

# LOT 122 BUSSELL HIGHWAY, WITCHCLIFFE - STRUCTURE PLAN

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Prepared by



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Date: 8 August 2018

Prepared for

TULIP HOLDINGS PTY LTD

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## ENDORSEMENT PAGE

This Structure Plan is prepared under the provisions of the Shire of Augusta-Margaret River Local Planning Scheme No.1

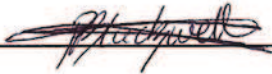
**IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:**

\_\_\_\_\_ 22 August 2018 \_\_\_\_\_

Signed for and on behalf of the Western Australian Planning Commission:



\_\_\_\_\_ an officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:



\_\_\_\_\_ Witness

\_\_\_\_\_ 22 August 2018 \_\_\_\_\_ Date

\_\_\_\_\_ 22 August 2028 \_\_\_\_\_ Date of Expiry

## TABLE OF AMENDMENTS

<b>Amendment No.</b>	<b>Summary of Amendment</b>	<b>Amendment Type</b>	<b>Date Approved by WAPC</b>

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## Executive Summary

This report is a Structure Plan proposal for Lot 122 Bussell Highway, Witchcliffe ('the land') comprising 14.6924 hectares and situated 650 metres north of the existing Witchcliffe townsite.

In 1998 the Western Australian Planning Commission adopted the Leeuwin Naturaliste Ridge Statement of Planning Policy (LNRSP) which recommended that Witchcliffe be expanded as a village with enclaves to a population of 2,000. The Shire of Augusta-Margaret River initiated consultation with the Witchcliffe community in 2004 with regard to Witchcliffe and surrounding areas being a suitable site for future population growth. The first Witchcliffe Village Strategy (WVS) was adopted in 2006. The WVS was revised in 2009 and then again in 2012, when ten Development Cells within the WVS Structure Plan were identified as the strategy for the townsite's future expansion.

The land comprises Cell 6 of the WVS, located in the northern portion of the development area. This Structure Plan will facilitate development to further consolidate the townsite's expansion in the northern development area. The proposal also provides for creation of a road and footpath layout that offers permeable connection to open space (Rails to Trails Pathway), links to the northern entry point (via Rowe Road West on to Bussell Highway), and links to future higher density development and community land uses approved for the properties located immediately to the south of the land. These properties lie adjacent to the existing Witchcliffe townsite and already contain endorsed Structure Plans.

The Structure Plan integrates with and complements the planned, as well as currently ongoing, expansion of the Witchcliffe Settlement, is consistent with the WVS, and reflects the community vision as originally expressed in 2004. The Structure Plan provides the detailed planning framework to guide future subdivision and development of the land. It proposes to develop low density (R5, R2.5 & R2) residential lots, which is consistent with the type and density of development identified for the land in the WVS, LNRSP and related WAPC policies, strategies and guidelines. The table below provides a summary of the land uses within the Structure Plan.

**Structure Plan Summary Table**

Item	Data	Structure Plan Ref (Section No.)
Total area covered by the structure plan	14.6924 hectares	1.2.2 & Figure 1
Area of each land use:	Hectares/m <sup>2</sup> Lot Yield	3.1, 3.2, 3.3, 3.4 & Figure 5
• Residential (R5)	8.01            34	
• Residential (R2.5)	2.57            5	
• Residential (R2)	1.94            2	
• Road Reserve	2.01	
• 15m Road Reserve (Across R47049)	948m <sup>2</sup>	
Total estimated lot yield	41	3.1 & 3.3
Estimated number of dwellings	41	
Estimated residential site density	1 Dwelling per 3,584m <sup>2</sup>	
Estimated population	82	
Estimated area and percentage of public open space given over to:		3.2 & Figure 5
• Reserve for Recreation	720m <sup>2</sup> 0.49%	
Estimated percentage of natural area (existing trees to be retained within lots)	1.32 Hectares    8.98 %	2.3, 3.3 & Figures 4 & 5



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- Appendix 7 - Boundary Staking Plan (Leeuwin Surveying)

As a result of the assessment of the Structure Plan, the proposed road and lot layout has been modified. Excepting the Bushfire Management Plan, all appendices contain references to a previous version of the Structure Plan that is not approved.



## **PART ONE – IMPLEMENTATION**





## 1.0 Structure Plan Area

The Structure Plan is applicable to Lot 122 Bussell Highway, Witchcliffe.

