are panoramic views, in which extensive areas of the landscape are visible, usually from elevated locations. Along IOD these are only available at a few locations as the road is rarely at higher elevations than the surrounding landscape. Because of their rarity along the route, panoramic views are particularly important. They occur at Nilgen (with lookout), above Wedge Island (with lookout), and at Lawry Bay south of the Pinnacles (several stopping points).

Views over the ocean can also be considered 'panoramic', or at least very wide, even where the elevations are not high, as the ocean is visible for a long distance for up to $\sim 180^\circ$.

However, ideally there would be a variety of views as well as panoramic views, to create a more varied and interesting experience. For example, IOD also provides views that are broad and long due to low vegetation and views that focus on a particular feature, are enclosed or framed by vegetation or landform, are canopied below trees or which form an axis or avenue. Feature views are the most common type of 'scenic' views along IOD.



Feature views

Feature views are those that are dominated by individual landform or other features that stand out in the general landscape. Features along IOD comprise:

- ocean, including islands and surf breaking over reefs
- shoreline rock features: limestone headlands, cliffs

- stark, white mobile dunes/sand sheets
- individual dune formations e.g. conical dunes, steep ridges, deep swales
- salt lakes
- vegetation - trees (tuarts, marris), groves of 'shrubs' (balgas, quandongs), Christmas trees, wattles, smaller plants when in bloom
- fishing shacks.

Focal views

In focal views, features are located straight ahead, at focal points. Focal views occur where the road curves, enabling the feature to appear as if it is in the centre of the road, in the distance. Several important focal views occur along IOD, when the road is orientated directly towards a mobile dune, stand-alone dune, or headland.

Enclosed views

Enclosed views are constrained by landform, vegetation or buildings. They are typical along much of IOD's length, due to the road having been constructed in flat corridors between parallel dune ridges, restricting views to a distance of up to 1 kilometre either side. Where enclosure is created by tall roadside shrubs, this results in restriction of views to the road corridor itself.

Framed views

Views of distant features may be framed on one or both sides by a landscape element. The ocean is often seen along IOD as framed between foreground dunes.

Canopied views

Trees may form a canopy over the road. Along IOD there are partial canopies in small pockets in southern section, where tuart and marri grow adjacent to the road e.g. near Moore River.



Detailed views

Small, detailed-scale features in the landscape, such as flowers or balgas, may be prominent in the foreground of views. This applies to much of IOD, where heath vegetation dominates the landscape.



Axial/avenue views

The view ahead may be down a row of trees. There are two examples along IOD: an avenue of tuarts planted between Leeman and Green Head, mostly on the road's inland side; and a very prominent avenue of tall Norfolk Island pines and tall non-local sheoaks at Jurien Bay. These views do not occur in the natural landscape and as such are only suited to built or rural landscapes.



Serial or sequential views

Views may change and open up in a sequence over a short distance, such as when a road winds. The best example of a sequential viewing experience on IOD is travelling north, above Wedge Island where the road heads west, coming down from the higher elevation of the Spearwood dunes to the low coastal plain, then turning north. It includes another important category, 'first views', in this case, the first view of the ocean north of Lancelin. Other features include dune formations and mobile dunes.

Landmark views

Views may be dominated by a distinctive, individual feature that is a known landmark. Along IOD, landmarks comprise the individual mobile dunes, which do not have individual, published

names, and the limestone headlands north of Leeman. There are also several small, individual conical dunes which are unnamed.

First views

Along IOD, significant 'first views' refer to when the two main features along the road, i.e. the ocean and the mobile dunes, are first seen. Travelling north beyond Lancelin, both ocean and mobile dunes are first seen near Wedge Island. Travelling south, the ocean is first seen north of Freshwater Point, with the first mobile dune visible near Coolimba.



The types of views described above refer to individual views. However, sections of IOD which provide more significant views than elsewhere along the route have also been identified. They may include sections that pass through more varied terrain, with a number of features in the one locality, or provide elevated or sequential views. These are shown in Figure 5 and summarised below.

- **Nilgen:** panoramic views from the highest elevations along IOD
- **Wedge:** first views of the ocean and mobile dunes north of Lancelin, when travelling north; long views inland, when travelling south
- **Wedge Island to Cervantes, especially around Lawry Bay:** road winds along the coast between distinctive ridges and five large blowouts, with ocean views
- **Immediately north of Jurien Bay:** views inland across 'amphitheatre' to ridge that overlooks town of Jurien Bay
- **Coolimba/shire boundary:** road winds amongst dunes, salt lakes and mobile dunes, with some changes in elevation
- **Illawong to north of Freshwater Point:** road often very close to the coastline, with views of the shoreline itself, comprising small coves, low rocky cliffs and craggy headlands, with scattered fishing shacks.

5. Guidelines for assessing land use and development proposals

When considering land use change and new development on IOD, the safeguarding of the road's key function as a 'scenic, coastal tourist route' should be the overarching objective.

- **Scenic:** to protect the primarily natural landscape character of the route, while restoring and enhancing character and environmental outcomes where needed.
- **Tourist:** to provide opportunities for visitors and commuters to experience a safe, enjoyable journey along the road, encouraging them to utilise services and facilities in existing towns and stay longer in the region.
- **Coastal:** to provide a variety of views of the ocean and coastline from the roadway, as well as adequate access from the road to recreational sites.

5.1 Guidance to maintain the scenic character

This section of the Guideline focusses on the scenic character objectives that need to be considered when assessing land use change in a general location (Figure 4) and when assessing the siting or design of specific types of development (Section 5.2). **The intent is not to prevent development but to guide its location, siting and design.**

Visual Landscape Planning in Western Australia: a manual for evaluation, assessment, siting and design (WAPC, 2007) outlines the three broad, basic visual objectives for managing landscape character: 'protection and maintenance'; 'restoration and enhancement'; and 'best practice siting and design'.

Along IOD there are areas in which each of these objectives are relevant, although overall the primary objective is 'protection and maintenance', given that IOD has high value as a scenic route and much of the land along it is reserved for conservation purposes. However, there are portions of IOD where the other broad objectives would be appropriate, such as restoration of roadside vegetation quality by removal of weeds, **revegetation of vacant cleared areas** and screening

of development that impinges on views and upgrading of signage.

To meet these very broad objectives, the WAPC's landscape manual recommends the use of three specific objectives regarding the visibility of development. In applying these to IOD, development should be:

- inevent from the road;
- be visible but 'blend' with its setting; or
- comprise a prominent feature along the road.

These three specific objectives, which comprise statements of intent, or a broad policy position, for visual landscape character, are discussed below and guidance specific to IOD is provided in Appendix 1 and in Section 5.2.



Objective 1: 'Inevident'

Location

The most basic strategy for ensuring that development is inevident as viewed from the road or its lookouts is to locate it behind either a permanent screen provided by landform, such as dunes, or behind a less reliable screen provided by existing or planted vegetation. The degree to which landform can provide a screen can be determined by producing terrain cross-sections and 'seen area'/viewshed maps. Vegetation screening can also be assessed by this method, with the understanding that it is not a dependable screen as vegetation may be removed by fire, disease, draught, vehicles etc.

Another means for making development inevident is to simply locate it at a distance where the human eye cannot perceive it, **taking care that it does not then impinge on views from other roads**. This approach has been used for locating transmission lines and wind turbines between IOD and Brand Highway.

Along most of IOD there are no trees and the vegetation is too low to provide a suitable screen. The dune ridges that run parallel to IOD and the coast may provide a screen, if they are tall enough to obscure the full height of the proposed development. For example, dunes provide a natural screen between IOD and the Pinnacles Desert Discovery Centre.

Where screening behind a landform is not feasible and the only screening option is to use vegetation, the species chosen should be local native species adjacent to land managed by Department of Parks and Wildlife or other remnant native vegetation. Elsewhere, if suitable local species are not available, those chosen should have similar form, texture and colour to local vegetation i.e. trees such as pines and figs would not be appropriate.

Vegetation used for screening would need to be high enough to screen development from designated viewing locations along the road, and other factors should also be considered: density of foliage; height of foliage off the ground; planting layout and width of planting belt; **and future maintenance requirements**. **For example, maintenance may be required where vegetation is located near the road and large**

branches could be dropped, creating hazards for road users. Vegetation should only be used where sight distances from accessed or side roads would not be detrimentally affected.

It is important that screening vegetation looks natural enough that it does not become a prominent element in the landscape in itself, especially where vegetation that is as high as the screen does not naturally occur in this part of the landscape. **Planting should not create an unnatural 'hedge' effect**. A natural appearance is more likely to be achieved if local indigenous species are used e.g. use of Dongara mallee, or local wattle and banksia species. (Appendix 3).

Siting

Careful siting of development in relation to screening can address situations in which it is desirable to screen development from the road while still maintaining views from the development to features such as the ocean or headlands.

Design

Design aspects of development, such as orientation towards viewers, dark colour or shadows, rough texture and low degree of reflectivity, can also have an impact on its visibility, where structures would be located in the middle-ground (500 m – 6.5 kilometres) or background (>6.5 kilometres).



Objective 2: 'Visible but blending'

The objective that a proposed development should 'blend' with its setting requires identification of the nearby landscape characteristics that the proposed development is to 'blend' with; the specific forms (e.g. dunes), lines (e.g. ridge-top skyline), colours (e.g. greens found in nearby vegetation, colour of sand) and textures (e.g. rough, sandy surfaces). The landscape's natural features should remain prominent, and should dominate the landscape. Development may be visible but not prominent.

Location

Sensitive locations should be avoided, for example, the sides of dunes or ridges that face the road, nearby skylines, headlands, focal points of views or areas within important views, especially the foreground. Appropriate locations could include terrain that is at least partly obscured by dunes, areas that are level with the road and can be at least partially screened by vegetation.

Siting

Development needs to be sited with care to ensure that individual components that have the potential to draw attention, such as reflective roofs and windows, are not visible.

Design

The forms, lines, colours and textures of a development do not need to be identical to those found in nature, but they need to appear compatible to the extent that any contrasts do not draw attention.



Objective 3: 'Prominent'

It is unlikely that there are locations along IOD in which it is appropriate to design development to be 'prominent' within its landscape setting, other than within the built landscapes through which the road passes i.e. Jurien Bay and Leeman. Elsewhere along the route, in natural and rural landscapes, this objective would be inconsistent with maintaining IOD as a 'scenic, coastal, tourist drive'.

Development that is designed to be prominent in the landscape should still display a relationship to that landscape, e.g. a nautical themed structure by the coast.

On top of the ridge behind Jurien Bay, white-roofed buildings are prominent, while the darker shaded green or blue roofs are not.



5.2 Guidelines for specific land uses

These guidelines have been developed to provide a consistent set of matters to be considered when local government, land holders, developers and State agencies are assessing land use change or development on IOD. The guidelines generally focus on the location, siting and design of specific land uses and associated development.

Location: broad guidance about where specific land uses should occur. This guidance applies to the preparation and review of Local Planning Strategies and Schemes and to amendments to these documents.

Siting: to guide the location of development within a specific site. Consideration of this guidance applies at subdivision and structure planning.

Design: guidance that relates to the appearance of components of a development. The traditional visual elements of form, line, colour and texture are relevant, as are general image and architectural style. Design decisions are generally made as part of the development approval process and need to be consistent with siting and location objectives.

Addressing the guidelines when land use change and development is considered on IOD will enable the overarching objective, i.e. safeguarding the road as a scenic, coastal, tourist route, to be met.

The next section sets out the guidelines for the following land uses: tourism development, service stations, rural living, residential development, mining and utilities, signage and roadside stopping places.

5.2.1 Tourism development

Definitions

Tourism precincts: Localities of tourism value or amenity that incorporate or have the potential to incorporate the '5A's' of tourism destination development (attractions, accommodation, access, amenities, activities) in accordance with Planning for Tourism - Planning Bulletin 83-2013.

Tourism sites: Sites which are zoned for tourism purposes or have an existing tourism function, and have qualities and attributes which necessitate their retention for tourism purposes.

Statement of intent for visual landscape character

Tourist accommodation and commercial attractions should be either inevent, or should blend with their landscape setting, depending on their location on IOD (refer to Appendix 1 for guidance on specific locations). In general, they should blend with their surroundings when located in built or rural landscapes, and should ideally be inevent in natural landscapes. Tourists need to be aware of the existence of accommodation and commercial attractions, but they do not require direct exposure to IOD. Guidance on addressing landscape impacts of coastal tourism development is provided in the WAPC's landscape manual, page 76.

Guidelines

1. New tourism sites should be located in or adjoining the existing coastal towns or at strategically identified tourism precincts which have been supported by the local government and the WAPC.
2. The setting of the tourism site should have an aspect and outlook that supports recreational tourism activities and/or the creation of a tourism character and ambience, such as immediately adjacent to a beach.
3. The site should ideally be located near to a recreation resource of size/quality that is commensurate with the size and style of development proposed.
4. Tourism developments **outside towns** should preferably be located in areas where they can be screened by natural landforms such as dunes or ridges. Where this is not

feasible, they should be located where there is sufficient setback to create a vegetation screen of a height that would obscure the development, preferably in areas in which vegetation of this height grows naturally. Locally indigenous plant species that are common along IOD and will grow to the required height and density should be used in the vegetation screening (Appendix 3).

5. **Where rooftops will be visible outside towns, they should preferably be made of non-reflective materials, not be of a steep pitch, and be oriented to minimize glare for road users. Roof colour should blend with the setting; usually dark grey colours are preferable. However, concerns for energy efficiency may require alternative design solutions, depending on a site's visual prominence.**
6. Development in visually dominant sites, such as at the focal point of an important view, should not be supported. Any development should be sited in such a manner that it does not obstruct the view to be preserved.
7. Tourism development proposals, **and their associated new infrastructure**, should be supported by a site level visual landscape assessment (Appendix 2), **conducted by a suitably qualified and experienced landscape assessor.**
8. A proposal should be appropriate to the site's natural characteristics and should not detract from the natural character.
9. The local and regional context should be considered in the building design and layout. Examples of style and materials that borrow their themes from IOD's landscape include: casual, low-key coastal holiday style; natural materials such as limestone and rammed earth using local soil; materials reminiscent of local shacks, such as corrugated iron and wooden window frames.
10. Signage may be visible from IOD but not dominate the view, **and it should be located where it does not impair sight distance from adjacent accesses or side roads.**
11. The site should have adequate existing or proposed transport links to provide suitable access for visitors.
12. All new utility services, including power lines, that serve the tourism development

should not be located within the IOD viewshed corridor when it is feasible to locate them elsewhere. They should be installed underground where possible. If located above ground level they should be located on the inland side of the road or located as to be inconspicuous from IOD, shielded from view from the scenic corridor within existing vegetation and/or revegetation.

5.2.2 Service stations

Definition

Premises used for the retail sale of petroleum products, motor vehicle accessories and goods of an incidental/convenience retail nature; the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles, but not including premises used for a transport depot, panel beating, spray painting, major repairs or wrecking; and incidental land uses including cafe, restaurant and/or convenience store.

Statement of intent for visual landscape character

Service stations should be designed to blend with their landscape setting. It is inappropriate for them to be inevent within the landscape, as they need to be clearly visible. It is also inappropriate for them to be designed as prominent landmarks, as this is inconsistent with the management objectives elsewhere on IOD.

Guidelines

It is acknowledged there are a number of sites on IOD already zoned for service station use within the relevant local planning scheme. The location guidelines below do not apply to the existing zoned sites however developers should consider the guidance related to siting and design when seeking further approvals.

1. New service stations should be located in existing town sites or at intersections between IOD and access roads to the coastal towns. **Where possible, service station access should generally be from a side road, rather than directly from IOD.**
2. A proposal for a service station requires an amendment to the relevant local planning scheme for the land to be zoned as 'Special Use', with the services and facilities provided restricted to those which are

essential for driver safety and amenity. The following provisions that relate to a 'Special Use - Service Station' site should be inserted into the relevant local planning scheme:

- a. restaurant facilities – eating area to be no greater than 80 square metres (equivalent to approximately 50 sit-down customers) with limited take-away food retailing contained within a single building without a drive through fast-food facility;
 - b. convenience shop – with an aggregate retail floor space no greater than 65 square metres;
 - c. a fuel outlet – retail outlet only with no bulk fuel service;
 - d. vehicle servicing – limited to emergency breakdown repairs and one bay for carrying out greasing, tyre repairs and minor mechanical repairs (excluding premises used for a transport depot, panel beating, spray painting, major repairs or wrecking);
 - e. toilet facilities including provision for the disabled and an infant changing room;
 - f. overnight accommodation to be prohibited; and
 - g. parking for a range of vehicles.
3. Proposals for service stations should be supported by a site level visual landscape assessment (Appendix 2), which also addresses associated infrastructure.
 4. Proposals in visually dominant sites, such as at the focal point of an important view, will not be supported.
 5. A landscaped setback of an appropriate size should be provided at the front and sides of the development. The extent of landscape setbacks at the front and side boundaries of the service station should be assessed on a site-specific basis and be dependent on outcomes of site level visual landscape assessment. Locally indigenous plant species that are common along IOD and will grow to the required height and density should be used in the landscape treatment (Appendix 3).
 6. The local and regional context should be considered in the building design and layout. Examples of style and materials that borrow their themes from IOD landscape

include: casual, low-key coastal holiday style; natural materials such as limestone and rammed earth using local soil; materials reminiscent of local shacks, such as corrugated iron and wood window frames.

7. All new utility lines, including power, telephone and data lines, that serve the proposed development should not be located within the IOD viewshed corridor when it is feasible to locate them elsewhere. They should be installed underground where possible. If located above ground level they should be located on the inland side of the road or located as to be inconspicuous from IOD shielded from view from the scenic corridor within existing vegetation and/or revegetation.
8. Proposals should demonstrate that access can be provided to IOD, without detriment to the operation of IOD, to the satisfaction of Main Roads. The standard of construction and other issues regarding access should be to the satisfaction of Main Roads.
9. Signage may be visible from IOD but not dominate the view and should be in accordance with Main Roads requirements.

5.2.3 Rural living estates

Definition

A land use that is residential in nature, generally characterised by a grouping of lots in the order of one to forty hectares. In terms of land use zones this includes, but is not limited to, rural residential, special residential, rural living, rural retreat, special rural, rural smallholdings, and landscape protection zones.

Statement of intent for visual landscape character

New rural living estates along IOD should be inevent from the road. Even in existing rural landscapes, rural living areas should ideally be inevent, although the blending objective may be suitable if care is taken with specific locations, and with siting and design factors such as use of local colours and height restrictions. The WAPC's landscape manual provides guidance on rural residential development on page 104.

Guidelines

1. Rural living estates should preferably be located and sited where they can be screened behind landforms such as dunes and ridges.
2. Where it is not feasible to screen rural living estates using landform they should be located where there is sufficient setback to create a vegetation screen of a height that would obscure the development. Locally indigenous plant species that are common along IOD and will grow to the required height and density should be used in the vegetation screening (Appendix 3).
3. Where vegetation screening would be inconsistent with the landscape's natural character, e.g. where natural vegetation comprises low heath, this may be a factor in restricting rural living development.
4. Proposals for rural living estates and associated infrastructure, should be supported by a site level visual landscape assessment at zoning and structure planning stages (Appendix 2), **conducted by a suitably qualified and experienced landscape assessor.**
5. Rural living estates should be designed so that:
 - a. there are no entry statements, structures or signage in relation to the proposal on IOD;
 - b. where rooftops will be visible they are **preferably** made of non-reflective materials, **not be of a steep pitch** and be oriented to minimise glare for road users. Roof colour should blend with **the setting – usually dark greys**; and
 - c. in rural landscapes, where the planting of trees throughout the estate is feasible, their location is determined as part of an overall strategic planting plan that is designed to minimise the visibility of the development.
6. Components of development, including dwellings, ancillary buildings, driveways, roads and firebreaks, should not be seen from IOD.
7. All new utility lines, including power, telephone and data lines, that serve the estate should not be located within the IOD viewshed corridor when it is feasible

to locate them elsewhere. They should be installed underground where possible. If located above ground level they should be located as to be inconspicuous from IOD shielded from view from the scenic corridor within existing vegetation and/or revegetation.

5.2.4 Residential development

Definition

A building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being used or intended, adapted or designed to be used for the purpose of human habitation.

Statement of intent for visual landscape character

Residential areas should preferably be inevent along IOD frontage other than within existing towns, although there **may be** scope for some screening within towns, such as **utility infrastructure**. This is to avoid the appearance of residential sprawl beyond the extent of present settlements, especially along the coast. Where this is not feasible, residential use should be located and designed to blend with its natural or rural landscape setting, with a minimal amount visible. **If existing wide, elevated ocean views will be dominated by new housing, these views should be screened from IOD.**

Guidelines

1. Residential proposals should be located and sited where they can be screened behind landforms such as dunes and ridges. Where this is not feasible, they should be located where there is sufficient setback to create a vegetation screen of a height that would obscure the development. Locally indigenous plant species that are common along IOD and will grow to the required height and density should be used in the vegetation screening.
2. Residential proposals should be supported by a site level visual landscape assessment at zoning and structure planning stages (Appendix 2) **conducted by a suitably qualified and experienced landscape assessor.**

3. Residential proposals should be designed so that:
 - a. entry statements, structures or signage in relation to the proposal are not apparent from IOD;
 - b. no solid, urban-style fencing or walls are apparent from IOD; and
 - c. where rooftops will be visible they **are preferably** made of non-reflective materials, **not be of a steep pitch** and be oriented to minimise glare for road users. **Roof colour to blend with the setting – usually dark greys.**
4. Components of development, including dwellings, ancillary buildings, driveways, roads and firebreaks, should not be seen from IOD.
5. All new utility services, including power, that serves the estates should not be located within the IOD viewshed corridor when it is feasible to locate them elsewhere. They should be installed underground where possible. If located above ground level they should be located as to be inconspicuous from IOD, shielded from view from the scenic corridor within existing vegetation and/or revegetation.

5.2.5 Mining, extractive industries and utilities

Definitions

Mining refers to the extraction and processing of minerals as defined in the *Mining Act 1978*.

Extractive industry means the extraction, quarrying, removal, storage and treatment of basic raw materials.

Utilities infrastructure means land used to accommodate any part of the infrastructure of a **utilities** network and includes any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit, **solar panels** or other structure used, or for use in or in connection with, a telecommunications network.

Statement of intent for visual landscape character

Basic raw material extraction sites and waste depots should be inevent from IOD. Utility towers such as water tanks, transmission lines, wind turbines and telecommunication towers may need to be in prominent locations for functional reasons, but they should still blend with their landscape setting. These uses are addressed in the WAPC's landscape manual, in the sections on utility towers (page 128), and mining and industry (page 144).

Guidelines

1. Sand and rock extraction sites and waste depots:
 - a. should be located and sited where they can be screened behind landforms such as dunes and ridges. Where this is not feasible they should be located where there is sufficient setback to create a vegetation screen of a height that would obscure the development. Locally indigenous plant species that are common along IOD and will grow to the required height and density should be used in the vegetation screening;
 - b. should not have their entry points located at positions that are prominent within important views such as at focal points;
 - c. entry points should be designed to the minimum dimensions allowed by Main Roads' standards, to reduce their prominence; and
 - d. should be designed such that signage is visible to motorists but is of a minimal size and prominence, and does not dominate the view.
2. Utility infrastructure:
 - a. should be located and sited where it does not occupy prominent positions in the landscape, for instance, on hills, ridge tops or headlands, at focal points directly ahead of the road, or near prominent natural features such as mobile dunes;
 - b. should be designed such that where elevated positions on hills, ridges or headlands are essential for functional reasons, consideration be given to

planting roadside vegetation that, while unlikely to screen infrastructure, may obscure its base or provide a visual distraction;

- c. should be designed such that its colour blends with the backdrop against which it will be prominent in important views e.g. vegetation backdrop could result in a green colour, or a sky backdrop could result in a light grey;
- d. should be located on the inland side of IOD, at the furthest practicable distance; and
- e. proposals may need to be supported by a visual landscape assessment.

5.2.6 Signage and branding

Definitions

Advertisement means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction, and includes any hoarding or similar structure used, or adapted for use, for the display of advertisements. The term includes any airborne device anchored to any land or building and any vehicle or trailer or other similar object placed or located so as to serve the purpose of advertising.

Advertising device means any poster, hand bill, placard, notice or sign affixed to or painted or supported by a hoarding and other advertising structures including a tri-vision illuminated and pylon mounted sign.

Statement of intent for visual landscape character

Other than directional signage, all signage including branding of IOD as a scenic tourist route and town identification structures/'entry statements', should be evident but not prominent in views from IOD. Signage should not dominate the landscape, by virtue of its positioning, size, colours and the like. As IOD passes almost entirely through natural or rural landscapes, any signage or related structures will be noticeable to road users, even if they are not large or contain bright colours.

Guidelines

1. All proposals should be assessed against criteria provided in Main Roads' guidelines for the management of advertising signs within and beyond road reserves.
2. Signage should be located:
 - a. close to the feature to which it refers;
 - b. away from focal points in views or other prominent locations, such as skylines;
 - c. outside important views unless this is unavoidable; and
 - d. where it does not impair sight distance from adjacent access or side roads.
3. Other than standardised road and directional signs, signage and town entry structures should be designed such that:
 - a. they reflect typical or unique characteristics of the landscape along IOD or within the adjoining towns. Examples of style and materials that borrow their themes from the IOD landscape include casual, low-key coastal holiday style; natural materials such as limestone and rammed earth using local soil; materials reminiscent of local shacks, such as corrugated iron and wood window frames;
 - b. the base of entry structures is generally flush with the natural ground level, rather than being raised on a plinth or mound;
 - c. branding of IOD utilises exact colours and forms that are typical or unique along the route, such as a colour theme of turquoise ocean, dark melaleuca foliage, contrasting with the white of the mobile dunes;
 - d. signage outside towns is not as high or as large compared to typical billboards; and
 - e. design and construction is of a high standard.
4. Signs related to facilities and businesses in towns should be contained in a single signage bay at town entry points, with the bays designed to reflect typical or unique characteristics of IOD.

5.2.7 Roadside stopping places

Definitions

Roadside stopping places primarily service the convenience and rest needs of road users.

Parking bay: a safe parking space adjacent to the road, constructed for drivers to stop for a short period and rest or check their vehicles and load.

Rest area: an off-roadway space physically separated from the through carriageway with provision for the parking of vehicles and the resting of drivers and passengers.

Information bay: an unattended stopping place featuring large display boards with information on services and attractions of interest to visitors to the town or area.

Scenic lookout: an area where motorists should be able to safely park their vehicles beyond the edge of the shoulder, view the scenery, and take photographs in safety.

Statement of intent for visual landscape character

Roadside stopping places need to be clearly visible but blend with their landscape setting. It is not appropriate for them to be designed as prominent features in the landscape. It would be preferable if off-road lookouts were not evident, in order to retain the landscape's natural character. This is especially important where lookouts are located at elevated vantage points close to and overlooking the road.

Guidelines

1. Proposals should comply with Main Roads' operational policy 'Roadside Stopping Places 3B', and need to be approved by Main Roads.
2. The Department of Defence should be consulted in the event of major changes to existing roadside facilities or if additional stopping places are proposed adjoining Lancelin Defence Training Area.
3. Stopping places should be located where people are likely to want to stop to enjoy the view, such as where the ocean or mobile dunes are seen for the first time along the route, or where the view is wider than typical, is from a more elevated position or

is closer to particular features. They may provide views of a type that is not currently available, such as a lookout on a coastal headland or stopping places near the coast with walking paths that link to the shoreline, by one-way trails or loops.

4. Scenic lookouts should be located where they can provide views that are not otherwise available from the roadway of IOD itself, generally by virtue of being at a higher elevation as the roadway is elevated above the surrounding landscape in only a few locations.
5. Stopping places should be staggered in the direction of approaching traffic to discourage cross median vehicular movements and to deter drivers from parking on shoulders and walking across the carriageway to access facilities or to view attractions.
6. Any vertical structures such as shelters, toilets or sculptures should not be designed as prominent features. These structures, as well as paving, walls, bench seating, bins and so on should relate to the specific environment of IOD e.g. utilise forms, colours and textures found in the vegetation, rock, soil and dune formations that naturally occur along the route. The main built components, i.e. shelters and toilets, should take their cues from typical or unusual built features found along IOD, such as coastal shacks.
7. Toilets should not be sited prominently at stopping places e.g. in front of the main view, or at a focal point as people enter parking areas.
8. Additional facilities such as toilets and drinking water should be provided in rest areas where they can be adequately justified based on estimated use and the cost of maintenance and cleaning. These facilities should also be placed with other developed or proposed recreational facilities e.g. walking trails or viewing points.

6. Implementation of the Guideline

Various options for the implementation of this Guideline, each offering different levels of flexibility and inclusion in terms of the Guideline's application to strategic and statutory decision making along IOD, have been considered by the Technical Working Group. The preferred option is for the WAPC to endorse the document and for the five local governments to adopt a uniform local planning policy. The local planning policy would incorporate the key guidance in the document and Council would have due regard to this guidance in their decision making on matters within the Guideline's area of application. This approach is outlined below.

WAPC endorsement and local planning policy

- The Guideline is classified as a B5 Operational Policy under *State Planning Policy 1 State Planning Framework Policy* and endorsed by the WAPC.
- WAPC would have due regard to the Guideline when considering sub-regional plans, new local planning strategies and schemes, amendments to local planning strategies and schemes and subdivision applications.
- Amendments to rezone land within the area of application of the Guideline would include a provision that development permitted under Clause 8.2 of the Scheme, such as single houses, sheds, water tanks and fencing, would require prior planning approval.
- Local governments would adopt a uniform local planning policy under Clause 2.2 of their Scheme and the local planning policy to be considered by Council when dealing with a planning application under Clause 10.2.f.
- The adoption of the document as a 'Guideline' by the WAPC and as a local planning policy by local government would allow modifications to be easily made.
- The usefulness and effectiveness of the Guideline would be monitored for a two year period after endorsement. **Subsequently its content and status** as a B5 Operational Policy and Local Planning Policy, would be reviewed.



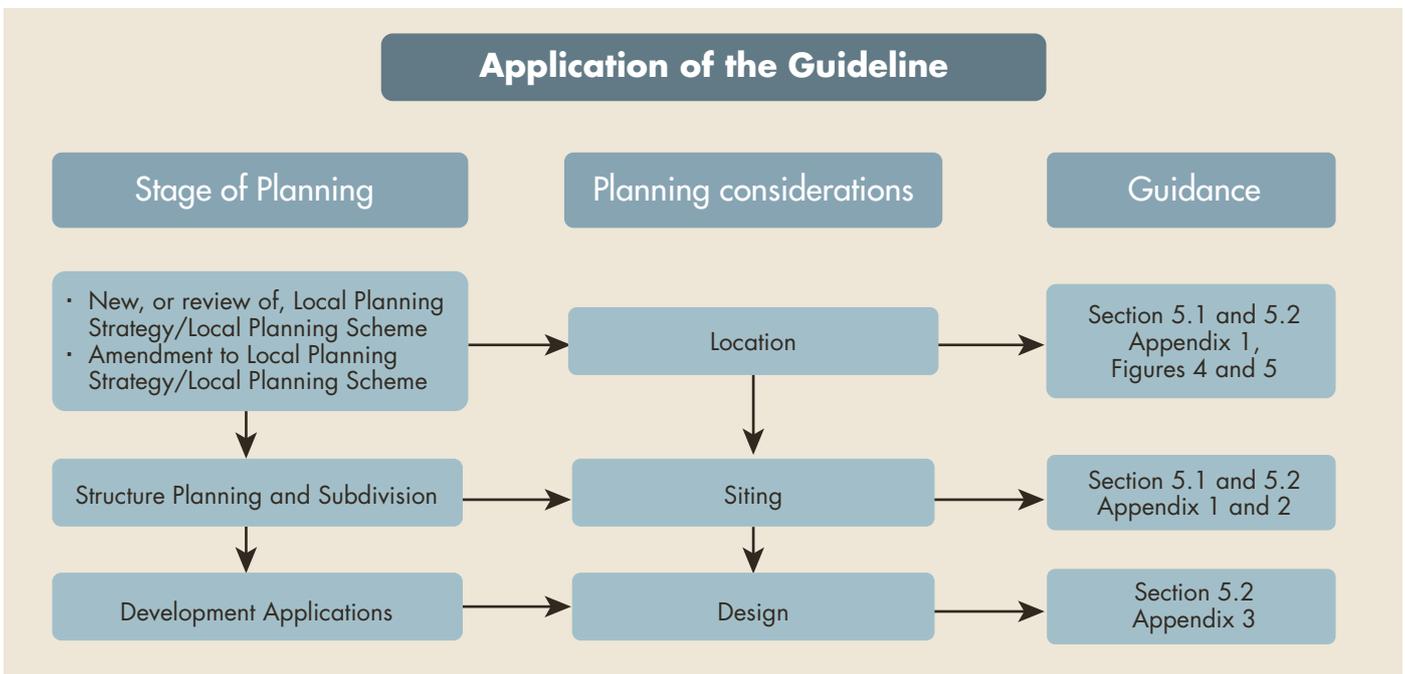
7. Application in the planning system

This Guideline applies at all stages of planning, from the preparation of local planning strategies to development approval. The diagram below identifies the section of the document where relevant guidance is available for decision making.

Additional landscape information

The Guideline provides strategies to assist in achieving an 'inevident' or 'blending' objective. These include the use of vegetation screens or landscaping. An approach that local governments can use to promote the implementation of landscaping requirements by landowners and developers is outlined below:

- Scheme amendments to rezone land **could**, where necessary, include provisions that control the siting and screening of development, based on the outcomes of a visual landscape assessment;
- Endorsed structure plans **could** identify the landscaping requirements on private land, and on public land when applicable. Instruments such as covenants and bonds could be utilised to ensure that buffers on private land are maintained; and
- Local planning policy **could** require consideration of landscaping requirements on private land at development approval stage.



8. Recommendations for future investigations

The following recommendations for further consideration and analysis are additional to those that form the Guideline:

1. Establish a permanent forum for shire planning officers from the Shires of Gingin, Dandaragan, Coorow, Carnamah and Irwin with Department of Planning, Main Roads and Department of Parks and Wildlife officers support as needed. This will result in an ongoing coordinated and cooperative approach to strategic and statutory planning along IOD and the broader coastal area. The IOD planning officers' forum would initiate the tasks listed below.
2. Prepare a uniform local planning policy to be adopted by the five local governments to guide decision-making in relation to land use and development along IOD.
3. Prepare model provisions that could be incorporated into local planning schemes when rezonings are considered that would assist in controlling the siting and screening of development, based on the outcomes of a visual landscape assessment.
4. Investigate mechanisms that could be incorporated into local planning schemes to ensure that permitted development such as sheds, single houses, fencing and water tanks are consistent with this Guideline. For example, Clause 5.21 in the Shire of Dandaragan Town Planning Scheme No.7 requires approval for any development within 200 metres of IOD.
5. **Based on consultation with stakeholders, including tourism associations,** develop design guidelines and agreed approval processes for signage either within the road reserve or adjacent to and visible from IOD.
6. Improve signage on IOD to identify the location and distance to stopping places and toilets, **such as at Hangover Bay and Cervantes,** and to inform road users of fuel availability along the road.
7. Consider new look-outs in the northern section of IOD, such as at Freshwater Point (Shire of Irwin) and the upgrading of existing look-outs, such as at Lions Lookout (Shire of Dandaragan).



Freshwater Point may be suitable for a new lookout, to complement those along the southern portion of IOD



Lions Lookout, Jurien Bay

8. Main Roads to progress planning for additional toilet facilities approximately mid-way between Perth and Jurien Bay (that are close to the road, safely accessible but unobtrusive) either at the Wedge Lookout or at the roadside stopping places on both sides of the road north of the Nilgen Lookout.
9. Consider enhancing opportunities for travellers to enjoy the landscape and its natural features through the construction of walk trails of various lengths, starting from roadside bays, e.g. from the Wedge lookout down to the coast, or from one roadside stopping place to the next, taking care to locate trails beyond the noise and sight of traffic.
10. Consider the guidelines and strategies regarding form and colour as reflected in the Guideline when maintenance, improvements or reconstruction of Main Roads' stopping places occur.
11. Determine the need for additional telecommunications infrastructure to improve mobile phone coverage in areas that currently lack that access such as north of Coolimba and between Nilgen and Grey, south of Cervantes.
12. Prepare a fire and vehicle accident risk assessment and associated procedures for the management of emergencies, including evacuation, utilising IOD and the connecting road network.
13. Develop a mobile phone 'application' for road users, particularly visitors, that provides information about the facilities such as stopping places, tourist destinations and service stations, on and in the vicinity of IOD, as well as interpretative information about the environment.



Indian Ocean Drive
Planning Guideline

Appendices and Appendices and Figures



Appendix 1

Landscape character units, visual management objectives and guidance

Numerical and alphabetical references refer to Figure 4.

LANDSCAPE CHARACTER UNIT**1. Moore River (at Woodridge Estate) to Lancelin (north boundary of Ocean Farms Estate)**

Mix of natural and rural landscapes with areas of built character in the form of rural living estates, providing variety of types of views, from small pockets of tall trees, such as tuarts near Moore River, to distant views of the ocean and sand sheets above Lancelin.

Objectives

The **'protect and maintain'** objective should apply to natural areas.

In other areas the broad objective should be for development to **'blend'**, although there are some portions, e.g. important viewsheds, where **'inevident'** would be preferable, such as southwest of the turnoff to Lancelin.

The **'restore and enhance'** objective would apply to existing rural living areas where they are visible from the road.

Guidance for management of impacts

Where new rural living estates or dwellings have been approved for locations that are prominent from the road, measures to reduce visibility should be employed, including location behind dune ridges, potential for vegetation screen planting, and building design e.g. to reduce reflective surfaces.

Existing rural living estates would blend better with some restorative work to enhance the degree of roadside screening **on private land**, and redesign of the entry statements so that they look more compatible with the surrounding landscape.

