

Structure Plan Report

Part 1 - Implementation

Lot 530 Lakes Road
Stake Hill

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Law Horizon Pty Ltd

October 2019

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Document control

Revision number	File name	Document date
Rev 0	181005 5292 Lot 530 Lakes Road Structure Plan - Part One (Draft)	5 October 2018
Rev 1	181010 5292 Lot 530 Lakes Road Structure Plan - Part One	10 October 2018
Rev 2	190122 5292 Lot 530 Lakes Road Structure Plan - Part One	22 January 2019
Rev 3	191025 5292 Lot 530 Lakes Road Structure Plan - Part One	25 October 2019

This structure plan is prepared under the provisions of the Shire of Murray Town Planning Scheme No. 4.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

16 December 2010

In accordance with Schedule 2, Part 4, Clause 28 (3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry: 3 December 2029

Table of amendments

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC
1	Modified internal road alignments and greater consistency with the provisions of the <i>Nambeelup Industrial District Structure Plan, Shire of Murray Local Planning Scheme No.4, Planning and Development (Local Planning Schemes) Regulations 2015</i> and WAPC's <i>Structure Plan Framework</i> .	Minor	3 December 2019

Executive summary

The Lot 530 Lakes Road, Stake Hill Outline Development Plan was the first Structure Plan prepared within the Nambeelup Industrial Area, originally approved by the WA Planning Commission in December 2010. It was prepared to support and facilitate future industrial subdivision and development of Lot 530 Lakes Road, having regard for local environmental and drainage issues, amenity and demand for industrial and commercial land.

This report has been prepared in support of an amendment to the Outline Development Plan (now referred to as a 'Structure Plan'). The amended Structure Plan has been prepared to update the internal design configuration based on current market demand factors and updated technical reporting. It has also been updated to reflect and respond to statutory and strategic planning framework changes that have taken place since 2010, notably:

- Publication of the Planning and Development (Local Planning Scheme) Regulations 2015.
- Approval of the Nambeelup Industrial Area District Structure Plan in 2016.
- Various changes to the State Planning Framework, including new/amended State Planning Policies and Development Control Policies.
- Approval of Perth and Peel@3.5million and associated sub-regional planning frameworks in 2018.
- Amendments to the Shire of Murray Local Planning Scheme No.4, notably Amendment No.301 (gazetted May 2018) which modified various industrial zoning and land use provisions.

The amended Structure Plan covers the entirety of Lot 530 Lakes Road, being approximately 111.88 hectares in area and forming part of Stage 1 of the Nambeelup Industrial Area. It identifies approximately 52.4% of the site area for 'Nambeelup Industrial' purposes, and approximately 18.5% of the site area for 'Service Commercial' purposes, with the remainder identified for roads, drainage and other infrastructure. This is generally consistent with the configuration of the Nambeelup Industrial Area District Structure Plan.

Upon approval by the WA Planning Commission, this amended Structure Plan will replace and supersede the Lot 530 Lakes Road, Stake Hill Outline Development Plan (approved in December 2010).

Item	Data	Structure Plan Ref (section no.)						
Total area covered by the structure plan	111.88 hectares	Part 1, Section 1 Part 2, Section 1.2						
Area of each land use proposed: <ul style="list-style-type: none">• Service Commercial• Nambeelup Industrial	<table><tr><td>Hectares</td><td>Lot yield</td></tr><tr><td>20.75ha</td><td>Approx. 42 lots*</td></tr><tr><td>58.68ha</td><td>Approx. 188 lots*</td></tr></table>	Hectares	Lot yield	20.75ha	Approx. 42 lots*	58.68ha	Approx. 188 lots*	Part 1, Section 4.1 – 4.2 Part 2, Section 3.2.1
Hectares	Lot yield							
20.75ha	Approx. 42 lots*							
58.68ha	Approx. 188 lots*							
Total estimated lot yield	Approx. 230 lots*	Part 2, Section 3.2.1						
Estimated area and percentage of local reserves: <ul style="list-style-type: none">• Drainage Reserves• Public Utility Reserves	<table><tr><td>5.76ha</td><td>5.1% of structure plan area</td></tr><tr><td>0.34ha</td><td>0.3% of structure plan area</td></tr></table>	5.76ha	5.1% of structure plan area	0.34ha	0.3% of structure plan area	Part 1, Section 4.1 Part 2, Section 3.2.1 Part 2, Section 3.2.5		
5.76ha	5.1% of structure plan area							
0.34ha	0.3% of structure plan area							

**Lot yield is based on preliminary estimates only and subject to change in line with market demand over time. There are no minimum or maximum lot density targets prescribed by the Nambeelup Industrial Area District Structure Plan.*

Part One: Implementation

Table of contents

1	Structure Plan area	1
2	Operation	1
3	Staging.....	1
4	Subdivision and development requirements	1
4.1	Zones and reserves	1
4.2	Land use permissibility	1
4.3	Roads and access.....	2
4.4	Infrastructure	2
4.4.1	Infrastructure funding	2
4.4.2	Drainage and stormwater management	2
4.5	Design Guidelines	2
5	Additional information	3
6	Structure plan map.....	4

1 Structure Plan area

This Structure Plan applies to Lot 530 Lakes Road, Stake Hill, being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map.

The Structure Plan is identified as the Lot 530 Lakes Road, Stake Hill Structure Plan.

2 Operation

Pursuant to clause 28 of Schedule 2 – Deemed Provisions for Local Planning Schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regs)*, this Structure Plan came into effect on the day in which it was approved by the Western Australian Planning Commission (**WAPC**). It remains valid for a period of 10 years from the commencement date (19 October 2015) of the LPS Regs, unless the period of approval is otherwise extended in accordance with the Regulations.

The Structure Plan is to be given due regard when considering subdivision and development applications.

3 Staging

Subdivision and development of the subject land will be implemented in multiple stages, and is anticipated to commence in the north western portion of the subject land. Secondary stages will generally occur to the south (following the Local Distributor Road) or east (along Lakes Road), depending on market demand and servicing considerations.

Development staging will follow an orderly sequence and shall not exceed the extension of essential service infrastructure or constructed road access.

4 Subdivision and development requirements

These development standards are to be read in addition to the provisions of the Shire of Murray Local Planning Scheme.

4.1 Zones and reserves

The Structure Plan Map designates the land use zones and reserves applicable to the Structure Plan area. The decision-making authority is to have due regard to the zoning, subdivision and development requirements within this structure plan when making decisions.

The objective for the Drainage reserves identified on the Structure Plan Map is to set aside land required for key drainage infrastructure.

The objective for the Public Utilities reserves identified on the Structure Plan Map is to set aside land required for new Water Corporation utilities infrastructure (pipeline corridor and pump station).

4.2 Land use permissibility

Land use permissibility within the Structure Plan area is to be in accordance with the corresponding zone or reserve under the Shire of Murray Local Planning Scheme.

4.3 Roads and access

Direct vehicle access to lots from Lakes Road and Paterson Road is prohibited, unless crossover locations are shown on the Structure Plan Map. Access to lots fronting these roads shall be provided via the internal public road network and/or internal private access roads, designed to the specification of the Shire of Murray and the satisfaction of the WAPC.

Future widening areas for Lakes Road and Paterson Road are illustrated on the Structure Plan Map. The exact alignment and width of road widening areas is to be confirmed at subdivision stage with the Shire of Murray and WAPC.

Higher order roads of the internal road network are illustrated on the Structure Plan Map. The location, alignment and detailed design of local roads is indicative only and subject to change and refinement at subdivision stage.

Shared paths are to be provided in accordance with the Nambeelup Industrial Area Cycleway Plan endorsed as part of the Nambeelup District Structure Plan.

4.4 Infrastructure

4.4.1 Infrastructure funding

No Development Contribution Plan is required to facilitate subdivision supported by the delivery of enabling infrastructure through Royalties for Regions Initiative – Transform Peel. However, outside of Royalties for Regions commitments, a Development Contributions Plan will be prepared by the Shire to enable the coordinated delivery of shared infrastructure within the Industrial Development Zone – Nambeelup.

4.4.2 Drainage and stormwater management

The approved Local Water Management Strategy shall be implemented by the subdivider and subsequent landowners. The detailed design of drainage infrastructure is subject to refinement and modification at subdivision stage.

In order to protect and enhance the water quality in the Peel Harvey Inlet, all development shall focus on native plantings for landscaped areas and use of phosphorus-free or low-phosphorus fertilizers within landscaped areas and ensure that pollution prevention measures are designed into any development.

4.5 Design Guidelines

Design Guidelines and/or Local Development Plans (**LDPs**) will be utilised by the Shire of Murray to ensure built form outcomes are commensurate with the Shire's expectations. The preparation of LDPs may be imposed as a condition of subdivision approval in the following circumstances:

- i. Land abutting drainage reserves to address interface and access considerations;
- ii. Land identified on the structure plan as service commercial adjacent to Lakes Road and/or Paterson Road to address interface, access and built form considerations;
- iii. Land abutting the internal north-south aligned Neighbourhood Connector Road to address access including shared crossovers; and
- iv. Land abutting the Primary Regional Road Reservation to address interface and built form considerations.

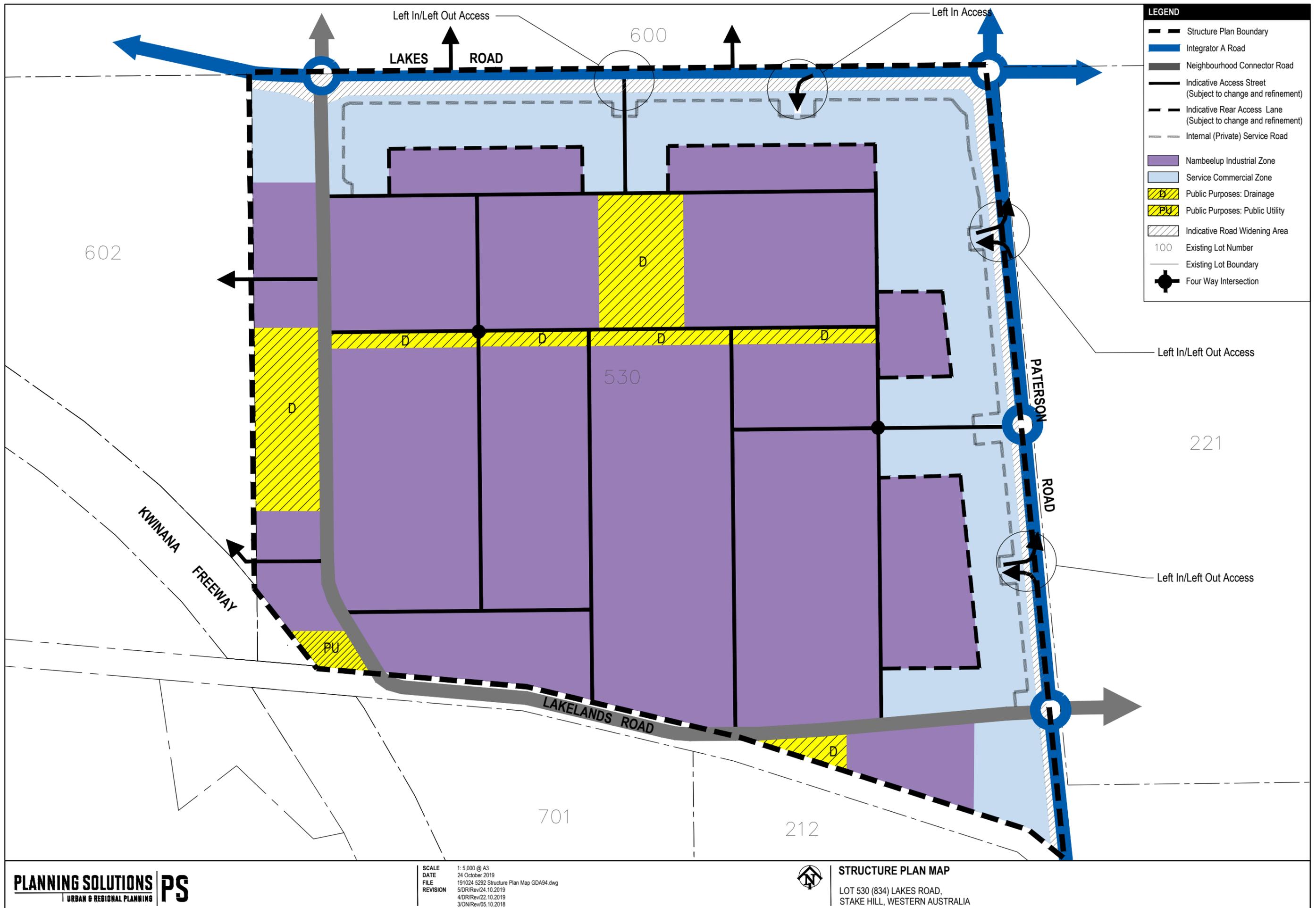
The above LDPs may be considered unnecessary if identified matter are suitably addressed by Design Guidelines adopted by the Shire of Murray prior to a subdivision application being determined by the WAPC.