The Structure Plan area is bounded by Bussell Highway to the east, Lot 121 Rowe Road West to the west, Lots 1002 and 1003 to the south, and Lot 1035 to the north. The Structure Plan area consists of two discrete parcels, separated by, but linked across, an existing 20m wide un-named road reserve and 60m wide Reserve 47049 (Lot 5459) which forms the original railway reserve alignment that is now used for recreational purposes – containing the Rails to Trails pathway. The Structure Plan proposes to create road and pedestrian access between the un-named road reserve eastwards (across Reserve 47049 (Lot 5459)) to provide connection to the eastern residential parcel. This road access will also provide a northern access link for residential lots identified for land immediately to the south (Lots 1002 and 1003) and facilitate emergency fire service access through to Bussell Highway.

The Structure Plan Area comprises an individual lot as set out in Table 1 below:

**Table 1 – Land Details**

Lot Number	Plan Number	Street Address	Area
122	401622	10296 Bussell Highway, Witchcliffe	14.6924 hectares



## 2.0 Operation

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the Western Australian Planning Commission.



### 3.0 Staging

Staging of the Structure Plan is dependent on construction of a portion of Rowe Road West, as well as the existing 20m wide un-named road reserve from Rowe Road West southwards to the subject land. Upgrading of these existing road reserves will also accommodate power and communications infrastructure to facilitate subdivision and development to generally take place as follows:

Stage 1 - Western residential parcel of the Structure Plan area being developed, and

Stage 2 – Eastern residential parcel being developed on the basis that a road connection is formalized across from the un-named road reserve, and across Reserve 47049 (Lot 5459).

Staging measures will need to incorporate dual access at all stages of development to reflect the requirements of the Bushfire Management Plan.

## 4.0 Subdivision and Development Requirements

The Structure Plan outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

### 4.1 Land Use Permissibility

Land use permissibility within the Structure Plan Area shall be in accordance with the corresponding zone or reserve identified on the Structure Plan.

### 4.2 Subdivision

- I. The following matters will be addressed via recommended conditions of subdivision -
  - a) The subdivider implementing the requirements of an approved Bushfire Management Plan applicable to the Structure Plan area.
  - b) A Section 70A Notification being placed on the Certificates of Title informing prospective landowners of the existence of an approved Bushfire Management Plan and their responsibilities to comply with the plan.
  - c) The subdivider to prepare and implement a Landscape Management Plan to the satisfaction and specification of Local Government that is to address the following –
    - identification and protection of stands of remnant vegetation,
    - the visual screening of future development from Bussell Highway to mitigate visual impact and protect the function of this road as a travel route corridor,
    - the visual screening of the interface between the Rails to Trails pathway and future residential development,
    - propose planting of native species that require minimal watering, fertilizer and ongoing management, and
    - the type, density and extent of planting and vegetation to be protected within the Landscape Buffer Areas and public open space reserve identified on the Structure Plan Map.
  - d) The preparation and implementation of a ‘Shared Path and Footpath Plan’ which addresses the requirements of ‘Liveable Neighbourhoods’ and is to the specifications and satisfaction of the Local Government.
  - e) The Parks and Recreation Reserve shown on the Structure Plan is to be ceded free of cost by the subdivider without any payment of compensation by the Local Government or the Crown.
  - f) The preparation of a ‘Building Envelope Plan’, which designates building envelopes on ‘Special Residential’ (R2.5 and R2) lots in locations to the satisfaction of the Local Government. Building envelopes are to be located so as to minimise impact on remnant vegetation or Development Setback areas.

- g) A Section 70A Notification being placed on the Certificates of Title informing prospective landowners that a mains water supply is not available to the lot/s and a reticulated sewerage service is not available to the lot/s.
- h) The subdivider is to implement uniform open style fencing to lots that directly abut Reserve 47049 (Lot 5459) (Rails to Trails Reserve) to the satisfaction of the Local Government.
- i) The subdivider is to prepare and implement a ‘Stormwater Management Strategy’ to the satisfaction of the Local Government.
- j) The subdivider is to prepare Design Guidelines to address built form and integrated sustainability measures appropriate to the rural and village context of Witchcliffe and to the satisfaction of Council.
- k) A Section 70A Notification being placed on the Certificates of Title informing landowners of the existence of Significant Trees with Potential Hollows for Black Cockatoos, as identified on the endorsed Structure Plan, and that those trees may not be removed or damaged.
- l) The subdivider is to demolish/remove the existing dwelling and associated structures at the time of subdivision.
- m) At the time of subdivision the subdivider is to construct uniform fencing on the boundary of Lot 121 to restrict access of dogs, cats and grazing animals into Lot 121.
- n) At the time of subdivision, notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the Certificate of Titles informing prospective landowners that no cats are permitted within the subdivision.
- o) At the time of subdivision, a restrictive covenant, pursuant to Section 150 of the Planning and Development Act 2005 is to be placed on the Certificate of Titles of proposed Lots 1 – 8 restricting access to Bussell Highway.
- p) At the time of subdivision the upgrading of Rowe Road West and the intersection to Bussell Highway to the satisfaction of Main Roads WA.
- q) At the time of subdivision a bond shall be taken to secure the decommissioning of the crossover to the Emergency Access Way (EAW). The crossover shall be decommissioned to the satisfaction of Main Roads WA at the time the development to the south (Lot 2) is completed.
- r) At the time of subdivision, the existing access to Bussell Highway shall be decommissioned, fenced and road verge reinstated to the satisfaction of Main Roads WA.
- s) The subdivider is to prepare and implement a Phytophthora dieback hygiene plan for road construction activities adjacent to the boundary of Lot 121, to protect the conservation covenant site from the spread of Phytophthora dieback.