LANDSCAPE CHARACTER UNIT

2. Lancelin (north boundary of Ocean Farms Estate) to Cervantes

- 2a. Lancelin to northern end of Lancelin Defence Training Area:** panoramic views from elevated ridge at Nilgen.
- 2b. Northern end of Lancelin Defence Training Area to Wedge corner (base of dune):** transition to the coast - start of mobile dunes, first ocean view.
- 2c. Wedge Island to Cervantes:** low elevation, hummocky/varied terrain, views featuring the ocean seen between and over dunes, and extensive, white, mobile dunes.

Objectives	Guidance for management of impacts
<p>The 'protect and maintain' objective should apply to this entire stretch of relatively pristine, natural landscape.</p> <p>Signage and roadside facilities should 'blend' with the natural setting, and any other development should be 'inevident'.</p>	<p>Measures should be taken to reduce the infestation of roadside weeds that typically follows new road construction.</p>
<p>There may be a future requirement for telecommunications towers in this character unit. If it is not feasible for these to be built where they are 'inevident' from IOD, they should be located where they 'blend' with the landscape.</p>	<p>See WAPC's landscape manual for strategies on telecommunications siting and design.</p>
<p>Within the enclave of private, rural land located along the north side of the Defence land, 'restore and enhance' is the relevant goal.</p>	<p>Restoration and enhancement of private land would include: upgrading the entrance to the sand extraction site; softening the strong lines of planted trees that delineate the southern lot's boundary e.g. by planting an understory of local shrubs; and revegetation of the hard stand area using local native shrubs planted in a naturalistic layout; reducing the prominence of the commercial billboard to enhance its compatibility with the natural landscape.</p>
<p>Roadside facilities require 'enhancement', so that they visually relate to their natural surroundings.</p>	<p>Consideration should be given to: replacing urban heritage style bollards with bollards more suited to the natural setting such as weathered timber; covering the urban-style brickwork walls with a natural-coloured, rough textured render; and replacing the shiny metal bench seats with those of more rustic material.</p>

LANDSCAPE CHARACTER UNIT**3. Cervantes to Leeman**

- 3a. Cervantes to Jurien Bay:** Cervantes existence identified by roadside banners, road currently passes through the built landscape that is Jurien Bay, glimpses of buildings near Hill River and on the Molah Hill ridge, both of which are local landscape features.
- 3b. Jurien Bay to Green Head:** amphitheatre effect created by inland ridge north of Jurien Bay with some buildings visible on the skyline, long dunes in vicinity of North Head, scattered mobile dunes, glimpses to Mount Lesueur on the horizon in the distance.
- 3c. Green Head to Leeman:** continuous avenue of tuarts on inland side of road and part avenue on coastal side, very straight road with little diversity of views.

Objectives	Guidance for management of impacts
The 'protect and maintain' objective should apply to reserved natural areas, and to the Hill River where it passes between developing areas.	
The broad objective should be for development in this character unit to 'blend'. However, there are some important viewsheds where development would preferably be 'inevident', including the ridge east of Jurien Bay, the Molah Hill ridge, and the North Head development. Concern about the Molah Hill site is reflected in Schedule 11.2 of the Shire of Dandaragan's TPS 7.	On ridges overlooking IOD, buildings should be sited and designed with care, e.g. avoid skyline building sites, choose roof colours that will blend better, such as dark grey colours and minimise reflective surfaces. No entry structures should be built at new estates. See WAPC's landscape manual 'coastal landscapes' (p73), 'prominent elevated landscapes' (p84), and 'rural residential development' (p104), for further guidance.
Ideally new rural living, residential and tourism accommodation along the road, other than within existing Jurien Bay, would be 'inevident', to avoid the appearance of urban sprawl along the coast. As this is not now feasible between Cervantes and Jurien Bay, a feasible objective is that development here should 'blend'.	Provide roadside planting to screen houses that will be built south of the current Jurien Bay town site.
The North Head residential and tourist development should be 'inevident' from IOD.	The North Head development can be made inevident from IOD by a combination of siting development behind the dune ridge that runs parallel to IOD, attention to building height, colours and materials, taking care with any higher structures such as water or phone towers and increasing setbacks, particularly in the northwest corner.

LANDSCAPE CHARACTER UNIT

3. Cervantes to Leeman (continued)

- 3a. Cervantes to Jurien Bay:** Cervantes existence identified by roadside banners, road currently passes through the built landscape that is Jurien Bay, glimpses of buildings near Hill River and on the Molah Hill ridge, both of which are local landscape features.
- 3b. Jurien Bay to Green Head:** amphitheatre effect created by inland ridge north of Jurien Bay with some buildings visible on the skyline, long dunes in vicinity of North Head, scattered mobile dunes, glimpses to Mount Lesueur on the horizon in the distance.
- 3c. Green Head to Leeman:** continuous avenue of tuarts on inland side of road and part avenue on coastal side, very straight road with little diversity of views.

Objectives	Guidance for management of impacts
<p>The 'restore and enhance' objective would apply to existing rural living and towns where they are viewed from the road.</p>	<p>Existing development in rural living areas that are visible from the road could be enhanced by roadside planting on private land.</p> <p>The town entry structures could be further enhanced, for instance by erecting a more substantial structure at Cervantes, pruning the lower trunks of the sheoaks at the northern entrance to Jurien Bay to improve the avenue effect, and planting at the base of the structures at Green Head and Leeman so that they 'sit' better in their settings.</p> <p>Rehabilitate the tuart avenue between Green Head and Leeman, by replanting specimens in poor condition or where they have already been removed. This will reinstate the avenue effect. The avenue should not be extended beyond this stretch from Green Head to Leeman, and there should be no further avenues elsewhere along IOD.</p> <p>Within the town of Jurien Bay, the use of distinctive local native plants within the road reserve, including the median strip, would create stronger visual links with IOD.</p> <p>Weed control along the roadside and revegetation with local native species would assist in recreating some foreground diversity, especially between Green Head and Leeman.</p>

LANDSCAPE CHARACTER UNIT**4. Leeman to Brand Highway**

- 4a. Leeman to Illawong:** varied views as the road winds between dunes and roadside salt lakes, gaining some elevation north of Coolimba, a short, close view of rocky cliffed shoreline just north of Leeman, some shacks visible, and sections where tall shrubs along the roadside form a 'hedge'.
- 4b. Illawong to Brand Highway:** very close views of the ocean and parts of the shoreline itself, especially in the vicinity of several prominent rocky headlands, at Knobby Head and Freshwater Point, shacks prominent amongst shrubs along the roadside and nearby coastal locations, sections where tall shrubs along the roadside form a 'hedge'.

Objectives	Guidance for management of impacts
The ' protect and maintain ' objective should apply to natural areas.	
The broad objective should be for new development to ' blend ' with its setting. There are some portions where ' inevident ' would be preferable, such as at the focal point of important views near headlands and on dune ridges along the inland side of the road.	The WAPC's landscape manual provides guidance for development in coastal landscapes (p73).
A ' restore and enhance ' objective would apply to some sections which appear 'untidy', where there are a myriad of tracks, weeds and some discarded objects associated with coastal shacks.	This character unit could be further enhanced by judicious pruning or removal of shrubs that form a visual barrier, where longer views can be obtained, presuming that shrubs have grown prolifically as a result of roadside soil disturbance.

Appendix 2: Site level visual assessment

Visual Landscape Planning in Western Australia: a manual for evaluation, assessment, siting and design (WAPC, 2007), includes detailed descriptions of visual landscape evaluation and visual impact assessment appropriate for regional, local and site level assessments. A simplified version of a site level assessment is presented below.

1. Consider the overall character of the landscape in which the site is located, referring to the character units identified in this guideline, in terms of landform, vegetation and land use.
2. Identify individual features of the site e.g. dune ridges, and distinctive vegetation such as a stand of balgas or Christmas trees.
3. Determine the degree to which the proposed development may be visible from IOD and its associated lookouts, using terrain cross-sections if needed. Identify important views in which the site may be visible.
4. If the proposed development may be visible from IOD, consider the potential for locating the development behind landform features such as dune ridges. If this is not feasible, consider whether a vegetation screen may be feasible, and if so, whether it would look appropriate in this landscape setting.
5. Consider potential measures which could assist in 'blending' the development into the landscape, such as building siting and design, and strategic planting across the site, in addition to roadside screen planting.
6. Identify the appropriate visual management objective/s for the site, and determine whether this can be achieved, taking into account potential siting and design measures.



Limestone is a traditional building material that blends well in this landscape

Appendix 3: Roadside vegetation screening

The goal of roadside screening on private land adjacent to the road reserve is to obscure development from IOD, while ensuring that screening looks like a natural component of the landscape. It is preferable that species chosen are from the landscape character unit in which the screening is located. If this is not feasible, species from elsewhere along IOD may be appropriate, if they resemble local species. However, where screen planting is to be adjacent or close to DPaW managed lands or other remnant vegetation, there should be liaison with DPaW to ensure that the species chosen are not likely to spread into areas of native vegetation thereby compromising conservation values. For example, coastal moorts (*Eucalyptus platypus*) are known to be invasive and should not be used adjacent to DPaW reserves.

It is preferable not to locate development where the landscape's natural character comprises low vegetation. The creation of a vegetation screen of tall shrubs and trees in these circumstances would not be consistent with maintenance of this character.

Shrubs generally create a better screen than trees, because as trees mature they lose their lower branches. A combination of trees and shrubs may be required to fit with landscape character and achieve the ultimate desired height. To create a long-lived screen, a combination of short and long-lived species is required. Local native plants and others that have already proven to grow well in the area should be used.

Screening should comply with the following attributes:

1. To obscure development

Height of foliage from the ground, and top height of foliage

Foliage needs to begin within about 1 metre from the ground, and be as high as required to block views of the top of development. Height can be determined using terrain cross-sections from the road to top of structures. If foliage on the key species starts too high off the ground, for example, with trees, they need to be supplemented with other, bushier plants. The foliage on canopy trees can create the top level of the screen, while shrubs fill the lower levels.

Density of foliage

The width of screening strips needs to be sufficient to block visibility. This will vary depending on the density of foliage of the species used. Denser foliated vegetation requires a narrower buffer than vegetation with sparser foliage, as the screening effect may be achieved with possibly two rows of the key species. Where foliage is sparse more rows would be required, supplemented by other species.

2. To blend with landscape character

Local species should be used wherever feasible. Otherwise, it is preferable to use plants that have a generally similar appearance. For example, the coastal moorts that are used in south Jurien Bay look similar to Dongara mallee, which is found along northern sections of IOD.

The buffer should normally be graded in height, with smaller shrubs closest to the road, grading to the tallest plants at the back. But if trees are to be used and it is expected that in the longer term their lower limbs will be lost, then shrubs could be used to form a green backdrop behind the trees.

The required overall height and density determines spacing. Closer spacing may result in taller plants with less foliage, with planting further apart resulting in lower, but denser plants. A higher buffer could be achieved with closer spacing of plants to encourage them to reach a taller height, with a lower layer of more spaced shrubs. Buffers should not appear regimented in their layout, with obvious rows.

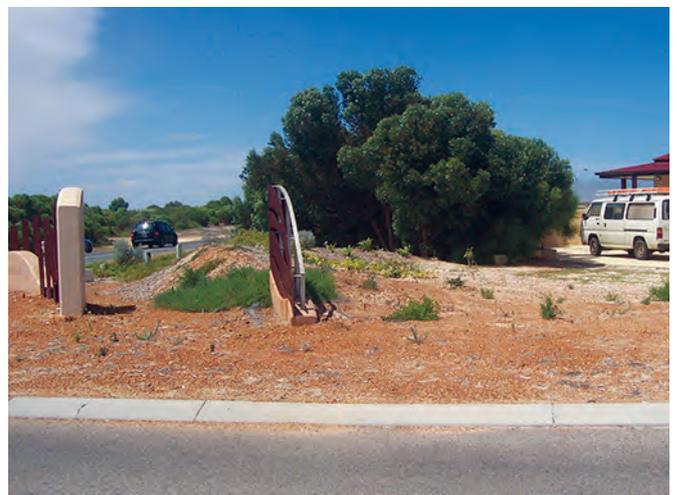
To achieve a long-term buffer as well as gaining an immediate screen, both short and long-lived species should be used.



Native vegetation that may be suitable for screen planting includes *Dongara mallee*, *banksia* species, swamp sheoaks, and local wattle and melaleuca species (pictured clockwise, starting top left)



Screen planting on the right side of Indian Ocean Drive closely resembles the natural vegetation on the left, at Beachridge Estate, South Jurien Bay



A narrow buffer is sufficient to provide a very effective screen between IOD and Beachridge Estate, using coastal moort (*Eucalyptus platypus*)

Appendix 4:
Existing and approved services and facilities

Analysis of existing public services and facilities on Indian Ocean Drive

Amenity numbers* in the first column relate to the diagram on page 40

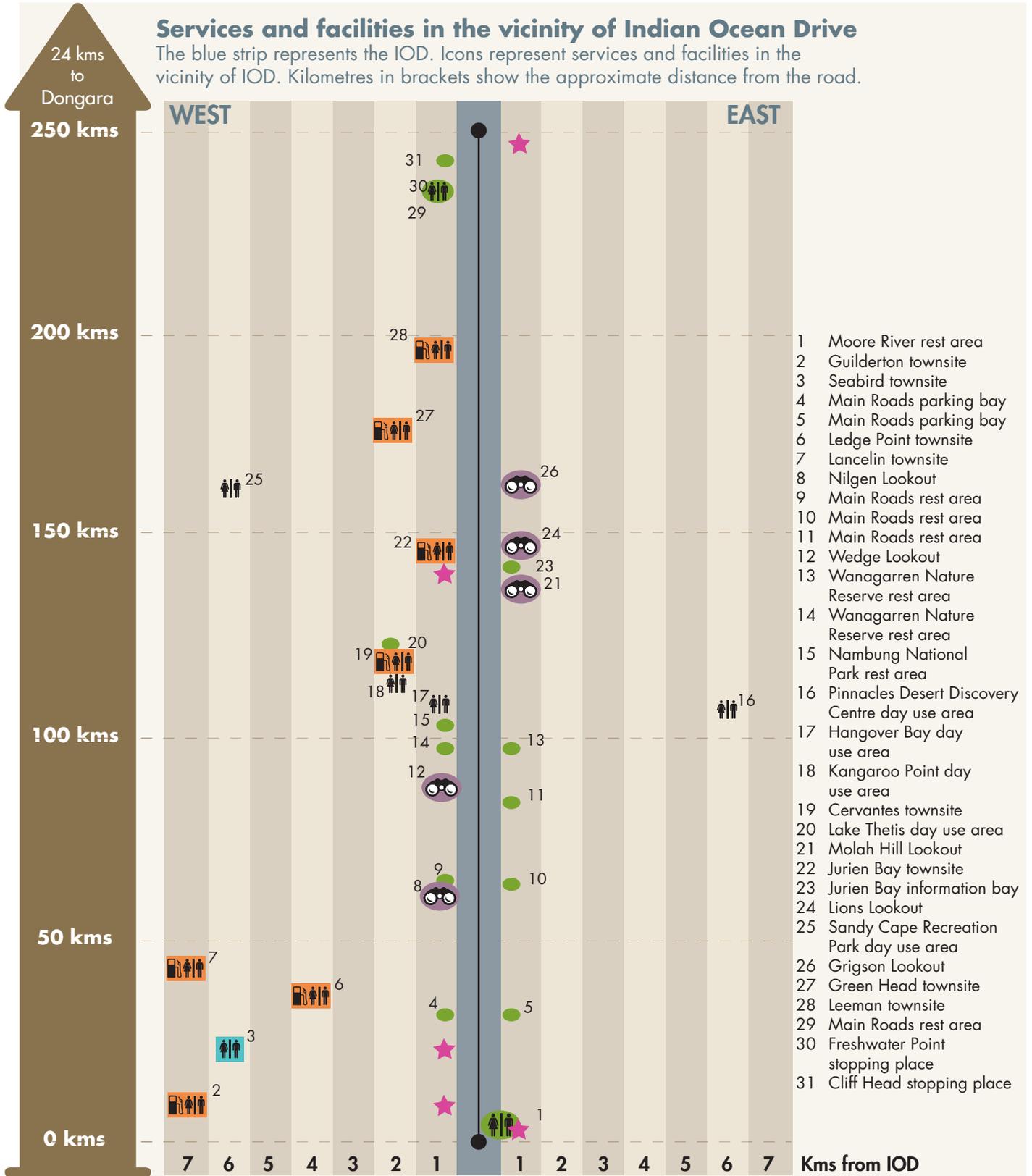
Amenity number*	Amenity type	Amenity description	Provided by	Distance from IOD	Side of road	Bin	Bench/table	BBQ	Toilet	Water	Shelter	Disability access
1	Rest area	Moore River	Main Roads	roadside	East	✓	✓	✓	✓	x	✓	✓
2	Townsite	Guilderton	Shire of Gingin	7 km	West	✓	✓	✓	✓	✓	✓	✓
3	Townsite	Seabird	Shire of Gingin	6 km	West	✓	✓	✓	✓	✓	✓	✓
4	Parking bay		Main Roads	roadside	West	✓	✓	x	x	x	x	x
5	Parking bay		Main Roads	roadside	East	✓	x	x	x	x	x	x
6	Townsite	Ledge Point	Shire of Gingin	4 km	West	✓	✓	✓	✓	✓	✓	✓
7	Townsite	Lancelin	Shire of Gingin	7 km	West	✓	✓	✓	✓	✓	✓	✓
8	Scenic lookout	Nilgen Lookout	DPaW and Main Roads	500 m	West	✓	✓	x	x	x	✓	✓
9	Rest area		Main Roads	roadside	West	✓	✓	x	x	x	✓	x
10	Rest area		Main Roads	roadside	East	x	✓	x	x	x	✓	x
11	Rest area		Main Roads	roadside	South	✓	✓	x	x	x	✓	x
12	Scenic lookout	Wedge Lookout	DPaW and Main Roads	100 m	South	✓	✓	x	x	x	✓	x
13	Rest area	Wanagarren Nature Reserve	Main Roads	roadside	East	✓	✓	x	x	x	✓	x
14	Rest area	Wanagarren Nature Reserve	Main Roads	roadside	West	✓	✓	x	x	x	✓	x
15	Rest area	Nambung National Park rest area	Main Roads	roadside	West	✓	✓	x	x	x	✓	x

Amenity number*	Amenity type	Amenity description	Provided by	Distance from IOD	Side of road	Bin	Bench/table	BBQ	Toilet	Water	Shelter	Disability access
16	Day use area	Pinnacles Desert Discovery Centre	DPaW	6 km	East	x	✓	x	✓	x	✓	✓
17	Day use area	Hangover Bay	DPaW	1 km	West	x	✓	✓	✓	x	✓	✓
18	Day use area	Kangaroo Point	DPaW	1 km	West	x	✓	✓	✓	x	✓	x
19	Townsite	Cervantes	Shire of Dandaragan	2.5 km	West	✓	✓	✓	✓	✓	✓	✓
20	Day use area	Lake Thetis	DPaW	2.5 km	West	x	✓	x	x	x	x	✓
21	Scenic lookout	Molah Hill Lookout	DPaW	1 km	East	x	✓	x	x	x	x	✓
22	Townsite	Jurien Bay	Shire of Dandaragan	roadside	West	✓	✓	✓	✓	✓	✓	✓
23	Information bay	Jurien Bay	Main Roads	roadside	West	✓	x	x	x	x	x	x
24	Scenic lookout	Lions Lookout	Shire of Dandaragan	1 km	East	✓	✓	x	x	x	✓	x
25	Day use area	Sandy Cape Recreation Park	Shire of Dandaragan	6 km	West	✓	✓	x	✓	x	x	✓
26	Scenic lookout	Grigson's Lookout	DPaW	500 m	East	x	✓	x	x	x	x	✓
27	Townsite	Green Head	Shire of Coorow	2 km	West	✓	✓	✓	✓	✓	✓	✓
28	Townsite	Leeman	Shire of Coorow	roadside	West	✓	✓	✓	✓	✓	✓	✓
29	Rest area		Main Roads	roadside	West	✓	x	x	x	x	x	x
30	Stopping place	Freshwater Point	Shire of Irwin	300 m	West	x	x	x	✓	x	x	x
31	Stopping place	Cliff Head	Shire of Irwin	300 m	West	x	x	x	x	x	x	x

Recreational vehicle waste disposal points are available at:
 Shire of Dandaragan: Cervantes Waste Transfer Facility; Jurien Bay Caravan Park; Jurien Bay Sandy Cape Recreation Park.

Services and facilities in the vicinity of Indian Ocean Drive

The blue strip represents the IOD. Icons represent services and facilities in the vicinity of IOD. Kilometres in brackets show the approximate distance from the road.



LEGEND

- township with service station and toilets
- stopping place
- township with toilets
- stopping place with toilets
- Zoned service station sites. Undeveloped with potential for facilities such as toilets and water provision
- Toilets
- Guideline area
- Lookout

Appendix 5: Glossary of acronyms

AADT	Annual Average Daily Traffic
DC	Development Control Policy
DPaW	Department of Parks and Wildlife
IOD	Indian Ocean Drive
LPS	Local Planning Strategy
SPP	State Planning Policy
WAPC	Western Australian Planning Commission

Figure 1: Location of Indian Ocean Drive

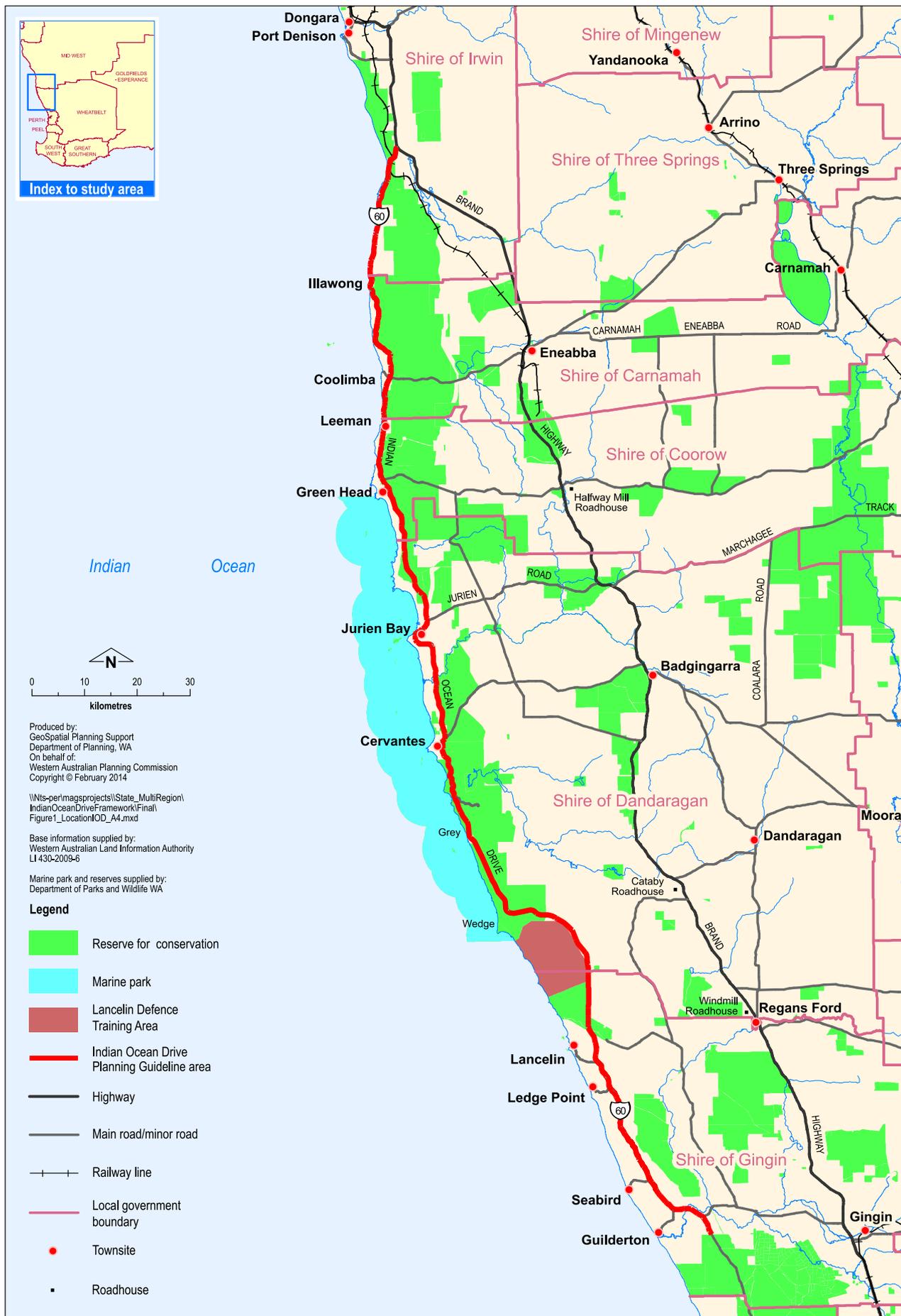
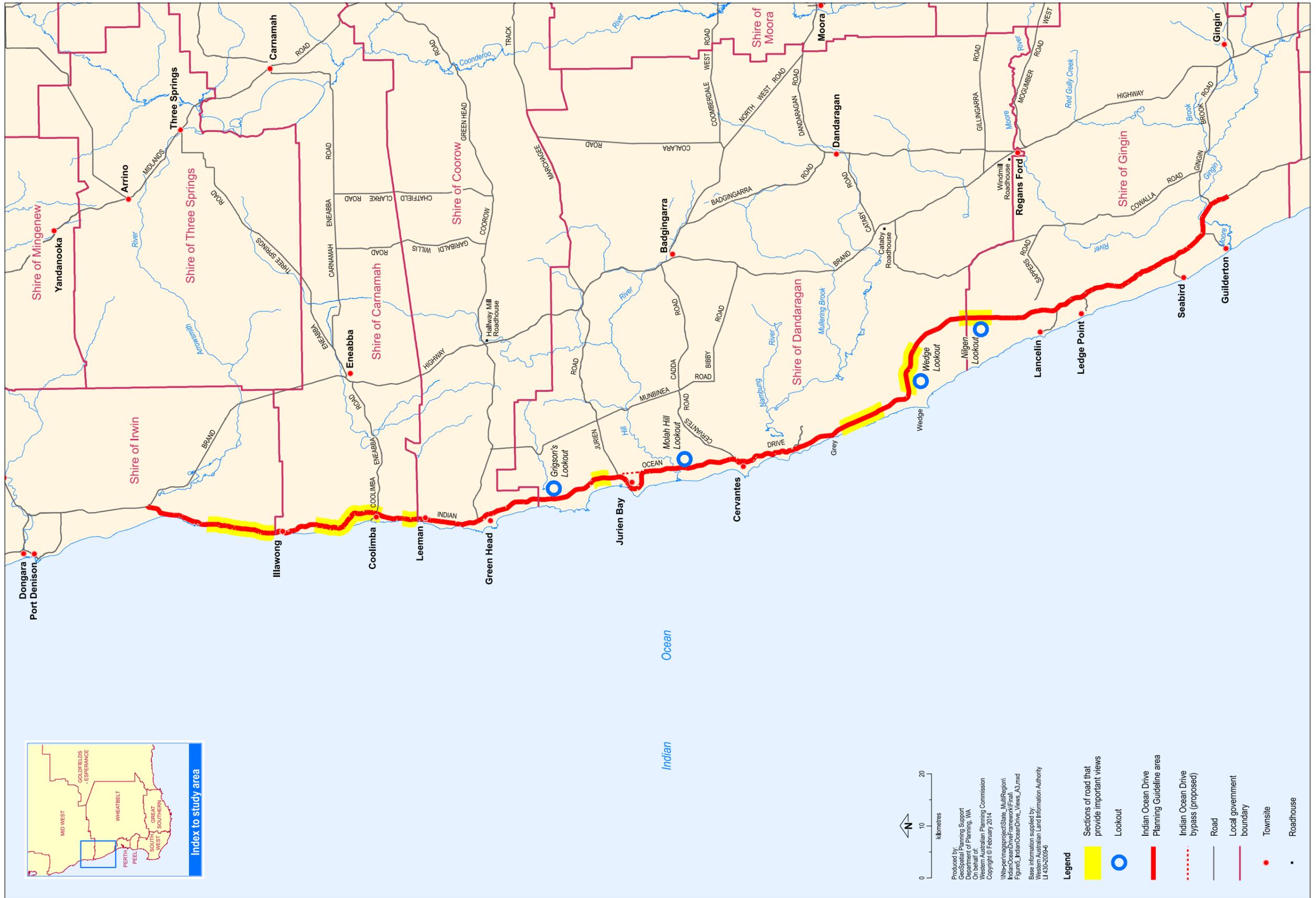


Figure 5: Indian Ocean Drive views



ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
1.	Simone Murray	Department of Defence	General	Confirm importance of strategic function of Lancelin Defence Training Area (LDTA)	Note.
			Appendix 1	Concerned that potential future enhanced roadside facilities at Nilgen and Wedge would adversely impact on Lancelin Defence Training Area	Uphold. s5.2.7 has been amended to refer to the need to consult Department of Defence in the event of major changes to existing roadside facilities, or proposed construction of additional stopping places adjoining LDTA.
2.	John Astill	Turquoise Coast Chamber Alliance	General	Signage at both ends of IOD should include "Cervantes" and Pinnacles to attract patronage.	Uphold. Covered by s8.5 of Guideline that addresses the development of signage guidelines.
			General	There is a lack of signage to indicate availability of services and facilities along IOD	Uphold. Addressed in s8.6 of report addressing signage improvement.
			4.2	Molah Hill Lookout and Grigson's Lookout should be included as view sites.	Dismiss. There has been no specific analysis of views from lookouts accessed from IOD. The focus was on views from the road itself. However, the location of these lookouts is shown in Figure 5.
			5.2.6	Concerned that s5.2.6 would restrict opportunities for communities to express the character of individual towns.	Dismiss. S5.2.6 (3a) provides for signage and branding that reflect the typical or unique character of the landscape or a town. This principle would be carried forward in the development of the Signage Guideline provided for in terms of s8.5 of the Guideline.
			5.2.6	It is submitted that the entry statement for Cervantes would not meet the Guideline.	Note. It is recognised that the entry statement for Cervantes may not meet the guideline.
			5.2.7	Sculptural features such as those at roadside stopping places should be used in selected areas to highlight the natural amenity of the road.	Dismiss. Roadside sculptural features should be designed to blend with their setting, rather than be prominent in the landscape.
3	Wendy Newman	Wheatbelt Development Commission (WDC)	General	Supports various aspects of the Guideline and appreciates the integrated approach taken in engaging the five local authority areas.	Note.
			8.5 and 8.6	Proposes that the development of a future signage design guideline and improvement of signage should include consultation with Tourism Associations	Uphold. s8.5 has been amended. It is envisaged that the signage guideline would include extensive consultation with stakeholders, including tourism associations.
			General	The requirement for development under certain circumstances to be 'inevident' emphasises the importance of good signage.	Note.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			1.3	It appears that the Guideline is intended to apply to all development visible from IOD. This should be stated more clearly.	Dismiss. s1.3 refers to land within 500m of IOD, plus land beyond this that may be <i>prominently viewed</i> from IOD. It does not refer to all visible development beyond 500m.
			5.2.1	Concerned about cost of underground power.	Dismiss. s5.2.1 indicates a preference that all new utility services not be located with view of IOD. The Guideline advises underground installation where possible, but provides several principles to apply where this is not feasible.
			8.11	Highlight the importance of improved mobile phone coverage. In this regard the WDC has undertaken significant work with service providers to identify black spots and potential areas for mobile phone towers.	Uphold. s8.11 recommends that further work be undertaken in this regard. Note that the desirability of reducing the prominence of telecommunications towers will need to be weighed against coverage requirements.
4	Kylie Coman	Landcorp	General	The controls that the Guideline attempts to put in place appear to duplicate current town planning schemes or legislation. The Guideline's planning purpose and relationship to existing schemes and legislation is not clear.	Dismiss. The Guideline does not duplicate State planning policy or local planning schemes. It is a guideline that assists with the interpretation of policy as it applies on Indian Ocean Drive. It is also intended to guide local government in the application of their schemes. s7 of the Guideline provides a diagram that identifies the section of the document where relevant guidance is available for each level of planning.
			General	Concerned about restriction on economic development opportunities for privately owned land adjacent to IOD.	Dismiss. The Guideline does not prohibit development. It guides the location, siting and design of development. Where land is already zoned for future urban and rural residential development, approaches to mitigating issues that should be addressed as part of the development are recommended. These are consistent with the visual landscape planning Guideline of the WAPC.
			General	Concerned about restriction on commercial opportunities where IOD bisects towns such as Jurien Bay.	Dismiss. The Guideline specifically excludes the townsites of Jurien Bay and Leeman from the area of the guidelines application (s1.3).
5	Naomi Mynott	Main Roads	General	Supports the Guideline, as it reflects discussions of the Technical Working Group, which included Main Roads. The Department has proposed a number of minor amendments to the document to improve its readability and provide more explanation and clarity.	Uphold. A number of suggested minor amendments related to signage, road usage and access have been included in the final document, such as at ss3.5, 3.6 and 5.2.6.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
6	Michael Swift	D.J.MacCormick Property Group & Mary Donald Nominee Pty Ltd		The property owners previously submitted a formal submission to the Shire of Irwin requesting an amendment to the Shire's Local Planning Strategy and an initiation of a scheme amendment to allow for the development of a 'traveller's stop', including a service station, at Knobby Head.	Note.
			General	The strategy fails to provide locations for 'strategic identified tourism precincts'. Ss5.1 and 5.2, and Figures 4 and 5, do not provide clear information to direct new developments.	Dismiss. The Guideline sets out broad principles for the location, siting and design of various land uses and developments along IOD. It was not intended to nominate specific locations for tourism precincts or other land uses. Tourism precincts should be identified in Local Planning Strategies taking into consideration guidance provided in the document.
			5.2.2	The guidelines for service stations are potentially inconsistent with the statement of intent for service stations, namely to be designed to blend with their landscapes. Service stations located within existing settlements and where IOD intersects with access roads to towns are high profile.	Dismiss. The Guideline states that it would be inappropriate for service stations to be inevident within the landscape as they need to be clearly visible. It is also inappropriate for them to be designed as prominent landmarks. The localities generally associated with service stations within towns are exempt from provision of the Guideline. Those proposed for intersections along IOD could meet the Guideline requirements without compromising its intent.
				Recommends inclusion of North Nobby Head/Freshwater area as a potential strategic tourism precinct with possible service station.	Dismiss. Proposals for a potential tourism precinct at North Nobby Head/Freshwater area should be considered in the usual manner, through preparation or review of local planning strategies and schemes. The Shire of Irwin is in the early (consultation) stages of preparing a new Local Planning Strategy.
7.	Nathan Greenhill	Department of Parks and Wildlife (DPaW): Recreation Unit	General	Supports the Guideline. Requests that the abbreviated reference to the Department be changed to DPaW and small amendments be made to the document to improve its clarity.	Uphold. A number of suggested amendments have been made throughout the document, related to screen planting, building design, such as ss 5.1 and 5.2.1. and reference to the department.
				Suggests that a visual impact assessment should be undertaken for new infrastructure.	Uphold. s5.2.5 has been amended.
8	Nigel Sercombe	Department of Parks and Wildlife	3.3	According to the Guideline, DPaW provides toilets and water in reserves located close to IOD. However, the Department indicates that the only conservation reserve where water is available is Numbung National Park at the Pinnacles Desert Discovery Centre.	Uphold. s3.3 has been amended.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			8.8	Recommendations raise the possibility of toilet facilities being constructed at Wedge Lookout. Toilets have not been planned for this site, and consultation and approval from DPaW would be required. It is therefore recommended that this statement be removed.	Uphold. Recommendation at 8.8 amended to reflect the consensus reached by a sub-group of the Technical Working Group that included DPaW.
			General and Appendix 4	Use the acronym DPaW throughout document. Various other incorrect references to National Parks and provision of facilities pointed out.	Uphold. Amendments have been made throughout the document to reflect the correct information.
			5.2.6	DPaW does not support the proposal that materials reminiscent of local shacks (eg corrugated iron and timber) be utilised in building design and layout.	Dismiss. These materials were suggested in s5.2.6 as examples of style and materials that could be used in signage and town entry structures, not as examples of building materials.
9	Duncan Ross for Taylor Burrell Barnett	Joe Matthews Landowner/ developer	1.3	Area of application should be restricted to a 500m corridor on either side of the road and there should not be attempts to influence development outside this corridor.	Dismiss. Some areas further than 500m from IOD may be prominently viewed such as ridges and hilltops. These sites would potentially be important to the experience of using this road, and care is required in considering development at such sites.
			1.3	Area of Guideline application should exclude land at Lancelin between Old Ledge Point Road and the northern-most point of Ocean Farm Estate.	Dismiss. The Guideline at s1.3 clearly outlines how it should be applied, both within existing settlements and rural living areas, and where land is zoned and where development is approved. S7 identifies the section of the document that provides guidance relevant to the stage of planning.
			1.3	Guideline should not apply to 'known' future rural living and other developments, including extensions of existing developments and land identified in existing strategies or adopted structure plans.	Dismiss. The document provides guidance regarding application of policy positions already established through SPP 2 and SPP 2.5. Application of the Guideline would take into account the stage reached in planning for all sites in the area to which it applies. The Guideline will not be used to retrospectively influence components of development along IOD that have already been approved.
			Appendix 1 Landscape Character Unit1	No mechanism exists to enforce retrospective application of Guidelines on existing private land owners. Accordingly the objective to 'restore and enhance' existing rural living estates must be removed.	Dismiss. There is no intention for land owners to take action to 'restore and enhance' existing rural living estates. The visual management objectives are goals to aim for. These goals cannot be "enforced" as there are no mechanisms whereby this could occur. It is envisaged that restoration and enhancement activities may be voluntarily undertaken by land owners through landscaping, land care activities etc.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			Appendix 1 Landscape Character Unit1	The objective that development southwest of the turnoff to Lancelin be 'inevident' is unrealistic, as there is already an adopted Local Structure Plan for this area. Also the landscape's character is not worthy of this level of protection.	Dismiss. The Guideline's visual management objectives are goals to aim for, and the reference to the area southwest of the Lancelin turnoff is that it would be 'preferable' for development here to be inevident. In the vicinity of the turnoff to Lancelin, the IOD is elevated above the coastal plain and there are extensive views across coastal heath to the ocean.
			Appendix 1 Landscape Character Unit 2	The boundary between Landscape Character Units 1 and 2 requires clarification.	Uphold. Figure 4 does indicate sub-areas. However, Appendix 1 has been modified to clarify that Ocean Farms Estate is within Unit 1.
			General	There are specific differences between the character of land on the west and east sides of IOD, but the Guideline applies the same objectives to large sections of the road without due consideration being given to land uses. The Guideline overstates the visual amenity of agricultural land on the east side of the road.	Dismiss. The Guideline provides broad level advice, to be applied to new proposals on a case-by-case basis. Appendix 2 Site Level Visual Assessment refers to the need to consider land use as contributing to overall character.
10	Brian Moyle and Christine Lison	Wildflower Society of WA	Appendix 3	Supports policy and includes a list of vegetation species recommended for inclusion in Appendix 3 Roadside Vegetation Screening.	Uphold. Plant species list will be made available on WAPC website when Guideline is released.
			General	Recommends revegetation of areas greater than 100m ² that have previously been cleared.	Uphold. s5.1 indicates that one of the major objectives proposed in the Guideline is 'restoration and enhancement'. The requirement to revegetate is appropriately addressed through statutory mechanisms such as conditions of development approval.
				Public toilets should be installed at Nilgen Lookout, as the area is becoming littered.	Dismiss. Nilgen Lookout was considered as a potential site for toilets but its location out of sight from IOD means that it would be prone to vandalism. Sites with better visibility from IOD would be preferable for toilets.
11	Dan Pearce for Roberts Day	North Head Jurien Bay Pty Ltd	1.3	North Head has already been rezoned and a structure plan is in place. These reflect the outcomes of a Visual Landscape Study and no further investigation is needed.	Dismiss. The Visual Landscape Study formed a suitable base for rezoning and the structure planning process. However, further work may be appropriate at a site level to finalise details such as the footprint and appropriate building heights in parts of the development that may be visible from IOD.
			3.2	At s3.2 the Guideline should refer to the current Special Development zoning at North Head.	Uphold. s3.2 has been amended. Further, Appendix 3 recognises the approved development at North Head and proposes guidance to ensure that it is inevident from IOD.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			3.6	The Guideline should acknowledge the possible requirement for speed control at the intersection of Sandy Cape Track and IOD.	Dismiss. The Guideline recognises that IOD caters for increased traffic volumes. Detailed traffic design will be dealt with at a later stage in planning and is subject to Main Roads approval processes.
			5.1	Guidance at s5.1 may be misinterpreted as precluding development, and should therefore be modified to clarify that the starting point for development is that it meets the objectives, not that it be prevented.	Uphold. s5.1 has been amended to emphasise that the visual management objectives are not intended to prevent development.
12	Callum Crofton	State Heritage Office		Wedge and Grey Shack Developments are Heritage Places and should be considered as such.	Note.
			2	Requests inclusion of State Planning Policy 3.5 Historic Heritage Conservation as part of the Policy Context.	Uphold. s2 has been amended to include a reference to State Planning Policy 3.5.
13	Rona Chiera	Moore River Holidays	5.2.6	Confirms the need for adequate signage along the route, to provide direction to attractions, facilities and services, and to create an identity for the road as a main tourist route.	Uphold. The Strategy recognises the function of the road as a scenic tourist route and the importance of appropriate signage. It provides direction for signage and branding. S8.5 and S8.6 state that guidelines and approval processes for signage are to be developed.
			Figures	The IOD's road number, Route 60, should be included on maps and future signage.	Uphold. Relevant figures in the Guideline have been amended to include IOD's route number.
			3.6	Highlights issues related to road width, overtaking lanes, and speed and directional signs.	Note. These issues should be referred directly to Main Roads.
14	Robert Fenn		General	Land uses adjacent to IOD do not require screening to transform the visual qualities of IOD into a natural landscape. Roadside developments are only glimpsed for short periods. The lack of visible development may create future road safety issues, such as driver fatigue.	Dismiss. IOD is a premier scenic coastal route. The Guideline seeks to ensure that its scenic character is retained, for example, by screening, without future use being sterilised, and recognising that the road has other functions as well. The lack of development is not considered to be a significant road safety issue. Numerous stopping places are provided in the locality of the road (refer s3.3 and Appendix 4)