5 Additional information

Table 1 – Subdivision and Development Requirements

Additional information	Approval stage	Consultation required
Updated Bushfire Management Reporting – e.g. BAL Assessment and/or Management Plans (if necessary)	Subdivision Application	<ul style="list-style-type: none"> • Shire of Murray • Department of Fire and Emergency Services
Urban Water Management Plan	Subdivision Approval Condition	<ul style="list-style-type: none"> • Shire of Murray • Department of Water and Environmental Regulation
Landscaping Plan	Subdivision Approval Condition	<ul style="list-style-type: none"> • Shire of Murray
Local Development Plan(s)	Subdivision Approval Condition	<ul style="list-style-type: none"> • Shire of Murray
Design Guidelines (Local Planning Policy)	Prior to development approval	<ul style="list-style-type: none"> • Shire of Murray

6 Structure plan map



LEGEND

- Structure Plan Boundary
- Integrator A Road
- Neighbourhood Connector Road
- Indicative Access Street (Subject to change and refinement)
- Indicative Rear Access Lane (Subject to change and refinement)
- Internal (Private) Service Road
- Nambeelup Industrial Zone
- Service Commercial Zone
- Public Purposes: Drainage
- Public Purposes: Public Utility
- Indicative Road Widening Area
- Existing Lot Number
- Existing Lot Boundary
- Four Way Intersection



Structure Plan Report

Part 2 - Explanatory Report

Lot 530 Lakes Road
Stake Hill

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Law Horizon Pty Ltd

October 2019

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Table of contents

1	Planning background.....	1
1.1	Introduction and purpose.....	1
1.2	Land description.....	2
1.2.1	Location and regional context	2
1.2.2	Site area, land use and local context.....	2
1.2.3	Legal description and ownership.....	5
1.3	Planning framework	5
1.3.1	Zoning and reservations.....	5
1.3.2	Regional and sub-regional structure plans.....	9
1.3.3	Planning strategies.....	9
1.3.4	Planning policies	12
1.3.5	Pre-lodgement consultation.....	15
2	Site conditions and constraints.....	17
2.1	Biodiversity and natural area assets.....	17
2.2	Landform and soils.....	17
2.2.1	Topography	17
2.3	Groundwater and surface water	18
2.3.1	Groundwater	18
2.3.2	Surface water.....	18
2.3.3	Wetlands	18
2.4	Bushfire hazard	18
2.5	Heritage.....	19
2.5.1	Aboriginal heritage	19
2.6	Other land use constraints and opportunities	19
2.6.1	Contaminated Sites	19
3	The Structure Plan	20
3.1	Philosophy and objectives.....	20
3.2	Structure Plan design.....	20
3.2.1	Distribution of zones and reserves	20
3.2.2	Potential future commercial support centre	24
3.2.3	Street cell and lot configuration	24
3.2.4	Movement network.....	25
3.2.5	Water management.....	26
3.2.6	Bushfire management	28
3.3	Engineering and infrastructure considerations	28
3.3.1	Siteworks and earthworks	28
3.3.2	Roadworks	29
3.3.3	Drainage.....	29
3.3.4	Wastewater	29
3.3.5	Water	30
3.3.6	Power.....	30
3.3.7	Telecommunications	30
3.3.8	Gas	30
3.3.9	Infrastructure Funding	31
3.4	Staging and implementation arrangements.....	31
4	Technical studies appendices index	32

Figures

Figure 1:	Local Context
Figure 2:	Aerial Photograph
Figure 3:	Peel Region Scheme Zoning
Figure 4:	Local Planning Scheme Zoning
Figure 5:	District Structure Plan Extract
Figure 6:	Sub-regional Planning Framework Extract
Figure 7:	Structure Plan Map (Original)
Figure 8:	Structure Plan Map (Amended)

Appendices

Appendix 1:	Certificate of Title and associated documentation
Appendix 2:	Bushfire Management Plan
Appendix 3:	Transport Impact Assessment
Appendix 4:	Local Water Management Strategy
Appendix 5:	Engineering Servicing Report

1 Planning background

1.1 Introduction and purpose

Planning Solutions acts on behalf of Law Horizon Pty Ltd, the owner of Lot 530 Lakes Road, Stake Hill (**subject site**).

This explanatory report has been prepared in support of a proposed amendment to the existing approved Structure Plan for the subject site, previously referred to as the *Lot 530 Lakes Road, Stake Hill Outline Development Plan*. The amended Structure Plan has been prepared to update the internal design configuration based on current market demand factors and updated technical reporting. It has also been updated to reflect and respond to statutory and strategic planning framework changes that have taken place since 2010, notably:

- Publication of the *Planning and Development (Local Planning Scheme) Regulations 2015 (LPS Regs)*.
- Approval of the *Nambeelup Industrial Area District Structure Plan (DSP)* in 2016.
- Various changes to the State Planning Framework, including new/amended State Planning Policies (**SPPs**) and Development Control Policies (**DCPs**).
- Approval of *Perth and Peel@3.5million* and associated sub-regional planning frameworks in 2018.
- Amendments to the *Shire of Murray Local Planning Scheme No.4 (LPS4)*, notably Amendment No.301 (gazetted May 2018) which modified various industrial zoning and land use provisions.

Reporting carried out in support of the original Structure Plan in 2010 provided a detailed examination of the site and its suitability for development taking into account various environmental, servicing and town planning considerations. This explanatory report does not seek to duplicate previous reporting, rather, it provides the rationale for proposed amendments, supported where necessary by updated technical reporting and planning justification. This approach is consistent with the WAPC's *Structure Plan Framework*, which clearly states (at clause 17.5) the following with respect to the amendment of structure plans already approved prior to the LPS Regulations:

When an application to amend such a structure plan is received, the structure plan will generally not be required to be updated to the manner and form contained in this framework. The structure plan will be required to be updated to the extent needed to undertake the amendment proposed.

Furthermore, we consider the proposed amendments to the Structure Plan constitute 'minor amendments' not requiring advertising pursuant to Schedule 2 of the LPS Regs, as they:

- Do not materially alter the purpose and intent of the Structure Plan, or significantly alter industrial and commercial development yields
- Do not adversely impact upon the amenity of adjoining landowners and occupiers, or restrict the use and development of adjoining land.
- Do not significantly impact on infrastructure provision or impact upon the environment.

It is respectfully requested the WAPC approve the amended Structure Plan for Lot 530 Lakes Road, Stake Hill, to guide future industrial subdivision and development consistent with its zoning under regional and local planning schemes.

1.2 Land description

1.2.1 Location and regional context

The subject site has a street address of 834 Lakes Road, Stake Hill, and is located within the Shire of Murray local government area. It is situated approximately 7km east of the Mandurah Strategic Metropolitan Centre, 12km north west of the Pinjarra Secondary Centre, and 63km south of the Perth central area.

The subject site is bound by Lakes Road to the north, Paterson Road to the east, Lakelands Road to the south, Lot 602 Lakes Road to the west, and a 150m section of the Kwinana Freeway to the southwest. All of the existing roads are sealed and gazetted except for Lakelands Road, which is partially cleared but remains unconstructed. The Kwinana Freeway / Lakes Road intersection is located approximately 1.5 kilometres west of the subject site, providing convenient access to metropolitan Perth and Peel and the regions beyond.

The Transform Peel project is a multi-million-dollar initiative led by the Peel Development Commission to drive regional economic growth and employment. A 1,000 hectare business park (Nambeelup Industrial Area), a 28,000 hectare 'food zone' and an integrated water initiative are projected to culminate in \$16.2 billion per annum in economic output by 2050. As a priority first phase of the project, LandCorp is overseeing the delivery of trunk infrastructure services to activate 290 hectares of Industrial zoned land within the Nambeelup Industrial Area, including the subject site.

1.2.2 Site area, land use and local context

The subject site has a total land area of approximately 111.88 hectares, with frontage widths of 1,098m and 1,183m to Lakes Road and Paterson Road respectively. (Refer **Figure 1** and **Figure 2**).

The subject site is predominantly cleared of vegetation, consistent with its historic rural use for cattle, horse and sheep grazing. A single dwelling and associated outbuildings and farm buildings are located centrally within the property, with principal access via a crossover to Lakes Road. Numerous dams have also been constructed on the property.

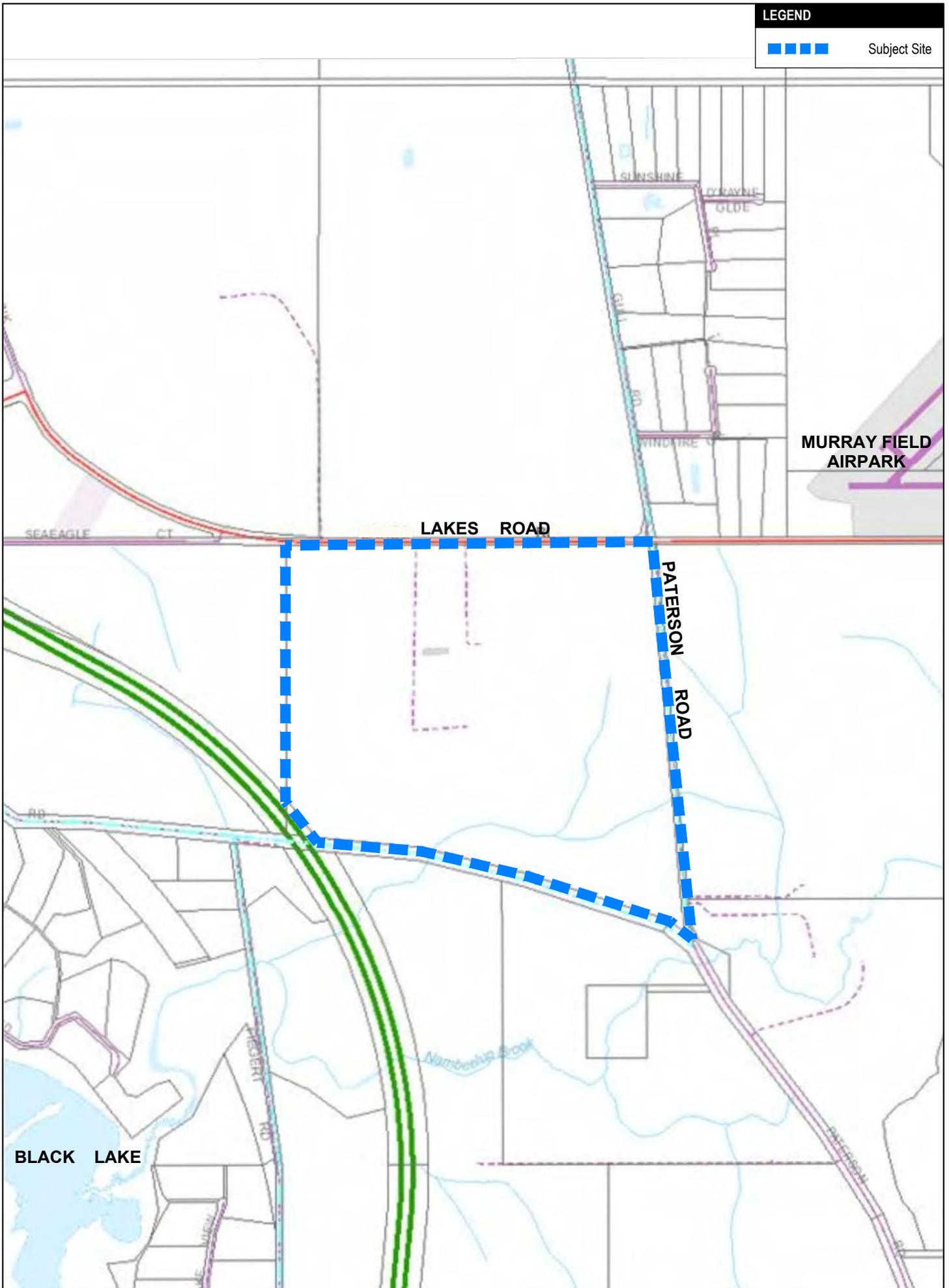
Within the surrounding locality, the following notable activities and land uses are also noted:

- To the north of the subject site is Lot 600 Lakes Road, where LandCorp is currently progressing plans to subdivide and develop the cleared (previously rural) land for industrial purposes consistent with its zoning under regional and local planning schemes. It is understood that LandCorp is planning to release its first industrial lots within the next 12-18 months.
- To the north-east of the subject site is the Nambeelup kennel area, comprising approximately 71 hectares of land zoned 'Special Use: Kennel' under LPS4. This kennel area contains a mixture of dwellings and kennel related businesses.
- To the east of the Nambeelup kennel area is the Murrayfield Airpark, zoned 'Special Use: Various' pursuant to LPS4. The site comprises sealed and gravel runways, along with a series of sheds and associated structures close to Lakes Road.
- Broadacre rural and agricultural activities generally prevail over the remainder of surrounding properties, although progressive planning and development for industrial purposes is anticipated in the future, consistent with the District Structure Plan vision for the area.