### 4.3 Development

1. Use and development will be assessed in accordance with the provisions applicable to the zone, reserve and Residential Design Code shown on the Structure Plan Map.
2. Development shall comply with those development setbacks to lots that abut Bussell Highway or Reserve 47049 (Lot 5459) (Rails to Trails Reserve) and for lots fronting the western north- south road (abutting Lot 121) as shown on the Structure Plan.
3. Development shall comply with the approved Bushfire Management Plan for the Structure Plan – which includes all dwellings to comply with AS 3959-1999 – Construction of Houses within Bushfire Prone Areas and other ‘owner/occupier’ responsibilities as prescribed.
4. Dwellings are to make provision for the catchment of potable water in accordance with Clause 5.22 of the Scheme.
5. Dwellings and associated facilities are to be connected to an aerobic treatment Disposal Unit(s) installed to provide for the treatment and disposal of effluent waste to the satisfaction of the Local Government and the Department of Health. These water treatment units are to be of a type which allows water to be recycled for reuse, i.e garden irrigation.
6. Boundary fencing is to be open style (e.g post and wire) standard to the satisfaction of the Local Government.
7. Pursuant to clause 5.10 of the Scheme, where a building envelope has been prescribed in the approved ‘Building Envelope Plan’, all built structures and effluent disposal systems on the relevant lot shall be contained within the designated building envelope.
8. Notwithstanding any other provision of the Scheme or this Structure Plan, vegetation within the Landscape Buffer Areas identified in the approved Landscape Management Plan and/or shown on the approved Structure Plan is to be maintained by the lot owners to screen development from Bussell Highway or Reserve 47049 (Lot 5459) (Rails to Trails Reserve) to the satisfaction of the Local Government.
9. Notwithstanding any other provision of the Scheme or this Structure Plan, remnant vegetation identified to be protected in the approved Landscape Management Plan is to be maintained by the lot owners to the satisfaction of the Local Government.
10. Development is to comply with any Local Government adopted Design Guidelines for the Structure Plan.

## 5.0 Other Requirements

- I. The subdivider is to make financial contributions to the Local Government towards the costs of providing community/or common infrastructure in accordance the Shire of Augusta-Margaret River Local Planning Scheme No.1.