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			General	Recommends the Guideline be abandoned as it is a retrograde planning instrument that adds multiple layers of complexity to the planning process, will be of no planning benefit and will stifle future economic development along the route. No WAPC planning intervention is required along the route, because planning of visual amenity should be left to local authorities.	Dismiss. The Guideline seeks to clarify application of the existing policies, planning schemes and strategies of the five local governments along IOD, to provide a consistent approach across all of them. The Guideline does not prevent development but guides its location, siting and design. The local authorities along IOD support the intent of the planning guideline.
			General	Believes that the Guideline is impractical and will result in administrative difficulties. Examples include: farmers and DPaW will continue to make independent decisions regarding management of their land; businesses will not want to conform to new signage requirements and will not want to use information bays; and local vegetation species are not tall enough to provide a screen.	Dismiss. There will no doubt be some practical difficulties in implementing aspects of the Guideline. However, the document makes provision for the Guidelines monitoring and review. As it is a guideline it can be easily modified.
			6	The level of development occurring within the local authorities adjacent to IOD is not likely to be significant and it is questioned whether a two year review period would be effective.	Uphold. The usefulness and effectiveness of the Guideline will be monitored for a two year period after endorsement and, if necessary, its content and status would be reviewed thereafter. s6 has been edited to reflect this approach more clearly.
15	Lorraine Elliot for Cardno	Qube Property Group Pty Ltd.	General	The overarching objective of safeguarding IOD as a scenic, coastal tourist route should not unduly constrain future land use potential of private land along IOD. Proposals should be assessed on their individual merits.	Uphold. The Guideline does not prohibit development. It guides the location, siting and design of development. Proposals would be assessed on their individual merits. The document has been amended to clarify this approach.
			5.1	The primary objective for the 'protection and maintenance' of land is strongly opposed unless applies only to land reserved for conservation purposes, as it would restrict the future development of private land and effectively sterilise land.	Dismiss. Application of the 'protect and maintain' objective would not unduly constrain potential development. This objective does not mean 'no development', but careful protection of views by appropriate location, siting and design of development.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			5.1	The objective that development should 'blend' with its setting is generally supported, but is regarded as highly subjective and its application to the relevant land holdings should not restrict future development.	Dismiss. There is an element of subjectivity in visual assessment, mainly in the area of building design as opposed to location and siting, but this can be reduced by reference to research into peoples' perceptions, as outlined in the WAPC's Visual Landscape Planning Manual. The Guideline attempts to address the subjectivity issue by providing examples and specific objectives and measures.
			5.1	The visual management objective that development should 'blend' should be applied in a consistent yet flexible manner which does not unnecessarily restrict development proposals. The objective that development should be 'inevident' is opposed as it is considered that the application of this objective would restrict potential development.	Dismiss. The visual management objectives do not aim to restrict development, but to guide it in a way that is compatible with the significance of IOD.
			5.1	The Guideline should not unduly restrict any land uses which are permissible within the "General Rural" zone or any future land uses that might be the result of an amendment to the Shire of Gingin LPS.	Uphold. s5.1 has been amended to clarify that the intent is not to prevent development but to guide its location siting and design.
			2	The Guideline should not be over-emphasised in the assessment of developments as it should be considered together with all other policies. It should not take precedence over other relevant planning considerations such as provisions of the relevant local planning schemes and strategies.	Uphold. s2 has been amended to indicate that the Guideline provides direction only and should be considered in conjunction with all other policies.
16	David Lantzke	Ardross Group of Companies	General	Supports Guideline, specifically the future investigations and mobile phone application. Supports the screening of residential areas with native vegetation, as this will also provide privacy for residents.	Note.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			5.2.6	Due to present and future development along IOD between Cervantes and Jurien, this stretch of the road will in future run largely through a 'built up' area. Consideration should be given to excluding application of signage guidelines to this area, and the stretch north of Jurien, to North Head.	Dismiss. Future signage guidelines should apply to whole length of IOD, although variations along the route may be appropriate to reflect the nature of adjoining land use.
			Appendix 1: Landscape Character Unit 3	Concerned that the requirement for roof colours to 'blend' with the landscape may result in the use of colours that are not energy efficient. Similarly, shielding tourists' accommodation from view may necessitate enhanced directional signage, thereby conflicting with a desire to limit the number of signs along IOD.	Uphold. s5.2.1 has been amended to note that trade-offs may need to be made: energy efficient residences and directional signage to accommodation are valid considerations. However, they should be undertaken with care, and decisions made on a case-by-case basis, depending on the visual sensitivity of the site. The use of 'grey ' colours have also been introduced in the document.
17	David Chidlow	Shire of Dandaragan	General	Notes that the Guideline recognises the need for toilet facilities along IOD but expresses disappointment that the Guidelines does not recommend development that will provide public toilets where suitable land is available.	Uphold. Recommendation 8.8 amended to reflect consensus reached by sub-group of the technical Working Group.
			3.2	Recommends that the Guideline be amended to clarify that land reserved for conservation and recreation is generally not zoned for this purpose.	Uphold. 3.2 has been amended.
			3.2	The Guideline should give less attention to undeveloped areas that have already been zoned for urban or rural residential purposes, than to areas that have not yet been approved for these uses. There is no useful purpose in hiding or mitigating areas already zoned for new urban or residential uses. It is agreed that there is potential for the domination of significant stretches of IOD from new urban and residential uses, The guidelines should focus on these areas.	Dismiss. It is recognised that some land along IOD is zoned for urban or rural residential purpose but not yet developed for these uses. However, although the location of this future development is known, there is still the opportunity for siting and design aspects to take cognisance of the Guideline. The stretch of IOD between Cervantes and Jurien is 20km long, warranting care in its development.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			3.2	The word ‘considered’, as used in s1.3, should be emphasised, to clarify that development is to be guided rather than regulated in areas that already have planning approvals.	Dismiss. The Guideline provides guidance only. The status of the document is reflected in s6 – an operational policy for which the WAPC and Council would have due regard in their decision making.
			3.3	There is a charge to use toilets at the Pinnacles and the toilets at Hangover Bay has no lighting, so these two facilities are not available 24hrs. It is recommended that this information is displayed on signage directing users to these facilities.	Uphold. Appendix 4 modified to remove reference to hours of availability. A recommendation regarding signage is provided in S8.
			3.5	Requests the branding ‘Turquoise Coast’ be included in list of promotional bodies relevant to IOD.	Uphold. s3.5 has been amended.
			5.2.3 Guideline 4 and 5.2.4 Guideline 2	The Guideline should specify that site level visual landscape assessments, such as for residential proposals, be carried out by suitably qualified and experienced landscape assessors to the satisfaction of the Department of Planning or the Local Government.	Uphold, in respect to use of landscape assessors. s5.2.1, s5.2.3 and s5.2.4 have been amended.
			5.2.3 Guideline 5 and 5.2.4 Guideline 3	The restriction on entry statements for rural living estates along IOD is not supported. Guideline should allow for appropriate statements, subject to a landscape/significance assessment.	Uphold. s5.2.4 has been amended.
			5.2.3 Guideline 7	The use of aerial bundled power cables should be considered where above-ground cables amongst vegetation are the only feasible option.	Uphold. s5.2.3 and s5.2.4 apply to aerial bundled power cables.
			5.2.4	The reference to including ‘some screening within towns’ should be removed. The urban environment within towns should be recognised. The only advantage to screening along IOD in towns is to provide privacy to residential properties. The principle of screening future residential development from IOD, even if ocean views would be lost, is also not supported.	Uphold. s5.2.4 has been amended to clarify.

ATTACHMENT 2 SCHEDULE OF SUBMISSIONS

	Author	Organisation	Section reference	Issues raised	WAPC Recommendation
			5.2.4 Guideline 4	Disagree with the requirement that components of development should not be seen from IOD. New residential developments would probably be located within townsites and would not form part of the rural environment. This guideline can only be achieved where subdivision is located a distance from IOD and behind landform barriers such as sand dunes. Elsewhere, mitigation should focus on 'blending'.	Uphold. s5.2.4 has been amended to clarify. Guideline 4 applies outside existing towns, along IOD. Where screening is not feasible, the 'blending' objective is appropriate.
			5.2.4 Guideline 5	The use of aerial bundled power cables is recommended when above-ground cables amongst vegetation are the only feasible option.	Uphold. s5.2.3 and s5.2.4 apply to aerial bundled power cables.
			5.2.5	Wind turbines should be treated separately from telecommunications and power transmission lines, as they are an attractive rural feature that is more visually acceptable in the landscape and should not be discouraged in appropriate locations, a suitable distance away.	Dismiss. Although the public may be less concerned about the appearance of turbines in natural or rural landscapes than other utility infrastructure, the guideline should remain. It is appropriate that wind farms blend with their setting.
			5.2.5	Commercial solar panels/solar farms should be referred to in the document and dealt with in the same manner as telecommunication and power transmission lines, as they can have an industrialised appearance.	Uphold. s5.2.5 has been amended.
			5.2.6	The colour 'turquoise' should be included in the list of colours that are typical of the route.	Uphold. s5.2.6 has been amended.
			8	Does not support an isolated toilet facility built at the intersection of IOD and Cervantes Road due to the risk of vandalism. Recommends this example be deleted from the list of sites for future investigation. Prefers co-location with a business, where the facility can be monitored and maintained.	Uphold. Co-locating a toilet facility mid-way between Nowergup and Jurien Bay with other facilities is preferable.. Recommendation at S8.8 amended to reflect the consensus reached by a sub-group of the Technical Working Group that includes Shire of Dandaragan officers.
18	Karen Okely	Shire of Gingin		The Shire does not want to make any further comment on the Guideline.	Note.



ITEM NO: 9.4

Consideration of WAPC Modification 38(I) to the North Alkimos Local Structure Plan No. 73

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Senior Planning Officer, Metro Planning North West
AUTHORISING OFFICER:	Director, Metro Planning North West
AGENDA PART:	C
FILE NO:	SPN/0012
DATE:	27 February 2014
ATTACHMENT(S):	Attachment 1: Modified Local Structure Plan Attachment 2: Alkimos Eglinton District Structure Plan Attachment 3: Concept Plan
REGION SCHEME ZONING:	Urban, Parks and Recreation, Other Regional Roads, Railways, Primary Regional Roads
LOCAL GOVERNMENT:	City of Wanneroo
LOCAL SCHEME ZONING:	Urban Development
LGA RECOMMENDATION(S):	Adoption and certification
REGION DESCRIPTOR:	Perth Metro North West
RECEIPT DATE:	12 April 2012
PROCESS DAYS:	653
APPLICATION TYPE:	Local Structure Plan
CADASTRAL REFERENCE:	Various, Alkimos

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. re-affirm, in part, the inclusion of Modification 38(i) in its 10 November 2009 Schedule of Modifications, requiring the transit precinct to be included in the Centre Zone;*
- 2. advise the City of Wanneroo accordingly.*

SUMMARY:

The North Alkimos Local Structure Plan No. 73 (LSP) was adopted by the Western Australian Planning Commission (WAPC) on 10 November 2009 subject to modifications. At its meeting on the 10 December 2013, the Statutory Planning Committee (SPC) considered a request by the proponent to reconsider Modification 38(i) which required the inclusion of the transit activity centre in the Centre Zone.

The SPC resolved to defer consideration of the matter pending a meeting between representatives from the SPC and the City of Wanneroo.

The meeting was subsequently held on 5 February 2014 where it was acknowledged that one the key challenges confronting the North West sub-region is the need to increase the employment self-sufficiency level and to protect strategic employment areas from forms of subdivision and development which could prejudice the generation of future employment opportunities.

The inclusion of the Transit Precinct within the Centre Zone in LSP 73 would facilitate further detailed structure planning of the land in order to coordinate with the planning of the broader Activity Corridor identified by the Alkimos Eglinton District Structure Plan (DSP). This would ensure that the Activity Corridor's contribution to local employment generation within the DSP area is not compromised and that the employment self-sufficiency targets in the DSP and Directions 2031 are achieved.

BACKGROUND:

Modification 38(i) of the WAPC's resolution to adopt the LSP states as follows:

"Local Structure Plan needs to include the transit activity centre and the coastal activity centre into the 'centre' zone to ensure that a detailed structure plan is prepared for these areas."

In certifying the LSP, the City resolved to accept the Mixed Use and Business zonings of the Transit Precinct, contrary to the WAPC's Modification 38(i). This issue has not been resolved and consequently, on 11 November 2013, the proponent submitted a formal request to the WAPC seeking the withdrawal of Modification 38(i) from its Schedule of Modifications.

On 10 December 2013, the WAPC's SPC considered the adoption of the LSP and the proponent's request relating to Modification 38(i) and resolved as follows:

1. *to defer consideration on Modification 38(i) until a meeting be held between the WAPC Chairman, Department of Planning and the CEO of the City of Wanneroo;*
2. *pursuant to Part 9 of the City of Wanneroo District Planning Scheme No. 2 defer the adoption and certification of the North Alkimos Local Structure Plan No. 73, until such time as the City has forwarded the requisite copies of the Local Structure Plan that have been satisfactorily modified to incorporate the Western Australian Planning Commission's modifications that have been agreed by Council and with officers of the Department of Planning;*
3. *advise the proponent that the Commission would be prepared to consider subdivision of the land to create the lots accommodating the proposed aged care facility and school site, prior to an endorsed structure plan, pursuant to Clause 9.11.2 of the City of Wanneroo District Planning Scheme No. 2;*
4. *advise the City of Wanneroo accordingly.*

On 5 February 2014 a meeting was held between representatives of the SPC and the City, at which it was agreed that there is a need to focus on planning mechanisms which will ensure the protection of strategic employment areas from subdivision and development forms, that could prejudice future employment opportunities. In particular, these mechanisms should co-ordinate land use permissibility's, densities and employment types and ensure that the physical barriers associated with employment land, including road and rail crossings, are appropriately planned for and support employment generating activity

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section:

Planning and Development Act 2005

Part 5 Local Planning Schemes

Strategic Plan

Strategic Goal:

Planning

Outcomes:

Effective Delivery of Integrated Plans

Strategies:

Develop integrated infrastructure and land use plans for the State

Policy

Number and / or Name:

Liveable Neighbourhoods

DETAILS:

Contrary to the WAPC's Modification 38(i), the modified LSP, certified by the City, includes the Transit Precinct within the Mixed Use and Business Zones (**Attachment 1**).

The proponent has requested the WAPC's Modification 38(i) be withdrawn from its 10 November 2009 Schedule of Modifications and that the Mixed Use and Business zonings of the Transit Precinct be retained.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The City is currently considering proposed Amendment 1 to the Alkimos Eglinton DSP which includes the removal of the 'Possible Railway Station' located at North Alkimos. The identification of the station at North Alkimos is a strategic government consideration and the WAPC is yet to consider proposed Amendment 1 to the DSP.

CONSULTATION:

The City undertook formal advertising of the LSP in accordance with Part 9 of its Scheme prior to its previous adoption by the WAPC in 2009.

Subsequent to the WAPC receiving the modified LSP, Departmental officers have been undertaking detailed discussions with the proponent and officers of the City regarding a number of provisions contained within the LSP, including the proposed zoning of the Transit Precinct. On 5 February 2014 a meeting was held between

representatives from the SPC and the City to discuss the LSP and broader employment issues in the sub-region.

OFFICER'S COMMENTS:

Proponent's Submission

The proponent's formal submission seeks to withdraw Modification 38(i) from the WAPC's 10 November 2009 Schedule of Modifications in order to retain the Mixed Use and Business zonings currently shown in the LSP. The submission can be summarised as follows:

Change in Planning Context

The proponent states that the planning context has substantially changed since the original decision, with confirmation by the Public Transport Authority (PTA) that the North Alkimos train station will not be provided, as reflected in the proposed Alkimos-Eglinton DSP Amendment 1. This is coupled with the gazettal of the revised State Planning Policy 4.2: *Activity Centres for Perth and Peel* (SPP 4.2) in August 2010 which provides clarification to the application of Centre zones, which, according to the proponent, does not require a Centre Zone in this instance as Centre zones do not apply to areas outside secondary or district centres.

Employment Generation

The proponent asserts that the Mixed Use and Business Zones will facilitate employment generation which exceeds the requirements of the DSP's employment self-sufficiency targets from the outset and allows for a change of land use over time (through the preparation of Detailed Area Plans) to further assist employment generation. In this regard, the proponent advises that there is a current opportunity to secure two high employment generating uses (a private school and high care facility) which will generate more jobs than the DSP and LSP targets for employment self-sufficiency.

The proponent further contends that the requirement for a Centre zoning for the Transit Precinct will result in the application of an unnecessary layer of planning (i.e. a separate structure plan), resulting in unnecessary time and cost delays which will compromise the ability to achieve employment generating uses in the short to medium term.

Assessment

Strategic Overview

The estimated resident population in the North-West subregion is approximately 314,000 residents. The sub-region has been one of the fastest growing regions in the country for the past five to ten years and is the most populous of all the outer sub-regions in the metropolitan region. This growth is expected to continue and it is estimated that the sub-region will have a total population of approximately 466,500 people by 2026, representing a growth of more than 150,000 people in 14 years.

Employment self-sufficiency in the sub-region is currently 41%. In order to achieve the Directions 2031 target of 60% an estimated 131,000 to 157,000 jobs will need to be provided over the next 25 years. Activity Centres and other employment generating nodes will play a major role in achieving not only increased levels of employment self-sufficiency but also employment diversity.

It is likely that demand for activity centre space is likely to approach, if not, exceed realistic supply and identified new and emerging centres will be required to come online in the near future to meet demand or additional areas may be required to deliver growth needs.

The adjoining Alkimos Secondary Centre is forecasted to provide around 16,000 jobs and the Yanchep Two Rocks District Structure Plan around 55,000 jobs at ultimate development, representing only 44% of the estimated number of jobs required. It will therefore be essential, in order to achieve the Directions 2031 target for employment self-sufficiency within the sub-region, for appropriate areas outside of the major identified activity centres to also accommodate employment generating land uses.

Alkimos-Eglinton District Structure Plan

In order to support effective planning and employment generation in the sub-region, the Transit Precinct in this LSP forms part of a broader 'Service Commercial' area under the Alkimos-Eglinton DSP (**Attachment 2**). This 'Service Commercial' area extends between the future planned Eglinton District Centre to the north and towards Alkimos Secondary Centre to the south and is one of only two 'Service Commercial' areas in the entire DSP area. The 'Service Commercial' area in which the Transit Precinct is located, is one of the most accessible and strategic locations in the DSP area and is bounded by the Mitchell Freeway road reserve to the east, the northern suburbs railway reserve to the west and roads reserved as 'Other Regional Roads' under the Metropolitan Region Scheme to the north and south.

The DSP includes the following relevant objectives and strategies:

- O 2 *To enable the development of Activity Corridor between Activity Centres, which foster employment opportunities and support the development of the public transport network.*
- O 3 *To aim for a minimum of 60% employment self-sufficiency within the DSP area...*
- O 4 *To create a robust urban framework within and around Activity Centres, which enhances opportunity for community and economic activity to generate locally based employment at active focal points.*
- S 2 *LSP's to incorporate appropriate sites for employment nodes and corridors, in locations generally as depicted on the DSP Map 1.*

In addition, Part 2 of the DSP recognises these 'Service Commercial' areas as major employment generating areas:

"The DSP provides for substantial service commercial areas in association with the Secondary and District Centres. These commercial areas will incorporate uses such as Business and Research Parks, service commercial and service industrial uses

which meet the needs of larger retail outlets, showrooms, retail warehouses, light industrial and service industries. These areas, which provide for essential localised employment opportunities, have been strategically located between the freeway and the railway, in order that they have maximum accessibility and are near truck routes..."

When taking into consideration the Economic Employment Strategy prepared as part of the DSP, the overall 'Service Commercial' Activity Corridor in which the Transit Precinct is situated (which is estimated to comprise a floorspace of 238,196m²), could contribute approximately 4,200 jobs, which represents approximately 28% of the jobs which could be created in the DSP area. It is therefore envisaged that under the DSP, this 'Service Commercial' Activity Corridor will have a significant role in contributing to local employment within Alkimos-Eglinton.

Inclusion of the Transit Precinct within the Centre Zone

The City's District Planning Scheme No. 2 (DPS No. 2) does not include a specific 'Service Commercial Zone' to reflect the land use allocation under the DSP. However, clause 3.13.1 of the Scheme identifies the Centre Zone which states:

"The Centre Zone is intended to accommodate existing and proposed business centres or other planning precincts where the Council considers that an Agreed Structure Plan is necessary to provide for the co-ordinated planning and development of these centres. The centres may range in size from small neighbourhood centres to large multi-purpose regional centres"

Although the Transit Precinct is not identified as an 'activity centre' under SPP 4.2, it does form part of a broader 'Service Commercial' Activity Corridor which is recognised under the DSP as being strategically located to provide essential localised employment opportunities. DPS No. 2 facilitates further structure planning to support coordinated planning and development in significant employment areas like this through the inclusion of these within the Centre Zone. The inclusion of the Transit Precinct within the Centre Zone would require a separate local structure plan to be prepared under the City's Scheme, and not an 'activity centre structure plan' under SPP 4.2.

The remainder of the 'Service Commercial' Activity Corridor (except for a portion subject to the Eglinton LSP No. 82), is currently not subject to any WAPC adopted local structure plan. Given that the detailed planning of this area is at an early stage and due to the fragmented landownership in the area, there is a need for coordinated and detailed planning in line with the DSP. In particular, there is a need to ensure that a suitable framework is provided to coordinate land uses, densities and employment types within this area and for the physical barriers associated with the land (including road and rail crossings) to be appropriately planned for given the linear nature of the Activity Corridor. The inclusion of the Transit Precinct within the Centre Zone is consistent with the WAPC's resolution to adopt the Eglinton LSP No. 82, where a modification was also included requiring a portion of the DSP's 'Service Commercial' Activity Corridor to be rezoned from the Business Zone to the Centre Zone.

The inclusion of the Transit Precinct within the Centre Zone would also support the intent of the 'Service Commercial' Activity Corridor under the DSP and would ensure

that the Activity Corridor's contribution to local employment generation within the DSP area is not compromised. It would facilitate the basis for suitable monitoring and review provisions to be captured in a specifically prepared structure plan to ensure that development within the Activity Corridor occurs in line with the employment self-sufficiency targets of the DSP.

The proponent in its submission, advises that there is a current opportunity to secure two high employment generating uses (a private school and high care facility) which would potentially not be able to occur if the land is included within the Centre Zone. In this regard, it is to be noted that although DPS No. 2 requires a structure plan to be prepared for the Centre Zone, it does provide scope for subdivision and/or development to be potentially considered within this Zone before a structure plan has been prepared and adopted having regard to the intent of the zoning, the desirability of having a structure plan in place and the interests of orderly and proper planning. Therefore, the inclusion of the Transit Precinct within the Centre Zone does not necessarily preclude scope for employment generating uses to be potentially accommodated on the land prior to a separate structure plan being adopted.

Inclusion of the Transit Precinct within the Mixed Use and Business Zones

The zonings proposed by the proponent are not considered to be consistent with the intent and purpose of the 'Service Commercial' land use allocation under the DSP. Unlike the requirement for a structure plan to be prepared as a pre-requisite to subdivision in the Centre Zone, DPS No. 2 does not include a requirement for structure planning in respect of either the Mixed Use or Business Zones. As no further detailed structure planning will occur under these zonings, there is concern that this would result in the un-coordinated planning of the Activity Corridor, resulting in a lost opportunity to increase employment generation and ensure the effective use of transport infrastructure in the area.

Although the proponent's submission refers to the ability for the proposed Mixed Use and Business Zones to ensure that sufficient employment generation is provided when considering the employment self-sufficiency targets of the DSP, there is no certainty that this would ultimately occur. In fact, there is concern that the proposed zoning of the land could, potentially result in the land being subdivided and developed for predominantly non-employment related purposes (particularly residential) which is not the intent of the DSP and would significantly impact on the ability of the sub-region to achieve greater employment self-sufficiency. This concern is based on increasing trends within the sub-region for land zoned for commercial and business purposes to be subdivided and developed for residential purposes which is supported by the concept plan submitted with the proponent's request which suggests a residential subdivision pattern (**Attachment 3: Concept Plan**). This is due to a lack of any specific controls in the City's Scheme to restrict residential development in the Mixed Use and Business Zones. In this regard, under the City's Scheme, a 'Single House' is a 'D' (discretionary) use within these Zones and there is no mechanism to ensure that the proportion of residential uses within these Zones is limited in accordance with the intent of the Scheme for these Zones.

Further, if the zoning of the Transit Precinct is supported as proposed, other structure plans which are yet to be considered by the WAPC in the remainder of the 'Service Commercial' Activity Corridor would also be potentially zoned on this basis, which

could result in the Activity Corridor being ultimately developed for non-employment purposes, significantly compromising employment generation in the DSP area.

The proponent considers that the Mixed Use and Business Zones will allow for transition from residential uses in the short to medium term to potentially employment generating commercial uses in the longer term as demand grows and land values increase through the preparation of detailed area plans. However, there is no certainty, despite the preparation of detailed area plans, that such a transition of land use over time will ultimately occur.

North Alkimos Railway Station

The DSP Map identifies a 'Possible Railway Station' for North Alkimos. In this regard, the proponent refers to correspondence from the PTA advising that the station was not identified as a future station in the Public Transport Network Plan and that it will not be part of the master plan being prepared by the PTA for the extension of the Northern Suburbs Railway to Yanchep. The proponent considers that the planning situation has substantially changed since the WAPC's original decision to adopt the LSP in view of the railway station not being provided.

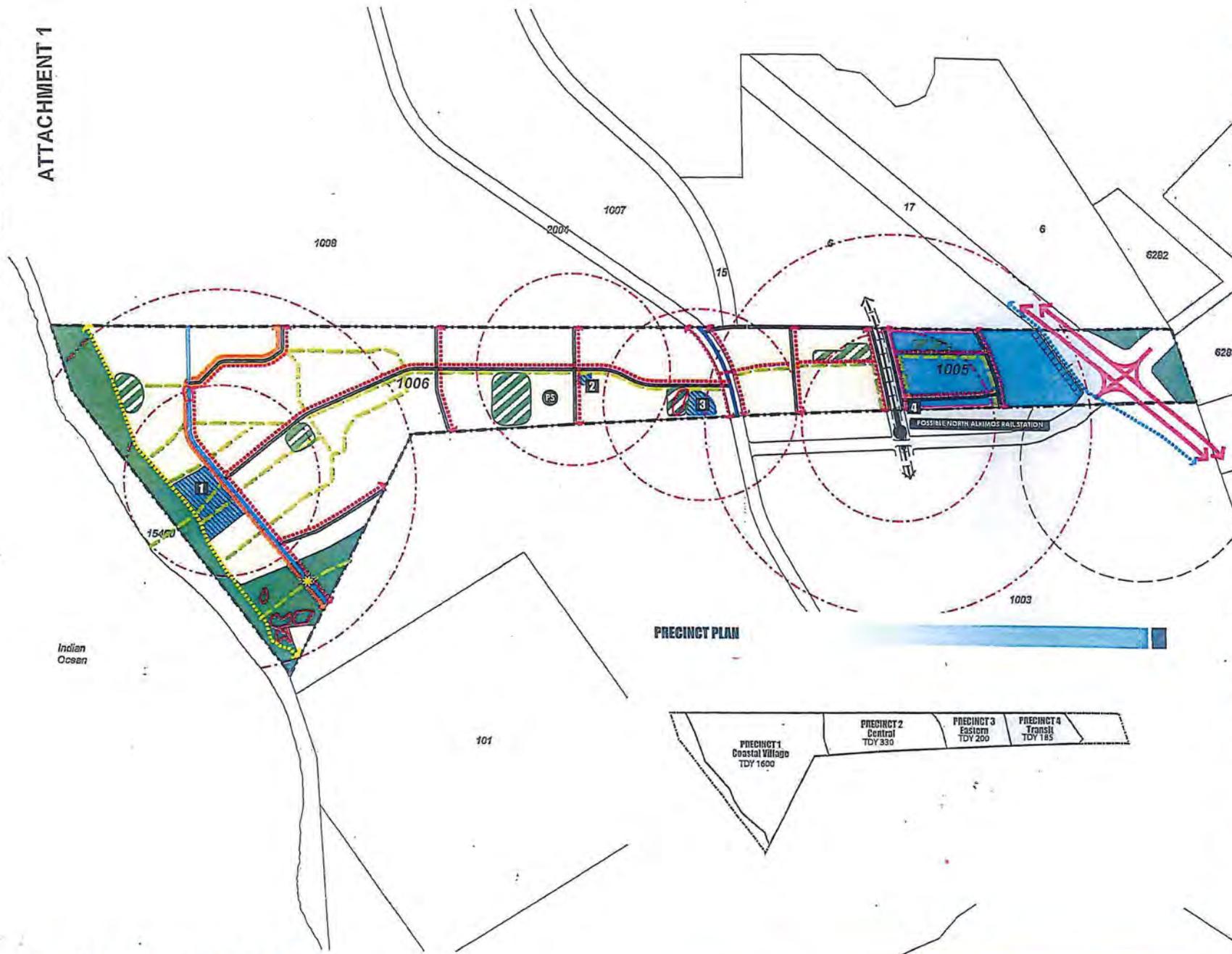
In this regard, a current amendment to the DSP (proposed Amendment 1) proposes the removal of the railway station. The proposed Amendment is yet to be considered by the WAPC and is currently being considered by the City. Notwithstanding this, the potential removal of the railway station does not remove the basis for the requirement to zone the land 'Centre' within the context of this area being part of a broader 'Service Commercial' Activity Corridor under the DSP requiring coordinated land use planning. Irrespective of the provision of the railway station, the subject land remains highly accessible to major existing and planned transport infrastructure and is strategically located to accommodate future employment generating uses.

Conclusion

The request for the removal of Modification 38(i) from the WAPC's 10 November 2009 Schedule of Modifications is not supported due to the following reasons:

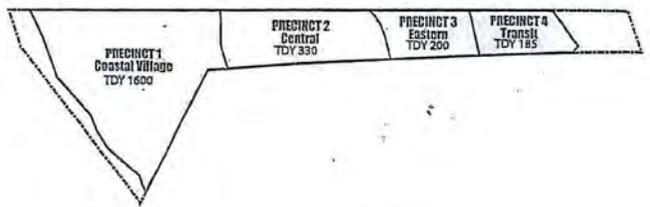
- The proposed Mixed Use and Business zonings of the Transit Precinct under the modified LSP have implications for the orderly and proper planning of the land as part of a broader 'Service Commercial' Activity Corridor under the Alkimos Eglinton DSP.
- The inclusion of the Transit Precinct within the Centre Zone would facilitate further detailed structure planning of the land under the City's DSP No. 2 in order to coordinate with the planning of the broader Activity Corridor identified by the DSP. This would ensure that the Activity Corridor's contribution to local employment generation within the DSP area is not compromised and that the employment self-sufficiency targets in the DSP and Directions 2031 are achieved in one of the most local employment deprived sub-regions in the Perth Metropolitan area.

It is therefore recommended that the WAPC re-affirms, in part, the inclusion of Modification 38(i) of its 10 November 2009 Schedule of Modifications, as a modification to the LSP.



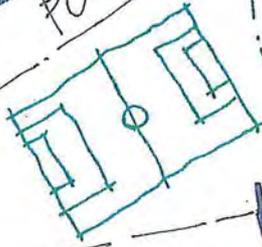
- LEGEND**
- RESERVES**
- Parks and Recreation
 - Primary Regional Road
 - Other Regional Road
 - Railways
- ZONES**
- Residential
 - Business
 - Commercial
 - Mixed Use
- MOVEMENT**
- Proposed Railway Station
 - Neighbourhood Connector
 - Secondary Public Transport System
 - Coastal Road
 - Principle Shared Path
 - Shared Path
 - Foreshore Path
 - Linkages outside of Structure Plan
- STRATEGIC PUBLIC OPEN SPACE AND LINKAGES**
- Indicative Strategic Open Space
 - Open Space incorporating retained vegetation for conservation purposes
 - Social/Pedestrian/Cycle Linkages
 - Social/Pedestrian/Cycle Linkages (an land owned by others)
- Note: Open space shown on this plan is indicative only and subject to detailed design. Balance of 10% to be provided in accordance with Part 2. The utility of Indicative Strategic Open Space to be generally in accordance with Part 2.
- OTHER**
- Structure Plan Boundary
 - Primary School
 - Centre 1 - Alkimos North Coastal Village
 - Centre 2 - Local Centre
 - Centre 3 - Neighbourhood Centre
 - Centre 4 - Transit Orientated Development
 - Walkable Catchments (400m/5minute & 800m/10minute)
 - Groundwater Treatment Plant Chlorine Hazard Buffer Zone (500m radius)
 - Suspected Threatened Ecological Communities (Subject to verification)
 - 32m Wide Easement for 132kv Power Lines
 - TDY Target Dwelling Yield
 - This road linkage through the Parks and Recreation Reserve is subject to further approval by the Minister for Environment. In addition to Ministerial Statement No. 772. The road alignment may require modification if approval is not obtained.