LEGEND



Subject Site





LEGEND
 - - - - - Subject Site

LAKES ROAD

PATERSON ROAD

ROAD

KWINANA
 FREEWAY



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1.2.3 Legal description and ownership

The subject site comprises a single freehold title lot, formally described in **Table 1** below as follows:

Table 1 – Lot details

Lot No.	Deposited Plan	CT Volume	CT Folio	Registered Proprietor	Site Area
530	50765	2631	806	Law Horizon Pty Ltd	1,118,783m ²

Appendix 1 contains the Certificate of Title and other associated documentation.

An easement to the Water Corporation (Ref.L677028) for pipeline purposes is registered over a 6,589m² portion of the subject site, forming a 6-metre-wide corridor immediately adjacent and parallel to Lakes Road. This easement is located within an area required for the widening of Lakes Road, and does not present an impediment to future subdivision and development of the balance portion of the site.

A caveat (Ref.L071681) is also registered over a 1,212m² portion of the subject site immediately adjacent Lakes Road, near the intersection with Paterson Road. The caveat relates to a historic lease between the Shire of Murray and the landowner, and is located within the future widening area of Lakes Road. It does not present an impediment to future subdivision and development of the balance portion of the site.

LandCorp has identified a portion of the subject site running along the southern side of Lakes Road for acquisition as part of the Peel Business Park Stage 1 programme of works. This area of land totals approximately 37,225m² and will facilitate the duplication of Lakes Road.

A further 1,503m² area of land in the south western corner of the subject site (being a portion of the area identified on the Structure Plan Map for 'Public Purposes: Public Utility') is also in the process of being acquired by the Water Corporation. This land is required for a pipeline corridor to accommodate future Water Corporation Infrastructure.

1.3 Planning framework

1.3.1 Zoning and reservations

1.3.1.1 Peel Region Scheme

The subject site is zoned 'Industrial' under the Peel Region Scheme (**PRS**). Refer **Figure 3**. It forms part of a wider 290-hectare area of PRS 'Industrial' zoned land (including neighbouring lots 600, 602 and a portion of Lot 604).

The site abuts the Kwinana Freeway 'Primary Regional Roads' reservation to the south-west, and 'Rural' zoned land to the south and east.

1.3.1.2 Shire of Murray Local Planning Scheme No.4

The subject site is zoned 'Industrial Development' pursuant to the Shire of Murray Local Planning Scheme No.4 (**LPS4**). Refer **Figure 4**.

Pursuant to clause 6.13.1 of LPS4, the objectives of the 'Industrial Development' zone are:

- (a) *to designate land for future industrial development.*
- (b) *to provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme.*

In accordance with LPS4 and Schedule 2 of the LPS Regulations, subdivision and development in the 'Industrial Development' zone is to be guided by a Structure Plan approved by the WAPC.

Amendment 301 to LPS4 was gazetted on 18 May 2018, and introduced new zoning and land use provisions applicable to industrial development within the Nambeelup Industrial Area. For 'Industrial Development' zoned land within the Nambeelup area, the following additional objectives (Clause 6.13.5) were introduced via Amendment 301:

- (a) *achieve job creation through the delivery of industrial development opportunities.*
- (b) *designate an industrial area of regional significance which reflects the objectives of the Nambeelup Industrial Area District Structure Plan.*
- (c) *achieve a cluster of agri-food and agri-processing operators and associated industries.*
- (d) *accommodate conventional light and general industries together with limited service commercial and commercial support uses.*
- (e) *demonstrate the viability of innovative servicing solutions.*

Other modifications resulting from Amendment 301 include:

- The removal of land use permissibility designations for 'Industrial Development' zoned land in the Nambeelup area (with land use permissibility at the discretion of the decision maker, guided by the provisions of a Structure Plan).
- The creation of a new 'Nambeelup Industrial' zone, with associated zone objectives (Clause 6.16) and land use permissibility provisions.

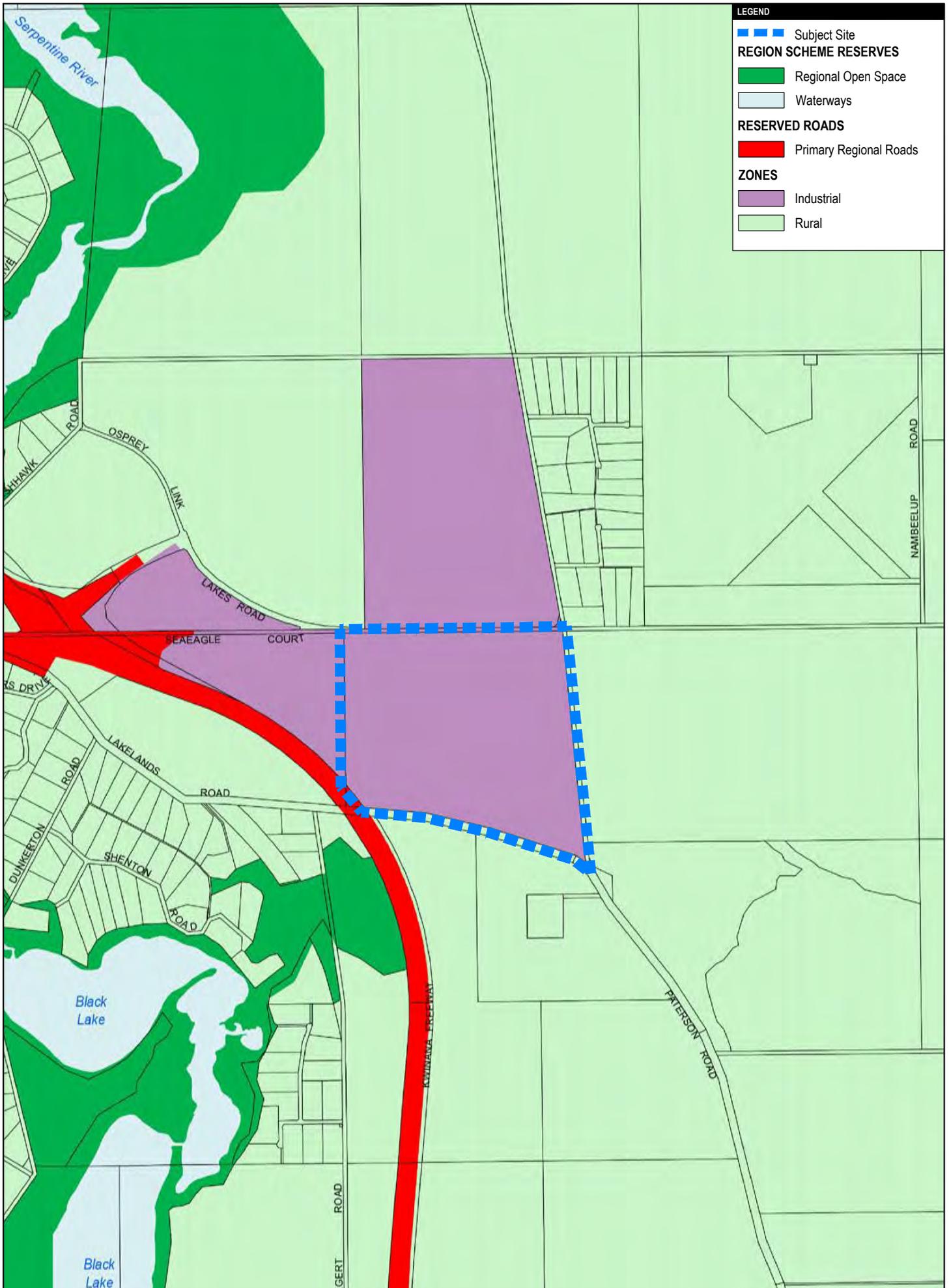
Table 2 of the Scheme sets out car parking and development standards for various land uses, however, discretion exists under Clause 13.3 of LPS4 to approve development which does not comply with a standard or requirements of the scheme. The following LPS4 non-residential development standards are of relevance to the subject site and its future development:

Table 2 – LPS4 non-residential development standards (selected industrial and commercial land uses)

Land use	Minimum Setbacks			Max. Site Coverage	Min. Landscaping	Car Parking Required
	Front	Side	Rear			
Showrooms, Warehouse, Storage etc	7.5m	5m	To be determined by Council	75%	10%	1 bay per 100m ² + servicing facilities
Light, General and Service Industry	10m	5m	To be determined by Council	75%	10%	1 bay per 50m ² + servicing facilities
Factory Units	10m	To be determined by Council	1 bay per 40m ² + servicing facilities			

A set of Development Guidelines are to be prepared for the subject site and adopted as a Local Planning Policy prior to the lodgement and determination of development applications. The design guidelines will address a range of development standards and design outcomes, including any discretionary variations to scheme development standards that are considered appropriate in the local context (for example, modified car parking ratios having regard for specific industry types and anticipated demand levels).

Section 3 of this report further describes the amended Structure Plan and the LPS4 zonings it nominates to guide future development of the subject site.

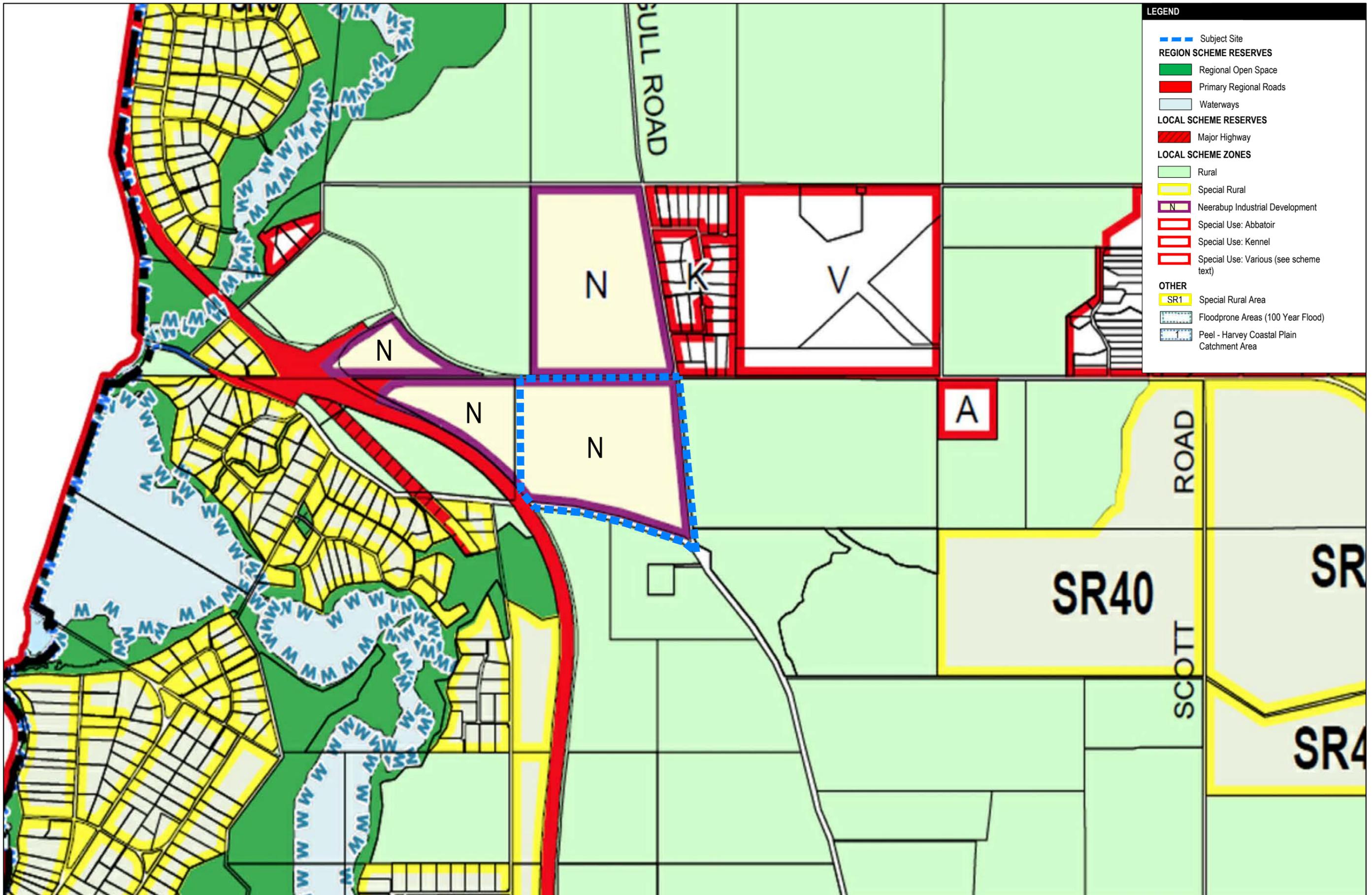


LEGEND

- Subject Site
- REGION SCHEME RESERVES**
- Regional Open Space
- Waterways
- RESERVED ROADS**
- Primary Regional Roads
- ZONES**
- Industrial
- Rural