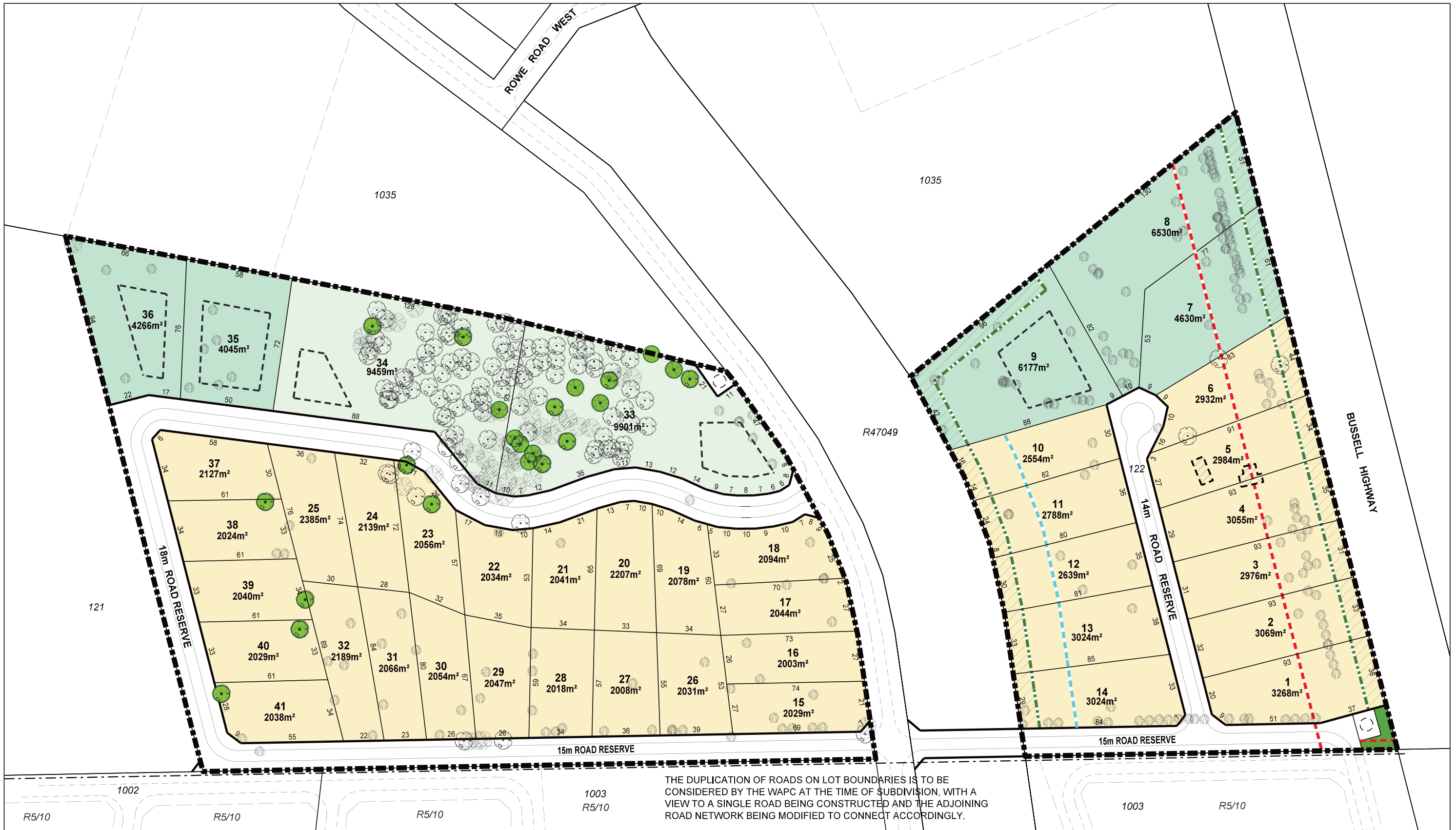


## **6.0 Structure Plan (Map)**

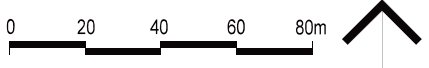
The Structure Plan Map is provided on the next page.







THE DUPLICATION OF ROADS ON LOT BOUNDARIES IS TO BE CONSIDERED BY THE WAPC AT THE TIME OF SUBDIVISION, WITH A VIEW TO A SINGLE ROAD BEING CONSTRUCTED AND THE ADJOINING ROAD NETWORK BEING MODIFIED TO CONNECT ACCORDINGLY.



**NOTE:** Base Data supplied by Landgate / Leeuwin Surveying.  
Projection - MGA Zone 50  
Areas and dimensions shown are subject to final survey calculations.

Revision	Date	Item
F	7/8/18	Update Title / Change Tank Reserve to Parks & Rec
E	21/6/18	Update Notes - Indicative SP Update
D	13/12/17	Redesign all lots
C	10/10/16	Add note to Wadandi Trail

**LEGEND**

- APPLICATION BOUNDARY
- 40m DEVELOPMENT SETBACK LINE (BUSSELL HIGHWAY)
- 30m REAR BOUNDARY DEVELOPMENT SETBACK LINE (RAILS TO TRAILS)
- LANDSCAPE BUFFER
- EXISTING VEGETATION
- EMERGENCY ACCESS WAY

- PROPOSED FIRE FIGHTING TANK RESERVE
  - EXISTING BUILDING TO BE DEMOLISHED
  - LOCATION OF POTENTIAL SIGNIFICANT TREES (AS REFERENCED IN SUBDIVISION CONDITION 2.I)
- ZONES**
- RESIDENTIAL R5 (>2000m²)
  - RESIDENTIAL R2.5 (>4000m²)
  - RESIDENTIAL R2 (>5000m²)
- RESERVES**
- PARKS AND RECREATION

Tulip Holdings Pty Ltd : CLIENT  
 A3@1:2,000 : SCALE  
 7 August 2018 : DATE  
 00005-2-001 : PLAN No  
 F : REVISION  
 G.A : PLANNER  
 B.L : DRAWN

**STRUCTURE PLAN**  
 Lot 122 Bussell Highway, WITCHCLIFFE



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## **PART 2 – EXPLANATORY REPORT**



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## **1.0 Planning Background**

### **1.1 Introduction and Purpose**

This Structure Plan has been prepared in accordance with the Department of Planning Structure Plan Framework (August 2015). This Structure Plan seeks to provide a comprehensive framework to guide future subdivision and development of Lot 122 Bussell Highway, Witchcliffe ('the land'). The design has considered and incorporated regional strategies, relevant state planning policies, Shire local planning controls and the outcomes of technical and environmental assessments of the land to inform the Structure Plan.