PRECINCT PLAN

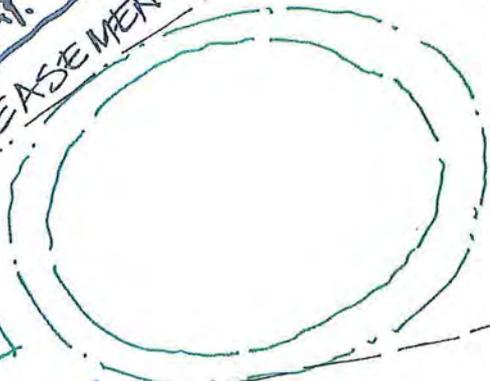


This plan is indicative only to demonstrate potential land uses and will be amended and refined prior to lodgement of a subdivision application.

MITCHELL FWY.
POWER
EASEMENT.



PRIVATE SCHOOL

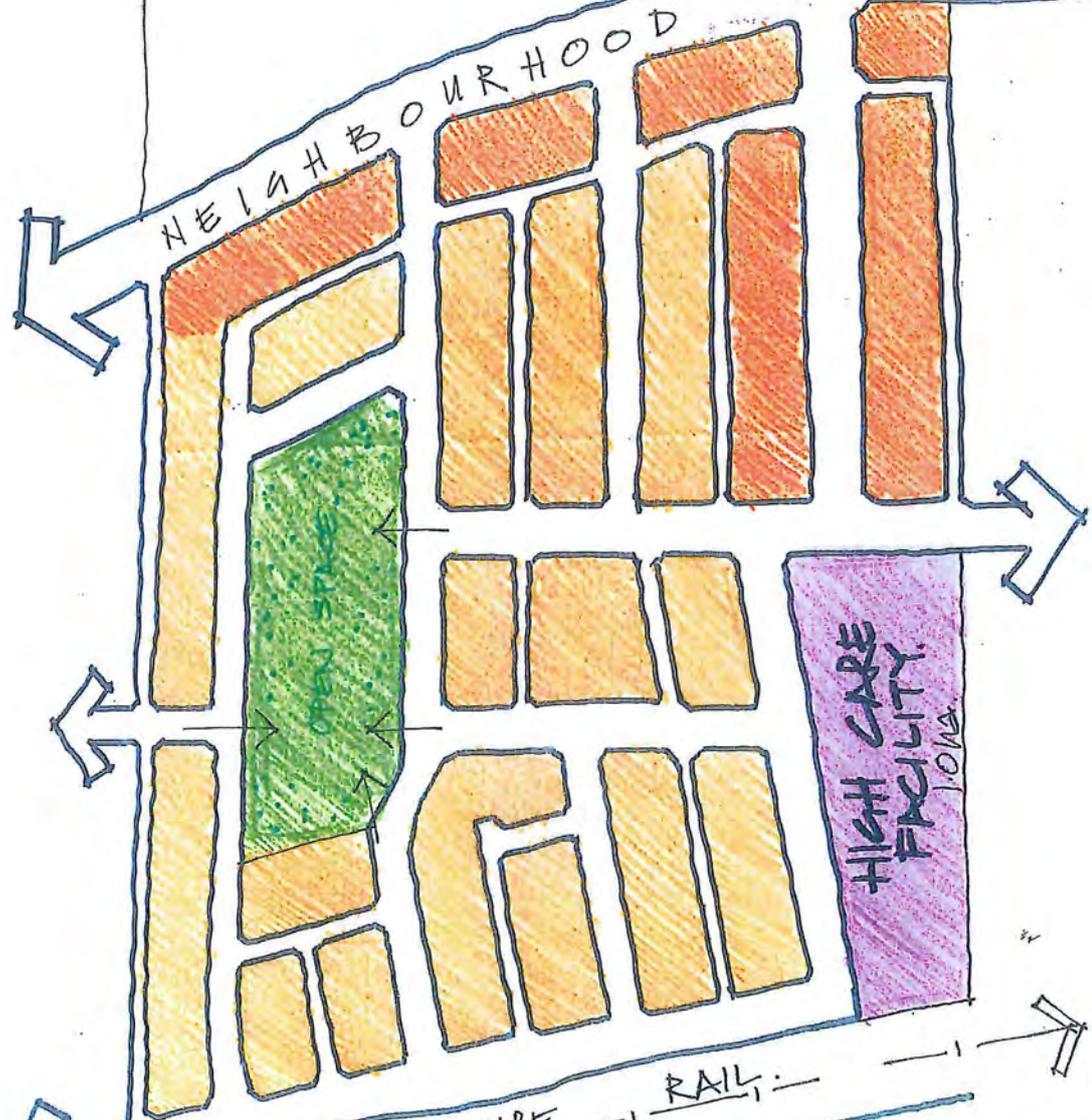


ALAMOS DVE



CONNECTOR

NEIGHBOURHOOD



DRAFT

ALTERNATIVE CONCEPT
SHOREHAVEN.

FUTURE RAIL

BLUE WATER DVE

ITEM NO: 9.5

Proposed Subdivision – Lots 323 And 324 (79) Rupert Street, Subiaco

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Officer, Metropolitan Central, Perth and Peel Planning
AUTHORISING OFFICER:	Director, Metropolitan Central, Perth and Peel Planning
AGENDA PART:	G
FILE NO:	148979
DATE:	11 March 2014
ATTACHMENT(S):	Attachment 1: Plan of Subdivision Attachment 2: Location Plan and LGA Zoning
REGION SCHEME ZONING:	Urban
LOCAL GOVERNMENT:	City of Subiaco
LOCAL SCHEME ZONING:	Residential R20
LGA RECOMMENDATION(S):	Refusal
REGION DESCRIPTOR:	Perth Metro Central
RECEIPT DATE:	30 October 2013
PROCESS DAYS:	
APPLICATION TYPE:	Subdivision
CADASTRAL REFERENCE:	Lots 323 and 324 Rupert Street, Subiaco

RECOMMENDATION:

That the Western Australian Planning Commission resolves to approve the application for amalgamation and resubdivision of Lots 323 and 324 Rupert Street, Subiaco as shown on the plan date stamped 30 October 2013 subject to the following conditions and advice:

CONDITIONS:

1. Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on lots 323 and 324 at the time of subdivision approval being demolished and materials removed from the lots. (Local Government).
2. 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 to the lots shown on the approved plan of subdivision. (Western Power).

-
3. Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation).
 4. Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation).
 5. Suitable arrangements being made with the Water Corporation for the drainage of the land either directly or indirectly into a drain under the control of that body. (Water Corporation).
 6. All septic sewer systems including all tanks and pipes and associated drainage systems (soak wells or leach drains) and any stormwater disposal systems are to be decommissioned, in accordance with the Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974, removed, filled with clean sand and compacted. Proof of decommissioning is to be provided in the form of either certification from a licensed plumber or a statutory declaration from the landowner/applicant, confirming that the site has been inspected and all septic tanks, soak wells, leach drains and any associated pipework have been removed. (Local Government).

ADVICE:

1. In regard to Condition 1, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.
2. In regard to Condition 2, Western Power provides only one underground point of electricity supply per freehold lot.
3. In regard to Conditions 3, 4 and 5, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 67 of the *Water Agencies (Powers) Act 1984* will be prepared by the Water Corporation to document the specific requirements of the proposed subdivision.

SUMMARY:

The application proposes the amalgamation and re-subdivision of two lots of 240m² and 202m² with street frontages of 7.32m and 6.12m respectively to create two equal residential lots of 221.56m² with frontages of 6.72m. The existing dwelling and all other improvements are to be removed.

The proposed subdivision does not satisfy the minimum and average lot sizes and minimum frontage required for the creation of lots in the R20 density coding as specified by Table 1 of the R-Codes. As such, the proposed subdivision will not create any new allotments as it is simply realigning the internal boundary of the existing lots to create equal sized lots. However, subdivision approval by the Western Australian Planning Commission (WAPC) will facilitate increased residential density by allowing two dwellings to be developed where currently only one dwelling exists.

The application is presented to the SPC due to the minimum and average site area of the proposed lots requiring a variation of more than 5%, as permitted under the R-Codes and Clause 3.2.3 of Commission Policy DC 2.2 – ‘Residential Subdivision’.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Planning and Development Act 2005*
Section: Subdivision / Development Approval / Reconsiderations Part 10

Strategic Plan
Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Implement State and Regional Planning priorities

Policy
Number and / or Name: State Planning Policy 3.1 – *Residential Design Codes*
Development Control Policy 2.2 – *Residential Subdivision*

INTRODUCTION:

The application proposes the realignment of an existing internal boundary between two unequal lots of 240m² and 202m² in order to achieve two equally sized residential lots of 221.56m². Each lot will achieve a frontage of 6.72m to Rupert Street and the rear laneway. An existing single-storey dwelling occupies the land and straddles the boundary of Lots 323 and 324. The dwelling and all other improvements are to be removed (**Attachment 1 - Plan of Subdivision**).

The subject land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Residential R20' under the City of Subiaco Town Planning Scheme No. 4 (TPS 4) (**Attachment 2 – Location Plan**).

The subject lots are legally described as Lots 323 & 324 on Deposited Plan 31307, Certificate of Title Volume 1329 Folio 870 (a multi-lot title). The subject land is comprised of parts of the original lots 29 and 30 which were subdivided by Sketch on Transfer in 1912.

Prior to the existing planning laws, parts of various lots could be sold together and a sketch in the transfer would describe the land area that was being transferred. Land in a sketch was deemed to be treated as a whole of a (lot) parcel of land, that is, treated similarly as though all the land transferred was a new lot on a new deposited Plan. Subdivision by Sketch on Transfer was an acceptable way of carrying out subdivision from the 1890s to 1940s.

A sketch on transfer situation can usually be recognised by the presence of a boundary, but without any survey record of its creation. Both the transferred and balance portions were named 'part lot (or location)...' on their respective paper Titles, but most of these have now been amended as part of the Multi Poly Multi Tenure Project carried out by Landgate during 2005.

Upon approval of this application, and the clearance of the imposed conditions, separate Titles can be created for each lot allowing the individual sale of each lot to separate owners. While the application will not result in an increased lot number, there will be potential for an increase in dwelling density.

CONSULTATION:

The City of Subiaco (City) does not support the application for the following reason:

"The creation of two undersized, particularly under width, lots would lead to development that disrupts the established rhythm (spacing of development) of the streetscape, being a significant element of the existing streetscape worthy of retention, thus not being in accordance with Design Element 5.1.1 of the Residential Design Codes."

The City provides the following additional comment:

"The applicant does not have the approval for demolition of the existing dwelling, which requires development approval under Town Planning Scheme No. 4 and in accordance with this the City of Subiaco is not likely to support the demolition of the dwelling until such time as it is satisfied with any replacement dwelling(s)."

The City has not recommended any conditions should the WAPC approve the application.

Western Power and Water Corporation raise no objections to the proposal subject to the imposition of standard servicing conditions.

PLANNING ASSESSMENT

The proposal seeks to realign the existing internal boundary between lots 323 and 324 in order to achieve two equal sized residential lots of 221.56m² with frontages of 6.72m. The proposal seeks substantial variations to the minimum and average lot sizes and frontage required for lots in the R20 density coding as specified by Table 1 of the R-Codes, as illustrated in Table 1 below.

Table 9.1 Lot size analysis

<i>R-Codes (R20)</i>	<i>Deemed-to-Comply</i>	<i>Proposed</i>	<i>Variation</i>
Minimum site area: 350m ²		Minimum site area: 221.56m ²	Minimum site area: 128.44m ² (36.7% variation)
Average site area: 450m ²		Average site area: 221.56m ²	Average site area: 228.44m ² (50.76% variation)
Minimum lot frontage: 10m		Minimum lot frontage: 6.72m	Minimum lot frontage: 3.28m (32.8% variation)

The Commissions Development Control Policy No. 2.2 – ‘Residential Subdivision’ (DC 2.2) supports green title and survey-strata subdivision applications proposing variations to lot sizes below the minimum and/or average lot sizes subject to the following criteria:

- a) *The minimum lot size variation only applies to one lot in the subdivision;*
- b) *The variation reduces the area of that one lot by no more than 5% of the minimum lot size specified in Table 1 or elsewhere in the R-Codes;*
- c) *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 R-Codes; and*
- d) *The applicant has provided information that demonstrates the variation will have a beneficial outcome for the community, or the WAPC forms the opinion that it will have a beneficial outcome for the community.*

The application proposes further variation from the policy as it involves variations greater than 5% to the minimum and average lot sizes (being 36.7% and 50.76% respectively) for both lots. Further, the application proposes a variation of 32.8% to the minimum frontage required by Table 1 of the R-Codes for the R20 density coding. WAPC Policy 2.2 makes no allowance for a variation to the minimum frontage requirements specified in the R-Codes.

It is noted that a similar subdivision application was granted approval by the WAPC on 22 February 2011 for neighbouring lots 321 and 325 (No. 75) Rupert Street (WAPC reference 143020). The resultant lots are 221m² in area with street frontage to Rupert Street of 6.7m. The City of Subiaco has approved development plans for two dwellings on the lots, demonstrating that the lots are capable of sustaining development in accordance with TPS 4 and local planning policy. The City advises that the development approval has been acted upon and a copy of the development plans has been submitted by the applicant in support of the current proposal. Subsequently, the current proposal will follow a pattern of development already established along the existing streetscape.

The City's Local Planning Policy 2.3 'Subdivision' (LPP 2.3) provides the framework for the exercise of discretion under the relevant sections of the R-Codes and TPS 4 pertaining to the subdivision of lots. Clause 6.3 provides guidance with specific reference to undersized lots:

"The City will support the creation of lots with areas that comply with the requirements outlined in the Codes. Where surrounding development exhibits lot sizes less than that specified in the Codes, the City may support a reduction in area to a standard no less than that of the surrounding development, provided it can be demonstrated that the resultant development of the lots will accord with the character of the surrounding development."

Further, Clause 6.3 also stipulates:

"In the case of pre-existing lots which are smaller than the lot sizes specified in the Codes as well as those of the surrounding development, the City will encourage:

- c) *That the lots be amalgamated with an adjoining lot and re-subdivided so as to provide a more equitable distribution of area and/or frontage, (where there is insufficient area and/or frontage for two standard sized lots)."*

Surrounding development predominantly reflects the R20 density coding with single storey dwellings prevalent, except for the approved subdivision of neighbouring lots 31 and 325 (No. 75) Rupert Street. It is the view of the City that the development at No. 75 Rupert Street represents a disruption to the streetscape as it will result in a development form that is not typical of Rupert Street.

MERIT OF PROPOSAL:

It is considered that the proposal can be supported for the following reasons:

- The proposal is consistent with the general intent of the local planning scheme;
- The proposal is consistent with the guiding principles of the City of Subiaco Local Planning Policy 2.3 'Subdivision' and the City of Subiaco Triangle Precinct Planning Policy;
- The proposal will facilitate infill development in an established residential area, utilising existing infrastructure and services;

-
- It is acknowledged that while meeting minimum and average lot size requirements is an important factor in good subdivision practice, the proposal seeks to improve what is an existing non-complying situation by creating two equal sized lots that are closer to the required minimum lot sizes for R20 coded land and which are consistent with the width of existing lots adjoining to the north;
 - The proposed lots are capable of being developed in accordance with the character of surrounding development, as evidenced by the existing development approval for lots adjoining to the north;
 - The proposal will provide a wider choice of residential lot sizes in the locality; and
 - This small infill proposal will contribute towards the dwelling targets of the *Central Metropolitan Sub-regional Strategy* and *Directions 2031* which call for an additional 3,000 dwellings within the Subiaco municipality by 2031.

On the basis of the above arguments there is sufficient justification to support the application.

CONCLUSION:

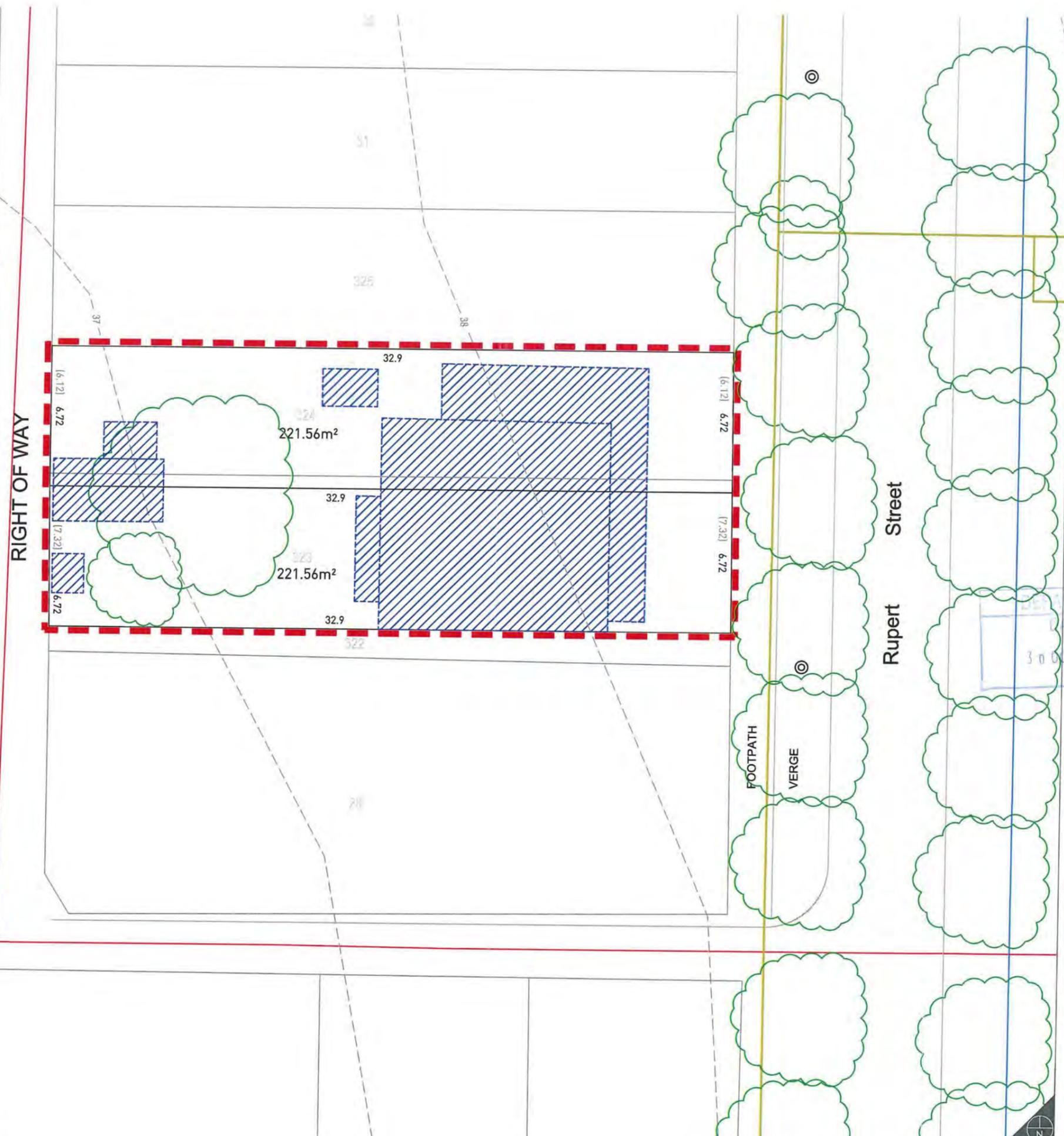
The subject application if approved will not create additional lots, but rather create two uniform lots that are more conducive to future development.

The proposal generally accords with the intent and objectives of the City of Subiaco TPS 4 and will rectify an historical anomaly which resulted in the creation of an undersized lot and will also allow the realisation of additional infill development within the central metropolitan sub-region.

Having regard to the circumstances which apply to the proposed subdivision, it is recommended to approve the application and, in so doing, to depart from WAPC Development Control Policy 2.2 - '*Residential Subdivision*' which provides for a maximum 5% variation to the average site area requirements. Conditional approval is recommended.



- LEGEND**
- Subject Site
 - Contours
 - Existing Lot Number
 - Water
 - Sewer
 - Gas
 - Existing Boundaries
 - Proposed Boundaries
 - Existing Buildings
 - Street Trees
 - ⊙ Street Lights



DEPARTMENT OF PLANNING
 FILE
 30 OCT 2013 14 09 79

0 15 10 Metres

REVISIONS

Rev	Date	Drawn
A	2013.10.14	M Callaghan

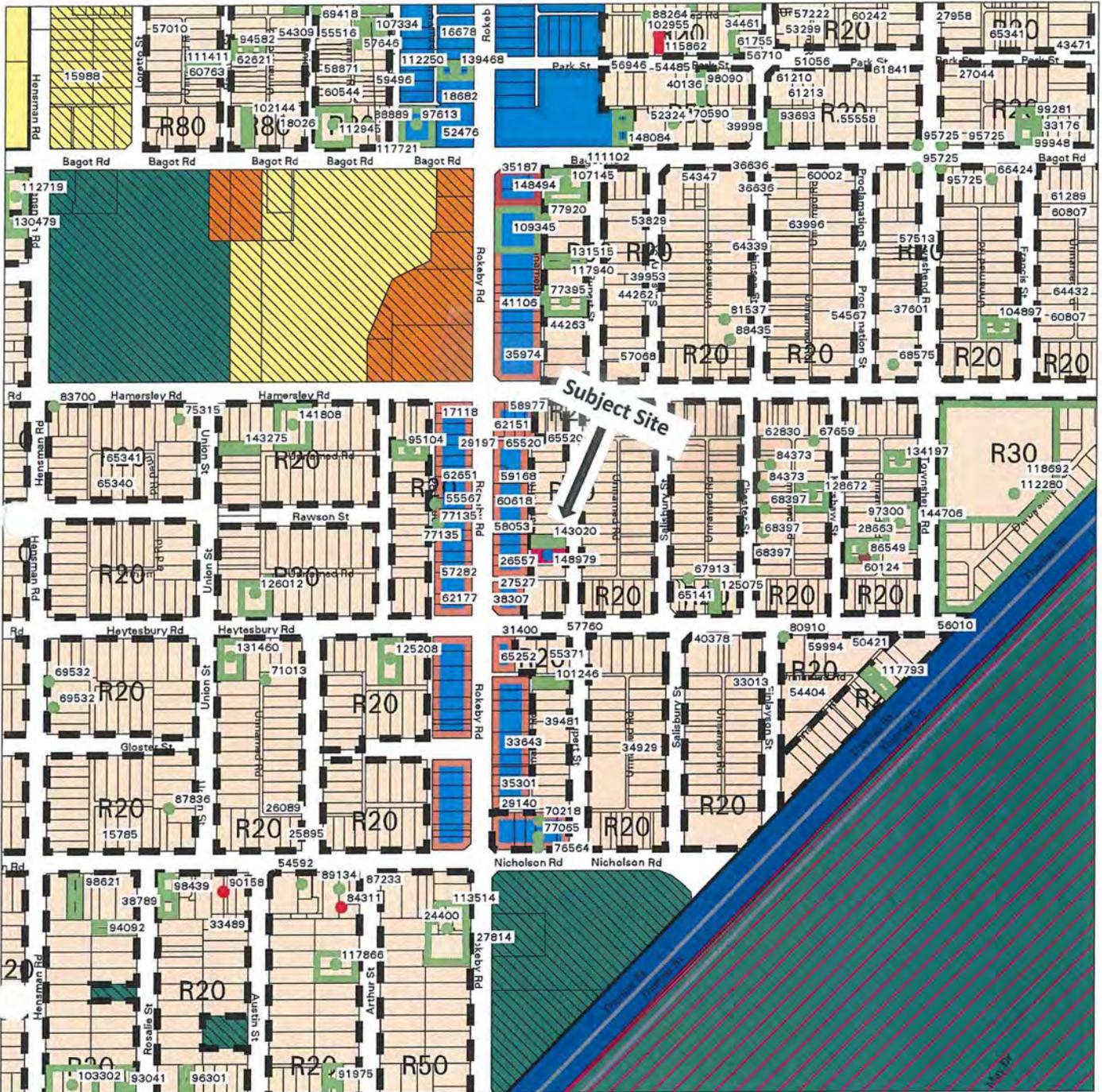


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Date Drawn:	2013-10-14
Job Ref:	8017
Scale:	1:200 @ A3
Client:	M Brown
Designer:	N Stewart
Drawn:	M Callaghan

**Lots 323 and 324 (No. 79) Rupert Street
 Subiaco**

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Subdivision Application 148979 (MGA ref 388934mE 6464085mN Zone 50)

This data is to be used for the processing of subdivision applications only.

- | | | | | | |
|--|--------------------------------|--|-----------------|--|---|
| | APPROX LOCATION OF APPLICATION | | APPROVED | | PUBLIC PURPOSES HOSPITAL |
| | OTHER REGIONAL ROADS | | CANCELLED | | RESIDENTIAL |
| | PARKS & RECREATION | | REFUSED | | TOWN CENTRE TOWN CENTRE |
| | PP - HOSPITAL | | OUTSTANDING | | OPEN SPACE |
| | CADASTRAL BOUNDARY | | APPROVED | | CIVIC AND CULTURAL |
| | WESTNET ENERGY GAS PIPELINE | | CANCELLED | | PUBLIC PURPOSES PRIMARY SCHOOL |
| | BUSH FOREVER 2000 SITES | | REFUSED | | COMMERCIAL/RESIDENTIAL COMMERCIAL/RESIDENTIAL |
| | OUTSTANDING | | R CODE BOUNDARY | | |

144278s.eps

ITEM NO: 9.6

Subdivision to Create Three Survey Strata Lots for Residential Purpose at Lot 355 Solas Road, Morley

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Officer - Metropolitan Planning Central
AUTHORISING OFFICER:	Director - Metropolitan Planning Central
AGENDA PART:	G
FILE NO:	1324-13
DATE:	27 February 2014
ATTACHMENTS:	1 - Plan of Subdivision; and 2 - TPS Zoning and Location Plan.
REGION SCHEME ZONING:	MRS:URBAN
LOCAL GOVERNMENT:	City of Bayswater
LOCAL SCHEME ZONING:	Residential R17.5/25
LGA RECOMMENDATION(S):	Refusal
REGION DESCRIPTOR:	Perth Metro Central
RECEIPT DATE:	23 September 2013
PROCESS DAYS:	139
APPLICATION TYPE:	Survey Strata
CADASTRAL REFERENCE:	Lot 355 Solas Road, Morley

RECOMMENDATION:

That the Western Australian Planning Commission resolves to approve the application for survey-strata of Lot 355 Solas Road, Morley as shown on the plan date stamped 11 October 2013 subject to the following conditions and advice:

CONDITION(S):

1. Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on lot(s) at the time of subdivision approval being demolished and materials removed from the lot(s). (Local Government)
2. All septic sewer systems including all tanks and pipes and associated drainage systems (soak wells or leach drains) and any stormwater disposal systems are to be decommissioned, in accordance with the Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974, removed, filled with clean sand and compacted. Proof of decommissioning is to be provided in the form of either certification from a licensed plumber or a

statutory declaration from the landowner/applicant, confirming that the site has been inspected and all septic tanks, soak wells, leach drains and any associated pipework have been removed. (Local Government)

3. Pursuant to Section 150 of the *Planning and Development Act 2005* and Division 3 of the *Planning and Development Regulations 2009* a covenant preventing vehicular access onto Morley Drive East being lodged on the certificate(s) of title of the proposed lot(s) at the full expense of the landowner/applicant. The covenant is to prevent access, to the benefit of the Western Australian Planning Commission, in accordance with the plan dated 11 October 2013 (attached) and the covenant is to specify:

"No vehicular access is permitted from Morley Drive East." (Western Australian Planning Commission)

4. Redundant vehicle crossover(s) to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the Western Australian Planning Commission and to the specifications of the local government. (Local Government)
5. Suitable arrangements being made with the local government for the provision of vehicular crossover(s) to service the lot(s) shown on the approved plan of subdivision. (Local Government)
6. Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)
7. Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)
8. Suitable arrangements being made with the Water Corporation for the drainage of the land either directly or indirectly into a drain under the control of that body. (Water Corporation)
9. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply to the survey strata lots shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C and Schedule 9A of the *Transfer of Land Act 1893* for the transmission of electricity by underground cable, or (in the case of approvals containing common property) via a portion of the common property suitable for consumer mains. (Western Power)

ADVICE:

-
1. In regard to Condition 1, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.
 2. In regard to Conditions 6, 7 and 8, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 67 of the *Water Agencies (Powers) Act 1984* will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.
 3. In regard to Condition 9, Western Power provides only one underground point of electricity supply per freehold lot.

SUMMARY:

The key points relating to this report are as follows:

- The application proposes the survey-strata subdivision of Lot 355 Solas Road, Morley (the subject site) to create three residential lots.
- The City of Bayswater does not support the application due to the proposed variation to the average site area requirement of the *Residential Design Codes 2013* (R-Codes).
- The application has been referred to the Statutory Planning Committee (SPC) for determination due to the non-compliance with the average site area requirement and is beyond the scope of the delegation from the Western Australian Planning Commission (WAPC) to officers of the Department.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Subdivision / Development Approval / Reconsiderations - Part 10 of the P&D Act 2005

Strategic Plan
Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Implement State and Regional Planning priorities

Policy
Compliance: Proposal complies with WAPC policies unless discussed in Planning Assessment section.

NTRODUCTION:

The application proposes the survey-strata subdivision of the subject site to create three residential lots of 300m² and 304m² (x2). It is proposed to demolish all built form that currently exists on site. (**Attachment 1 - Plan of Subdivision**).

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Residential' with a density code of R17.5/25 under the City of Bayswater Town Planning Scheme No.24 (TPS 24) (**Attachment 2 - Location & Zoning Plan**).

The application has been referred to the Statutory Planning Committee (SPC) due to the non-compliance with the average site area requirements.

CONSULTATION:

The City of Bayswater (City) does not support the proposal for the following reason:

- (a) *The proposed subdivision will result in lot sizes below the average lot size as required by the Residential Design Codes 2013.*

In the event the Commission issues approval to the proposed subdivision, the City recommends various conditions relating to the preparation of land for residential development.

Western Power and the Water Corporation support the application subject to the imposition of standard servicing conditions.

All recommended conditions have been assessed and where considered fair, reasonable and relevant, they should be imposed. The conditions are in accordance with the Model Subdivision Conditions Schedule 2012.

COMMENTS:

City of Bayswater Town Planning Scheme No.24

TPS No. 24 allocates a density coding of R17.5/25 to the subject land. Pursuant to Clause 8.5.4.1 of TPS No. 24, applications may be assessed at the higher density code subject to compliance with the following criteria:

- (a) *the property can be connected to reticulated sewer;*
- (b) *the application complies with the relevant Council policies; and*
- (c) *the existing dwelling/s can be upgraded to the equivalent standard of the proposed new dwelling.*

The City advises that the proposal can be assessed in accordance with the requirements of the R25 density code.

Proposal

The proposal meets the minimum site area requirements (300m² required, 300m² provided) but does not meet the average site area requirements (350m² required, 302m² provided) as specified in the R-Codes for the R25 density code.

As the site is located on the corner of Solas Road and Morley Drive East, section 5.1.1 C1.3(i) of the R-Codes allows for up to 20m² of the truncation to be added to the area of the adjoining survey-strata lot. In this case, 18m² has been added to the site area of proposed Lot 3, which therefore increases it to 318m².

Therefore, the proposed variation, which includes the additional 18m² corner truncation discretion, is 10%.

Policy Context

The application is presented to the SPC due to the average site area of the proposed survey-strata lots requiring a variation of more than 5%, as permitted under the R-Codes and Clause 3.2.3 of WAPC Development Control policy 2.2 *Residential Subdivision* (DC 2.2). The policy supports green title and survey-strata subdivision applications that seek variations to lot sizes below the minimum and/or average lot sizes subject to the following criteria:

- i) *all lots in the subdivision meet the minimum lot size requirements;*
- ii) *the variation 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 R-Codes; and*
- iii) *the variation has been demonstrated by the applicant to have a particular beneficial outcome for the community, or the Commission forms the opinion that it will have a particular beneficial outcome for the community.*

With respect to Clause 3.2.3 of DC 2.2 , the proposal meets the minimum site area requirement under the R25 coding of the land. Notwithstanding the fact that the proposal represents a departure from the requirements of Clause 3.2.3 of DC 2.2, as it proposes a variation greater than 5% (10%) to the average site area requirement, the proposed subdivision is considered to have a number of beneficial outcomes as follows:

- i) Will allow for the creation of lots that meet the minimum lot size required by the R-Codes and achieves direct frontage access to a constructed public road;
- ii) Assists with using residential land to its best advantage by enabling an additional lots to be created;
- iii) Provides a wider choice of residential lot sizes in the locality;
- iv) Makes best use of existing infrastructure and services located in close proximity to the proposal site; and
- v) Will contribute towards the dwelling targets of the draft *Central Metropolitan Sub-regional Strategy and Directions 2031* which specifies an additional draft housing target of 9,000 dwellings within the Canning municipality by 2031.

It should be noted that the difference between a 5% variation that could be determined under delegation and the proposed variation of 10% equates to a

shortfall of 16m². Although the variation of 10% represents a departure from DC 2.2, it is considered that there is sufficient justification to support the proposal.

Access

The subject lot abuts Morley Drive East which is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme (MRS), and a category 2 ORR in WAPC Plan No. SP 694/3.

In regard to access, it is noted that the subject lot currently enjoys access via a crossover adjacent to Solas Road. Although this arrangement will continue for proposed Lots 2 and 3 (via new crossovers), the applicant may seek access to Lot 1 via Morley Drive East. This cannot be supported on the basis that WAPC Policy D.C 5.1 seeks to minimise the number of 'new' crossovers onto regional roads. Therefore, a restrictive covenant is recommended which will limit vehicular access exclusively to Solas Road.

Variations

The WAPC has approved subdivisions this year, prior to the adoption of the 2013 R-Codes, that exceeded the 5% variation to the average site area requirements. However, the adoption of the 2013 version of the R-Codes introduced a number of changes. One of these changes is a minor decrease to minimum and average site area requirements for medium to high density coded residential lots (R20 - R80). This in effect has reset the framework to the default position of a 5% maximum variation.

Since adoption of the 2013 R-Codes, the issue of an application exceeding the 5% variation for the average site area requirement has been tested and approved previously by the WAPC.

It has been established that in infill situations, such as the subject application, compliance with the average lot size is less critical in subdivision applications providing minimum site area requirements have been achieved. Average site area requirement is more relevant for green field sites where a large number of lots are being proposed.

It is considered that there are sufficient grounds support the application for the following reasons:

- The proposal accords with State level policy (which supports the strategic increase in density and infill of existing urban land) and the general intent of TPS 24 which enables subdivision at the R25 density code in this location;
- The subject site has a two street-frontage. Future built form will take advantage of this in terms of urban design;
- The subject site well located to benefit from a number of bus routes which run along Morley Drive East. There are existing schools and retail provision nearby and are within walking distance from the subject site. The site is also within 100m walking distance to the nearest park reserve; and
- The proposal would not be detrimental to the amenity of the locality nor contrary to orderly and proper planning.

CONCLUSION:

Having regard to the circumstances which apply to the proposed subdivision, it is appropriate in this instance to approve the application and in doing so support a variation of 10% to the average site area requirement. Conditional approval is therefore recommended.

SC DRAFTING

ABN: 48 365 708 393

FEATURE SURVEY

DRAWN BY: SURVEYOR

EMAIL: haun.currey@gmail.com

JOB DETAILS

JOB # 0053S

CUSTOMER: Blue Print Homes

LOT 355

STREET (#2) Solas Road

SUBURB Morley

LOCAL AUTH: City of Bayswater

PLAN 9862

VOL./FOLIO 1384/806

LOCATION SWAN

MAP REF 230-F/5

DATE 12/8/13

MISC 0.009m

AREA 908m²

COASTAL NO

SERVICES

ELEC. O/HEAD

WATER YES (NOT LOC)

SEWER YES

GAS YES (CHECK ALINTA)

PHONE YES

F'PATH CONCRETE

ROAD BITUMEN

KERB NON MT.