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LEGEND

- - - Subject Site
- REGION SCHEME RESERVES**
- Regional Open Space
- Primary Regional Roads
- Waterways
- LOCAL SCHEME RESERVES**
- Major Highway
- LOCAL SCHEME ZONES**
- Rural
- Special Rural
- Neerabup Industrial Development
- Special Use: Abattoir
- Special Use: Kennel
- Special Use: Various (see scheme text)
- OTHER**
- SR1 Special Rural Area
- Floodprone Areas (100 Year Flood)
- Peel - Harvey Coastal Plain Catchment Area



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1.3.2 Regional and sub-regional structure plans

1.3.2.1 Nambeelup Industrial Area District Structure Plan

The Nambeelup Industrial Area DSP was approved and published by the WAPC in April 2016, in order to facilitate a coordinated approach to the planning and development of the Nambeelup Industrial Area, and to protect areas determined to be of environmental significance. The DSP provides overall guidance for future industrial development and infrastructure provision across the 1,000 hectare industrial estate and business park.

Given the original Structure Plan for Lot 530 Lakes Road precedes the DSP by nearly 6 years, the DSP configuration is largely consistent with the original Structure Plan layout with respect to land use distribution and the position of key roads and drainage infrastructure. Refer **Figure 5**. Notwithstanding this, the DSP does identify the following design elements and future planning requirements not contained in the original Structure Plan:

- The provision of Service Commercial / Light Industrial activities along the Lot 530 frontages of both Lakes Road and Paterson Road.
- The retention of a significant area of remnant vegetation within open space on Lot 212 Lakelands Road (immediately to the south of the subject site).
- Identification of a possible public transport route along Paterson Road immediately adjacent the subject site.
- Additional detail on key road proposals within the Nambeelup Industrial Area, including Lakes Road (4 lane dual carriageway) and Paterson Road (4 lane dual carriageway).
- Updated District Water Management Strategy arrangements (DWMS).

The updated Structure Plan has been reviewed against the DSP and DWMS and is consistent with all district level planning requirements and expectations.

1.3.3 Planning strategies

1.3.3.1 Directions 2031 and Beyond

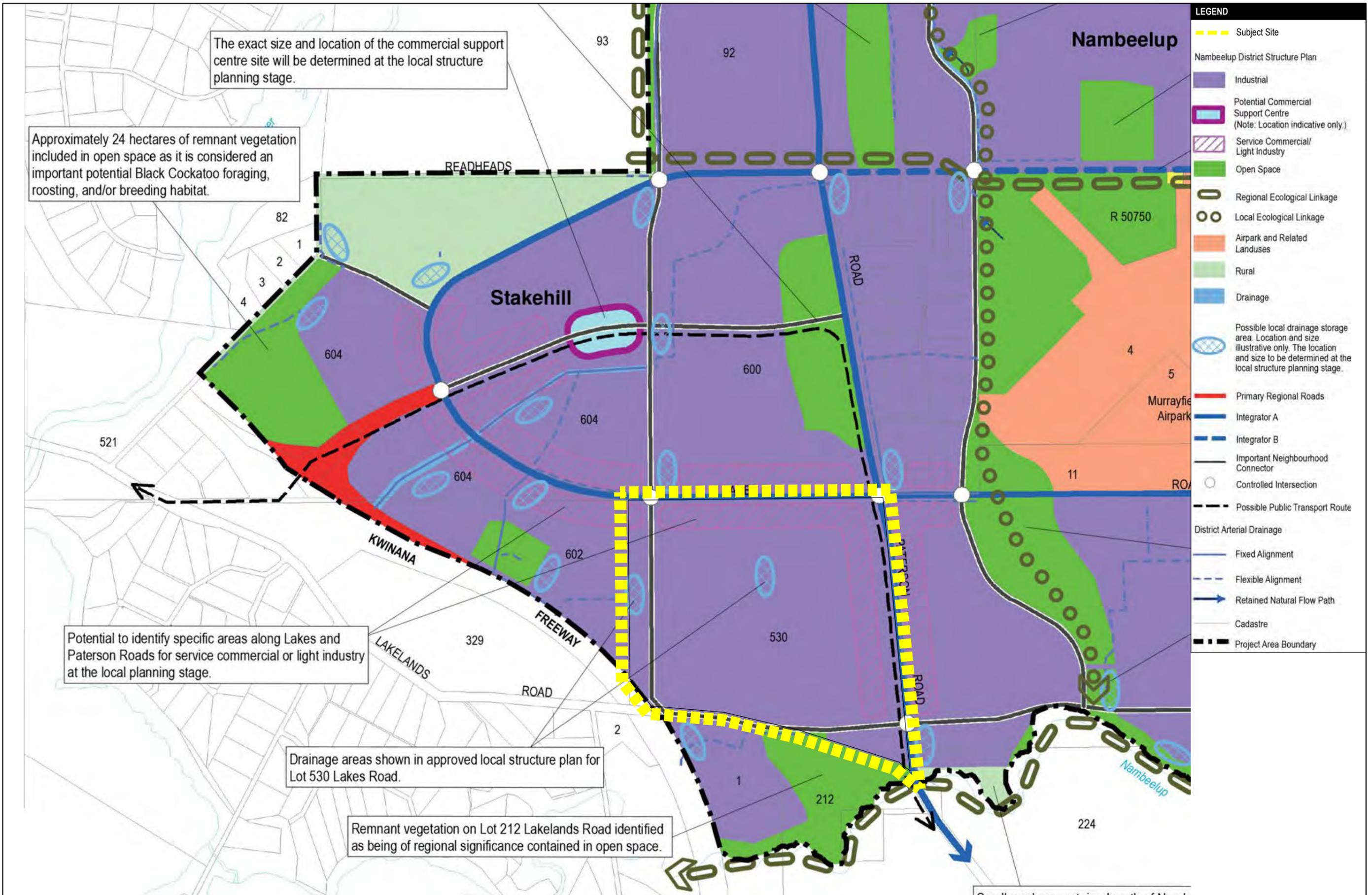
As noted in the DSP, *Directions 2031 and Beyond (Directions 2031)* is a long-term strategic document for the Perth and Peel regions, providing the framework for more detailed planning to deliver housing, infrastructure and services to accommodate future growth. The Nambeelup Industrial Area will assist in achieving the strategic objectives related to the strategy's five strategic themes, and will play a major role in achieving employment self sufficiency.

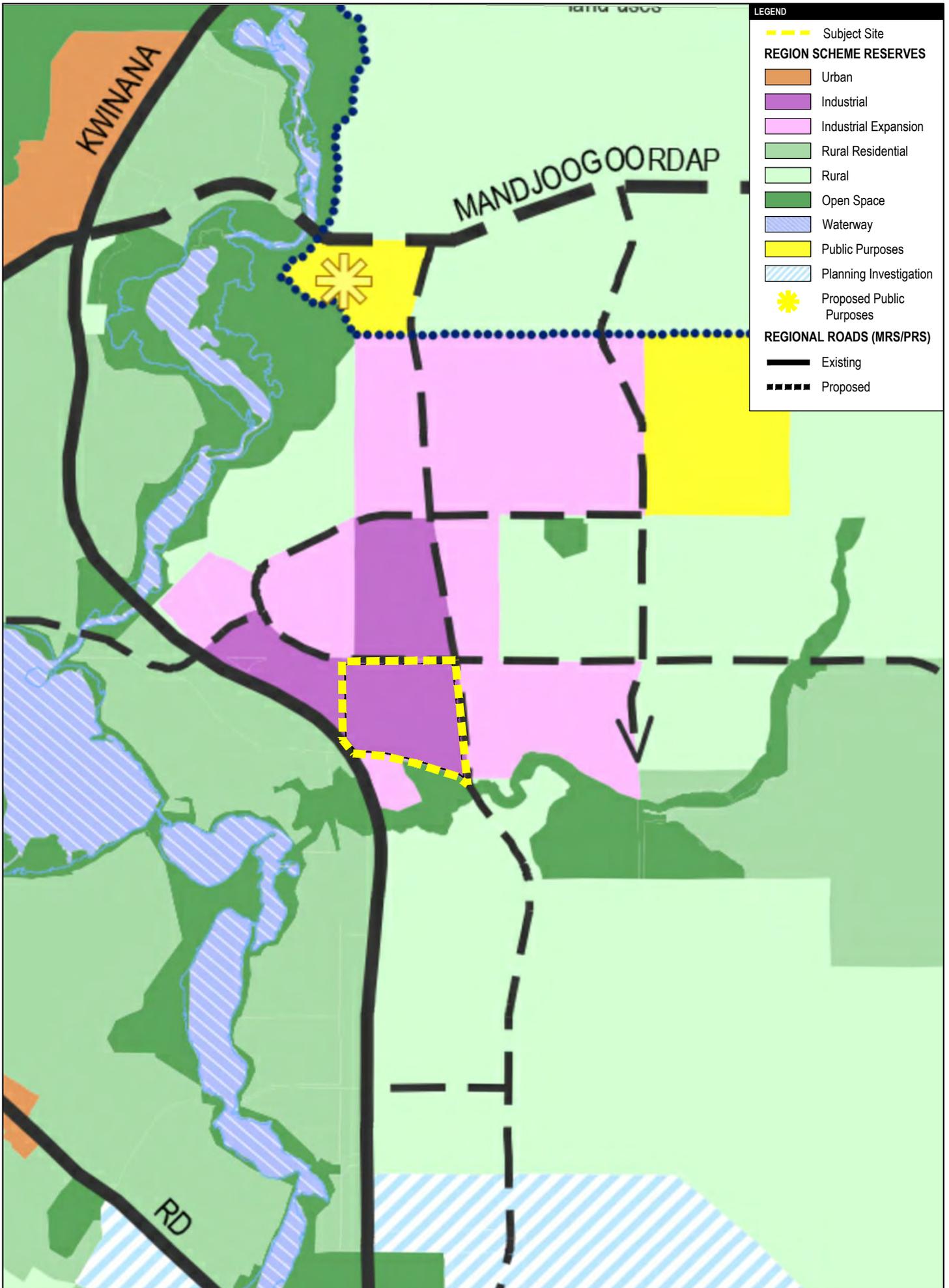
1.3.3.2 Perth and Peel@3.5million and South Metropolitan Peel Sub-regional Planning Framework

The *Perth and Peel@3.5million* strategy was published in draft form in 2015, and ultimately approved in final form in March 2018. The final version of the strategy was accompanied by a suite of sub-regional planning frameworks, defining the spatial plan of the Perth and Peel regions for the next 30 years in order to accommodate a population of 3.5 million people.

The South Metropolitan Peel Sub-regional Planning Framework covers an area of almost 5,000 square kilometres, and sets out proposals to meet future housing, employment and infrastructure needs while protecting environmental and landscape values. Refer **Figure 6**. Of particular relevance to the subject site and amended Structure Plan, the framework:

- Identifies a future industrial area in Nambeelup, to be developed as the Peel Business Park, providing some 1,000 hectares of industrial land and important employment opportunities for the Peel region.
- Identifies the subject site and adjacent sites as 'Existing Industrial' zoned land, and the surrounding DSP area for 'Industrial Expansion'.





- Notes that the Peel Business Park is to be developed along best practice principles, including a comprehensive approach to drainage water and nutrient management in accordance with a District Water Management Strategy.
- Anticipates that job numbers within industrial centres will be concentrated within the Latitude 32 and Nambeelup industrial centres, with a total of approximately 24,000 jobs being provided between these two centres.