The Shire of Augusta-Margaret River first identified Witchcliffe and surrounding areas as a suitable site for future population growth in 2004, when consultation with the Witchcliffe community began. The first Witchcliffe Village Strategy (WVS) was adopted in 2006. The WVS was revised in 2009 and then again in 2012, when ten Development Cells within the WVS Structure Plan were identified. It has only been in recent years that development/construction activity has picked up pace within a number of Development Cells in the WVS. This activity has occurred primarily within perimeter cells of the WVS, including planning and development activity within Cells 5, 9 and 10. These cells, located in the southern, western and northern edges of the WVS, incorporate larger lot, low density residential development that retains the rural character and amenity of Witchcliffe. Such development is consistent with the community views and vision expressed during the initial consultation phase.

The land comprises Cell 6 of the WVS, located in the northern portion of the development area. This Structure Plan proposal will facilitate development to further consolidate the townsites expansion in the northern development area. The proposal also provides for creation of a road and footpath layout that offers permeable connection to open space (Rails to Trails Pathway), links to the northern entry point (via Rowe Road West on to Bussell Highway), and links to future higher density development and community land uses approved for the properties located immediately to the south of Lot 122. These properties lie adjacent to the existing Witchcliffe townsite and already contain endorsed Structure Plans.

This proposal integrates with and complements the planned, as well as currently ongoing, expansion of the Witchcliffe Settlement, is consistent with the WVS, and reflects the community vision as originally expressed in 2004.