DRAINAGE GOOD

SOIL SAND

WHITEHURST SURVEYS

A.B.N 81 844 538 913

P.O. BOX 3036 LESMURDIE W.A. 6076

E-MAIL lukewhitehurst2003@yahoo.com.au

MOBILE 0409 492 963



ALL STRUCTURES AND TREES AS SHOWN DASHED TO BE REMOVED

LOT 356
Brick & Tile House (#85)
Approx. F.L 9.99

NOTE:
WATER METER NOT LOCATED AT TIME OF SURVEY. CHECK WATER CORP. FOR METER LOCATION AND DETAILS

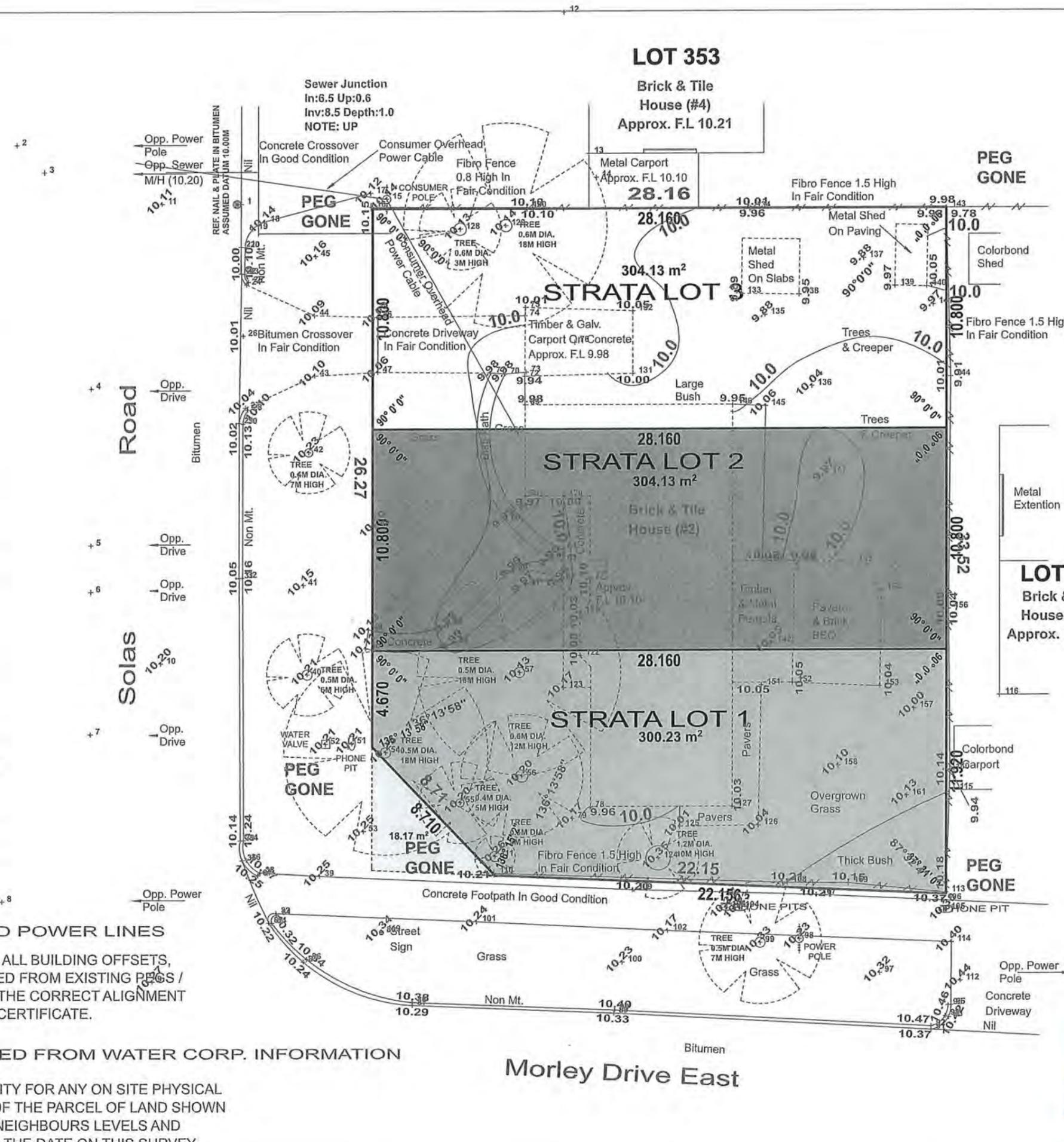
LOT 355
TOTAL SITE = 908m²
STRATA LOT 1 = 300m²
STRATA LOT 2 = 304m²
STRATA LOT 1 = 304m²

NOTE:
ADVISE TRADES: OVERHEAD POWER LINES

NOTE:
DUE TO LACK OF SURVEY MARKS / PEGS, ALL BUILDING OFFSETS, DIMENSIONS & FEATURES ARE POSITIONED FROM EXISTING PEGS / FENCES / WALLS WHICH MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WITH A REPEG CERTIFICATE.

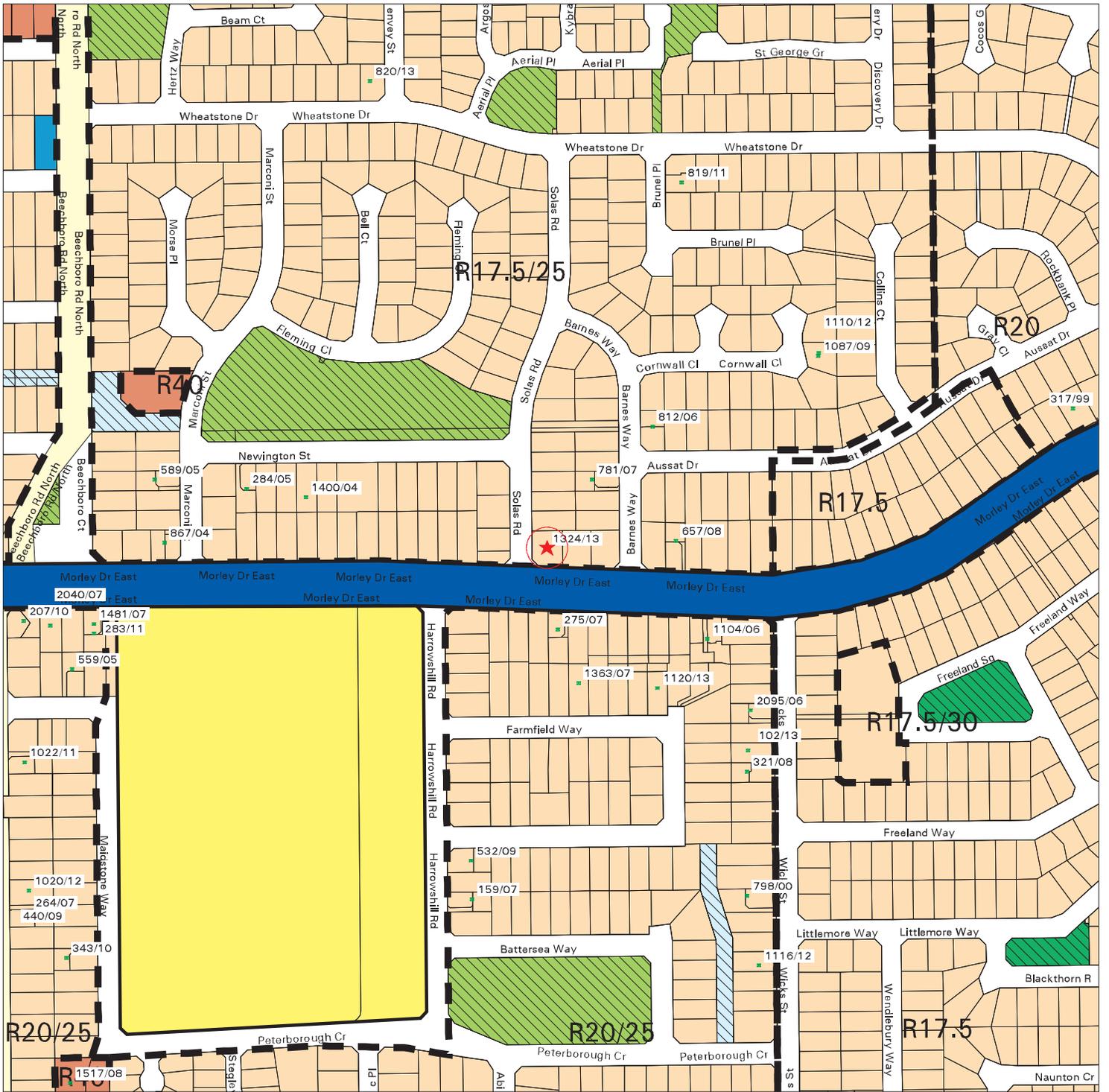
NOTE:
ALL SEWER DETAILS PLOTTED FROM WATER CORP. INFORMATION

NOTE:
SC DRAFTING ACCEPTS NO RESPONSIBILITY FOR ANY ON SITE PHYSICAL CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE ON THIS SURVEY.



Morley Drive East

DEPARTMENT OF PLANNING
DATE 11 OCT 2013 FILE 132413



Strata Application 1324/13 (MGA ref 398774mE 6471406mN Zone 50)

This data is to be used for the processing of subdivision applications only.

-  APPROX LOCATION OF APPLICATION
-  OTHER REGIONAL ROADS
-  PP - HIGH SCHOOL
-  CADASTRAL BOUNDARY
-  WESTNET ENERGY GAS PIPELINE
-  STRATA APPLICATION
-  R CODE BOUNDARY
-  RESIDENTIAL
-  LOCAL DISTRIBUTOR ROADS
-  RESIDENTIAL
-  LOCAL PUBLIC OPEN SPACE
-  MEDIUM AND HIGH DENSITY RESIDENTIAL
-  BUSINESS
-  DRAINAGE
-  RESIDENTIAL
-  PARKS AND RECREATION

ITEM NO: 9.7

Development to Create One Grouped Dwelling and Four Multiple Dwellings - Lot 174 (No. 42) Winchelsea Road, Nollamara

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Officer - Metropolitan Planning Central
AUTHORISING OFFICER:	Director - Metropolitan Planning Central
AGENDA PART:	G
FILE NO:	20-50468-1
DATE:	24 February 2013
ATTACHMENT(S):	Attachment 1 - Development Plans Attachment 2 - Location and Zoning Plan Attachment 3 - Proximity to Flinders Street
REGION SCHEME ZONING:	Urban
LOCAL GOVERNMENT:	City of Stirling
LOCAL SCHEME ZONING:	Residential R40
LGA RECOMMENDATION(S):	Refusal
REGION DESCRIPTOR:	Perth Metro Central
RECEIPT DATE:	9 July 2013
PROCESS DAYS:	233 days
APPLICATION TYPE:	Development
CADASTRAL REFERENCE:	Lot 174 (No. 42) Winchelsea Road, Nollamara

RECOMMENDATION:

That the Western Australian Planning Commission resolves to refuse the proposed development of one grouped dwelling and four multiple dwellings at Lot 174 (No.42) Winchelsea Road, Nollamara as the application does not comply with section 6.3.3 of State Planning Policy 3.1 Residential Design Codes in respect to the provision of on-site car parking.

SUMMARY:

- The application proposes one (1) grouped dwelling and four (4) multiple dwellings in a two storey development on Lot 172 (No.42) Winchelsea Road, Nollamara (**Attachment 1 - Development Plans**). Units 1, 2 and 3 are three bedroom dwellings, whilst Units 4 and 5 contain two bedrooms each. The subject land is 1,009m² in area, vacant and surrounded by existing residential development.
- The application has been referred to the Western Australian Planning Commission (WAPC) for determination by the City pursuant to the requirements

of the Instrument of Delegation, gazetted on 24 July 2009. The Instrument delegates approval for Department of Housing (DoH) proposals to the WAPC where they are not in strict compliance with the relevant local planning scheme. In this regard, whilst amended plans were lodged which addressed a number of the City's concerns, the application still proposes variations to the deemed-to-comply requirements of State Planning Policy 3.1 *Residential Design Codes* (R-Codes).

- The application is recommended for refusal as it does not comply with section 6.3.3 of the R-Codes in respect to the provision of on-site car parking.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section: *Planning and Development Act 2005*
Subdivision / Development Approval / Reconsiderations
Part 10

Strategic Plan

Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Implement State and Regional Planning priorities

Policy

Number and / or Name: State Planning Policy 3.1 – *Residential Design Codes*
Development Control Policy 2.2 – *Residential Subdivision*

The Proposal complies with WAPC policies unless discussed in Planning Assessment section.

INTRODUCTION:

The subject land is zoned 'Urban' in the Metropolitan Region Scheme (MRS) and 'Residential R40' in the City of Stirling Local Planning Scheme No.3 (LPS 3) (**Attachment 2 - Location and Zoning Plan**). The proposal is compatible with both of these zonings.

Clause 30 of the MRS requires the WAPC is to have regard to the following factors when determining development applications:

- *The purpose for which the land is zoned or reserved under the MRS;*
- *The orderly and proper planning of the locality; and*
- *The preservation of the amenities of the locality.*

CONSULTATION:

The City does not support the application due to the proposed variations to the following aspects of the R-Codes:

- Building size;

- Street setbacks;
- Lot boundary setbacks;
- Parking;
- Design of car parking spaces; and
- Visual privacy.

The City have provided conditions should the application be approved. The proposed variations are discussed in more detail within the 'Comments' section of this report.

COMMENTS:

Proposed Variations

The application proposes the following variations to the R-Codes.

R-Code Provision	Required	Provided
5.1.2 'Street setbacks'	Projection of porch for Unit 1 not to exceed 20% of the frontage at any level.	The porch occupies 22.4% of the frontage.
6.3.3 'Parking' Units 2-5	6 resident car bays and 1 visitor bay. Total no. of bays required for the development = 9 bays (8 resident + 1 visitor) (nb. The required 2 resident bays for Unit 1 have been provided)	4 resident bays and 1 visitor bay. Total no. of bays provided for the development = 7 bays (6 resident + 1 visitor)
6.1.3 'Street setbacks'	Minimum setback of 4m from Unit 2 to the front boundary	2m to the porch; 2.8m to the master suite.
6.1.4 'Lot boundary setbacks'	Minimum setback of 2.5m from Unit 5 to the northern site boundary.	1.45m to kitchen and living area.
6.4.1 'Visual Privacy'	Minimum setback of 7.5m to the Unit 5 balcony from the northern boundary	1.45m to balcony.

The main variations that are proposed relate to car parking requirements and visual privacy impacts on the adjoining property from the Unit 5 balcony. These are discussed in more detail below.

The variations in respect to the front setback to Units 1 and 2 are considered minor and are therefore supported. Likewise, given that the windows along the northern elevation of Unit 5 are to be constructed of visually impermeable materials (obscured glass blocks), there are no overlooking issues from the kitchen and living area within Unit 5. Accordingly, this setback variation is also supported.

Whilst the City raised concern regarding plot ratio, this has been recalculated and has been deemed to be in accordance with the requirements of the R-Codes.

Car Parking Requirements

In respect of on-site parking requirements, the subject land is located in excess of 250 metres from a high frequency bus route and therefore falls within 'Location B' under the R-Codes. In accordance with sections 5.3.3 and 6.3.3 of the R-Codes, a total of 9 bays should be provided on-site, consisting of 8 resident bays and 1 visitor bay. Whilst the original proposal only included 5 resident bays and no visitor bays, a redesign of the site enabled 2 extra bays to be provided within the front setback area, adjacent to Winchelsea Road. One of these bays serves as the second resident bay for Unit 1, whilst the other bay can function as the required visitor bay. However, the proposal is still 2 resident bays short for the multiple dwellings.

The design principles of the R-Codes requires that adequate parking be provided depending upon the type, number and size of dwellings, the availability of street parking and the proximity to public transport facilities. As part of the applicant's justification for the shortfall of 2 bays, they maintain that as Winchelsea Road and Lewes Road are low volume roads with ample street and verge parking, it reduces the need to provide all of the required parking on-site. Whilst street parking is generally acceptable in most residential situations, the subject site abuts a roundabout (at the intersection of Winchelsea Road and Lewes Road) which reduces the opportunity for residents and visitors to park directly in front of the development. Street parking would need to occur further down Winchelsea Road or Lewes Road.

Although the subject site is defined as being within 'Location B' under the R-Codes, the site is located 287 metres from the nearest high frequency bus route which runs down Flinders Street (**Attachment 3 - Proximity to Flinders Street**). If the site was located within 250 metres of Flinders Street, then the development would comply with the on-site parking requirements. Accordingly, as the 287 metre separation distance would be considered as within 'close proximity', a variation to the on-site parking requirement could be entertained. However, it is considered the proposed variation, through the provision of 7 on-site bays in lieu of 9 bays, is too significant in this case.

To address this issue, it is suggested that through a reduction in the plot ratio area of Units 2 and 3, the shortfall could be reduced to a single bay. As per section 6.3.3 of the R-Codes, dwellings that have a plot ratio area greater than 110m² are required to be provided with a minimum of 1.5 parking spaces per dwelling, whilst dwelling units between 75m² and 110m² require 1.25 bays. The impact that a reduction in plot ratio will have on the on-site parking requirements for the multiple dwellings are detailed in the below table, noting that only 1 visitor bay is still required.

Current Proposal			
Unit No.	Size (m²)	No. resident bays required	No. visitor bays required
2	117.64	1.5	0.25
3	118.08	1.5	0.25
4	100.55	1.25	0.25
5	99.0	1.25	0.25
<i>Sub-total</i>		<i>5.5 bays</i>	<i>1 bay</i>

If Units 2 & 3 are reduced to 110m²			
2	110.0	1.25	0.25
3	110.0	1.25	0.25
4	100.55	1.25	0.25
5	99.0	1.25	0.25
<i>Sub-total</i>		<i>5 bays</i>	<i>1 bay</i>

The R-Codes stipulate that if the parking calculation results in a fraction of a lot, then it is to be rounded up to the nearest whole number. Accordingly, the 5.5 resident bays under the current proposal need to be rounded up to 6 bays, whereas only 5 bays are required if Units 2 and 3 were reduced in size. This would result in a shortfall of only 1 resident bay.

Although the application is recommended for refusal, as it does not comply with the R-Codes, if it were to be approved then a condition requiring that Units 2 and 3 not exceed a plot ratio area of 110m² would be recommended.

Visual Privacy

As illustrated by the cone of vision depicted on the proposed site plan, the only visual privacy issue associated with the development relates to the potential overlooking from the Unit 5 balcony into the adjoining property to the north. Although the proposal incorporates the use of timber slats along the northern side of the balcony to reduce the impact, some overlooking is still achieved from the western side of the balcony, facing Winchelsea Road.

It is noted, however, that the balcony looks onto the garage and patio roofs of the adjoining property and not into any active outdoor living areas, such as the backyard. Whilst the use of additional slats could be utilised along the western side of the balcony, this would enclose the space and defeat the purpose of having a balcony. Further, as the northern side is screened, the western side should be left open for solar gain and natural ventilation purposes.

Whilst some overlooking into the adjoining property is noted, it will be minimal and is unlikely to negatively impact on the adjoining property. Accordingly, no changes to the proposed balcony are required.

WAPC Policy

The proposed development reflects the objectives, intent and planning direction of *Directions 2031 and Beyond*, which seeks to increase housing density in the metropolitan area. In this regard, the City of Stirling needs to provide for an additional 31,000 dwellings by 2031. Infill situations, such as this, can contribute to the City achieving this goal. The proposal is considered to be in keeping with State Planning Policy No. 3 – *Urban Growth and Settlement* to promote the efficient and effective use of residential land including suitable infill development in appropriate localities.

The proposal is consistent with Development Control Policy No. 1.2 - *Development Control - General Principles* given:

-
- The development is generally consistent with the provisions of the relevant operative local planning scheme;
 - It incorporates sustainable design which, upon completion of construction, will achieve appropriate community standards of health, safety and amenity;
 - The development is site-responsive and well-connected to the adjacent neighbourhood; and
 - The development is in close proximity to land uses that support daily needs and provides choice and variety in housing stock in the locality.

City of Stirling LPS 3

The subject site falls within the area of the adopted Balga-Westminster-Nollamara Local Area Plan (LAP), which outlines the proposed vision of the area for the next 10-15 years. A key element of the Built Environment goals of the LAP is to provide "more affordable housing and the provision of a greater range of housing". A specific outcome within this section is the need "to investigate and implement the mechanisms in which to provide more affordable and a greater range of housing".

As such, this proposal aims to meet all of the relevant goals and objectives of the LAP by providing much needed urban infill, affordable housing and a creative housing model to encourage similar development in the future. Further, this proposal contains three two-storey buildings, designed to appear as regular two-storey dwellings, which is anticipated to revitalise the image of the area and encourage a greater socio-economic mix of residents.

ALTERNATIVE RECOMMENDATION:

Should the Statutory Planning Committee consider granting a variation to the parking requirements under the R-Codes, and approving the application, the following conditions are recommended.

1. The proposed development being modified as follows:
 - i) Units 2 and 3 are to be reduced in size to a plot ratio area no greater than 110m²;
 - ii) The turning area for Units 4 and 5 are to be paved to accommodate vehicles manoeuvring from the single garages for each unit; and
 - iii) The crossover for the proposed multiple dwellings is to be widened from 4.3 metres to 5.6 metres.
2. All proposed crossovers shall be positioned and constructed to the specification of the Local Government and the satisfaction of the Western Australian Planning Commission.
3. Unless otherwise agreed, all driveways, parking and manoeuvring areas are to be constructed of brick paving, drained and maintained to the specification of the Local Government and the satisfaction of the Western Australian Planning Commission.
4. Gradients to driveways and ramps serving parking areas to comply with Australian Standard 2890.1 and shall be constructed to the specification of the

Local Government and the satisfaction of the Western Australian Planning Commission.

5. Any existing crossovers not part of the development are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the specifications of the Local Government and the satisfaction of the Western Australian Planning Commission.
6. One (1) visitor parking space shall be permanently marked for the exclusive use of visitor's parking to the specification of the Local Government and the satisfaction of the Western Australian Planning Commission.
8. Stormwater from all roofed and paved areas to be collected and contained on site to the specification of the Local Government and the satisfaction of the Western Australian Planning Commission.
9. All landscaping areas as shown on the approved plans shall be completed prior to the first occupation of the development to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission, and thereafter maintained by the owner(s)/occupier(s).
10. Any on-site clothes drying facilities shall be screened from the public view to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.
11. Adequate lighting shall be provided to communal pathways and parking areas to the specification of the Local Government and the satisfaction of the Western Australian Planning Commission.
12. The boundary walls shall not exceed the height depicted on the approved plans, and the surface finish of the wall facing a neighbour should be to the satisfaction of the adjoining neighbour or, in the case of a dispute, to the satisfaction of the Western Australian Planning Commission.
13. A minimum setback of 750mm from the lot boundaries to the proposed eaves is to be maintained to the satisfaction of the Western Australian Planning Commission.

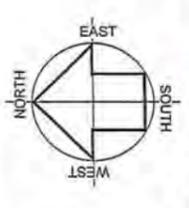
ADVICE TO APPLICANT

1. This is not a building licence or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.
2. Construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and public holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.

-
3. The applicant is advised that all street trees located in verge areas adjoining the subject lot shall be retained and protected during construction works.
 4. The applicant is advised that no changes to the verge levels are permitted.
 5. No walls, fences or letterboxes above 0.75 metres in height are to be constructed within 1.5 metres of where walls or fences adjoin vehicular access points to the site, a driveway meets a public street or two streets intersect, unless the further approval of the Western Australian Planning Commission is obtained.
 6. All boundary fencing behind the front setback line is to be in accordance with the City of Stirling's Local Laws pertaining to the provision of a sufficient fence, to the satisfaction of the Western Australian Planning Commission.

CONCLUSION:

The proposed development provides housing variety, accords with orderly and proper planning and is consistent with the purpose of the site's zoning under both the MRS and LPS 3. Whilst some variations to the R-Codes in respect to setbacks and visual privacy are considered acceptable, the variation to the on-site car parking requirements is not supported. It is therefore recommended that this application be refused.



now living.

LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004
 EL: (08) 6461 5350 FAX: (08) 6461 5383
 P.O. BOX 131, MT. HAWTHORN WA 6015
 REG. BUILDER N°: 6915 A.C.M. 009 063076

LOT 174

1009sqm
 SANDY GRASS COVER

NOTE: BOUNDARY POSITION AS PER ALIGNMENT REQUIRES REPEG SURVEY

NOTE: APPROXIMATELY 9.3 Km FROM COAST LINE

NOTE: ADD 59.95 TO ALL LEVELS ON PLAN TO OBTAIN APPROXIMATE A.H.D. LEVELS. THIS VALUE DERIVED FROM WATER CORP. AS CONSTRUCTED RECORDS & MAY NOT BE EXACT. AN A.H.D. SURVEY IS REQUIRED TO OBTAIN AN ACCURATE VALUE.

NOTE: PANEL & POST RETAINING WALLS BY BUILDER TO ENGINEER'S DETAIL. ALL RETAINING WALLS SHOWN DO NOT ALLOW FOR EMBEDMENT. FOR EMBEDMENT, REFER TO ENGINEER'S DETAILS.

NOTE: N1 WIND CLASSIFICATION. REFER TO ENGINEERS SPECIFICATION.

NOTE: OWNER IS RESPONSIBLE FOR THE REMOVAL AND REINSTATEMENT OF ANY EXISTING FENCES OR TEMPORARY FENCING MUST OBTAIN WRITTEN APPROVAL FROM ADJOINING OWNERS FOR ANY FENCE REMOVAL ON BOUNDARY.

STORMWATER DISPOSAL BY BUILDER TO COUNCIL REQUIREMENTS. REFER SHEET 29 FOR DETAILS.

33c HIGH PARAPET WALL IN 2c BLOCK FACE BRICK LAID THIRD BOND WITH 'V' GUTTER IN BEHIND & TERMIMESH TERMITE BARRIER

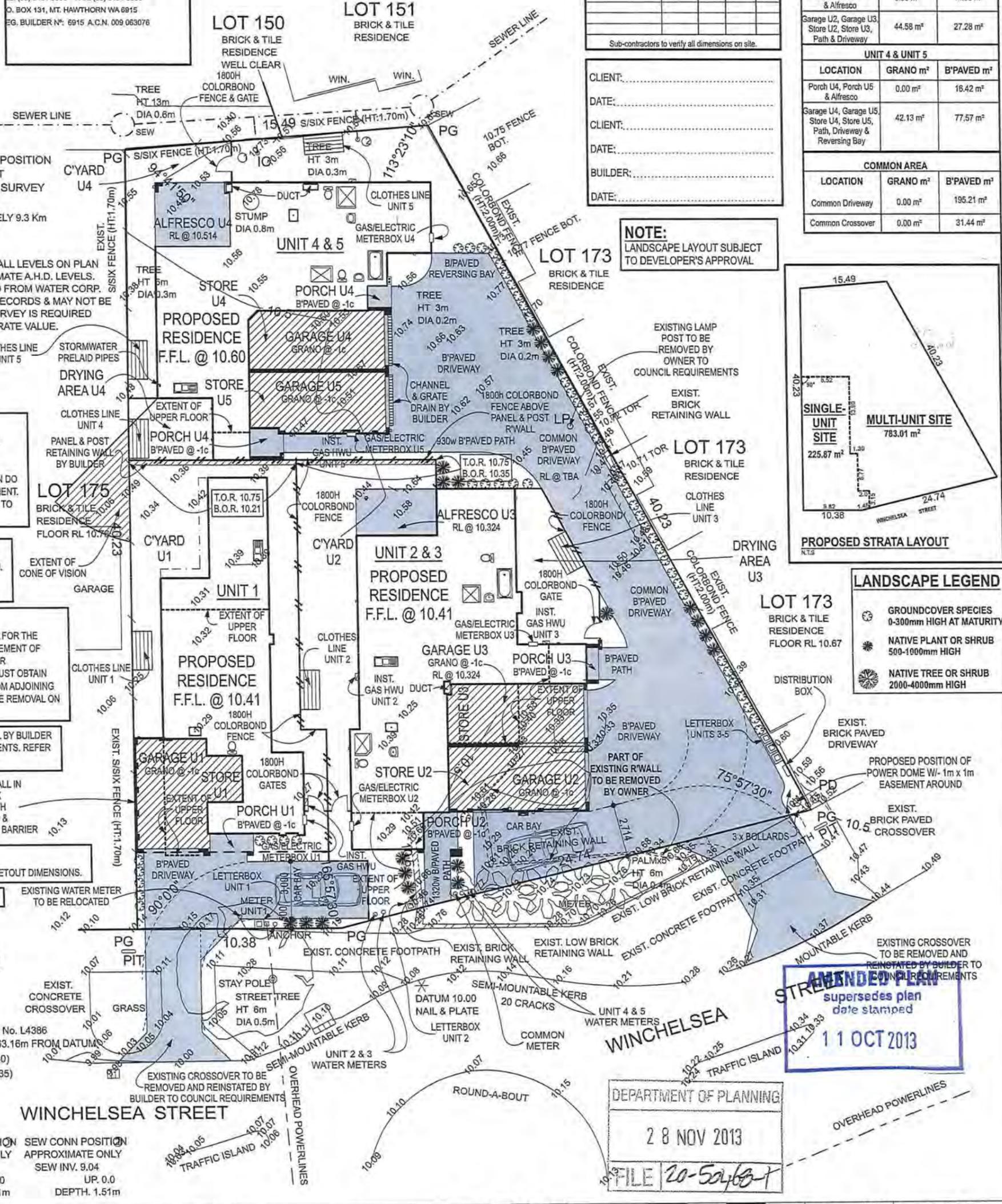
NOTE: REFER SHEET 28 FOR SETOUT DIMENSIONS.

COASTAL CATEGORY 4

SITE PLAN
 SCALE 1:200

NOTE: SEWER MH No. L4386 APPROXIMATELY 63.16m FROM DATUM (LOCAL LEVEL. 9.40) (A.H.D. LEVEL. 69.35)

SEW CONN POSITION APPROXIMATE ONLY
 SEW INV. 9.02 UP. 0.0 DEPTH. 1.71m



WARNING!
 BOUNDARY RE-PEG SURVEY
 REQUIRED TO CONFIRM PEG POSITIONS

HOME ID	81334-81336
REVISION	VO #
AMENDED	MC
AMENDED	26.11.13
	MC

ATTACHMENT 1

Garage, UMB, Store, Path & X'Over	24.81 m ²	34.90 m ²
UNIT 2 & UNIT 3		
LOCATION	GRANO m ²	B'PAVED m ²
Porch U2, Porch U3 & Alfresco	0.00 m ²	14.68 m ²
Garage U2, Garage U3, Store U2, Store U3, Path & Driveway	44.58 m ²	27.28 m ²
UNIT 4 & UNIT 5		
LOCATION	GRANO m ²	B'PAVED m ²
Porch U4, Porch U5 & Alfresco	0.00 m ²	16.42 m ²
Garage U4, Garage U5, Store U4, Store U5, Path, Driveway & Reversing Bay	42.13 m ²	77.57 m ²
COMMON AREA		
LOCATION	GRANO m ²	B'PAVED m ²
Common Driveway	0.00 m ²	195.21 m ²
Common Crossover	0.00 m ²	31.44 m ²

CLIENT: _____
 DATE: _____
 CLIENT: _____
 DATE: _____
 BUILDER: _____
 DATE: _____

NOTE:
 LANDSCAPE LAYOUT SUBJECT TO DEVELOPER'S APPROVAL



LANDSCAPE LEGEND

- GROUND COVER SPECIES 0-300mm HIGH AT MATURITY
- NATIVE PLANT OR SHRUB 500-1000mm HIGH
- NATIVE TREE OR SHRUB 2000-4000mm HIGH

LOT 173
 BRICK & TILE RESIDENCE
 FLOOR RL 10.67

LOT 173
 BRICK & TILE RESIDENCE
 FLOOR RL 10.67

LOT 173
 BRICK & TILE RESIDENCE
 FLOOR RL 10.67

AMENDED PLAN
 supersedes plan
 date stamped
11 OCT 2013

DEPARTMENT OF PLANNING
 28 NOV 2013
 FILE 20-50468-1

CLIENT	DEPARTMENT OF HOUSING	BUILDER	IMPRESSIONS
LOT	174 WINCHELSEA STREET	AUTHORITY	STIRLING
SUBURB	NOLLAMARA	MAP REF.	312 24 66
PLAN	8025	C/T Vol.Fol.	2137 / 278
DATE OF SURVEY	20.11.12	SCALE	1:200 @ A3
JOB No. OURS:	182375	YOURS:	81334-6

SCALE BAR	DRAFTED	M.R.	SURVEYOR A.P.
SERVICE INFORMATION			
GAS	YES	BTC	PRELAI
AREA	ESTABLISHED	TELSTRA	YES
WATER	SV STOP VALVE	HY HYDRANT	FP FLUSH POINT
SEWERAGE	SEW SEWER MANHOLES	IS INSPECTION SHAFT	IO INSPECTION OPENING
POWER	CP CONSUMER POLE	PP POWER POLE	LP LAMP POST
STORMWATER	SW MANHOLE	GRATE	SIDE ENTRY PIT
SURVEY	PF PEG FOUND	Pdist PEG DISTURBED	PG PEG GONE

AUTOMATED SURVEYS
 LICENSED SURVEYORS AND DEVELOPMENT CONSULTANTS
 PTY LTD
 3 Ord Street West Perth W.A. 6005
 Telephone: +61 (08) 9214 1777
 Facsimile: +61 (08) 9214 1778

The information on this drawing is current as at the date of survey. Services are to be confirmed with relevant Authorities. This includes without limitation: Sewerage, Water Supply, Drainage, Power Supply, Gas Supply & Communications. Further interests / modifications / encumbrances may be listed on the Certificate of Title. Location of boundary in relation to fences or boundary markers is not guaranteed. Boundary is placed arbitrarily as per 'best fit'. Repeg Survey will be required. Copyright 2009 Automated Surveys Pty Ltd. All rights reserved.

NOTE:

- CLAY BRICKS TO INTERNAL WALLS.
- R4.0 INSULATION TO ALL ROOFED CEILING AREAS OF HOUSE ONLY.
- FLOOR WASTES AND CEILING VENTS SHOWN DIAGRAMMATICALLY ONLY.

SA DENOTES SMOKE ALARM

PLUMBING NOTE:

ALL PLUMBING BELOW UPPER FLOOR SLAB AS PER BCA ACOUSTIC REQUIREMENTS.

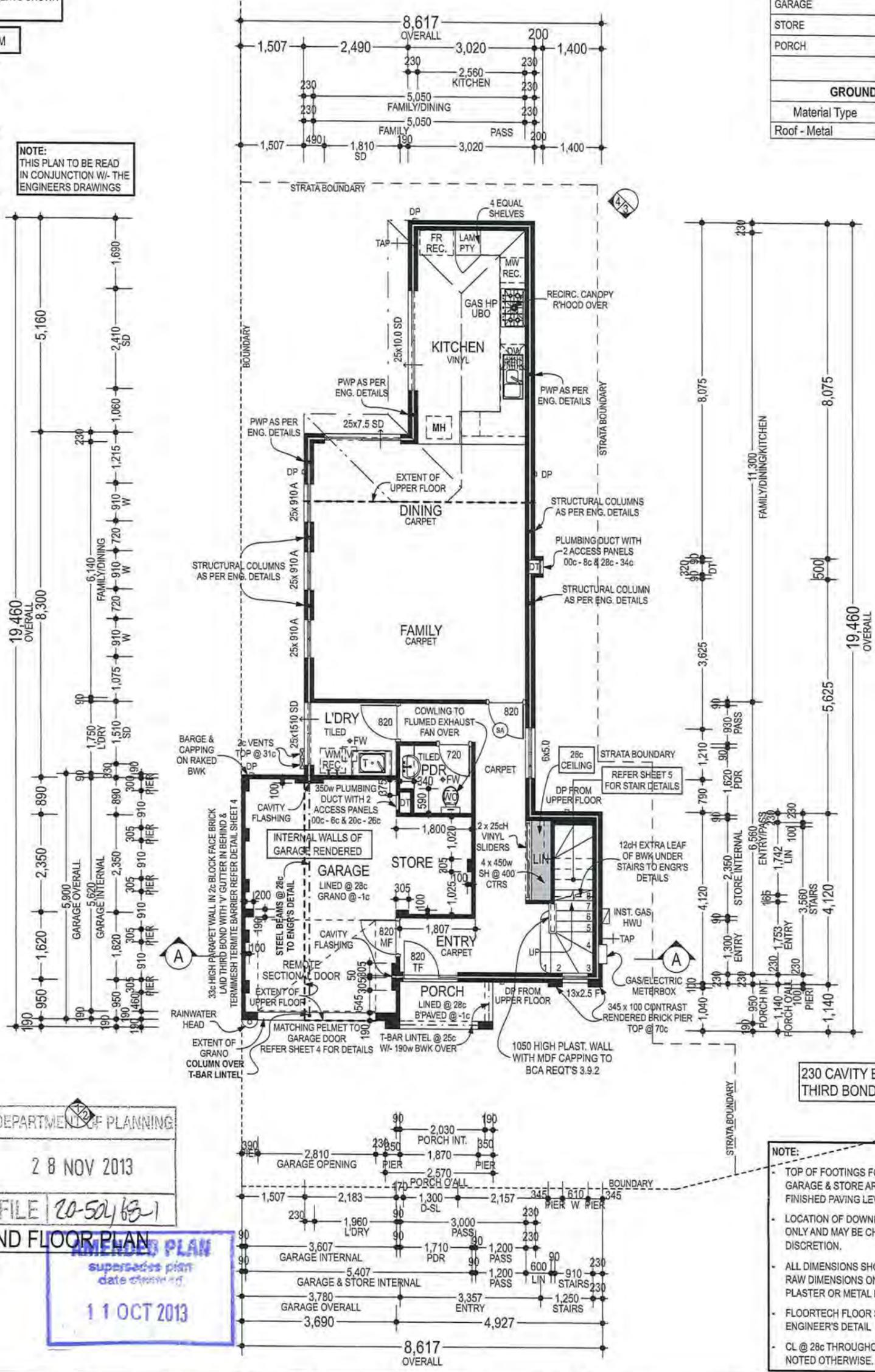
NOTE:

ROOF CONSTRUCTION AS PER ENGINEER'S DETAIL.

NOTE:

THIS PLAN TO BE READ IN CONJUNCTION W/ THE ENGINEERS DRAWINGS

AREAS: GROUND FLOOR		
	PERIM. (m)	AREA (m ²)
HOUSE AREA (Ground)	55.27	79.99
GARAGE	19.37	21.67
STORE	8.31	4.24
PORCH	7.42	2.60
		108.50 m ²
GROUND ROOF AREAS		
Material Type	Area (m ² on the flat)	
Roof - Metal	36.04	



DEPARTMENT OF PLANNING

28 NOV 2013

FILE 20-50463-1

GROUND FLOOR PLAN

SCALE 1:100

AMENDED PLAN

supersedes plan date 26.11.13

11 OCT 2013

NOTE:

- TOP OF FOOTINGS FOR PIERS TO PORCH, GARAGE & STORE ARE TO BE 2c BELOW FINISHED PAVING LEVEL.
- LOCATION OF DOWNPIPES IS INDICATIVE ONLY AND MAY BE CHANGED AT BUILDERS DISCRETION.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE RAW DIMENSIONS ONLY WHICH DO NOT INCLUDE PLASTER OR METAL BEADING TO BRICKWORK.
- FLOORTECH FLOOR SLAB TO UPPER FLOOR TO ENGINEER'S DETAIL
- CL @ 28c THROUGHOUT GROUND FLOOR UNLESS NOTED OTHERWISE.