1.3.3.3 Economic and Employment Lands Strategy: non-heavy industrial Perth metropolitan and Peel Regions

As noted in the DSP, the *Economic and Employment Lands Strategy (EELS)* was published in 2012 and provides a strategic planning framework for industrial land use planning and development during the next 20 years. EELS identifies land potentially suitable for industrial development in the medium to long-term and considers ways to address constraints on the land.

The Nambeelup Industrial Area is identified by EELS as a priority ‘potential industrial area medium term’, recognising its locational and transport network advantages. In doing so, EELS also acknowledges that the area has significant environmental, water management and servicing constraints to be resolved prior to industrial development.

1.3.4 **Planning policies**

A range of State Planning Policies and WAPC Development Control Policies are relevant to the subject site and its future subdivision and development, as identified and discussed in the original Structure Plan and more recently, the District Structure Plan.

In the interest of brevity and clarity, only those policies that have been substantially amended or are materially relevant to the revised Structure Plan configuration are addressed below.

1.3.4.1 State Planning Policy No.3.6 – Development Contributions for Infrastructure

As identified in the original Structure Plan, SPP3.6 was published in 2009 and sets out the key principles and considerations for the use of development contributions to provide infrastructure. Importantly, the policy provides context for ensuring that any development contributions imposed on subdivision/development are necessary and relevant to the development, and charged equitably amongst those benefiting from the infrastructure.

At the time of preparing the original Structure Plan report, infrastructure upgrades were the greatest impediment to the development of industrial land in Nambeelup. As such, it was expected that significant development contribution arrangements would be required to facilitate infrastructure delivery and cost sharing between landowners.

More recently, however, the State Government allocated some \$45 million in funding to plan, design and construct infrastructure necessary to support Stage 1 of the Nambeelup Industrial Area, comprising approximately 290 hectares of zoned Industrial land (including the subject site). Coordination and delivery of this trunk infrastructure is being managed by LandCorp on behalf of the State Government, and anticipated to be completed in 2019 (coinciding with the planned subdivision and development of Lot 600 to the north).

The funding and delivery of services infrastructure to support the first stage of the Nambeelup Industrial Area (including the subject site) negates the need for developer contribution arrangements in this respect. However, we understand the Shire is considering the potential requirement for a Developer Contribution Plan (**DCP**) to deliver major infrastructure works falling outside the scope of State Government funded works for Stage 1 of the Nambeelup Industrial Area. In the event a DCP is deemed appropriate and necessary, it will need to be prepared in accordance with the requirements of the LPS Regulations and SPP3.6.

A draft revised version of SPP3.6 was advertised for public comment by the WAPC in late 2016. The draft policy and associated guidelines were prepared to provide better guidance and consistency in the application of development contribution plans throughout the State. Again, should a DCP ultimately be progressed by the Shire for the Nambeelup Industrial Area, it will need to be prepared in accordance with the applicable requirements within SPP3.6.

1.3.4.2 State Planning Policy No.3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) was gazetted on 7 December 2015, and applies to all land designated as 'bushfire prone' by the Department of Fire and Emergency Services (**DFES**).

SPP 3.7 applies to all higher order strategic planning documents, strategic planning proposals (including structure plans and structure plan amendments), subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). It also applies where an area is not yet designated as bushfire prone but the proposed development is planned in a way that introduces a bushfire hazard (e.g. revegetation). The accompanying Guidelines for Planning in Bushfire Prone Areas assist in the interpretation and implementation of SPP 3.7.

The subject site is partially classified as 'bushfire prone' according to the DFES *Map of Bush Fire Prone Areas*. In accordance with the requirements of SPP3.7 and associated guidelines, the amended Structure Plan is supported by a *Bushfire Management Plan (BMP)* prepared by Bushfire Safety Consulting incorporating:

- A bushfire hazard level assessment and Bushfire Attack Level (BAL) contour map across the Structure Plan area.
- Identification of any bushfire hazard issues.
- Demonstrated compliance with bushfire protection criteria.

A copy of the BMP is provided at **Appendix 2**, with its findings and recommendations summarised in Sections 2.4 and 3.2.6 of this report.

1.3.4.3 State Planning Policy No.4.1 – State Industrial Buffer Policy

SPP4.1 provides a framework for protecting industrial areas and essential infrastructure from potential land use conflicts related to surrounding sensitive uses. As noted in the DSP:

Section 1.1 of SPP 4.1 states that in the case of light/service industry or technology parks the impacts can usually be retained on-site, which is a normal requirement for these types of industry, where building setbacks combined with suitable landscaping in effect form the buffer area. Other types of industry such as hazardous, noxious, resource processing, general industry and infrastructure (including power generation facilities, effluent treatment plants and ports) often require buffer areas which may extend off-site on to surrounding properties.

The Nambeelup Industrial Area will provide for light/service and general industrial land uses. All proposed industrial uses within the area would be assessed for compliance with Environmental Protection Guidance Statement No. 3: Separation Distance between Industrial and Sensitive Land Uses at the development application stage, as this is when detailed information becomes available.

Furthermore, the original Structure Plan report noted that:

The proposed future development of the subject will be able to adequately address all industrial buffer requirements through the application of sufficient setback distances from adjoining rural land and local environmental features. Although consideration of specific buffer requirements are premature at this rezoning stage, it is acknowledged however that any future development proposal would be required to demonstrate compliance with the setback requirements stipulated by the environmental Protection Authority and Guidance Statement 3 – Separation Distances between industrial and Sensitive Land Uses.

In this regard, the environmental Protection Authority’s Guidance Statement 3 provides generic buffer requirements for a range of industrial land uses from ‘sensitive’ land uses (including residential areas), in order to minimise risk to public amenity, health and safety.

As has previously been acknowledged within this report, the subject site will potentially provide for light, service and general industrial land uses, which primarily are listed within environmental Protection Authority’s Guidance Statement No. 3 as buffers ranging from 100 to 1000 metres...

...Further to identifying the range of generic buffers stipulated under the Guidance Statement it is also important to acknowledge the nearest ‘sensitive’ land use to the subject site, which is identified as ‘Special rural’ residential lots located approximately 500 metres to the south west and ‘kennel’ lot location approximately 300m to the north west. General industrial activities are proposed to be located at the core of the development. Light industry and Service Commercial land uses are proposed at the periphery of development within the 500m buffer area from sensitive land uses.

A draft revised version of SPP4.1 was advertised for public comment by the WAPC in early 2018. Key changes contemplated in the draft advertised version of the policy include:

- A change of name (to ‘Industrial Interface’) to reflect broader policy measures beyond the use of buffers.
- Clarification of policy application, extending more broadly to planning for industrial zones and infrastructure reserves.
- New policy measures addressing transitional zones to address incompatibility between industry and sensitive land uses
- New implementation provisions outlining the planning approach required at each stage of the planning framework.

Consistent with the original Structure Plan and DSP, proposed industrial uses within the area would be assessed for compliance with recommended EPA separation distances at the development application stage, when detailed information is available.

1.3.4.4 Development Control Policy 4.1 – Industrial Subdivision

DCP4.1 was adopted by the WAPC in July 1998 and provides for the subdivision design, road layout, servicing and open space requirements for industrial Subdivisions throughout Western Australia. Key policy provisions remain the same as when the original Structure Plan was prepared, including:

- The requirement that land be appropriately zoned.
- The importance of design compatibility with adjacent areas.

- The requirement that lot sizes and shapes offer maximum utility, accessibility and variety.
- The need for flexibility in overall design and street cells, with structure plans showing only major roads and activity areas.
- The requirement for a simple road layout and clear road hierarchy, with direct lot access preferably provided off minor roads (rather than major roads). Minimum road reserve widths of 20 metres, and carriageway widths of 10 metres are recommended.
- The need to provide adequate utilities infrastructure, particularly water, sewer and power.

The original and updated Structure Plan layouts have been designed consistent with these DCP4.1 requirements.

1.3.5 Pre-lodgement consultation

Prior to lodgement of this amended Structure Plan, the landowners and/or its nominated representatives consulted with various stakeholders and relevant agencies to outline the proposed approach and key issues to be addressed as part of any prospective Structure Plan amendment and/or subdivision application(s). Where possible, stakeholder and agency feedback has been incorporated into the design and technical analysis of the amended Structure Plan.

Table 3 below summarises the extent of stakeholder engagement undertaken prior to lodgement of this Structure Plan amendment.

Table 3 – Pre-lodgement Consultation

Stakeholder / Agency	Date	Method	Outcomes / key issues identified
LandCorp	30 January 2018	Preliminary scoping meeting	<ul style="list-style-type: none"> • General information sharing regarding development aspirations, approval processes and timeframes. • Clarification of key local planning considerations. • Outline of key infrastructure considerations and delivery of trunk infrastructure via Royalties for Regions funding.
Shire of Murray and DPLH	31 January 2018	Preliminary scoping meeting	<ul style="list-style-type: none"> • Confirmation of key strategic and statutory planning parameters relevant to subdivision of Lot 530. • Updates on key milestones/timeframes associated with Stage 1 of Nambeelup Industrial Area. • Scoping of issues to be addressed via updated Structure Plan or subdivision application, including engineering, drainage and bushfire management.
Peel Development Commission and LandCorp	31 January 2018	Preliminary scoping meeting	<ul style="list-style-type: none"> • Overview of Transform Peel project components and future investment/development aspirations.
Shire of Murray and DPLH	11 July 2018	Structure Plan amendment and subdivision scoping meeting	<ul style="list-style-type: none"> • Both the Shire and DPLH expressed a keen desire to have the Structure Plan updated and amended. • Planning authorities requested updated technical reporting be submitted with respect to: <ul style="list-style-type: none"> ○ Water management ○ Infrastructure and utilities services ○ Traffic and road design ○ Bushfire management • The Shire is negotiating infrastructure matters with LandCorp, and considering the necessity for a Developer Contribution Plan (DCP) to deliver any infrastructure items outside the scope of committed Royalties for Regions funding for Stage 1 of the Nambeelup Industrial Area. • The Shire has supported the location of a commercial support centre in the south western portion of LandCorp's Lot 600 site. Any proposal to relocate the centre, or provide additional commercial support functions on Lot 530 would need to be supported by adequate technical reporting and justification for the size, location and function of the centre, and be formalised through a Structure Plan Amendment. • The Shire generally does not support crossovers spanning open/linear drainage corridors, and would expect any such crossovers to front the secondary street instead. • The Shire's preference is to have a single set of design guidelines to guide future development, rather than different standards for each site. • The caveat registered on title was identified, and the Shire agreed to review and discuss further with the landowners. • The level of reporting required to support the Structure Plan amendment should be proportionate to the scale/extent of the amendments proposed.

2 Site conditions and constraints

2.1 Biodiversity and natural area assets

As noted in the original Structure Plan report, Ecoscape undertook a spring flora and vegetation survey of the subject site, which concluded the following with respect to biodiversity and natural area assets:

- *There are no Environmentally Sensitive or Protected Areas on the site.*
- *The site is within Beard Vegetation Association 1000 'Banksia low woodland'.*
- *The Hedde Vegetation Complex is Bassendean – Central and South, which is listed in Environmental Protection Authority Guidance Statement No. 10 as having 27% of its previous extent remaining (in 2002), with 0.7% reserved. The remaining area of this complex is 572 hectares, which meets the objectives of the Urban bushland Strategy and iUCN.*
- *There are no Department of Environment and Conservation records of any Threatened or Priority Ecological Communities within 5 km of the site and none were identified during the field survey and subsequent analysis*
- *Ecoscape's statistical analysis has indicated the Floristic Community Type is unable to be conclusively determined due to the level of degradation of the study area*
- *Eucalyptus rudis, Melaleuca preissiana and M. raphiophylla Low Woodland and Juncus pallidus Closed Sedgeland were the two vegetation Types identified within the site*
- *29 vascular plant species were found, including 21 weeds*
- *Department of Environment and Conservation records indicate one Declared Rare and seven Priority Flora species have been previously recorded within 10 km of the site and one individual of the Priority 4 taxa Eucalyptus rudis subsp. cratyantha was found on site, no other species of conservation significance were recorded*
- *The vegetation condition in the area ranged from degraded to completely degraded*
- *The area was almost entirely covered with introduced (weed) species*
- *There was no fauna habitat for Carnaby's Black Cockatoo and no evidence of Quenda presence*

Other than the presence of *Eucalyptus rudis subsp. cratyantha*, there are no significant implications anticipated based on the environmental, flora and vegetation survey of the site.

2.2 Landform and soils

2.2.1 Topography

The subject site is generally flat or slightly undulating in nature, with site levels generally between 7m AHD in the east of the site and 3.5m AHD in the west. As noted in the original Structure Plan report, "*the subject site is predominately located on low-lying areas on Quarternary Superficial Formulations comprising primarily of soils and landform types of the bassendean Sand unit. The subject site is characterised by sand plains with low dunes and occasional swamps. The bassendean sand unit is further underlain by alluvium (clay, loam, sand and gravel), which are variably laterised and podsolised, and associated with the Guilford Formation*".