### **1.2 Land Description**

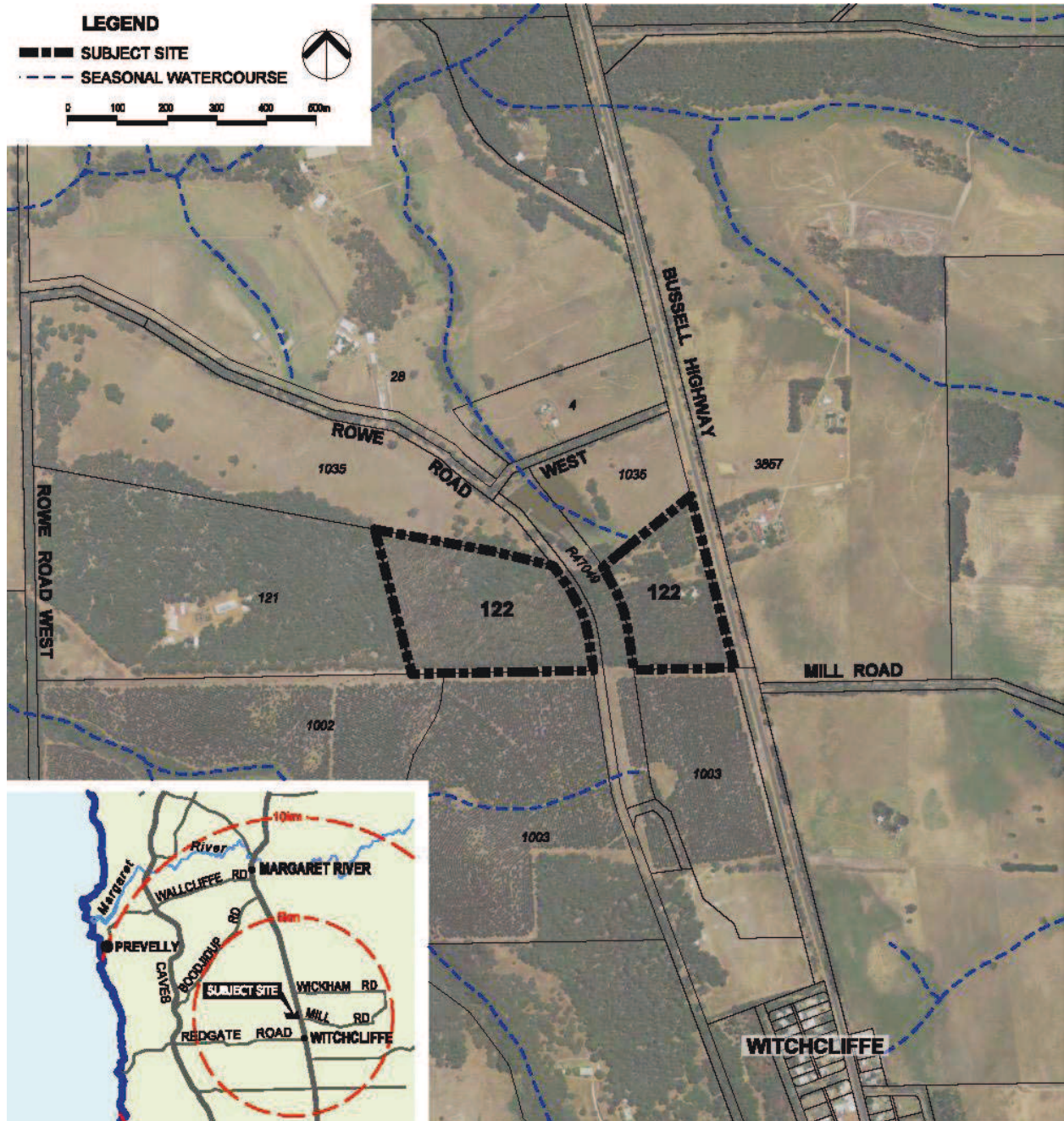
#### **1.2.1 Location**

The land is situated 650 metres north of the existing Witchcliffe Townsite and is bounded by Bussell Highway to the east, Lot 121 Rowe Road West to the west, Lots 1002 and 1003 to the south, and Lot 1035 to the north. The Structure Plan area consists of two discrete parcels, separated by, but linked across, an existing 20m wide un-named road reserve and 60m wide Reserve 47049 (Lot 5459) which forms the original railway reserve alignment that is now used for recreational purposes – containing the Rails to Trails pathway.





The land is located approximately 8 kilometres south of Margaret River and 17 kilometres north of Karridale (refer to **Figure I**).



**Figure I – Site Location and Context Plan**

**1.2.2 Area and Land Use**

The land comprises 14.6924 hectares. The majority of the site has, until recently (February 2015), been used for commercial tree production, comprising a blue gum plantation. The blue gums have since been harvested and removed. An area of remnant vegetation (comprising established Marri and Jarrah trees with no understorey) is located on the central/northern portion of the land. Otherwise, the land is predominantly cleared with the exception of a few isolated marri trees and scattered karri trees (which were planted with the blue gums).



An old fibro dwelling is located within the eastern portion of the land, is setback approximately 37 metres from the Bussell Highway road reserve. Some minor built structures and fencing are located close to the dwelling. This dwelling and associated structures and fencing will be removed once subdivision commences to facilitate special residential development. A provision to this effect has been included into Part I of the Structure Plan, along with ensuring the existing access onto Bussell Highway being suitably decommissioned, fenced and road verge reinstated.

The dwelling is serviced with power connected to an overhead supply located within the Bussell Highway road reserve. An overhead power supply also traverses from the Bussell Highway road reserve along the southern property boundary providing power supply to properties located west of the land. An existing constructed gravel driveway is also located immediately north of this overhead power supply.

A blue gum plantation is located on the adjoining properties immediately south of the land. A cleared paddock (polocrosse field identified for future civic and cultural land uses - including a public primary school and shared sports oval) fronts Bussell Highway approximately 400 metres further to the south. The existing townsite of Witchcliffe lies approximately 650 metres to the south, and contains residential, commercial (including a service station, liquor store, retail/shops and light manufacturing) and community facilities (ie Community Hall). Properties immediately south of the land contain approved Structure Plans to provide for the development of up to 570 residential lots catering for an estimated 1,140 people.

The land located on the east side of Bussell Highway is mostly cleared with scattered remnant and planted vegetation and has historically been used for grazing purposes. Remnant bushland, now under a Conservation Covenant, is located immediately west of the land. Cleared rural-residential zoned land (which contains an approved Structure Plan that facilitates the creation of 14 lots) abuts the property’s northern boundary. Cleared agricultural land lies to the north of Rowe Road West.

The land is also bifurcated by the 60m wide Rails to Trails Reserve and adjoining 20m wide unnamed road reserve (for a total width of 80 metres) that contains a dual use path network linking Witchcliffe to Margaret River. This portion of the Rails to Trails reserve has seen the blue gum plantation recently harvested and removed, with some planted karri trees remaining for parkland effect.

### 1.2.3 Legal Description and Ownership

The land is legally described as Lot 122 Bussell Highway, Witchcliffe. **Table I** below outlines the relevant ownership information associated with the land. The Certificate of Title is contained at **Appendix I**.

Landowner	Lot No.	Plan/Diagram No.	Certificate of Title	Street Address	Easements/ Encumbrances
Tulip Holdings Pty Ltd	122	401622	Volume 2845 Folio 991	10296 Bussell Highway, Witchcliffe	Notifications under Section 70A of the TLA referring to an existing Fire Management Plan and that there is no potable water available.