<p>NOW living</p> <p>LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004</p> <p>TEL: (08) 6461 5350 FAX: (08) 6461 5383</p> <p>P.O. BOX 131, MT. HAWTHORN WA 6915</p> <p>REG. BUILDER N^o: 6915 A.C.N. 009 063076</p>	<table border="1"> <thead> <tr> <th>REVISION</th> <th>VO #</th> <th>DRN</th> <th>DATE</th> <th>CHK</th> </tr> </thead> <tbody> <tr> <td>ENG. DETAILS</td> <td></td> <td>JES</td> <td>26.03.13</td> <td>SZ</td> </tr> <tr> <td>AMENDED</td> <td></td> <td>DR</td> <td>23.04.13</td> <td>DR</td> </tr> <tr> <td>AM. (STRATA BDRY)</td> <td></td> <td>MC</td> <td>16.08.13</td> <td>MC</td> </tr> <tr> <td></td> <td></td> <td>MC</td> <td>26.11.13</td> <td>MC</td> </tr> </tbody> </table>	REVISION	VO #	DRN	DATE	CHK	ENG. DETAILS		JES	26.03.13	SZ	AMENDED		DR	23.04.13	DR	AM. (STRATA BDRY)		MC	16.08.13	MC			MC	26.11.13	MC	<p>CLIENT:</p> <p>DATE:</p> <p>CLIENT:</p> <p>DATE:</p> <p>BUILDER:</p> <p>DATE:</p>	<p>CLIENT: DOH</p> <p>ADDRESS: LOT 174 (UNIT 1) WINCHELSEA STREET NOLLAMARA</p>	<p>© COPYRIGHT</p> <p>ONE-OFF</p> <table border="1"> <tr> <td>MODEL N^o</td> <td>DATE</td> </tr> <tr> <td>MAP REF.</td> <td>WIND RATING</td> </tr> <tr> <td>312 24 66</td> <td>N1</td> </tr> <tr> <td>COASTAL CATEGORY</td> <td>ENGINEERS DETAIL</td> </tr> <tr> <td>4</td> <td>D10</td> </tr> <tr> <td>HOME ID</td> <td>SHEET N^o</td> </tr> <tr> <td>81334</td> <td>1 OF 30</td> </tr> </table>	MODEL N ^o	DATE	MAP REF.	WIND RATING	312 24 66	N1	COASTAL CATEGORY	ENGINEERS DETAIL	4	D10	HOME ID	SHEET N ^o	81334	1 OF 30
	REVISION	VO #	DRN	DATE	CHK																																						
ENG. DETAILS		JES	26.03.13	SZ																																							
AMENDED		DR	23.04.13	DR																																							
AM. (STRATA BDRY)		MC	16.08.13	MC																																							
		MC	26.11.13	MC																																							
MODEL N ^o	DATE																																										
MAP REF.	WIND RATING																																										
312 24 66	N1																																										
COASTAL CATEGORY	ENGINEERS DETAIL																																										
4	D10																																										
HOME ID	SHEET N ^o																																										
81334	1 OF 30																																										

DOCNO:81334\3\DRAWINGS

STD Drawn By: FG 4-8-11 ORIGINAL

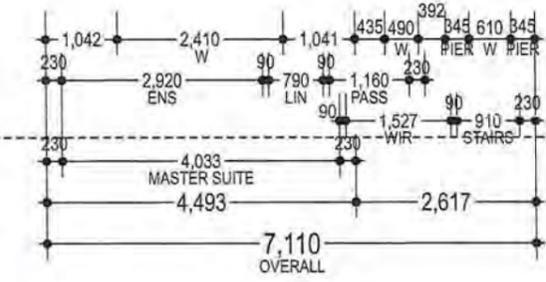
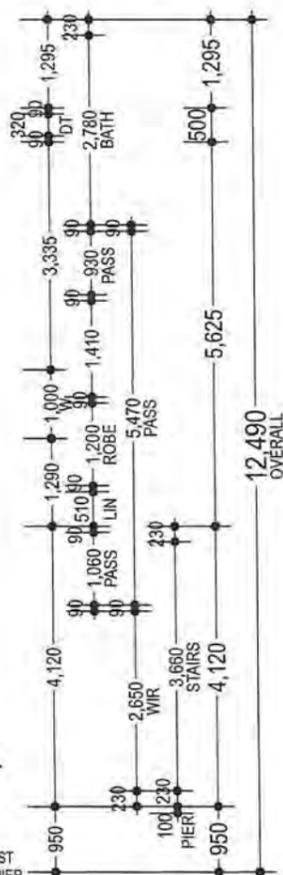
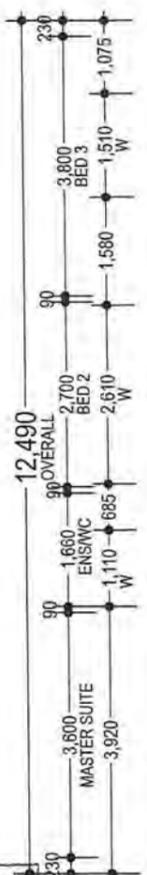
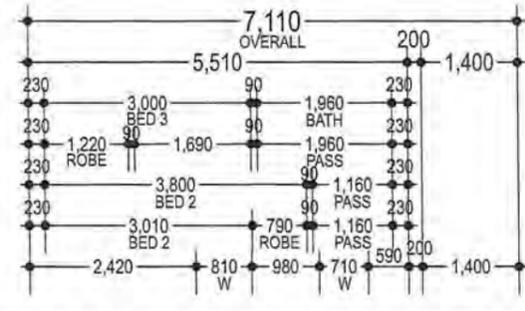
NOTE:
 - CLAY BRICKS TO INTERNAL WALLS.
 - R4.0 INSULATION TO ALL ROOFED CEILING AREAS OF HOUSE ONLY.
 - FLOOR WASTES AND CEILING VENTS SHOWN DIAGRAMMATICALLY ONLY.

(SA) DENOTES SMOKE ALARM

PLUMBING NOTE:
 ALL PLUMBING BELOW UPPER FLOOR SLAB AS PER BCA ACOUSTIC REQUIREMENTS.

NOTE:
 ROOF CONSTRUCTION AS PER ENGINEER'S DETAIL.

AREAS: UPPER FLOOR		
	PERIM. (m)	AREA (m ²)
HOUSE AREA (Upper)	40.00	74.61
		74.61 m ²
UPPER ROOF AREAS		
Material Type	Area [m ² on the flat]	
Roof - Metal	89.91	



DEPARTMENT OF PLANNING
 28 NOV 2013
 FILE 20-50468-1

UPPER FLOOR PLAN
 SCALE 1:100

AMENDED PLAN
 supersedes plan
 date stamped
 11 OCT 2013

230 CAVITY BRICKWORK
 THIRD BOND FINISH EXTERNALLY

NOTE:
 - LOCATION OF DOWNPIPES IS INDICATIVE ONLY AND MAY BE CHANGED AT BUILDERS DISCRETION.
 - ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE RAW DIMENSIONS ONLY WHICH DO NOT INCLUDE PLASTER OR METAL BEADING TO BRICKWORK.
 - FLOORTECH FLOOR SLAB TO UPPER FLOOR TO ENGINEER'S DETAIL.
 - CL @ 28c + PL THROUGHOUT GROUND FLOOR UNLESS NOTED OTHERWISE.

NOW living
 LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004
 TEL: (08) 6461 5350 FAX: (08) 6461 5383
 P.O. BOX 131, MT. HAWTHORN WA 6915
 REG. BUILDER N^o: 6915 A.C.N. 009 063076

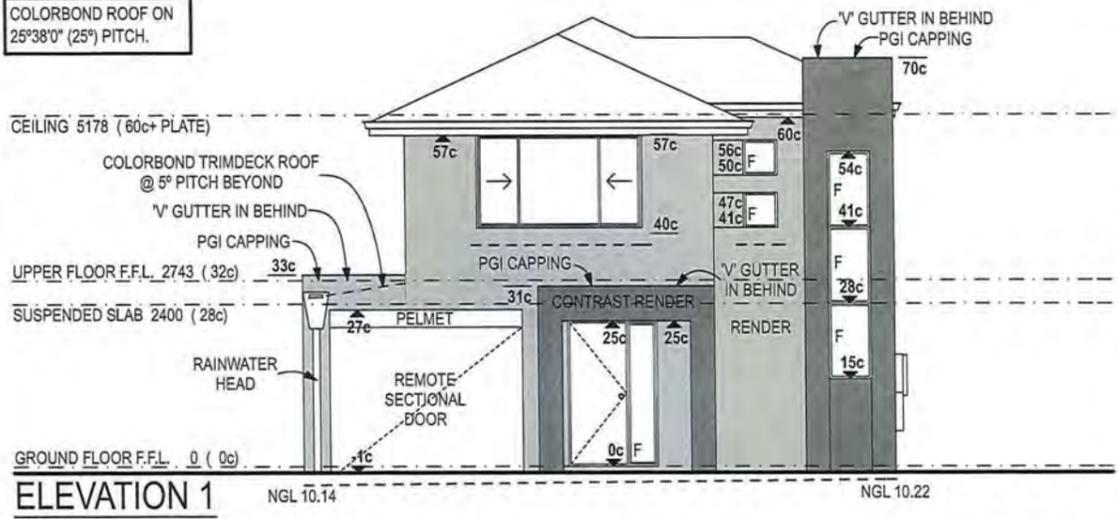
REVISION	VO #	DRN	DATE	CHK
ENG. DETAILS		JES	26.03.13	SZ
AMENDED		DR	23.04.13	DR
AM. (STRATA BDRY)		MC	16.08.13	MC
		MC	26.11.13	MC

CLIENT:
 DATE:
 CLIENT:
 DATE:
 BUILDER:
 DATE:

CLIENT:
 DOH
 ADDRESS:
 LOT 174
 (UNIT 1)
 WINCHELSEA STREET
 NOLLAMARA

ONE-OFF	
MODEL N ^o	DATE
MAP REF.	WIND RATING
COASTAL CATEGORY	ENGINEERS DETAIL
HOME ID	SHEET N ^o

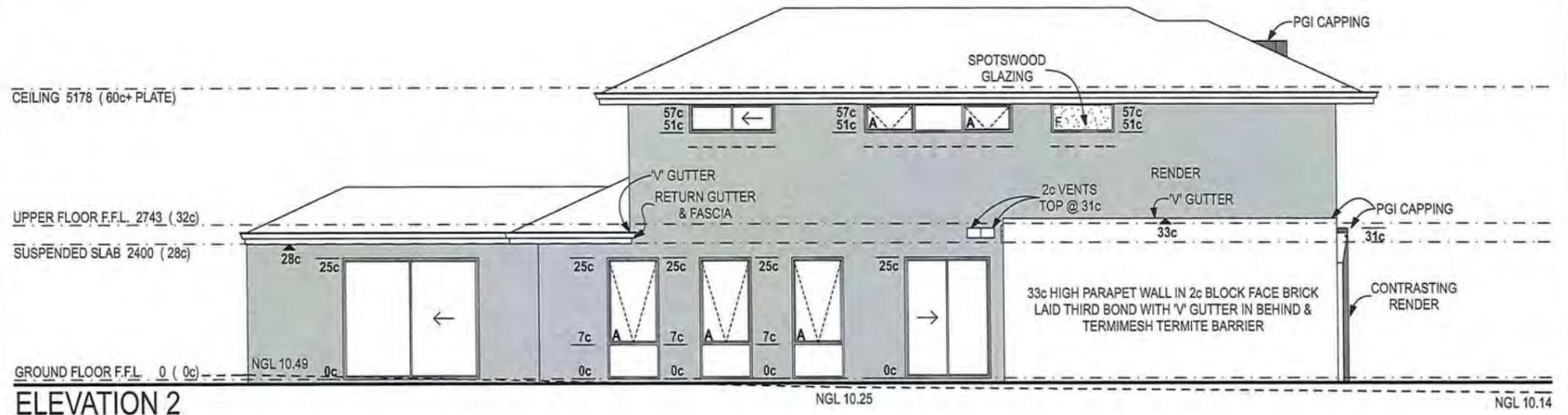
COLORBOND ROOF ON 25°38'0" (25°) PITCH.



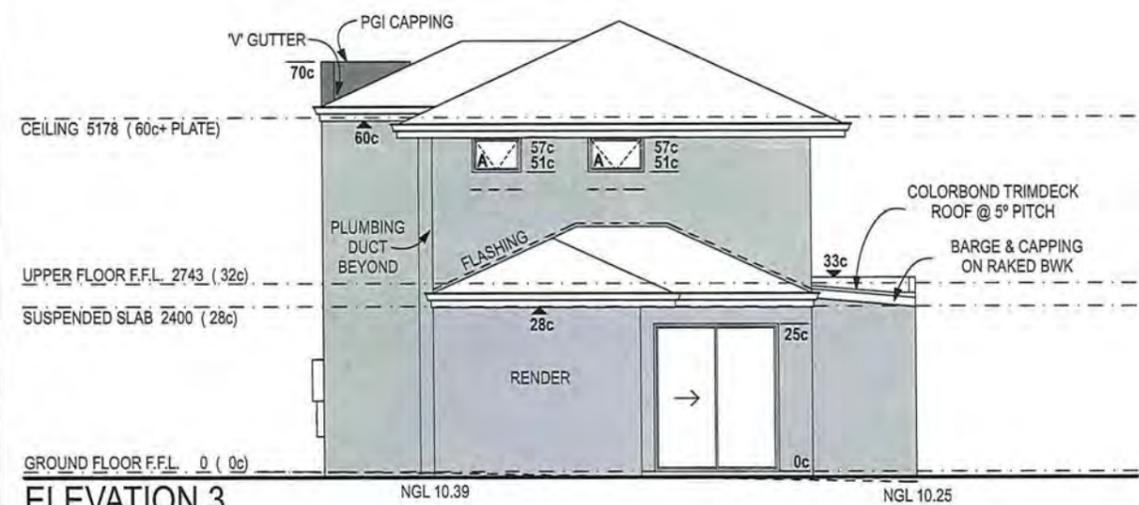
NOTE:

- EXTENT OF PAINTED SAND FINISH RENDER SHOWN SHADED, DARKER SHADE DENOTES CONTRAST RENDER.
- FLOORTECH FLOOR SLAB TO UPPER FLOOR TO ENGINEER'S DETAIL
- THE BUILDER RESERVES THE RIGHT TO FORM A 'V' JOINT TO EXTERNAL WALLS AROUND UPPER FLOOR LEVELS.
- PROVIDE FLASHING TO ALL UPPER FLOOR WINDOWS AS INDICATED DASHED LINE

ELEVATION 1
SCALE 1:100



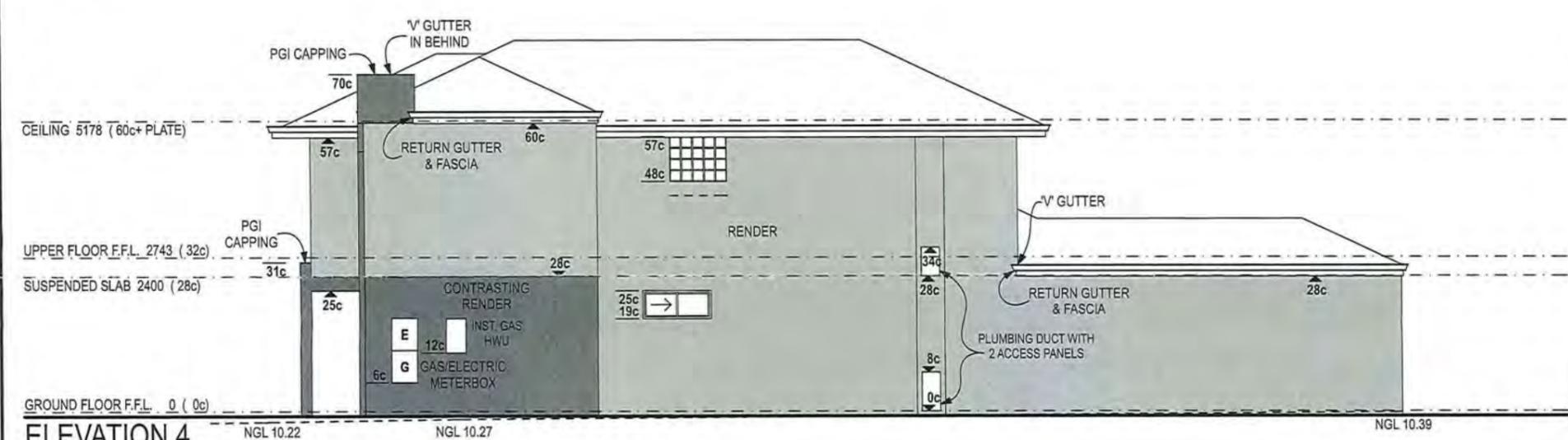
ELEVATION 2
SCALE 1:100



ELEVATION 3
SCALE 1:100

AMENDED PLAN
supersedes plan
date stamped
11 OCT 2013

DEPARTMENT OF PLANNING
28 NOV 2013
FILE 20-50468-1



ELEVATION 4
SCALE 1:100

<p>NOW living</p> <p>LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004 TEL: (08) 6461 5350 FAX: (08) 6461 5383 P.O. BOX 131, MT. HAWTHORN WA 6915 REG. BUILDER N°: 6915 A.C.N. 009 063076</p>	<table border="1"> <thead> <tr> <th>REVISION</th> <th>VO #</th> <th>DRN</th> <th>DATE</th> <th>CHK</th> </tr> </thead> <tbody> <tr> <td>ENG. DETAILS</td> <td></td> <td>JES</td> <td>26.03.13</td> <td>SZ</td> </tr> <tr> <td>AMENDED</td> <td></td> <td>DR</td> <td>23.04.13</td> <td>DR</td> </tr> <tr> <td>AM. (STRATA</td> <td>BDRY)</td> <td>MC</td> <td>16.08.13</td> <td>MC</td> </tr> <tr> <td></td> <td></td> <td>MC</td> <td>26.11.13</td> <td>MC</td> </tr> </tbody> </table>	REVISION	VO #	DRN	DATE	CHK	ENG. DETAILS		JES	26.03.13	SZ	AMENDED		DR	23.04.13	DR	AM. (STRATA	BDRY)	MC	16.08.13	MC			MC	26.11.13	MC	<p>CLIENT:</p> <p>DATE:</p> <p>CLIENT:</p> <p>DATE:</p> <p>BUILDER:</p> <p>DATE:</p>	<p>CLIENT: DOH</p> <p>ADDRESS: LOT 174 (UNIT 1) WINCHELSEA STREET NOLLAMARA</p>	<p>© COPYRIGHT</p> <p>ONE-OFF</p> <table border="1"> <tr> <td>MODEL N°</td> <td>DATE</td> </tr> <tr> <td>MAP REF.</td> <td>WIND RATING</td> </tr> <tr> <td>312 24 66</td> <td>N1</td> </tr> <tr> <td>COASTAL CATEGORY</td> <td>ENGINEERS DETAIL</td> </tr> <tr> <td>4</td> <td>D10</td> </tr> <tr> <td>HOME ID</td> <td>SHEET N°</td> </tr> <tr> <td>81334</td> <td>3 OF 30</td> </tr> </table>	MODEL N°	DATE	MAP REF.	WIND RATING	312 24 66	N1	COASTAL CATEGORY	ENGINEERS DETAIL	4	D10	HOME ID	SHEET N°	81334	3 OF 30
	REVISION	VO #	DRN	DATE	CHK																																						
	ENG. DETAILS		JES	26.03.13	SZ																																						
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HOME ID	SHEET N°																																										
81334	3 OF 30																																										
Sub-contractors to verify all dimensions on site.																																											
STD Drawn By: FG 4-8-11 ORIGINAL																																											

NOTE:

- CLAY BRICKS TO INTERNAL WALLS.
- R4.0 INSULATION TO ALL ROOFED CEILING AREAS OF HOUSE ONLY.
- FLOOR WASTES AND CEILING VENTS SHOWN DIAGRAMMATICALLY ONLY.

SA DENOTES SMOKE ALARM

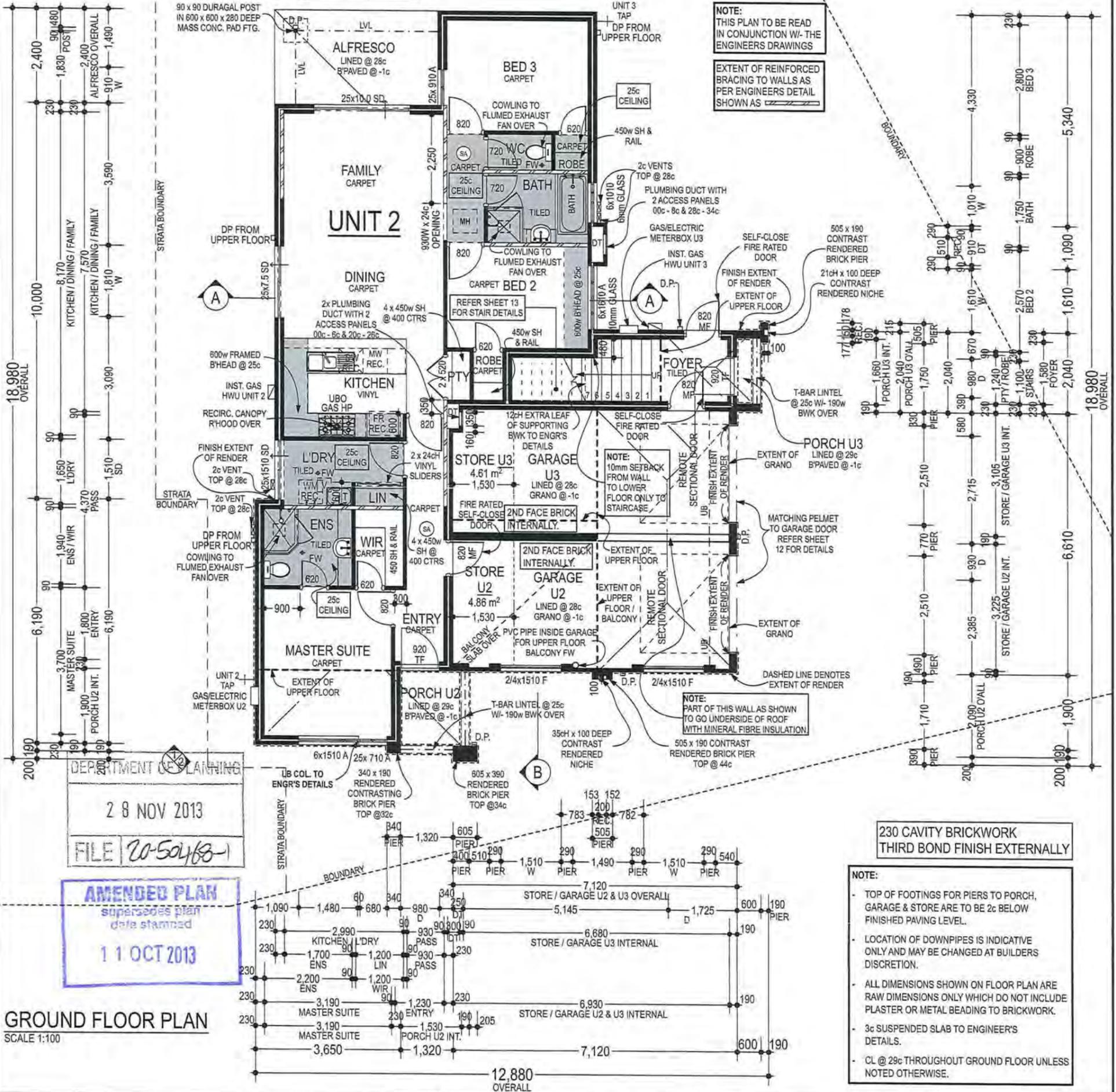
PLUMBING NOTE:
ALL PLUMBING BELOW UPPER FLOOR SLAB AS PER BCA ACOUSTIC REQUIREMENTS.

NOTE:
ROOF CONSTRUCTION AS PER ENGINEER'S DETAILS.

NOTE:
THIS PLAN TO BE READ IN CONJUNCTION W/ THE ENGINEERS DRAWINGS

EXTENT OF REINFORCED BRACING TO WALLS AS PER ENGINEERS DETAIL SHOWN AS

AREAS: GROUND FLOOR		
	PERIM. (m)	AREA (m ²)
HOUSE AREA U3	62.42	117.64
GARAGE U2	18.03	18.90
GARAGE U3	17.99	18.78
ALFRESCO	13.00	9.84
STORE U3	9.99	4.79
STORE U2	9.47	4.71
PORCH U2	9.11	3.82
PORCH U3	6.09	1.32
		179.80 m ²
GROUND ROOF AREAS		
AREA [m ² ON THE FLAT]		47.46



DEPARTMENT OF PLANNING
28 NOV 2013
FILE 20-50468-1
AMENDED PLAN
supersedes plan date stamped
11 OCT 2013

GROUND FLOOR PLAN
SCALE 1:100

230 CAVITY BRICKWORK THIRD BOND FINISH EXTERNALLY

NOTE:

- TOP OF FOOTINGS FOR PIERS TO PORCH, GARAGE & STORE ARE TO BE 2c BELOW FINISHED PAVING LEVEL.
- LOCATION OF DOWNPIPES IS INDICATIVE ONLY AND MAY BE CHANGED AT BUILDERS DISCRETION.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE RAW DIMENSIONS ONLY WHICH DO NOT INCLUDE PLASTER OR METAL BEADING TO BRICKWORK.
- 3c SUSPENDED SLAB TO ENGINEER'S DETAILS.
- CL @ 29c THROUGHOUT GROUND FLOOR UNLESS NOTED OTHERWISE.

NOW living
LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004
TEL: (08) 6461 5350 FAX: (08) 6461 5383
P.O. BOX 131, MT. HAWTHORN WA 6915
REG. BUILDER N°: 6915 A.C.N. 009 063076

REVISION	VO #	DRN	DATE	CHK
ENG. DETAILS		JKB	26.03.13	SZ
AMENDED		DR	23.04.13	DR
AM. (STRATA BDRY)		MC	18.08.13	MC
		MC	26.11.13	MC

CLIENT: D.O.H.
DATE: 26.11.13
ADDRESS: LOT 174 (UNIT 2 & 3) WINCHELSEA STREET NOLLAMARA
BUILDER: [Blank]
DATE: [Blank]

CLIENT: D.O.H.
ADDRESS: LOT 174 (UNIT 2 & 3) WINCHELSEA STREET NOLLAMARA

ONE-OFF	
MODEL N°	DATE
MAP REF.	WIND RATING
312 24 66	N1
COASTAL CATEGORY	ENGINEERS DETAIL
4	D10
HOME ID	SHEET N°
81335	9 OF 30

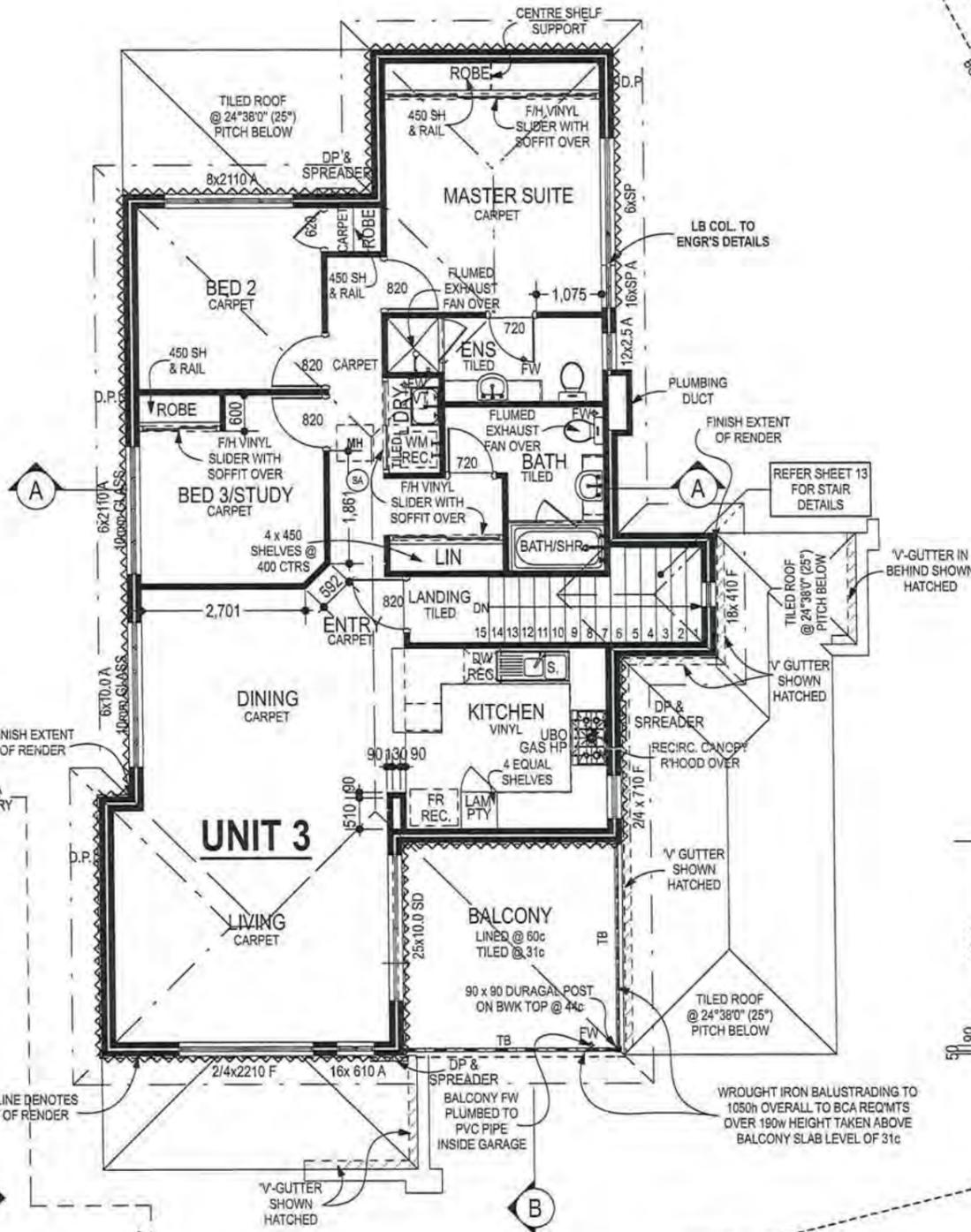
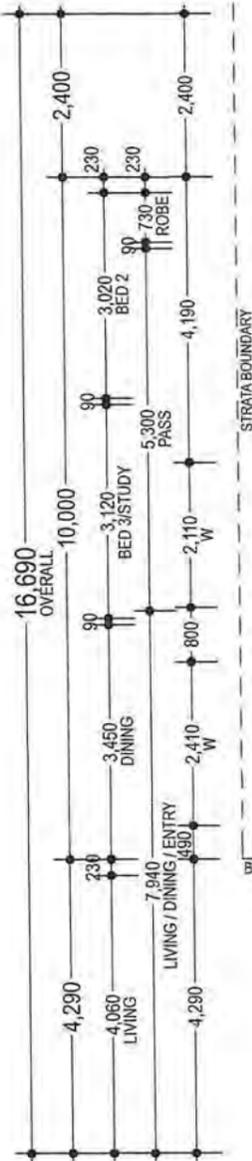
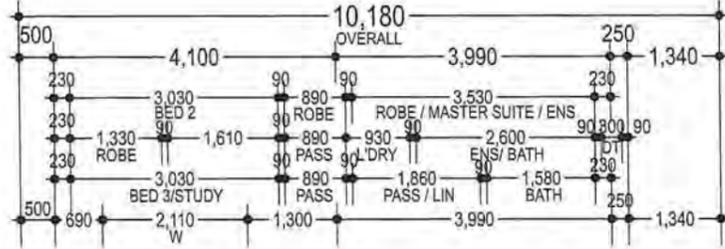
NOTE:
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 - R4.0 INSULATION TO ALL ROOFED CEILING AREAS OF HOUSE ONLY.
 - FLOOR WASTES AND CEILING VENTS SHOWN DIAGRAMMATICALLY ONLY.

Ⓢ DENOTES SMOKE ALARM

PLUMBING NOTE:
 ALL PLUMBING BELOW UPPER FLOOR SLAB AS PER BCA ACOUSTIC REQUIREMENTS.

NOTE:
 ROOF CONSTRUCTION AS PER ENGINEER'S DETAILS.

AREAS: UPPER FLOOR		
	PERIM. (m)	AREA (m ²)
HOUSE AREA U4	54.22	118.08
BALCONY	14.28	12.74
		130.82 m ²
UPPER ROOF AREAS		
AREA [m ² ON THE FLAT]		157.29



DEPARTMENT OF PLANNING
 28 NOV 2013
 FILE 20-50483-1

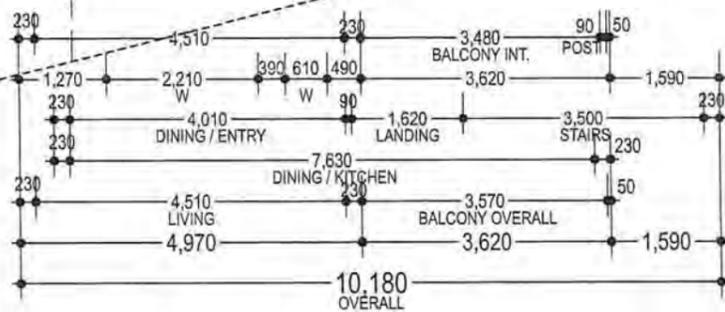
AMENDED PLAN
 superseded plan
 date stamped
 11 OCT 2013

UPPER FLOOR PLAN
 SCALE 1:100

NOTE:
 EXTENT OF R 2.0 FOIL CAVITY WALL INSULATION SHOWN AS

230 CAVITY BRICKWORK
 THIRD BOND FINISH EXTERNALLY

NOTE:
 - LOCATION OF DOWNPIPES IS INDICATIVE ONLY AND MAY BE CHANGED AT BUILDERS DISCRETION.
 - ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE RAW DIMENSIONS ONLY WHICH DO NOT INCLUDE PLASTER OR METAL BEADING TO BRICKWORK.
 - 3c SUSPENDED SLAB TO ENGINEER'S DETAILS.
 - CL @ 28c + PL THROUGHOUT UPPER FLOOR UNLESS NOTED OTHERWISE.



NOW living
 LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004
 TEL: (08) 6461 5350 FAX: (08) 6461 5383
 P.O. BOX 131, MT. HAWTHORN WA 6915
 REG. BUILDER N^o: 6915 A.C.N. 009 063076

REVISION	VO #	DRN	DATE	CHK
ENG. DETAILS		JKB	26.03.13	SZ
AMENDED		DR	23.04.13	DR
AM. (STRATA BDRY)		MC	16.08.13	MC
		MC	26.11.13	MC

CLIENT:.....
 DATE:.....
 CLIENT:.....
 DATE:.....
 BUILDER:.....
 DATE:.....

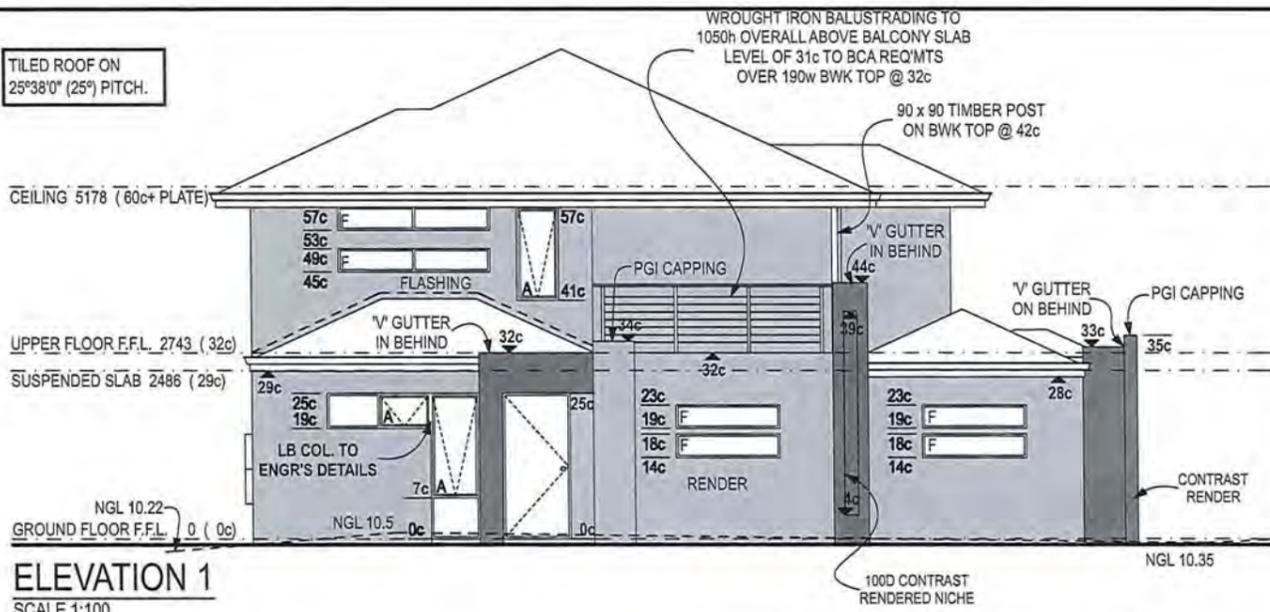
CLIENT:
 D.O.H.
 ADDRESS:
 LOT 174
 (UNIT 2 & 3)
 WINCHELSEA STREET
 NOLLAMARA

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ONE-OFF

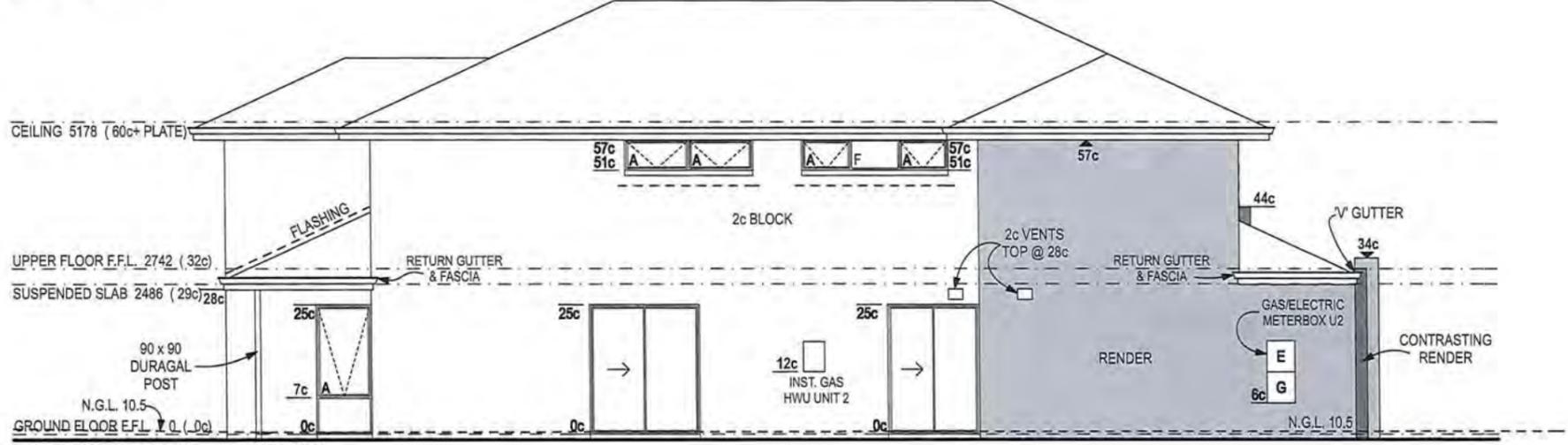
MODEL N ^o	DATE
MAP REF.	WIND RATING
312 24 66	N1
COASTAL CATEGORY	ENGINEERS DETAIL
4	D10
HOME ID	SHEET N ^o
81335	10 OF 30

TILED ROOF ON 25°38'0" (25°) PITCH.