The site is classified as having a moderate to low risk of Acid Sulfate Soils (**ASS**) occurring within 3m of natural soil surface according to the Department of Water and Environmental Regulation's (**DWER**) ASS risk mapping for the Swan Coastal Plain. A preliminary ASS investigation was conducted by JDA in 2009, indicating that potential ASS conditions exist near the north-western boundary of the subject site, with a statistical probability of less than 5%.

As noted in the original Structure Plan report, the subject site is not constrained from more intensive development in this regard, as the policy approach focuses on areas categorised in the 'moderate to high risk'. ASS are a manageable rather than a prohibitive constraint, and a detailed ASS investigation will be conducted at subdivision stage once further design detail is known regarding servicing requirements.

2.3 Groundwater and surface water

2.3.1 Groundwater

Investigations by JDA reveal peak winter groundwater levels between 7.06m AHD and 4.04m AHD across the site (generally close to natural ground level), with seasonal variations in groundwater levels of approximately 1m – 1.4m. Such findings are consistent with the original Structure Plan reporting, which noted high groundwater levels close to the natural ground level, with groundwater generally found at depths between 1m and 0m below ground level. Accordingly, the use of fill and/or subsoil drainage will be required in order to achieve suitable clearances between groundwater levels and finished site levels.

2.3.2 Surface water

Regional surface water features include the Serpentine River to the west of the subject site, and Nambeelup Brook, to the south of the subject site. The DWMP prepared in support of the DSP confirms that the subject site is located outside of any river floodplains.

Surface water flows across the site fall within two district level catchments, both of which flow toward Kwinana Freeway culverts and ultimately discharge into Nambeelup Brook.

2.3.3 Wetlands

As noted in the original Structure Plan report, the majority of the subject site is classified as a Multiple Use Wetland. Such a classification is generally not a constraint to development. There are no Conservation Category Wetlands, Resource Enhancement Wetlands affecting the subject site.

2.4 Bushfire hazard

As previously noted, the site is classified as a Bushfire Prone Area (as mapped by DFES) and requires further assessment in accordance with *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. Bushfire Safety Consulting has prepared a Bushfire Management Plan for the subject site, including a bushfire hazard level assessment which has confirmed the following:

- As stages of the site are subdivided and developed, the classified vegetation will be cleared and the hazard within the site reduced. Classified vegetation surrounding the site will pose a medium to long term hazard until such time as it is removed to accommodate land development consistent with the District Structure Plan.
- The largest bushfire hazard exists on the western and southern boundaries of the site due to the presence of Class A Forest and Class D Scrub vegetation respectively. Class G Grassland on the eastern, northern and western boundaries also pose some limited threat. The hazard posed by any vegetated drainage reserves, classified post-development as forest vegetation, will be mitigated by internal asset protection zones (**APZ**).

- The Bushfire Attack Level (**BAL**) contour plan confirms the post-development BAL ratings applicable to the site. The bushfire threat to the proposed development will comply with SPP 3.7 and associated guidelines through the establishment of APZs.

Further commentary on the bushfire management practices to be implemented are addressed in Section 3.2.6 of this report and in the Bushfire Management Plan (refer **Appendix 2**).

2.5 Heritage

2.5.1 Aboriginal heritage

A search of the *Department of Planning, Lands and Heritage (DPLH)* Aboriginal Heritage Inquiry System has confirmed that there are no Registered Aboriginal Sites affecting the subject site. The following sites are, however, identified to the west and south of the subject site:

- **Registered Sites** - Site 3582 Serpentine River (located to the west of the subject site)
- **Other Heritage Places** - Site 17982 Nambeelup Brook (to the south of the subject site)

The land is not constrained from development in this regard.

2.6 Other land use constraints and opportunities

2.6.1 Contaminated Sites

As previously noted in the original Structure Plan report, *“there have been no contaminating land uses in the previous 40 years and a search of Department of Environment and Conservation’s Contaminated Sites database did not find any known or suspected contaminated sites associated with the property.”*

The land is not constrained from development in this regard.

3 The Structure Plan

3.1 Philosophy and objectives

As stated in the original Structure Plan report, the Structure Plan “*will provide the planning framework necessary to ensure that the development of the area for its ultimate industrial purposes occurs in the most orderly and integrated manner, fulfilling the primary objectives of maximising the yield of industrial land, in a high quality estate environment, whilst recognising the various physical and environmental constraints of its location.*”

Consistent with this philosophy, the Structure Plan should:

- *Provide a robust design, providing the broadest possible opportunities to accommodate the varying demands for general industrial land in an increasingly changing commercial/economic environment;*
- *Recognise environmental issues within and around the study area and provide best management practices;*
- *Promote Nambeelup as a commercially attractive address;*
- *Produce a movement network which ensures the most direct connectivity with the subject site and the regional network from all parts of the Nambeelup Industrial Area and its sub-regional catchment; and*
- *Ensure that advantage can be taken of future regional transportation opportunities, particularly in terms of direct links with the freeway and future public transport system.*

These objectives are broadly consistent with those outlined in the original Structure Plan report.

3.2 Structure Plan design

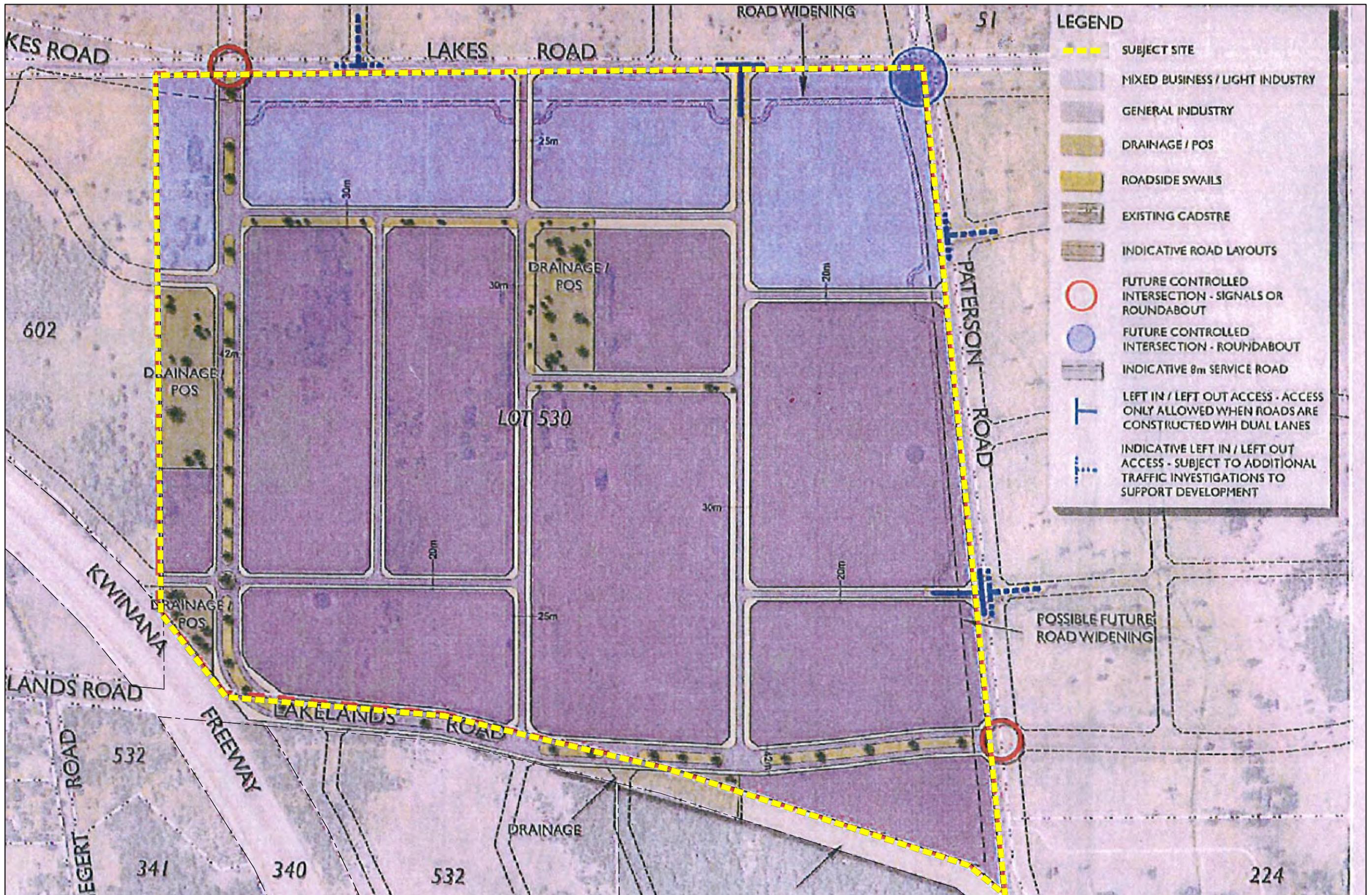
The following section describes the Structure Plan design configuration, identifying and justifying key differences between the original Structure Plan (**Figure 7**) and the amended Structure Plan (**Figure 8**).

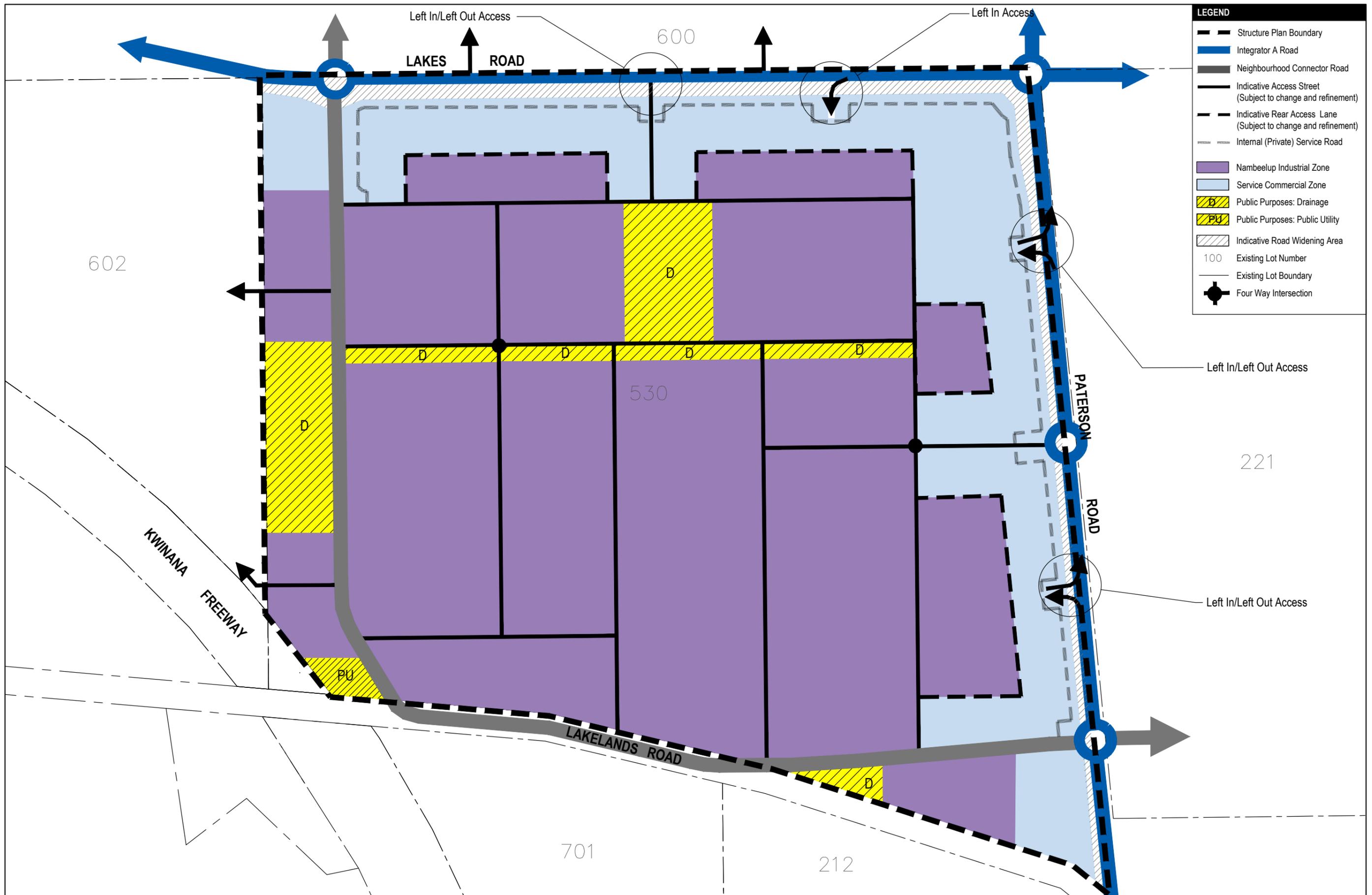
3.2.1 Distribution of zones and reserves

The future zones and land uses contemplated by the amended Structure Plan are consistent with that contemplated by the DSP and not dissimilar to the original Structure Plan. In accordance with Schedule 2 of the LPS Regulations and the WAPC’s Structure Plan Framework, the Structure Plan has been amended to use zones and reservations consistent with those contained in LPS4, in order to facilitate ‘normalisation’ into the scheme at some point in the future.