**Table I - Ownership Details**



## **1.3 Planning Framework**

### **1.3.1 Zoning and Reservations**

#### **1.3.1.1 *Shire of Augusta-Margaret River Local Planning Scheme No. 1***

The land is zoned ‘Priority Agriculture’ under the Shire of Augusta-Margaret River Local Planning Scheme No.1 (‘the Scheme’). The property immediately north of the land is zoned ‘Rural Residential’ and referenced RR28 on the Scheme Map. Schedule 7 of the Scheme sets out site specific conditions related to that land. The property abutting the land’s southern boundary is zoned ‘Future Development’ and referenced as Structure Plan Area (SPA 11) on the Scheme Map. Schedule 11 of the Scheme sets out land use expectations, matters to be addressed and associated provisions that are applicable to that land. The property immediately to the west is zoned ‘Bushland Protection’. The Rails to Trails Reserve that bifurcates the land is reserved ‘Parks and Recreation’ in the Scheme.

The information required to prepare a Structure Plan, as set out in Clause 6.2 of the Scheme, has been duly considered in the preparation of the Structure Plan.

In conjunction with this Structure Plan is a Scheme Amendment request to rezone the land to ‘Future Development’ in order to facilitate the appropriate development of the land. Clause 4.2.7.1 of the Scheme defines the *purpose of the ‘Future Development Zone’* is ‘to provide for additional sustainable development within and around existing urban settlements within the Scheme area’. The Structure Plan proposes an expansion of the Witchcliffe Townsite that is responsive to the criteria set out in the endorsed Witchcliffe Village Strategy applicable to the land.

### **1.3.2 Planning Strategies**

#### **1.3.2.1 *South West Framework (October 2009)***

The WAPC’s South West Framework provides the strategic planning basis for the coordinated growth of the south-west region. The framework provides direction for local governments in the preparation of more detailed local planning strategies and local planning schemes. The document identifies Witchcliffe as a Village Settlement with medium estimated growth potential similar to Cowaramup and Gracetown. The Structure Plan seeks to facilitate development of 41 large, low density special residential lots, consistent with the intended direction set out in the South West Framework as well as the preservation of character of the Witchcliffe Townsite as referred to in the Witchcliffe Village Strategy (2012). Further justification and context for the Structure Plan lot yield is provided in Section 3.3 of this document.

#### **1.3.2.2 *Shire of Augusta-Margaret River Local Planning Strategy***

Consistent with the Statement of Planning Policy 6.1 – Leeuwin-Naturaliste Ridge (SPP 6.1), Shire of Augusta-Margaret River Local Planning Strategy (LPS) confirms Witchcliffe as a secondary service centre with a planned population of 1,650 people based on an average of 2 persons per lot. The LPS recognises the endorsed Witchcliffe Village Strategy in providing a vision for the future growth of the Witchcliffe Townsite, and defines a footprint for the expansion of the Townsite based on SPP 6.1.





Under the LPS, the land is identified as Development Investigation Area (DIA) W3 which signifies the suitability of the land and the intention that this site be developed as part of the expansion of the Witchcliffe settlement. The LPS envisages development of the land to be consistent with the Witchcliffe Village Strategy which identifies the property as 'Cell 6 – Special Residential, North'. It outlines that the land:

- requires a scheme amendment and associated structure plan which will facilitate special residential development to a density, scale and form to the satisfaction of Council,
- facilitates a subdivision design to maximise retention of remnant vegetation and provide a transition between adjacent rural residential and residential lots,
- demonstrate compliance with the 'sustainability' requirements of the WVS, and
- suitably screens subdivision and subsequent development from Bussell Highway.

The LPS includes the western portion (approximately 30%) of the land within Visual Management Area A, and the eastern portion (approximately 70%) as Visual Management Area B. Development or changes in land use within Visual Management Area 'A' should aim to achieve inevent visual alteration to the landscape. Development or land use change within Visual Management Area 'B' may be visually apparent but should nevertheless be subordinate to established landscape patterns.