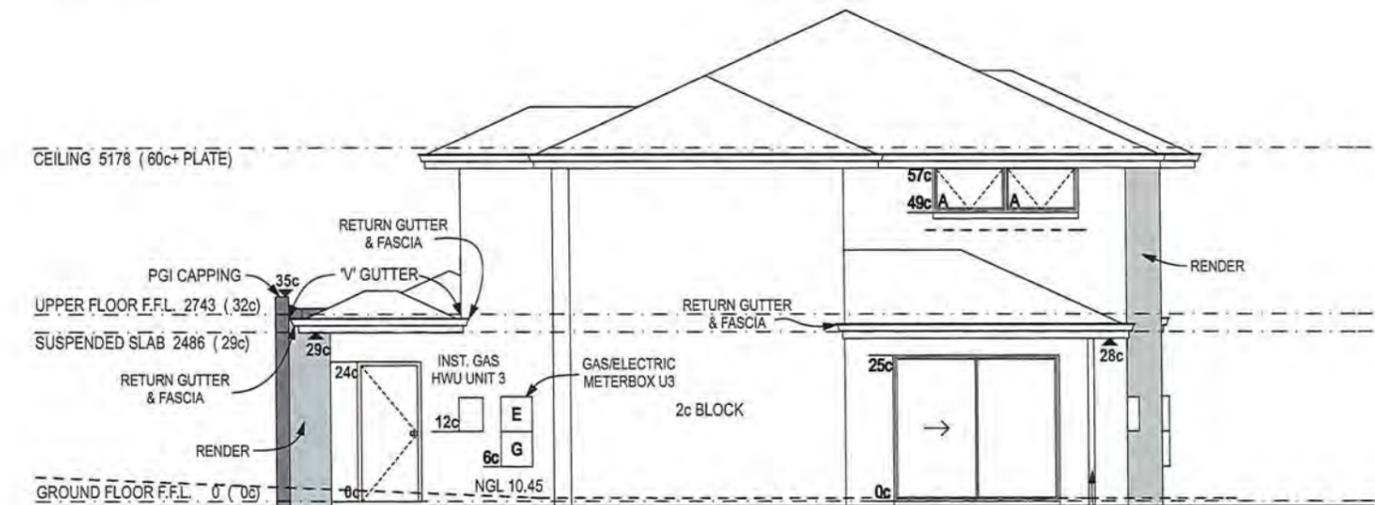


NOTE:
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 - 3c SUSPENDED SLAB TO ENGINEER'S DETAILS.
 - THE BUILDER RESERVES THE RIGHT TO FORM A 'V' JOINT TO EXTERNAL WALLS AROUND UPPER FLOOR LEVELS.
 - PROVIDE FLASHING TO ALL UPPER FLOOR WINDOWS AS INDICATED DASHED LINE

ELEVATION 1
SCALE 1:100



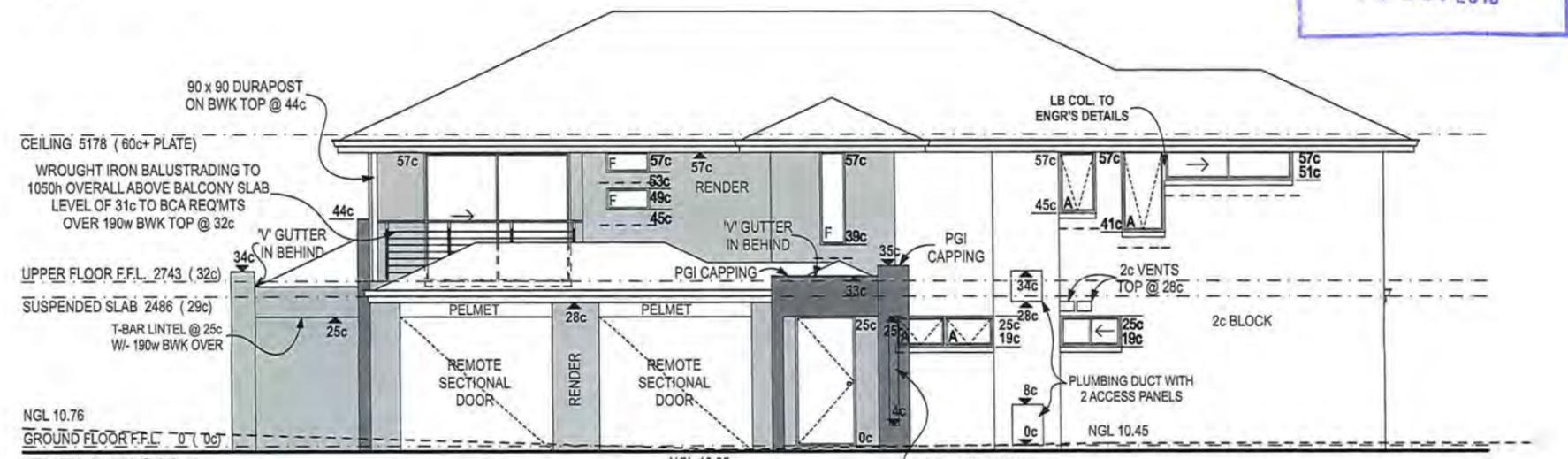
ELEVATION 2
SCALE 1:100



DEPARTMENT OF PLANNING
 28 NOV 2013
 FILE 20-50463-1

AMENDED PLAN
 supersedes plan date stamped
 11 OCT 2013

ELEVATION 3
SCALE 1:100



ELEVATION 4
SCALE 1:100

NOW living
 LEVEL 3, 6 BENNETT STREET, EAST PERTH, WA 6004
 TEL: (08) 6461 5350 FAX: (08) 6461 5383
 P.O. BOX 131, MT. HAWTHORN WA 6915
 REG. BUILDER N°: 6915 A.C.N. 009 063076

REVISION	VO #	DRN	DATE	CHK
ENG. DETAILS		JKB	26.03.13	SZ
AMENDED		DR	23.04.13	DR
AM. (STRATA BDRY)		MC	16.08.13	MC
		MC	26.11.13	MC

CLIENT:.....
 DATE:.....
 CLIENT:.....
 DATE:.....
 BUILDER:.....
 DATE:.....

CLIENT:
 D.O.H.
 ADDRESS:
 LOT 174
 (UNIT 2 & 3)
 WINCHELSEA STREET
 NOLLAMARA

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ONE-OFF

MODEL N°	DATE
MAP REF.	WIND RATING
312 24 66	N1
COASTAL CATEGORY	ENGINEERS DETAIL
4	D10
HOME ID	SHEET N°
81335	11 OF 30

Sub-contractors to verify all dimensions on site.

DOCNO:81335:A3:DRAWINGS

NOTE:

- CLAY BRICKS TO INTERNAL WALLS.
- R4.0 INSULATION TO ALL ROOFED CEILING AREAS OF HOUSE ONLY.
- R2.0 INSULATION TO CEILING TO KITCHEN.
- R2.0 FOIL INSULATION TO ALL EXTERNAL CAVITY WALLS.
- FLOOR WASTES AND CEILING VENTS SHOWN DIAGMATICALLY ONLY.

(SA) DENOTES SMOKE ALARM

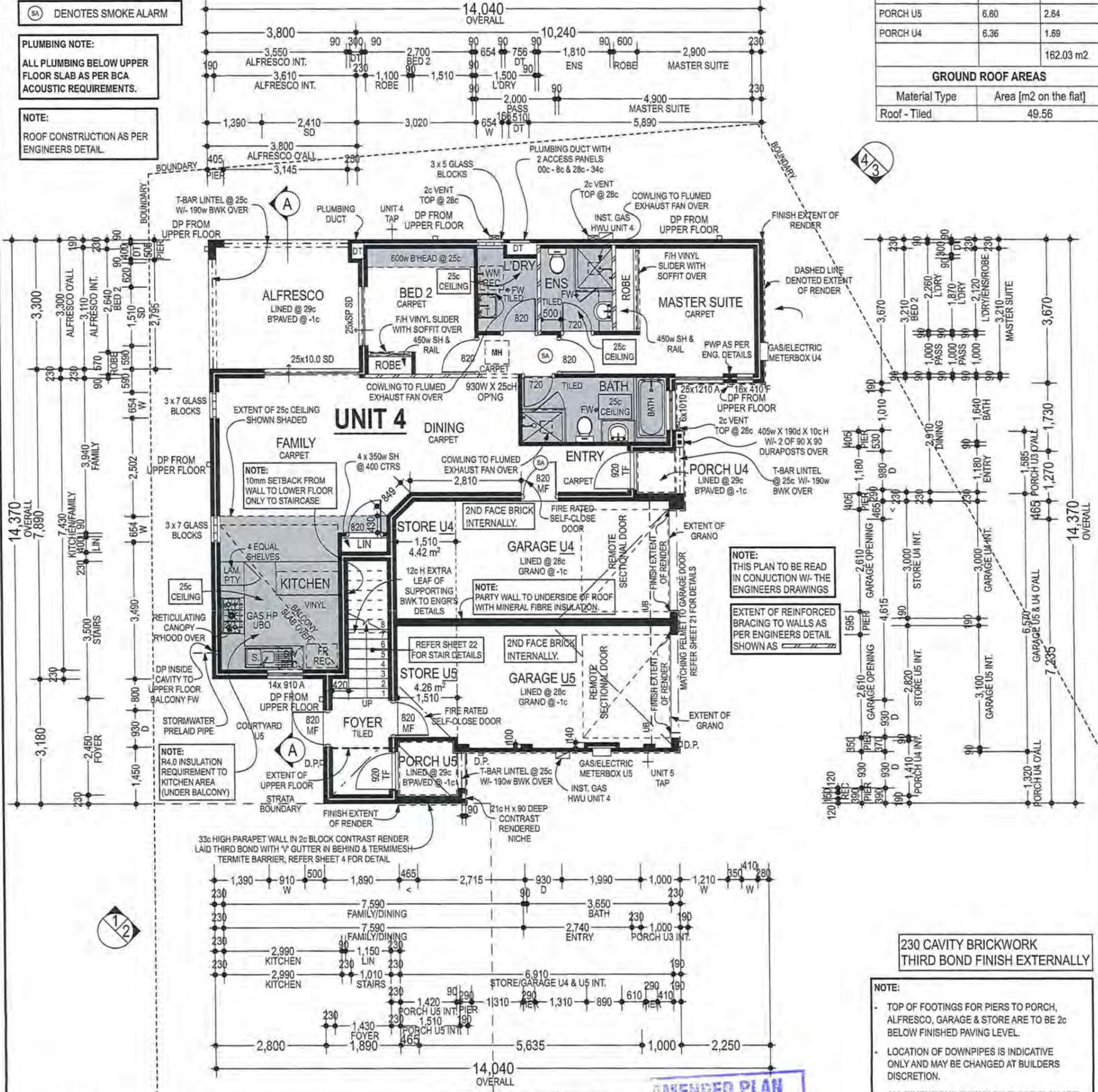
PLUMBING NOTE:

ALL PLUMBING BELOW UPPER FLOOR SLAB AS PER BCA ACOUSTIC REQUIREMENTS.

NOTE:

ROOF CONSTRUCTION AS PER ENGINEERS DETAIL.

AREAS: GROUND FLOOR		
	PERIM. (m)	AREA (m ²)
HOUSE AREA (Ground)	57.05	100.55
GARAGE U5	17.74	18.12
GARAGE U4	17.38	17.51
ALFRESCO	14.20	12.40
STORE U4	9.30	4.99
STORE U5	8.66	4.13
PORCH U5	6.80	2.64
PORCH U4	6.36	1.69
		162.03 m ²
GROUND ROOF AREAS		
Material Type	Area [m ² on the flat]	
Roof - Tiled	49.56	



GROUND FLOOR PLAN
SCALE 1:100

DEPARTMENT OF PLANNING
11 OCT 2013
FILE 20-50163-1

AMENDED PLAN
09 JUL 2013

230 CAVITY BRICKWORK
THIRD BOND FINISH EXTERNALLY

NOTE:

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- LOCATION OF DOWNPIPES IS INDICATIVE ONLY AND MAY BE CHANGED AT BUILDERS DISCRETION.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE RAW DIMENSIONS ONLY WHICH DO NOT INCLUDE PLASTER OR METAL BEADING TO BRICKWORK.
- 3c SUSPENDED SLAB TO ENGINEER'S DETAILS.
- CL @ 29c THROUGHOUT GROUND FLOOR UNLESS NOTED OTHERWISE.

Now LIVING

22 MOUNT STREET PERTH PH: 9261 1888
REG. BUILDER N^o: 9769
A.B.N. 54 052 543 450
BGC RESIDENTIAL PTY LTD

REVISION	VO #	DRN	DATE	CHK
ENG. DETAILS		JKB	25.03.13	SZ
AMENDED		DR	23.04.13	DR
		MC	16.08.13	MC

Sub-contractors to verify all dimensions on site.

CLIENT:.....
DATE:.....
CLIENT:.....
DATE:.....
BUILDER:.....
DATE:.....

CLIENT:
D.O.H.

ADDRESS:
LOT 174
(UNIT 4 & 5)
WINCHELSEA STREET
NOLLAMARA

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ONE-OFF

MODEL N ^o	DATE
90002	16.08.13
MAP REF.	WIND RATING
312 24 66	N1
COASTAL CATEGORY	ENGINEERS DETAIL
4	D10
HOME ID	SHEET N ^o
81336	18 OF 30

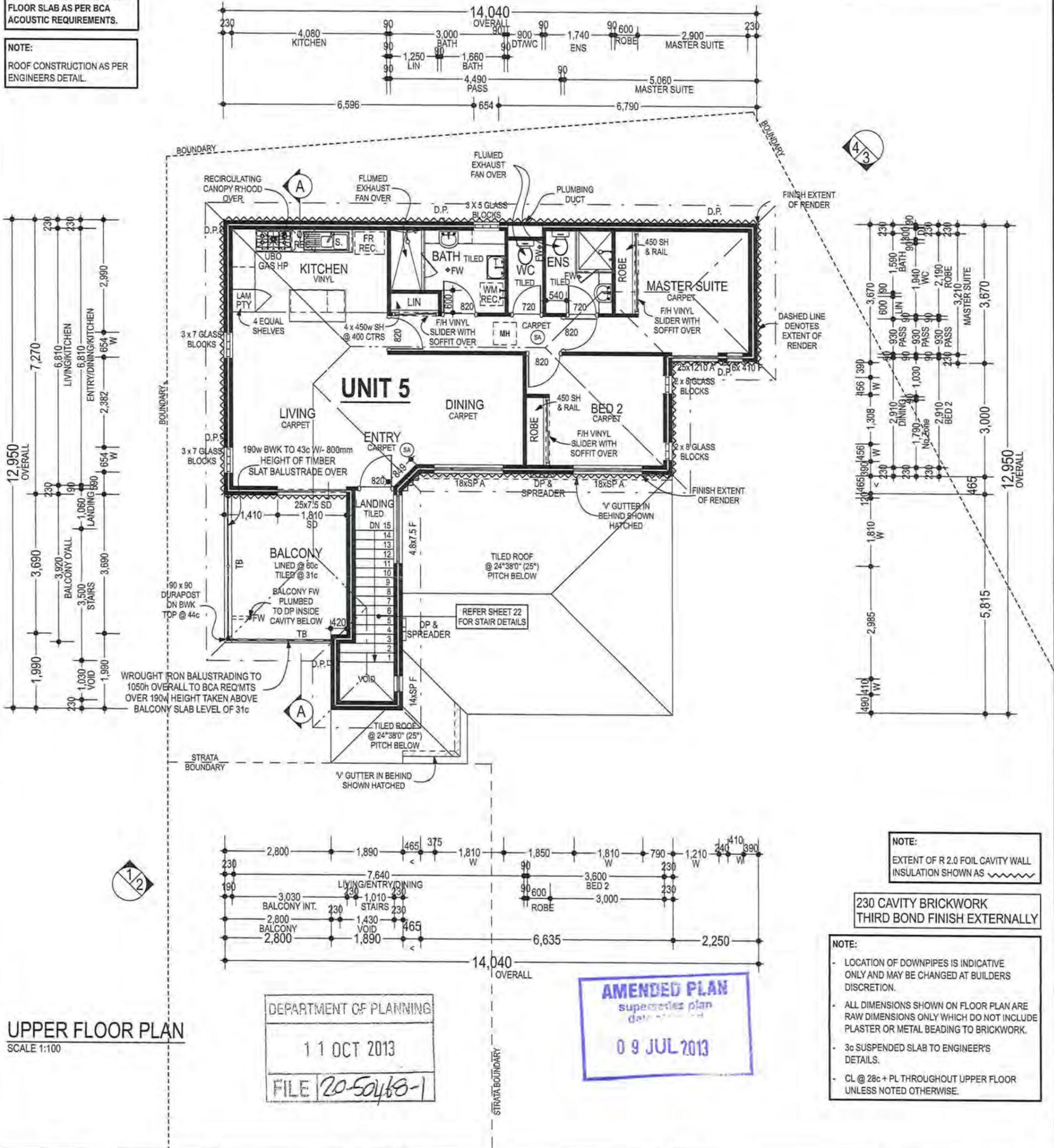
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(SA) DENOTES SMOKE ALARM

PLUMBING NOTE:
 ALL PLUMBING BELOW UPPER FLOOR SLAB AS PER BCA ACOUSTIC REQUIREMENTS.

NOTE:
 ROOF CONSTRUCTION AS PER ENGINEERS DETAIL.

AREAS: UPPER FLOOR		
	PERIM. (m)	AREA (m ²)
HOUSE AREA (Upper)	54.55	99.00
BALCONY	14.28	12.53
		111.53 m ²
UPPER ROOF AREAS		
Material Type	Area [m ² on the flat]	
Roof - Tiled	138.25	



UPPER FLOOR PLAN
 SCALE 1:100

DEPARTMENT OF PLANNING
 11 OCT 2013
 FILE 20-5048-1

AMENDED PLAN
 supercedes plan
 09 JUL 2013

NOTE:
 EXTENT OF R 2.0 FOIL CAVITY WALL INSULATION SHOWN AS

230 CAVITY BRICKWORK THIRD BOND FINISH EXTERNALLY

NOTE:
 - LOCATION OF DOWNPIPES IS INDICATIVE ONLY AND MAY BE CHANGED AT BUILDERS DISCRETION.
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 - 3c SUSPENDED SLAB TO ENGINEER'S DETAILS.
 - CL @ 28c + PL THROUGHOUT UPPER FLOOR UNLESS NOTED OTHERWISE.

Now LIVING
 22 MOUNT STREET PERTH PH: 9261 1888
 REG. BUILDER N°: 9769
 A.B.N. 54 052 543 450
 BGC RESIDENTIAL PTY LTD

REVISION	VO #	DRN	DATE	CHK
ENG. DETAILS		JKB	25.03.13	SZ
AMENDED		DR	23.04.13	DR
		MC	16.08.13	MC

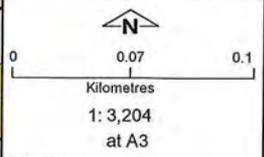
CLIENT:
 DATE:
 CLIENT:
 DATE:
 BUILDER:
 DATE:

CLIENT: D.O.H.
 ADDRESS: LOT 174 (UNIT 4 & 5) WINCHELSEA STREET NOLLAMARA

ONE-OFF	
MODEL N°	DATE
90002	16.08.13
MAP REF.	WIND RATING
312 24 66	N1
COASTAL CATEGORY	ENGINEERS DETAIL
4	D10
HOME ID	SHEET N°
81336	19 OF 30



- Legend**
- Cadastre (view 1)
 - Cadastre (view 2)
 - Cadastre (view 3)
 - Cadastre (view 4)
 - W.A. Coastline
 - ▲ Development Applications
 - ▭ R-Code Boundary
 - GBRs - Reserves**
 - ▭ other regional roads
 - ▨ port installations
 - ▭ pp - airport
 - ▭ pp - high school
 - ▭ pp - hospital
 - ▭ pp - prison
 - ▭ pp - public utilities
 - ▭ pp - special uses
 - ▭ pp - technical school
 - ▭ pp - university
 - ▭ primary regional roads
 - ▭ railways
 - ▭ regional open space
 - ▭ state forests
 - ▭ waterways
 - MRS - Reserves**
 - ▭ civic and cultural
 - ▭ other regional roads
 - ▭ parks and recreation
 - ▭ parks and recreation - restricted
 - ▨ port installations
 - ▭ pp - car park
 - ▭ pp - commonwealth government
 - ▭ pp - high school
 - ▭ pp - hospital
 - ▭ pp - prison
 - ▭ pp - special uses
 - ▭ pp - State Energy Commission
 - ▭ pp - technical school
 - ▭ pp - university
 - ▭ pp - Water Authority of WA
 - ▭ public purposes
 - ▭ primary regional roads
 - ▭ railways
 - ▭ state forests
 - ▭ waterways
 - PRS - Reserves**
 - ▭ other regional roads
 - ▭ pp - high school
 - ▭ pp - hospital
 - ▭ pp - public utilities
 - ▭ pp - special uses
 - ▭ pp - university
 - ▭ primary regional roads
 - ▭ railways
 - ▭ regional open space
 - ▭ state forests
 - ▭ waterways



Projection: WGS 1984 Web Mercator Auxiliary Sphe

Notes:
The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. This information is stored in the relevant layers metadata. For these reasons the map should not be distributed outside of the Department.
Map was produced using DoP's PlanViewWA.

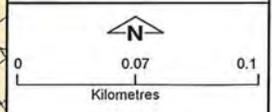
LOCATION & ZONING PLAN

INTERNAL USE ONLY

PlanViewWA
[Link to viewer](#)



- Legend**
- Cadastre (view 1)
 - Cadastre (view 2)
 - Cadastre (view 3)
 - Cadastre (view 4)
 - W.A. Coastline
 - ★ Development Applications
 - R-Code Boundary
 - GBRS - Reserves**
 - other regional roads
 - ▨ port installations
 - ▨ pp - airport
 - ▨ pp - high school
 - ▨ pp - hospital
 - ▨ pp - prison
 - ▨ pp - public utilities
 - ▨ pp - special uses
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 - ▨ primary regional roads
 - ▨ railways
 - ▨ regional open space
 - ▨ state forests
 - ▨ waterways
 - MRS - Reserves**
 - ▨ civic and cultural
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 - ▨ public purposes
 - ▨ primary regional roads
 - ▨ railways
 - ▨ state forests
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 - ▨ other regional roads
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 - ▨ pp - special uses
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 - ▨ primary regional roads
 - ▨ railways
 - ▨ regional open space
 - ▨ state forests
 - ▨ waterways



Projection: WGS 1984 Web Mercator Auxiliary Spheroid

Notes:
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Map was produced using DoP's PlanViewWA.

DISTANCE TO FLINDERS STREET

INTERNAL USE ONLY

PlanViewWA
Link to viewer

ITEM NO: 9.8

Approval to Commence Development for a Public Transport Authority Bus Depot - Lot 8278 Ocean Reef Road, Craigie

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Officer, Metro Planning North West
AUTHORISING OFFICER:	Director, Metro Planning North West
AGENDA PART:	G
FILE NO:	34-50105-5
DATE:	27 February 2014
ATTACHMENT(S):	Attachment 1 - Proposed development plans Attachment 2 - Aerial site photo Attachment 3 - MRS zoning Attachment 4 - Location of acoustic wall
REGION SCHEME ZONING:	Public Purpose Reservation - Water Authority of WA (Sewerage, Depot and Storage)
LOCAL GOVERNMENT:	City of Joondalup
LOCAL SCHEME ZONING:	No Zone
LGA RECOMMENDATION(S):	Refusal
REGION DESCRIPTOR:	Perth Metro North West
RECEIPT DATE:	15 November 2013
PROCESS DAYS:	60
APPLICATION TYPE:	Development - Transport Depot
CADASTRAL REFERENCE:	Ocean Reef Road, Craigie

RECOMMENDATION:

That the Western Australian Planning Commission resolves to approve the application to commence development for a Public Transport Authority bus depot at Lot 8278, Ocean Reef Road, Craigie, subject to the following conditions and advice:

CONDITIONS

- 1. This approval relates specifically to the attached plans date-stamped 15 November 2013 by the Department of Planning, on behalf of the Western Australian Planning Commission.***

-
2. ***A noise barrier with a minimum height of 3.0 metres being provided along the western and northern boundaries of the application site, in the location shown on the attached plan, to the specifications of the Department of Environment Regulation, and to the satisfaction of the Western Australian Planning Commission.***
 3. ***A Construction Management Plan being prepared and implemented to the specification of the City of Joondalup and to the satisfaction of the Western Australian Planning Commission.***
 4. ***A Site Management Plan being prepared and implemented to address the issues of noise, lighting, dust/odour, and any other matters arising from the depot operation likely to impact on the surrounding residences, to the specifications of the City of Joondalup and to the satisfaction of the Western Australian Planning Commission.***
 5. ***Detailed landscaping plans for the site being prepared and approved by the City of Joondalup prior to the commencement of development. Landscaping and reticulation shall be established in accordance with the approved plans prior to the occupancy of the development and shall thereafter be maintained to the specification of the City of Joondalup and to the satisfaction of the Western Australian Planning Commission.***
 6. ***An on-site stormwater drainage system with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied and thereafter maintained to the specification of the City of Joondalup and to the satisfaction of the Western Australian Planning Commission.***
 7. ***The car parking areas, driveways and points of ingress and egress shall be designed in accordance with the requirements of the Australian Standard for Off-street Car Parking (AS 2890). Such areas to be constructed, drained and marked prior to the practical completion of the development and thereafter maintained to the specification of the City of Joondalup and to the satisfaction of the Western Australian Planning Commission.***
 8. ***The car parking area is to be provided with one shade tree for every four (4) bays prior to the development first being occupied and thereafter maintained to the specification of the City of Joondalup and to the satisfaction of the Western Australian Planning Commission.***
 9. ***The access street/Ocean Reef Road intersection being modified to accommodate right and left turn vehicle movements onto Ocean Reef Road, to the specifications of Main Roads WA and the City of Joondalup, and to the satisfaction of the Western Australian Planning Commission.***

ADVICE TO APPLICANT

1. ***All development must comply with the provisions of the Health Regulations, Building Code of Australia, Public Building Regulations and***

all other relevant Acts, Regulations and Local Laws. This includes the provisions of access and facilities for people with disabilities in accordance with the Building Codes of Australia.

2. *With regard to Condition 3, the City of Joondalup advises that the Construction Management Plan shall address the following:*
 - (a) all forward works for the site;*
 - (b) the delivery of materials and equipment to the site;*
 - (c) the storage of materials and equipment on the site;*
 - (d) the parking arrangements for the contractors and subcontractors;*
 - (e) the management of dust during the construction process;*
 - (f) any other matters likely to impact on the surrounding properties.*

3. *With regard to Condition 9, Main Roads WA advises as follows:*
 - (a) The developer shall be responsible for all costs involved in the design and construction of the intersection and access. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and constructions drawings and any site inspections.*
 - (b) Main Roads approval for the construction drawings is required before any work is undertaken within the Mitchell Freeway reservation. A detailed traffic management safety plan while working within the road reservation is to be submitted as part of this approval.*
 - (c) All enquiries shall be directed to the Metropolitan Region Asset Manager (North).*

4. *With regard to the Mitchell Freeway road reserve:*
 - (a) no earthworks shall encroach onto the reserve;*
 - (b) no stormwater drainage shall be discharged into the reserve;*
 - (c) the applicant shall make good any damage to the existing verge vegetation within the reserve; and*
 - (d) the ground levels of the freeway boundary are to be maintained as existing.*

5. *ATCO Gas Australia has high pressure gas mains in the vicinity of the property, and a high pressure gas service on the property. ATCO Gas must be notified of any works within 15 metres of high pressure gas infrastructure before those works begin. Construction, excavation and other activities may be restricted in this zone. No pavements (including crossovers) are to be constructed over any pipeline without consent from ATCO Gas Australia. Various pipeline safety tests may apply. The applicant is advised to contact ATCO in this regard.*

SUMMARY:

Approval is sought for the development of a Public Transport Authority (PTA) bus depot within a Public Purposes - Water Authority (Sewerage, Depot & Storage) reserve in Craigie. The bus depot will accommodate 60 buses and the proposed

development will consist of workshop facilities, office space, bus parking, car parking, and a washing/fuelling facility (**Attachment 1** - Proposed Development Plans).

The proposal is on land that is reserved under the Metropolitan Region Scheme (MRS) and accordingly the Western Australian Planning Commission (WAPC) is the sole determining authority. The City recommends refusal of the application.

As approval is recommended contrary to the recommendation of the local government, therefore the application is being referred to the Statutory Planning Committee (SPC) for determination.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Planning and Development Act 2005
Metropolitan Region Scheme
Section: Part 10 - Planning and Development Act 2005
Clause 30 - Metropolitan Region Scheme

Strategic Plan

Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Implement State and Regional Planning priorities
Build Infrastructure Capacity and Integration

Policy

Number and / or Name: WAPC Development Control Policy 1.2 Development Control - General Principles

INTRODUCTION:

An application has been submitted by the Public Transport Authority (PTA) to seek approval to commence development for a bus depot over a 1.2871 Ha portion of land within the northern portion of Lot 8278, Ocean Reef Road, Craigie (**Attachment 2** - Aerial site photo).

The bus depot will accommodate 60 buses and the proposed development will comprise workshop facilities (611m²), office space (309m²), bus parking (60 bays), car parking (64 bays), and a washing/fuelling facility . A wall is proposed on the western boundary of the site to provide noise attenuation to the residential area situated to the west. Access to the facilities will be via an existing access road connecting to Ocean Reef Road to the north. The development has an estimated cost of \$3,000,000 and is expected to be completed within the financial year of 2014/2015.

The subject land is situated on Crown Land reserved for Public Purposes - Water Authority (Sewerage, Depot & Storage) under the MRS and the reserve is vested under the management of the Water Corporation, with the power to lease (**Attachment 3** - MRS zoning). In accordance with Clause 13 of the MRS, the WAPC is the sole determining authority on land reserved under the MRS.

The subject land currently contains the Water Corporation's Beenyup Wastewater Treatment Plant and the City of Joondalup works depot. The subject site abuts the Mitchell Freeway to the east (a Primary Regional Roads reserve), the established residential area of Craigie to the west and is in close proximity to Ocean Reef Road (a Category 1 Other Regional Road). The reserve also contains a Bush Forever site (No 303) which is not affected by the proposal.

With respect to other existing uses within the subject reserve, the City received WAPC approval in 2007 for the development of a City of Joondalup Works Depot, which is currently in operation over a leased portion of land, immediately to the south of the subject site. The proposed bus depot development is to occur over 'Lease Area 3' and portion of 'Lease Area 2', with the lease agreed to by the Water Corporation, for a lease term until 2027. The remaining portion of 'Lease Area 2' will remain undeveloped.

According to the *Instrument of Delegation DEL 2012/01 (Schedule 7)*, officers of the WAPC have delegated authority to determine applications for approval to commence development pursuant to the provisions of the Metropolitan Region Scheme, only when those determinations are not significantly in variance with the recommendations made by the relevant local government. In this instance, approval is recommended contrary to the recommendation of the local government, and therefore the application is being referred to the Statutory Planning Committee (SPC) for determination.

CONSULTATION:

Due to the proximity of the proposed development to an established residential area, the City undertook a process of public consultation prior to forwarding a response to the Department. Most of the nearby residents opposed to the proposed development, with the main concerns being noise, air pollution, emissions and traffic disruption in close proximity to a residential area, clearing of native bushland, and a potential reduction in property values.

The City considered the proposal and the public submissions and resolved not to support the proposal, on the following grounds:

- the proposal is inconsistent with the purpose of the reserve (Public Purposes - Water Authority).
- it does not comply with the generic separation distance of 200 metres between a Transport Vehicles Depot and a sensitive land use, as specified in the *Environmental Protection Authority's (EPA's) Guidance Statement No.3 (GS3): Separation distances between Industrial and sensitive land uses*.
- it has the potential to have an adverse impact on the amenity of the locality in general and the adjoining residents in particular.

Notwithstanding the above, the City has recommended conditions in the event that the WAPC resolves to approve the proposal.

The environmental noise assessment report was submitted to the Department of Environment Regulation (DER), who advised that the assessment is acceptable.

With respect to air quality, the DER advised that insufficient information is provided with the application and that the separation distance provided in EPA's Guidance Statement No. 3 should be maintained.

Main Roads WA considered the traffic impact assessment and supports the proposal subject to conditions.

The Department of Parks and Wildlife recommended an advice note in relation to the clearing of native vegetation. As the proposal does not impact on and propose any clearing of Bush Forever, it is not considered that a clearing permit is required in this instance.

The DER's Contaminated Sites branch, the Public Transport Authority, the Department of Mines and Petroleum, ATCO Gas Australia and the Department of Planning's Infrastructure and Land Use Coordination branch raised no objection to the proposal, and the Department of Water provided no comment.

COMMENTS:

When determining an application for development on reserved land, Clause 30 of the MRS requires the WAPC to have regard to:

- (i) the purpose of which land is zoned or reserved under the MRS;
- (ii) the orderly and proper planning of the locality; and
- (iii) the preservation of the amenities of the locality.

The development proposal is assessed in relation to these considerations, as follows:

Purpose of the reserve

The subject site is situated within a reserve which is vested in the Water Corporation for the purposes of Sewerage, Depot and Storage. Although the proposed bus depot is not strictly in line with the primary purpose of the reservation for Water Corporation purposes and does not complement the operations at the Beenyup Wastewater Treatment Plant situated within the reserve, the proposal is not contrary to the reservation purposes for Depot and Storage, and the subject site has previously been used as a Sewerage Maintenance Depot. The proposed development is to occur within the northern portion of the reserve, which is currently vacant and unused and the use of this portion as a bus depot is unlikely to have a negative impact on the primary use of the reserve for wastewater treatment.

A City of Joondalup works depot was also approved by the WAPC in 2007 within the same reserve, on a portion just south of the subject site and is currently being leased to the City for a term of 21 years.

The Water Corporation, as the managing authority of the reserve supports the application for a bus depot on the site and has co-signed the application.

Preservation of the amenities in the locality

The proposal is not considered to have any significant impact on the amenities of the reserve, the surrounding regional road network, or the adjoining residential area to the west.

Noise

In relation to the issue of noise, the Environmental Noise Assessment submitted with the application examined the noise generated by potential noise sources in the bus depot (e.g. bus idling, enclosed compressor and workshop noises) and the impact on the adjoining residential use. The report concludes that a 3 metre high noise wall to be erected along the western and northern boundaries of the development site would provide an adequate level of noise mitigation within the limits stipulated by the *Environmental Protection (Noise) Regulations 1997*. DER has confirmed that the proposed noise barrier is acceptable (**Attachment 4** - Location of acoustic wall).

The noise wall is unlikely to have an impact to the visual amenity of the residential area to the west, as the residences back onto the reserve, there is adequate separation distance between the subject site and the residential area and the area is covered by a number of trees.

In addition to a noise wall, a site management plan will also be prepared and implemented to limit the speed of buses on the site and control the bus departure locations as per the provisions of the assessment. This is similar to a management plan currently in place for the Karrinyup Bus depot.

In relation to the City's concern about additional traffic noise due to the development, the PTA has advised that notwithstanding the fact that buses on public roads are exempt from noise regulations, in this instance buses will have lower noise emissions due to the low speed limits applicable in the access street (40km/h). Traffic noise from buses on the access street would also be negligible compared to traffic noise from the Mitchell Freeway and Ocean Reef Road which abut the site.

Based on the above, noise levels due to the proposed development are considered to be acceptable and can be appropriately mitigated by means of a noise wall and the implementation of a site management plan.