The use of LPS4 zones and reserves in the amended Structure Plan is a key change from the original Structure Plan, where non-specific land use terms such as ‘*Mixed Business / Light Industry*’, ‘*General Industry*’ and ‘*Drainage / POS*’ were used. Such terms are not aligned with LPS4 land use terminology and the LPS4 zoning table, and as such, would have presented difficulties for assessing future land use permissibility.

The other notable amendment compared with the original Structure Plan is the extension of the Service Commercial zone further south along Paterson Road. This design modification is simply a reflection of the more recently approved DSP, which clearly provides for ‘*Service Commercial / Light Industry*’ activities along the full length of the subject site’s frontage to both Lakes and Paterson Roads. In any event, a range of commercial and light industrial land uses are capable of approval in the LPS4 Service Commercial zone, entirely consistent with the approach advocated by the DSP.





LEGEND

- Structure Plan Boundary
- Integrator A Road
- Neighbourhood Connector Road
- Indicative Access Street (Subject to change and refinement)
- Indicative Rear Access Lane (Subject to change and refinement)
- Internal (Private) Service Road
- Nambeelup Industrial Zone
- Service Commercial Zone
- Public Purposes: Drainage
- Public Purposes: Public Utility
- Indicative Road Widening Area
- Existing Lot Number
- Existing Lot Boundary
- Four Way Intersection



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The amended Structure Plan provides for the following future zones and reservations, consistent with LPS4 provisions and the overarching design guidance of the DSP:

- **Nambeelup Industrial zone** – Provided over the majority of subject site, the Nambeelup Industrial zone will provide opportunities for a range of general and light industrial, transport and logistics activities supporting primary industries. Consistent with the DSP, such industrial activities are generally located in areas that are less visually prominent from Lakes and Paterson Roads.
- **Service Commercial zone** – Provided along the Lakes Road and Paterson Road frontages, the Service Commercial zone will accommodate a range of commercial uses reliant on high traffic exposure. Consistent with the DSP, direct access from Service Commercial lots onto key arterial roads (e.g. Lakes Road and Paterson Road) will be limited through the use of private local service roads and reciprocal rights of access.
- **Public Purposes: Drain reserve** – Provided in those areas of the Structure Plan dedicated to serving a key drainage function, including drainage basins and an east-west linear swale.
- **Public Purposes: Public Utility reserve** – Provided in the south western portion of the Structure Plan area where future WaterCorp infrastructure (sewer pipeline and pump station) are to be located.

Within the Nambeelup Industrial zone and Service Commercial zone, land use permissibility will be in accordance with the zoning table of LPS4. A summary of land uses capable of approval in these zones (at the time of preparing this Structure Plan) is provided in **Table 4** below:

Table 4 – Land use permissibility within zones

LPS4 Zone	Permitted Uses (P)	Discretionary Uses (AA)(SA)	Incidental Uses (IP)
Nambeelup Industrial	<ul style="list-style-type: none"> • Warehouse & Storage • Landscape Supplies • Garden Centre • Light Industry • Service Industry • Rural Industry • Public Utility • Research Centre • Research Centre – Rural 	<ul style="list-style-type: none"> • Service Station / Petrol Filling Station (AA) • General Industry (AA) • Factory Units (AA) • Motor Vehicle Wrecking (AA) • Fuel Depot (AA) • Abattoir (SA) • Alternative Energy Facility (AA) • Manure Facility (AA) • Transport Depot (AA) • Educational Establishment (AA) • Rural Pursuit (AA) • Intensive Agriculture (AA) 	<ul style="list-style-type: none"> • Caretaker's Dwelling • Winery • Car Park • Noxious Industry • Veterinary Centre • Veterinary Hospital • Stables • Kennels • Rural Produce Stalls • Cattery
Service Commercial	<ul style="list-style-type: none"> • Take Away Food Outlet • Car Park • Showrooms • Dry Cleaning Agency • Funeral Parlour • Health Centre / Studio • Veterinary Centre 	<ul style="list-style-type: none"> • Car, Boat, Caravan & Agricultural Equipment Sales (AA) • Service Station / Petrol Filling Station (SA) • Service Industry (SA) • Public Amusement (AA) • Civic Building (AA) • Public Utility (AA) 	<ul style="list-style-type: none"> • Caretaker's Dwelling • Shop • Office • Warehouse & Storage

3.2.2 Potential future commercial support centre

The DSP proposes to incorporate one or two ‘commercial support centres’ within the Nambeelup Industrial Area, containing commercial businesses and local retail activities that support the industrial activities and workforce. The DSP notes that the exact location and area of these centres is to be determined at the local structure planning stage, in accordance with the following key planning principles:

- *Provide for commercial business centres or ‘hubs’ for commercial businesses and local retail activities that support the industrial activities and workforce;*
- *Be of a sufficient size to be a viable ‘business hub’, but not of such a size that would compete with other existing or planned activity centres;*
- *Be located in prominent positions with suitable road and future public transport access; and*
- *Be designed in a manner that provides clear focal points, which may include commercial businesses focussed around a main street with an appropriate pedestrian amenity and public spaces.*

The north eastern portion of the subject site (on the south western corner of the Lakes Road and Paterson Road intersection) presents an opportunity to potentially support a future commercial support centre, acknowledging:

- It is prominently located at the intersection of two key arterial roads (Lakes Road and Paterson Road), with a high degree visibility and exposure;
- It is well positioned to serve the needs of local businesses/workers within initial development stages of the Nambeelup Industrial Area, particularly Lots 530 and 600;
- It is located adjacent a ‘possible public transport route’ as identified on the DSP;
- It is not located near, or likely to compete with, any other existing or planned activity centres; and
- Is capable of being adequately sized to support a viable ‘business hub’, and designed in accordance with best practice principles.

It is noted that the Shire has supported the location of a commercial support centre in the south western portion of LandCorp’s Lot 600 site, via the Lot 600 Structure Planning process. It is also acknowledged that during pre-lodgement discussions with the Shire it was confirmed that any proposal to relocate the centre, or provide additional commercial support functions on Lot 530 would need to be supported by adequate technical reporting and justification for the size, location and function of the centre, and be formalised through a Structure Plan Amendment (and appropriate design guidelines).

3.2.3 Street cell and lot configuration

The DSP provides the following direction with respect to lots sizes catering for light and general industrial activities:

- *Generally smaller and more affordable lots are to be provided (for example, lots of 1,000m²—4,000m²) within the light industrial areas.*
- *Provision of generally larger lots (e.g. 4,000m²—5ha) that cater for either larger scale industrial (and related) enterprises or uses that, by their nature, require separation from other more sensitive land uses to ensure the amenity of the area is not compromised.*

The street cell dimensions in the amended Structure Plan flexibly provide for light industrial and general industrial lot products at sizes consistent with the DSP provisions. The largest and deepest cells are generally provided in the central and southern portions of the subject site, to accommodate larger lots and general industrial activities. Shallower cells are provided closer to Lakes and Paterson Roads, logically providing for smaller lot products catering for light industrial and commercial activities. Of course, the ultimate lot pattern will be determined at the subdivision stage, having regard for consumer demand and end user requirements.

The road network remains sufficiently robust to provide the opportunity for a range of different lot sizes. Where it is necessary to add roads or remove others to accommodate preferred lot sizes at subdivision stage, such departures from the Structure Plan should be entertained provided they are consistent with overall objectives and demonstrate compatibility with the surrounding road structure. It is for this reason that the local roads are noted on the Structure Plan map as being indicative only and subject to refinement at subdivision stage.

Ultimate lot layout and configuration will be subject to further detailed design considerations and formalisation at subdivision stage.

3.2.4 Movement network

Transcore has undertaken a Transport Impact Assessment (**TIA**) in support of the amended Structure Plan, a copy of which is provided at **Appendix 3**. Its findings and recommendations are summarised as follows.

3.2.4.1 Existing Movement Network

Lakes Road is currently classified as a Regional Distributor Road, and comprises a single carriageway standard road with a speed limit of 80km/hr adjacent the subject site. It carries around 3,700 vehicles per week day on average.

Paterson Road is currently classified as a Local Distributor Road, and comprises a single carriageway rural road with a speed limit of 100km/hr adjacent the subject site. It carries around 700 vehicles per week day on average.

There are no public transport services or pedestrian/cyclist facilities in the locality at present.

3.2.4.2 Proposed Movement Network

The District Structure Plan contemplates the upgrading of Lakes Road to a four-lane divided carriageway road, widened to accommodate the improved carriageway configuration and associated utilities infrastructure. It also provides for Paterson Road to become an important north-south regional road, constructed as a four lane divided carriageway.

Improved cyclist and pedestrian path networks will also be provided throughout the Industrial Area in accordance with the DSP, while bus-based public transport services will be provided in the long term.

The proposed road hierarchy within and adjacent the amended Structure Plan area is consistent with the District Structure Plan and WAPC Development Control Policy 4.1, summarised as follows:

- **Lakes Road** – A four (4) lane ‘Integrator A’ category road, consistent with DSP recommended road reserve widths of 54-60m (east of Lakelands Road) and 47-50m (west of Lakelands Road).
- **Paterson Road** – A four (4) lane ‘Integrator A’ category road, consistent with DSP recommended road reserve width of 39-42m.
- **Lakelands Road** – A two (2) lane ‘Neighbourhood Connector’ category road, consistent with DSP recommended reserve width of 42m.
- **Internal subdivision roads** – Generally comprising single carriageway ‘Access Street’ category roads, consistent with DSP and WAPC Development Control Policy 4.1 recommended reserve widths of 20m (with a 10m wide carriageway).

Transcore estimate that approximately 15,800 vehicles per day, or 1,600 vehicles per hour, will be generated by the land uses illustrated for the amended Structure Plan, with less than 3,000 vehicles per day on any of the internal subdivision roads (local access streets).

Indicative widening areas reflecting the increased reserve width requirements for Lakes Road and Paterson Road have been illustrated the amended Structure Plan, and are based on the latest available design information for these roads. As noted in the DSP however, “*regional road proposals could be reviewed following the preparation of additional regional transport modelling and further analysis of the regional road network. For example, further transport modelling for the Nambeelup Industrial Area could indicate that the section of Nambeelup Road, north of Lakes Road, only needs to be constructed to an Integrator B two-lane road standard*”.

Road intersections shown on the amended Structure Plan have been reviewed by Transcore, and are proposed to operate as priority controlled T-intersections or roundabouts (for the key four way intersections). Limited crossover locations along Lakes Road and Paterson Road provide sufficient distance from the nearby intersections to provide appropriate turn lanes in accordance with Austroads guidelines.

3.2.5 Water management

A Local Water Management Strategy (**LWMS**) has been prepared by JDA to support the amended Structure Plan, and is provided at **Appendix 4**. Importantly, the LWMS considers and meets the requirements of the *Nambeelup Industrial Area District Water Management Strategy (DWMS)* and *Nambeelup Groundwater Modelling Report*, both of which were prepared after approval of the original Structure Plan in 2010.

Consistent with the original Structure Plan, the amended layout of the street layout and drainage network has been designed to meet best practice water management requirements and to promote the integration of stormwater management into the urban form. Given the local environmental features and characteristics, water management is a significant design consideration for the future subdivision and development of the land.

The LWMS outlines a series of key principles, strategies and design criteria necessary to ensure sustainable management of water resources. These are detailed within **Appendix 4**, and summarised in **Table 5** below:

Table 5 – LWMS Principles, Strategies and Design Criteria

Key Principles	DWMP / DWMS Strategies	LWMS Design Criteria
1. Manage catchments to maintain or improve water resources	1.1 Minimise changes to hydrology	<ul style="list-style-type: none"> Surface Water post-development 1 in 100 Annual Exceedance Probability (AEP) peak flows reflect pre-development peak flows for catchments documented in the DWMS; Lot soakwells size for 7.6mm/m² (~60% recharge under continued wet climate, and >35% gross recharge future dry). Remainder first 15mm treated in treatment train in Study Area. Subsoil drainage set at CGL's to control rise in groundwater levels; CGL's to consider wetland hydrology, site water balance, water quality and ASS. (There are no wetlands on this site or directly adjacent to this site).
	1.2 Maintain or improve water quality.	<ul style="list-style-type: none"> Implement non-structural measures such as reduction of nutrient inputs via land use change (from grazing to industrial) and nutrient-wise landscaping. Possibly limit fertiliser application to some road verges if required. Implement best management practice water quality treatment trains for stormwater runoff and any subsoil discharge;
	1.3 Manage and restore waterways and wetlands.	<ul style="list-style-type: none"> Arterial drains treated as vegetated swales or living streams; Manage infiltration device size to deliver desired recharge rates for groundwater aquifers.
	1.4 Safeguard the quality and availability of water resources for the future.	<ul style="list-style-type: none"> Development is outside the Nambeelup Brook floodplain/foreshore reserves or any wetlands
2. Manage flooding and inundation risks to human life and property.	2.1 Provide adequate clearance from 1 in 100 AEP flooding and surface or groundwater inundation.	<ul style="list-style-type: none"> Finished levels of buildings to provide minimum 0.3m clearance above 1 in 100 AEP flood level of Arterial Drains and local drainage systems including basins and roads. Finished levels of buildings to provide minimum 0.5m clearance above 1 in 100 AEP flood level of Nambeelup Brook; Subsoil drainage/drains set at CGL's to control rise in groundwater levels. Subsoils in all road reserves. Lot soakage sized for 7.6mm/m² in either soakwells set at or above estimated groundwater mound height (0.7m) or in open infiltration swale invert 0.3m above estimated groundwater mound height..Soakwells restricted in height to 0.6m.
	2.2 Do not cause flooding or inundation of upstream or adjacent developed areas.	<ul style="list-style-type: none"> Meet DWMS Arterial Drain requirements for receiving flows from upstream and to downstream Control 1 in 100 AEP & 1 in 10 AEP peak outflow from development area to predevelopment flow rates stated in DWMS (2.0m³/s to Fwy3, <0.65m³/s to Fwy4 for 1 in 100 AEP)
	2.3 Manage surface water flows to prevent damage to downstream infrastructure and assets (not worsen existing risk).	<ul style="list-style-type: none"> Baseflow to Fwy3 outlet (no baseflow to Fwy4).

Key Principles	DWMP / DWMS Strategies	LWMS Design Criteria
3. Ensure the efficient use and re-use of water resources.	3.1 Minimise water use within developments.	<ul style="list-style-type: none"> Implementation of hydrological zoning and native plantings to minimise water use in open areas and streetscapes;
	3.2 Achieve highest-value use of fit-for-purpose water, considering all available forms of water for their potential as a resource.	<ul style="list-style-type: none"> Identification of fit-for-purpose water sources and consider reuse of all forms of water, including: superficial bores & reuse of subsoil flow. Potential for groundwater Managed Aquifer Recharge (MAR) investigated separate to this LWMS.

The amended Structure Plan allocates approximately 5.8 hectares of the site to dedicated drainage reserve areas accommodating key drainage infrastructure. This is broadly distributed as 4.9 hectares in detention basin reserves and 0.9 hectares in roadside swale reserves. Additional drainage functions will also be provided within road medians etc, as identified by the LWMS.

3.2.6 Bushfire management

The Bushfire Management Plan confirms that bushfire threat to the proposed development will comply with SPP 3.7 and associated guidelines through various management measures, including:

- Asset Protection Zones (**APZs**) will be established within the western and southern boundaries of the site and will incorporate Lakes, Lakeland and Paterson road reserves and internal public roads where they are adjacent to classified vegetation. Internal APZs will be established around vegetated drainage reserves. A narrow internal APZ will be established on the south-east boundary.
- Each subdivision stage will be required to comply with the provision of two access routes.
- Proposed roads comply with minimum public road standards.
- The development will have access to a reticulated water supply, and hydrants will be spaced according to Water Corporation standards.
- APZ standards within the site will be established by the developer until such time as lots are purchased and then the new lot owners will be required to comply with the ongoing APZ standards.
- A 100m wide slashed grass buffer will extend around the perimeter of each subdivision stage within the site to ensure temporary bushfire hazards do not threaten subdivision stages during the site's development. Grass fuels will be maintained below 100m in length in this buffer.

Further details regarding implementation and ongoing management responsibilities are provided within the Bushfire Management Plan provided at **Appendix 2**.

3.3 Engineering and infrastructure considerations

An Engineering Servicing Report has been prepared by Cossill & Webley Consulting Engineers in support of the amended Structure Plan, and is provided at **Appendix 5**. The following provides a summary of key engineering and infrastructure considerations for future subdivision and development of the subject site.

3.3.1 Siteworks and earthworks

Clearing of existing structures and/or vegetation will be required to accommodate development, as will topsoil stripping should acid sulfate soils be present and require neutralisation.

It is anticipated that imported fill will be required to achieve suitable site classifications in accordance with Australian Standard AS2870-1996. Finished earthworks design levels will be determined having regard for:

- The minimum required level of separation to controlled groundwater levels (generally 1.5m), noting the majority of the site has less than 0.5 metres of separation at present.
- Minimum 500mm freeboard to 100 year flood levels adjacent detention structures.
- Minimum separation to underlying clay subgrade.
- Grading of roads, sewer and drainage infrastructure to meet Shire and Water Corporation requirements.
- The Department of Water may also consider altering maximum groundwater levels through subsoil drainage, potentially reducing the volume of fill required.

3.3.2 Roadworks

All roads will be built to Shire standards with key intersections being designed to accommodate the turning circle of a B-double vehicle. RAV network requirements will be confirmed with the Shire and Main Roads WA as part of the detailed design process.

3.3.3 Drainage

The management of high groundwater levels and drainage across the site is a significant consideration. The LWMS demonstrates the land is capable of supporting future development with appropriate water sensitive design and best practice management outcomes.

To protect infrastructure and assets from flooding and damage from groundwater, a combination of design measures are proposed, including:

- Controlling/limiting the rise of maximum groundwater levels where required by incorporating subsoil drainage systems;
- Importation of fill to provide adequate separation to groundwater; and
- Provision of suitable foundation designs for the separation to prevailing groundwater levels.

The drainage system will allow for soakwells to be installed on each lot to contain a minimum of 7.6mm of runoff from impervious surfaces, with a high level overflow connection to the drainage network within adjacent road reserves. Lot levels will be designed to ensure shallow soakwells can be installed to work effectively.

The arterial drainage network is intended to adopt best practice and utilise a series of either vegetated open swales in road reserves, swales/living streams through open space areas, retained natural overland flow paths, and arterial culverts under main roads. The arterial drainage network generally consists of two arterial drainage lines making their way west and south, ultimately discharging in Black Lake.

Local storage basins will generally be set 0.2m to 0.3m above controlled groundwater levels. Storage structures will be designed to optimise storage depth and storage area, to minimise the impact on lot fill levels. A freeboard of 0.3m will be provided between detention storage top water levels and finished floor levels.

3.3.4 Wastewater

Lot 530 is located within a proposed Water Corporation licenced area for the provision of wastewater services. The Water Corporation has provided informal strategic advice outlining possible sewer reticulation strategies for the Structure Plan area. Wastewater from the Nambeelup Industrial Area will be designed to discharge into the Gordon Road Waste Water Treatment Plant, west of the subject site.

Ultimately, the Water Corporation proposes to gravity feed the northern section of Lakes Road to Amarillo South Pump Station A, to the north west of the subject site. The catchment for this pump station includes the northern area of the subject site. A second pump station is contemplated to be located in the south-western corner of the subject site (identified on the amended Structure Plan as a Public Purposes: Public Utility reserve), and will service the remainder of the subject site and areas to the east.

In the interim, it is anticipated the State Government (via LandCorp) will fund construction of an interim waste water pump station within Lot 600 (north of the subject site), serving a catchment area that includes the northern portion of the subject site. Depending on capacity and timing, waste water flows from the south eastern corner of the subject site could be temporarily directed to the interim Lot 600 pump station subject to negotiations with the Water Corporation.

A full engineering review and Water Corporation approval will be necessary at the detailed design stage.

3.3.5 Water

Following the announcement of State Government funding for the Transform Peel project in April 2016, it is anticipated that all service infrastructure, including water, will be available in the short term to service the subject site.

Ultimately, the Water Corporation intends to service the Nambeelup Industrial Area with a water supply via a new 375mm diameter main from the North Mandurah Water Tank. Timing is currently unknown, and will depend upon the rate of development and overall water demand.

In the interim, however, the Water Corporation supports the construction of a reticulation sized (250mm) main to feed the initial development areas, including the subject site. Such a main will connect to existing infrastructure closer to Mandurah and extend along Lakes Road, capable of serving development of the subject site.

3.3.6 Power

There are existing 22kV power lines in Lakes Road and Paterson Road, and 132kV lines along the southern boundary of the subject site. Royalties for Regions funding granted to the Transform Peel project will facilitate the installation of two (2) feeder cables from the Pinjarra substation, with the subject site likely having access to these cables to serve initial development stages.

Additional power capacity could be provided via an additional feeder cable, or alternatively, the installation of a new substation adjacent to the 132kV powerlines on the southern boundary of Lot 530. Future power demands will be monitored, and servicing strategies adjusted as necessary by Western Power.

3.3.7 Telecommunications

It is understood that LandCorp will be extending NBN services to Lot 600, and Lot 530 will be able to utilise this extension for telecommunications. The locality is served by the NBN Co.'s fixed wireless footprint (as opposed to its fixed line fibre optic footprint), with an expansion of coverage planned to cover the entirety of the subject site. There are no plans to extend Telstra infrastructure to the area, given its coverage by NBN Co.

3.3.8 Gas

ATCO Gas has constructed a gas trunk main connecting the Dampier to Bunbury Natural Gas Pipeline to the Mandurah network. This main is located in Readheads Road and has the capacity to service industrial development of the subject site.

It is understood that LandCorp will be installing gas services within Lot 600, including along Lakes Road. It is anticipated that this gas infrastructure could also be extended into Lot 530 should it be required.

3.3.9 Infrastructure Funding

Lot 530 is situated within the 290ha area comprising Stage 1 of the Nambeelup Industrial Area. Scoping and design of the trunk infrastructure for Stage 1 is being progressed by LandCorp in consultation with various authorities, and this Stage 1 servicing infrastructure will allow landowners within the initial 290ha Stage 1 Area (including Lot 530) to commence development of their landholdings. In the longer term, services for future stages within these developments may need to be extended or upgraded with developers responsible for costs.

LandCorp, as part of their Royalties for Regions (RFR) responsibility, is installing as much infrastructure as feasibly possible and approved by the authorities. This includes short term improvements to Lakes Road and trunk infrastructure, to facilitate development of Stage 1 (including Lot 530). Once the RFR infrastructure has been delivered, further arrangements may need to be established for the funding of infrastructure items outside the scope of RFR funding.

Where the developer pre-funds infrastructure that is subsequently identified within a DCP, any amount expended upon delivering the infrastructure which exceeds the amount that would have been required under the DCP shall be considered a credit, and reimbursed to the developer by the local government upon payments from subsequent developers to the local government, consistent with Part 5.8 of *State Planning Policy 3.6 – Development Contributions for Infrastructure*.

3.4 Staging and implementation arrangements

Subdivision and development of the subject land will be implemented progressively in multiple stages across the subject site.

Staging arrangements have not been finalised, however, it is expected that staging will commence in the north western portion of the subject land, with access provided from Lakes Road via the new Local Distributor Road. Secondary stages would then extend to the south (following the Local Distributor Road) or east (along Lakes Road), depending on market demand and servicing.

Development staging will follow an orderly sequence and shall not exceed the extension of essential service infrastructure or constructed road access.

4 Technical studies appendices index

The following technical studies are provided as appendices to this report.

- **Appendix 1** – Certificate of Title and associated documentation
- **Appendix 2** – Bushfire Management Plan (Bushfire Safety Consulting)
- **Appendix 3** – Transport Impact Assessment (Transcore)
- **Appendix 4** – Local Water Management Strategy (JDA Consultant Hydrologists)
- **Appendix 5** – Engineering Servicing Report (Cossill & Webley Consulting Engineers)

Appendix 1

Certificate of title and associated documentation

Appendix 2
Bushfire Management Plan

Appendix 3
Transport Impact Assessment

Appendix 4
Local Water Management Strategy

Appendix 5
Engineering Servicing Report