Traffic and Access

The traffic estimated to be generated by the proposed bus depot is 190 bus movements and 150 vehicle movements per day. In this regard, the traffic impact assessment indicates that although the proposed development generates additional traffic volumes, there would be little impact on the road network performance.

Access to the bus depot site is provided via Ocean Reef Road, through an existing north-south access street. Due to the fact that the intersection of the access street/Ocean Reef Road is within 100 metres from the Mitchell Freeway/Ocean Reef Road intersection, Main Roads WA has raised concern about safety issues related to bus movements exiting the local access street. In order to address this, the PTA and

Main Roads WA have agreed to modify and upgrade the intersection to provide for safe turning movements of buses onto Ocean Reef Road.

It is noted that a portion of the access street outside the reserve is not a gazetted, dedicated public road. It is understood that the road is located on State owned land, however, the vesting of the land is currently unclear. The proponent, Main Roads nor the Water Corporation have been able to confirm the tenure of this portion of the road and further investigations in this regard are currently being undertaken to ensure that access to the site is secured and can be maintained. Information in this regard will be tabled at the SPC meeting.

Air Quality

The DER advised that there is not enough information available to properly assess potential air quality issues arising from the proposed development, and requested that additional local air quality information be provided to enable them to provide comment. In this regard, no measurements regarding air quality parameters for the locality had been made available to the Department and the City's Health Services were unable to provide any evidence in this regard.

In order to address neighbouring residents' concerns about possible gaseous emissions and dust due to the proposal, the PTA has advised that:

- There will be no gaseous emissions to affect nearby residences and the refuelling facility and diesel storage tank on the site will be in accordance with Australian Standards and will be designed to operate with persons in close proximity.
- With respect to bus emissions, the PTA uses new 'enhanced environmentally-friendly' buses which meet the highest possible emission standards available in Australia.
- Any possible impact of emissions and dust originating from the proposed will also be adequately addressed by the Site Management Plan to be conditioned as part of the development approval.

The measures outlined above are considered to be appropriate and acceptable and the potential impact on the residential area is considered to be negligible.

In order to manage air quality, the City requested a condition for the preparation and implementation of an 'odour, gaseous and particulate emissions assessment and management plan'. After discussions with the DER, it has been concluded that such an assessment might prove a timely exercise and could ultimately be inconclusive, as air quality is dependent on many parameters that might not be associated with the proposed use. Therefore, a condition for the assessment of such factors is not considered to be appropriate.

Separation distances

The proposal does not comply with the generic separation distances between industrial and sensitive land uses as contained in the EPA's *Guidance Statement No. 3 (GS3)*. In terms of the Statement, a 200 metre separation distance is required

between a transport vehicles depot and sensitive land-uses such as residential. In this instance, the proposed bus depot and the closest residence is 75 metres.

In this regard, the PTA has provided a list of other bus depots which shows that the location, size and capacity of depots across the Perth metropolitan area. It is noted that in several cases where depots are situated in established urban areas and where separation distances are less than 200 metres, separation from the residential use is achieved by means of a road reserve. This is considered to be appropriate due to the fact that the more urbanised land in the metropolitan area, the less availability there is to accommodate bus depots which would satisfy the industrial separation distance of 200 metres stipulated by EPA GS3. In this regard, it is the intent of the EPA GS3 to provide a generic separation covering transport depots of all kinds, but a lower separation can be applied in situations where it is proven that this will not have an unacceptable impact and where sufficient mitigation measures will be implemented. DER has advised that if best practice management techniques are utilised, as is the case in this instance, future environmental impacts of the proposal will be minimal.

Although a lesser separation distance is proposed than stipulated in the EPA GS3, it is considered that the potential impact of the proposal on the neighbouring residential area would be minimal and where these exist, they would be adequately mitigated. The proposal is therefore not considered to adversely impact on the preservation of amenities in the locality.

Orderly and proper planning

The proposal is considered to be in accordance with the principles of orderly and proper planning for the locality. All relevant planning considerations have been examined, the application has been referred to all relevant referral agencies for comment, and the City has undertaken a process of public consultation. Concerns raised by the referral authorities and the local community have been addressed by the information provided by the PTA or can be adequately mitigated by the imposition of relevant conditions of development.

Public benefit

The WAPC's *Directions 2031 and Beyond* strategy promotes the importance of public transport for the future growth of the Perth metropolitan region. It supports the increase of public transport use by linking people to activity centres and nodes by frequent train and bus routes. In order to achieve this, the establishment of bus depots at key locations across the metropolitan area is of key strategic significance in order to ensure the efficiency and effectiveness of the public transport system.

In line with this, and to keep pace with the growth of the metropolitan area, the PTA has advised that the Transperth bus fleet need to be doubled over the next 20 years in order to respond to increasing demand for public transport. To facilitate this, more depots must be established in key areas across the metropolitan area. In this regard, the proposed bus depot at Craigie will supplement the Karrinyup and Joondalup bus depots and service the growing coastal urban areas to the north.

Accordingly, the proposal is considered crucial in delivering public transport investment in the North West sub-region and will improve the efficiency of the public transport system to the benefit of the public interest at large.

Related planning decisions

The WAPC has approved a number of applications for similar development in the past.

In 2007, the WAPC conditionally approved the City's works depot within the same reserve, with a separation distance of the City's depot (50 metres) being less than the separation proposed for the subject development. The City supported the works depot, with the preparation and implementation of a noise assessment and a site management plan were conditions of approval.

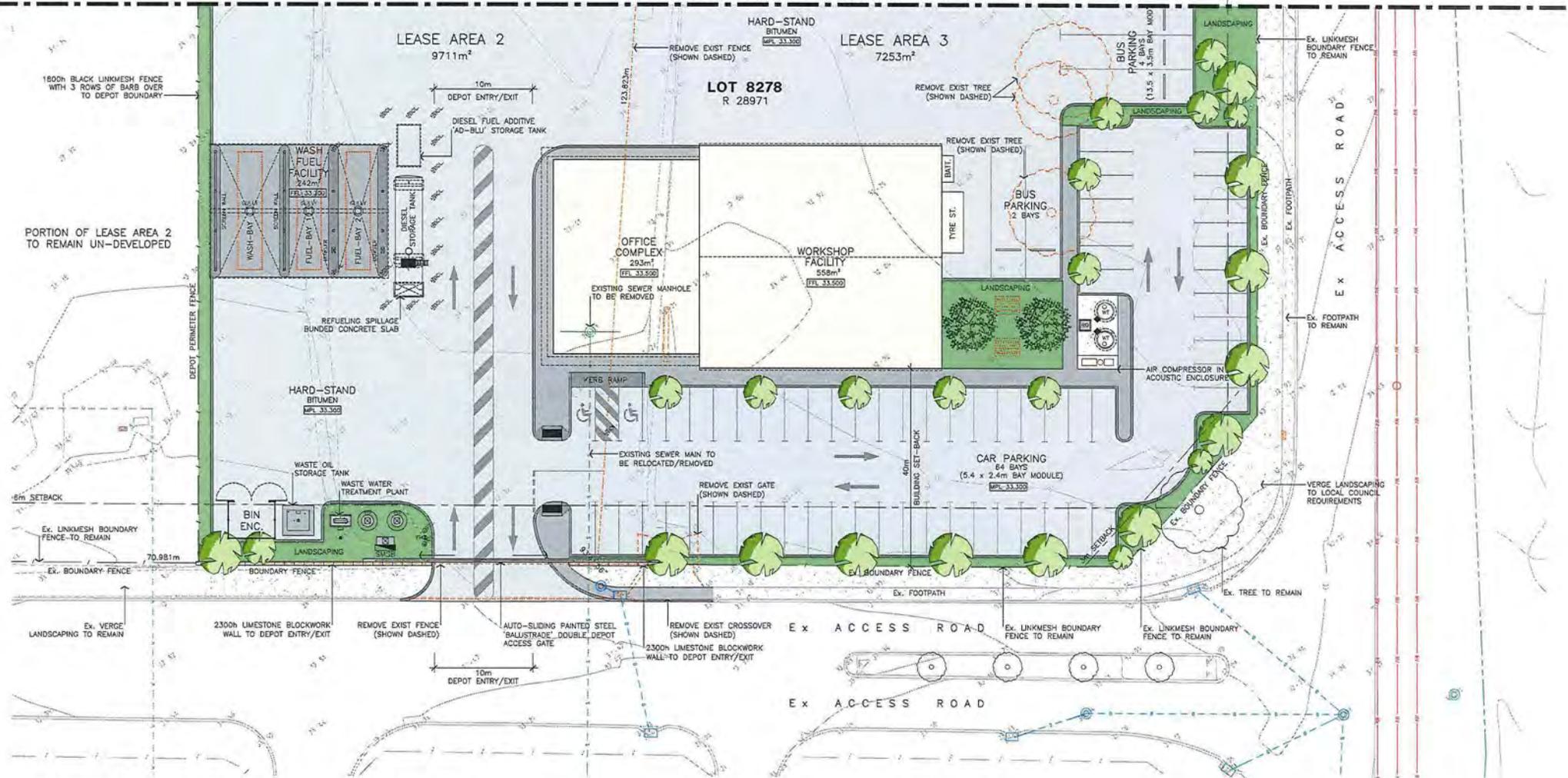
In 2008, an application for the redevelopment of the existing PTA bus depot in Karrinyup received conditional WAPC approval. The bus depot is situated on land zoned Urban under the MRS and reserved for Civic Use and Public Use - Transport under the City of Stirling District Planning Scheme No. 2 and it directly abuts residential land to the east.

CONCLUSION:

The application to commence development for a PTA bus depot is considered to be a proposal which will benefit the provision of public transport in the North West sub-region and contribute to the frequency and efficiency of bus services which will benefit of the public at large. The proposal is not considered to be contrary to the purpose of the MRS reservation of the land, and the application is considered to be consistent with the orderly and proper planning of the locality. All planning considerations have been assessed and mitigation measures can be implemented through the imposition of appropriate conditions and advice. Accordingly, conditional approval is recommended.

PRELIMINARY

REFER DRAWING SK02 FOR CONTINUATION



PART SITE PLAN
SCALE 1:200

LEGEND

- BUILDINGS
- CONCRETE KERB
- BITUMEN PAVEMENT
- BRICK PAVING
- LANDSCAPING
- LANDSCAPING (VERGE)
- LOT BOUNDARY
- FENCE (LINKMESH)

SERVICE LEGEND

- Ex. WATER
- Ex. FIRE
- Ex. DRAINAGE
- Ex. SEWER
- Ex. HP GAS
- Ex. HV POWER
- Ex. LV POWER
- Ex. TELECOM

ABBREVIATIONS

- BOL BOLLARD
- FH FIRE HYDRANT
- RO REVERSE OSMOSIS PLANT
- SMSB SITE MAIN SWITCHBOARD
- WT WATER TANK

NOTES

1. ALL DEPOT VEHICLE (BUS/TRUCK/CAR) MOVEMENTS TO BE CONFIRMED BY CIVIL ENGINEER.
2. CADASTRAL BOUNDARIES TO BE CONFIRMED BY SURVEYOR.
3. VERGE LANDSCAPING TO BE IN ACCORDANCE WITH THE LOCAL AUTHORITIES REQUIREMENTS
4. BELOW GROUND SERVICES MAY NOT BE SHOWN ON THIS PLAN. CONTACT THE RELEVANT AUTHORITIES OR DIAL BEFORE YOU DIG (1100) FOR ALL SERVICE LOCATIONS.



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NO.	AMENDMENT	DATE	BY

Design:	AW	Date:	JULY 2013
Drawn:	AW	Scale:	1:200 (A1)
Checked:		Approved:	
CAD file:			
Date:	13.06.05		

Project Description
TRANSPERTH BEENYUP BUS DEPOT CRAIGIE WA

Drawing Description
CONCEPT DESIGN PART SITE PLAN (Sheet 2)

This drawing has been prepared in accordance with the WPS Quality Management System. It remains the property of mps architects and shall not be used or copied without permission. This drawing is preliminary only and is not for construction.

ATTACHMENT 1

PRELIMINARY

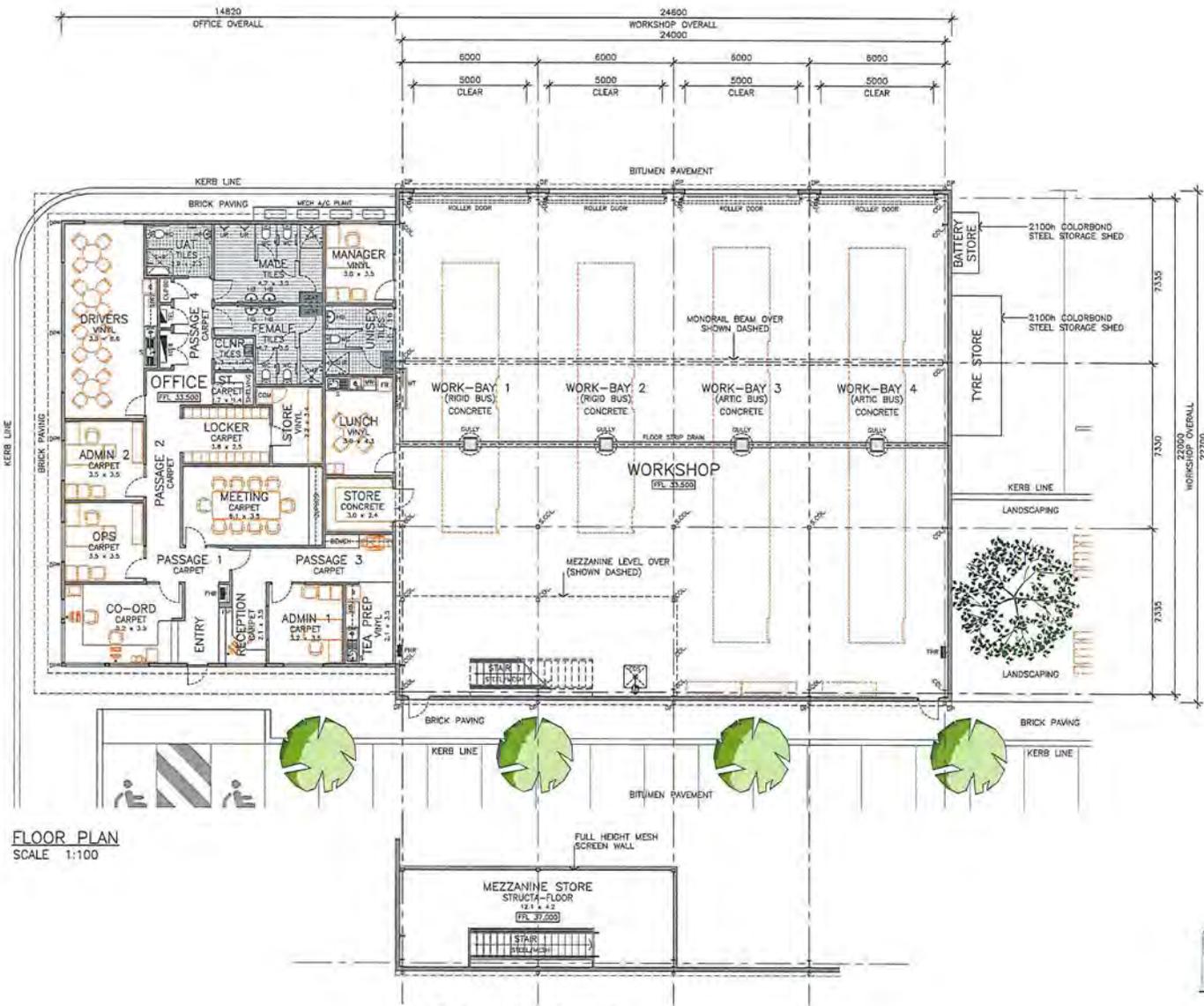
BUILDING AREAS

OFFICE (GFA) 283.70m²
 WORKSHOP (GFA) 596.19m²

1. GROSS FLOOR AREA (GFA) IS MEASURED FROM INTERNAL FACE OF EXTERNAL WALLS.

LEGEND

- BW BOILING/CHILLED WATER
- COL COLUMN
- CS CLEANERS SINK
- COM COMMUNICATIONS CABINET
- DP DOWN PIPE
- EDS EMERGENCY DELUGE/EYEWASH STATION
- FIP FIRE INDICATOR PANEL
- FHR FIRE HOSE REEL
- HB HAND BASIN
- MSB MAIN SWITCHBOARD (BUILDING)
- MW MICROWAVE
- S SINK
- SHR SHOWER
- S.COL SERVICES COLUMN
- R REFRIGERATOR
- TEL TELECOMMUNICATIONS SYSTEM
- UR URINAL
- WT WASH TROUGH
- WC WATER CLOSET



FLOOR PLAN
SCALE 1:100

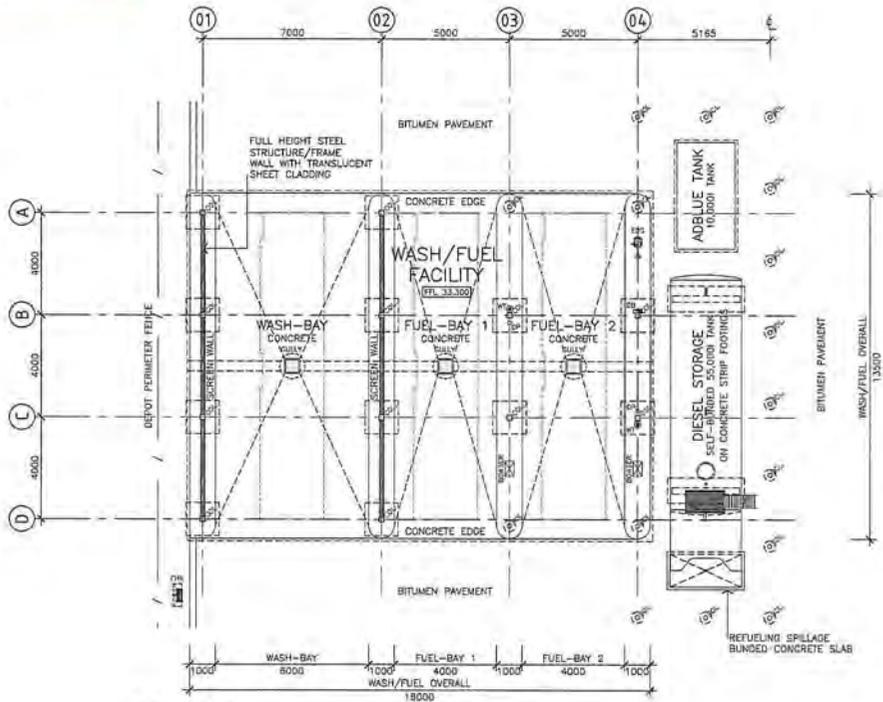
FLOOR PLAN (MEZZANINE)
SCALE 1:100

DATE: 15 NOV 2013
 34-50104-3

ATTACHMENT 1 P

646 Newcastle Street Leederville WA 6007 PO Box 327 Leederville WA 6903 T 08 9328 9888 F 08 9328 9811 E mps@mpsarch.com.au W mpsarch.com.au		Design	AW	Date:	JULY 2013	Project Description TRANSPERTH BEENYUP BUS DEPOT CRAIGIE WA	Drawing Description CONCEPT DESIGN WORKSHOP/OFFICE FLOI
		Drawn	AW	Scale:	1:500 (A/B)		
1. UPDATED AS PER P1A COMMENTS - EDS RELOCATED 2. UPDATED AS PER P1A COMMENTS 3. COVERED FOR DEVELOPMENT APPLICATION 4. COVERED FOR COMMENTS 5. COVERED FOR COMMENTS		Check	AW	Approved:		This drawing has been prepared in accordance with the mps Quality Management System. It remains the property of mps architects and shall not be used or copied without permission. mps architects is not responsible for construction.	
NO. AMENDMENT DATE NOT. 12.095		Drawn	AW	CAD Ref:	AND/PCQ94	Project No: SKU4E	

PRELIMINARY

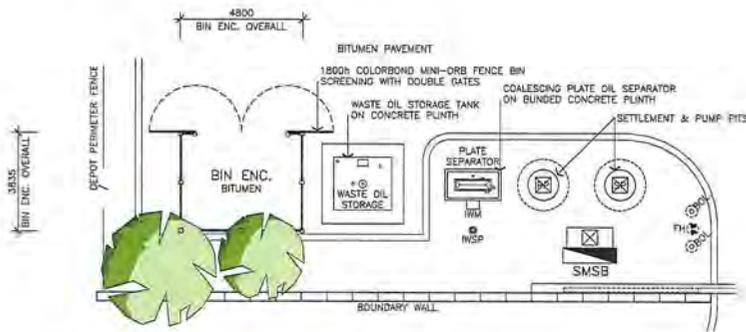


FLOOR PLAN
SCALE 1:100



LEGEND

- BOL BOLLARD
- COL COLUMN
- DB DISTRIBUTION BOARD
- DP DOWN PIPE
- EDS EMERGENCY DELUGE/EYEWASH STATION
- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- HT HOSE TAP
- WM INDUSTRIAL WASTE METER
- WSP INDUSTRIAL WASTE SAMPLE POINT
- SMSB SITE MAIN SWITCHBOARD

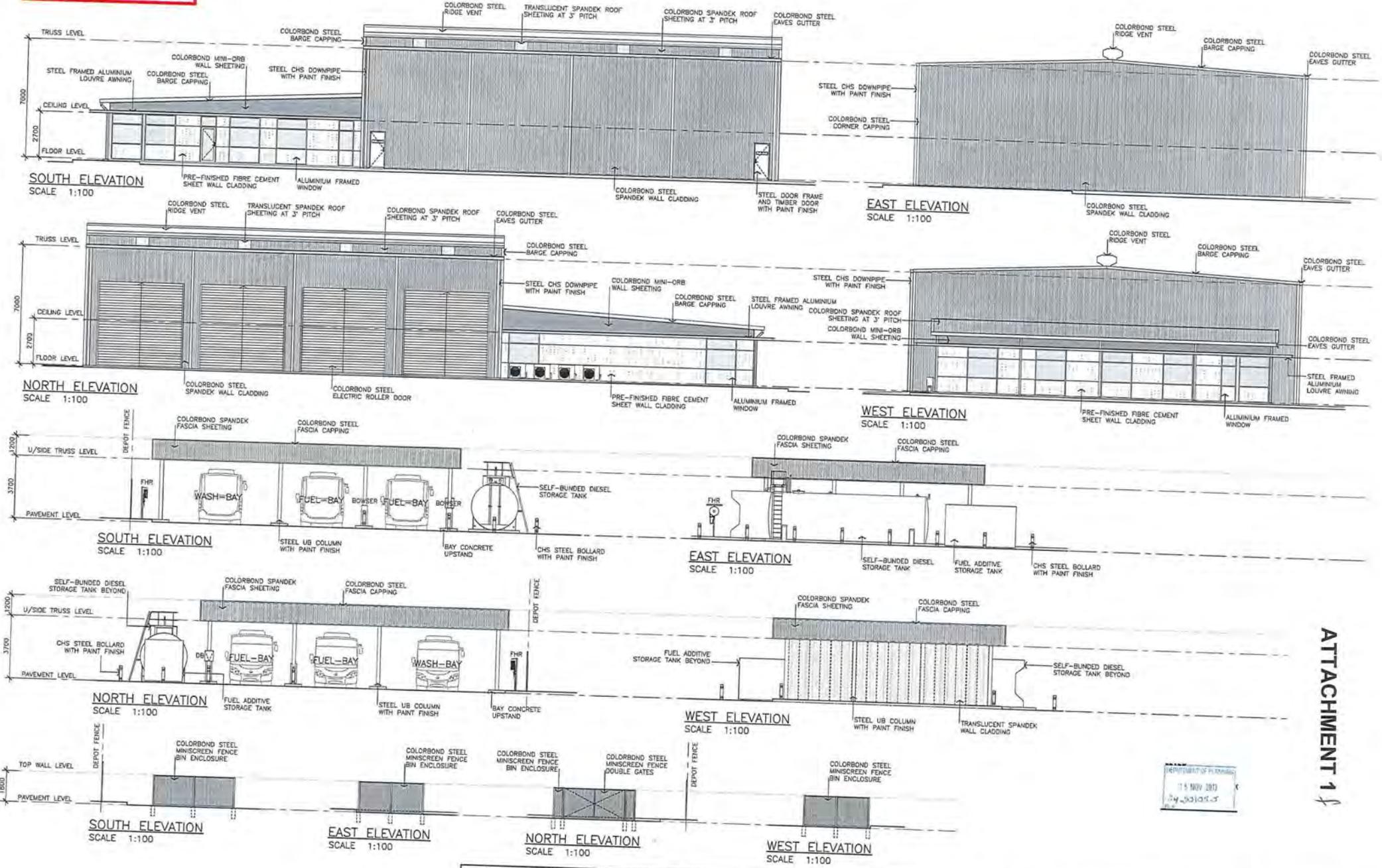


FLOOR PLAN
SCALE 1:100

ATTACHMENT 1

<p> 646 Newcastle Street Leederville WA 6007 PO Box 327 Leederville WA 6903 T 08 9328 9888 F 08 9328 9811 E mps@mpoarch.com.au W mpoarch.com.au </p>	<p> </p>	<p> Developed: AW </p>	<p> Issued: JULY 2013 </p>	<p> Project Description TRANSPERTH BEENYUP BUS DEPOT CRAIGIE WA </p>	<p> Drawing Description CONCEPT DESIGN WASH/FUEL FACILITY & BIN ENCLOSURE PLANS </p>
	<p> Drawn: AW </p>	<p> Scale: 1:100 (A1) </p>			
	<p> Checked: AW </p>	<p> Approved: AW </p>			
	<p> Date: 22.10.13 </p>	<p> CAD File: AW </p>			
	<p> Date: 12.09.15 </p>	<p> Author: AHD/PCG04 </p>			
<p> Description: AMENDMENT </p>		<p> Date: DATE </p>	<p> By: MT </p>	<p> This drawing has been prepared in accordance with the NPS Quality Management System. It remains the property of MPO ARCHITECTS and shall not be used or copied without permission. </p>	

PRELIMINARY



DEPARTMENT OF PLANNING
11 5 NOV 2013
24-50101-3

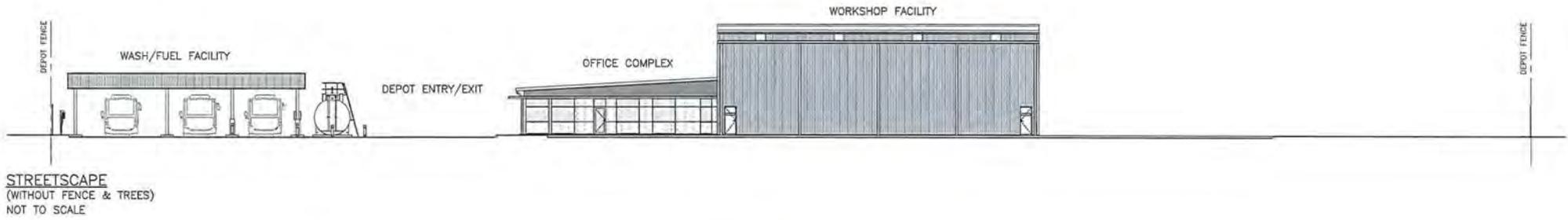
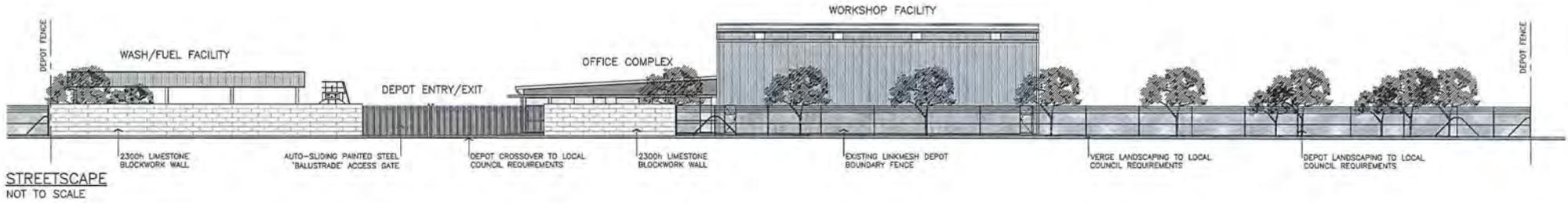
ATTACHMENT 1

<p>644 Newcastle Street Leederville WA 6007 PO Box 327 Leederville WA 6903</p> <p>T 08 9326 9888 F 08 9326 9811 E mps@mpsarch.com.au W mpsarch.com.au</p>	<p>mps ARCHITECTS</p>	<p>Design: JULY 2013</p> <p>Draw: 1:100 (A1)</p> <p>Check: Approved</p> <p>Scale: -</p>	<p>Date: JULY 2013</p> <p>Scale: 1:100 (A1)</p> <p>Approved: -</p>	<p>Project Description TRANSPERTH BEENYUP BUS DEPOT CRAIGIE WA</p> <p>Drawing Description CONCEPT DESIGN OFFICE/WORKSHOP, RE-FUELLING/WASH FACILITY & BIN STORAGE ELEVATIONS</p> <p>This drawing has been prepared in accordance with the Planning Management System. It remains the property of mps architects and should not be used or copied without permission. The drawing shall be preliminary only and / or not for construction until signed approved.</p>
		<p>12288 FOR DEVELOPMENT APPLICATION</p> <p>NO: AMENDMENT</p> <p>DATE: 13.09S</p> <p>INT: AHD/PCG94</p>	<p>Drawn: 13.09S</p> <p>Check: AHD/PCG94</p> <p>Date: 13.09S</p> <p>Scale: AHD/PCG94</p>	

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SK06A

PRELIMINARY



DEPARTMENT OF PLANNING
 15 NOV 2013
 34-50105-5
 FILE

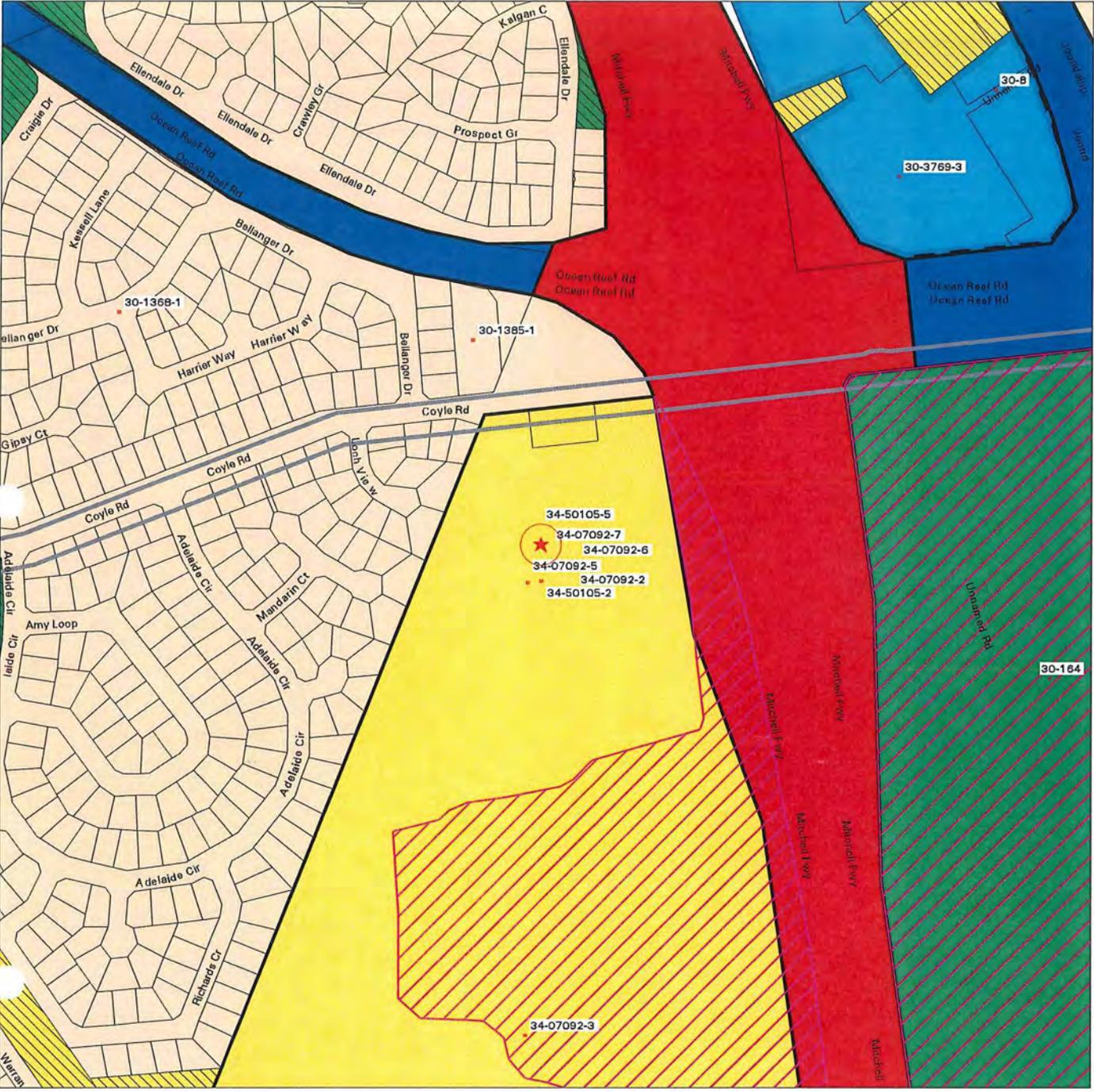
ATTACHMENT 1

	646 Newcastle Street Leederville WA 6007 PO Box 327 Leederville WA 6903 T 08 9328 9888 F 08 9328 9811 E mps@mpearch.com.au W mpearch.com.au	Design: AW Drawn: AW Checked: -	Date: JULY 2013 Scale: 1:100 (A1) Approved: -	Project Description TRANSPERTH BEENYUP BUS DEPOT CRAIGIE WA	Drawing Description CONCEPT DESIGN STREETSAPES
	1. ROAD USE DEVELOPMENT APPLICATION NO. AMENDMENT	11013 DATE	CIV INT.	CAD Ref: 13.095 AHD/PCG04	Detail: This drawing has been prepared in accordance with the mpe Quality Management System. It remains the property of mpe and shall not be used or copied without permission. This drawing is preliminary only and / or not for construction.

AGENDA PAGE 169



subject site



Development Application 34-50105-5 (MGA ref 384274mE 6483626mN Zone 50)

This data is to be used for the processing of subdivision applications only.

- ★ APPROX LOCATION OF APPLICATION
- DEVELOPMENT APPLICATION
- PRIMARY REGIONAL ROADS
- OTHER REGIONAL ROADS
- PARKS & RECREATION
- PP - WATER AUTHORITY OF W A
- CADASTRAL BOUNDARY
- WESTNET ENERGY GAS PIPELINE
- BUSH FOREVER 2000 SITES
- R CODE BOUNDARY
- PUBLIC USE
- PARKS AND RECREATION
- RESIDENTIAL
- BUSINESS

144486d.eps

NOTES

1. ALL DEPOT VEHICLE (BUS/TRUCK/CAR) MOVEMENTS TO BE CONFIRMED BY CIVIL ENGINEER.
2. DADASTRAL BOUNDARIES TO BE CONFIRMED BY SURVEYOR.
3. VERGE LANDSCAPING TO BE IN ACCORDANCE WITH THE LOCAL AUTHORITIES REQUIREMENTS.
4. BELOW GROUND SERVICES MAY NOT BE SHOWN ON THIS PLAN. CONTACT THE RELEVANT AUTHORITIES OR DIAL BEFORE YOU DIG (1100) FOR ALL SERVICE LOCATIONS.

DEVELOPMENT AREAS

- LEASE AREAS (2 & 3) 16,964m²
- SITE AREA 12,871m²
- BUILDING AREA 1,093m²
- PAVEMENT AREA 9,325m²
- PARKING AREA 227m²
- LANDSCAPE AREA 2,025m²

ABBREVIATIONS

- AC AIR COMPRESSOR
- FH FIRE HYDRANT
- RO REVERSE OSMOSIS PLANT
- SMSB SITE MAIN SWITCHBOARD
- WTP WASTE WATER TREATMENT PLANT
- WO WASTE OIL STORAGE
- WT WATER TANK

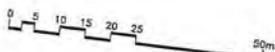
LEGEND

- BUILDINGS
- CONCRETE KERB
- BITUMEN PAVEMENT
- BRICK PAVING
- LANDSCAPING
- LANDSCAPING (VERGE)
- LOT BOUNDARY
- FENCE (LINKMESH)

SERVICE LEGEND

- Ex. WATER
- Ex. FIRE
- Ex. DRAINAGE
- Ex. SEWER
- Ex. HP GAS
- Ex. HV POWER
- Ex. LV POWER
- Ex. TELECOM

SITE PLAN
SCALE 1:500



DEPARTMENT OF PLANNING
15 NOV 2013
34_92103-5

Location of acoustic wall

ATTACHMENT 4

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NO.	DESCRIPTION	DATE	INT.	DATE	INT.
F	ISSUED FOR DEVELOPMENT APPLICATION				
E	OFFICE FLOOR PLAN UPDATED	14.03.13	AW		
D	DRAINAGE BASIN ADDED, OFFICE FLOOR PLAN UPDATED	15.03.13	AW		
C	SCHALTER COUPLER REMOVED, WASHROOM FACILITY UPDATED	25.03.13	AW		
B	ISSUED FOR CLIENT	14.03.13	AW		
A	ISSUED FOR CLIENT	15.03.13	AW		
		15.03.13	AW		
		15.03.13	AW		
		13.09.13	AW		
		13.09.13	AW		

Project Description
TRANSPERTH BEENYUP BUS DEPOT CRAIGIE WA

Drawing Description
CONCEPT DESIGN COVERED SITE PLAN

AGENDA PAGE 172

Project No. 13.095

Draw No. SK01