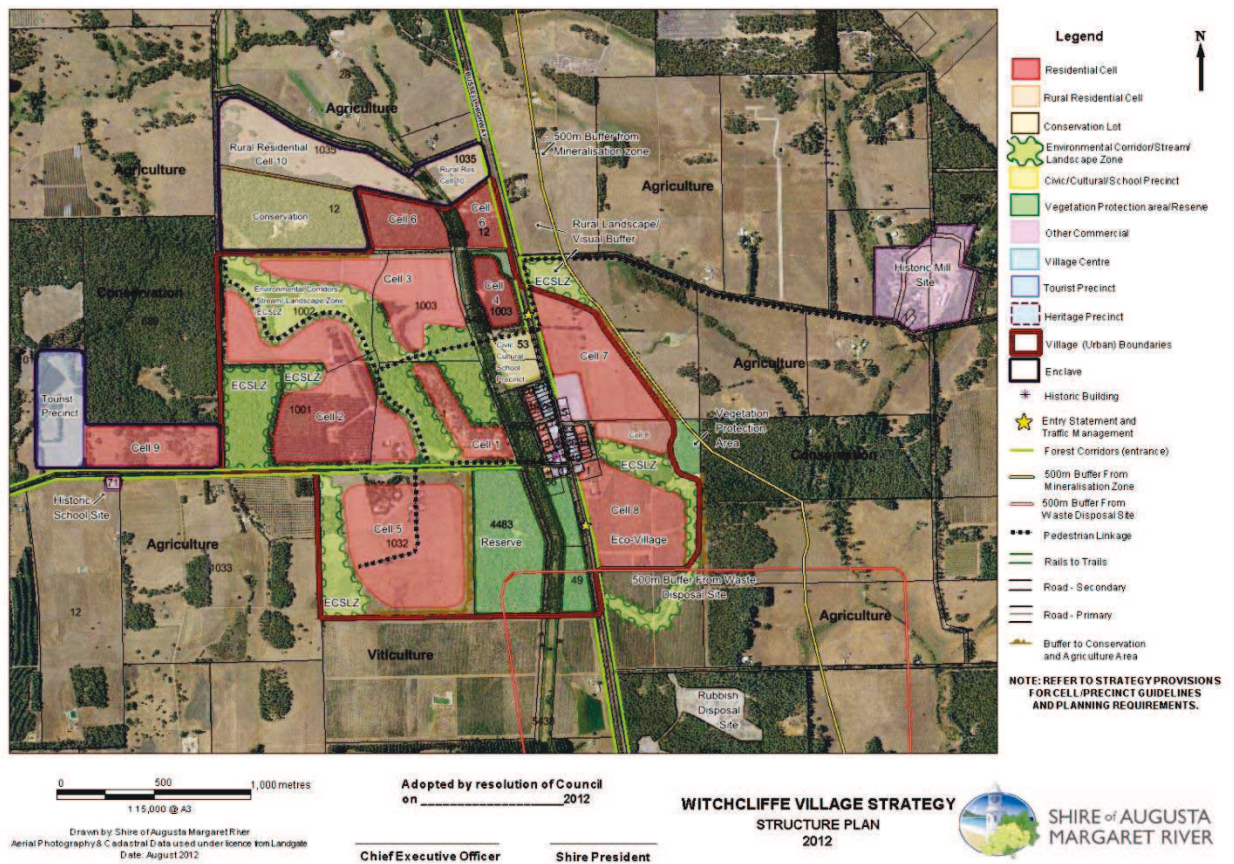
Appropriate measures have been taken in the design of the Structure Plan to ensure that the visual impact of the development is consistent with, and compliments the existing landscape, built form (existing and proposed) and the views from travel route corridors and adjoining properties. Further information regarding the visual impact management of the development is discussed under Section 3.1.1 of this report.

### **1.3.2.3 Witchcliffe Village Strategy 2012**

The Witchcliffe Village Strategy (WVS) was adopted by Council in October 2012 and by the Western Australian Planning Commission (WAPC) in March 2013. The WVS is a land use planning instrument that aims to guide planning and development of the Witchcliffe Townsite. The WVS Structure Plan identified the land as Cell 6 – Special Residential, North (Refer to **Figure 2**).

It further outlines that the Council will consider a Scheme Amendment and associated Structure Plan which facilitate residential development at an appropriate density, scale and form. To this effect the WVS lists Structure Plan/Development Requirements that include:

- Lot range 2,000m<sup>2</sup>-5,000m<sup>2</sup> (R5-R2)
- Subdivision design to maximise the retention of remnant vegetation and provide a transition between the adjacent rural residential and residential lots identified for respective adjoining properties located immediately north and south of the land.
- Proposal to demonstrate compliance with sustainability requirements of the WVS.
- Subdivision and development to be screened from Bussell Highway with a visual separation of between 20-30 metres.
- Address Fire risk and management assessment
- Incorporate public health principles into design and implementation
- Determine provision of suitable water supply (capture and use of rainwater) and effluent disposal services and greywater re-use, environmentally sensitive housing development and sustainable energy use.



**Figure 2 – Witchcliffe Village Strategy Structure Plan (2012)**

Section 3 of this report demonstrates how the development is consistent with general and specific requirements set out in the WVS as applicable to the land.

### 1.3.3 Planning Policies

#### 1.3.3.1 Statement of Planning Policy 6.1 – Leeuwin-Naturaliste Ridge (WAPC)

In 1998 the WAPC adopted Statement of Planning Policy 6.1 – Leeuwin-Naturaliste Ridge (SPP 6.1) to provide the strategic framework for the Policy Area for the next 30 years through greater vision, guidance and certainty of land use. It promotes sustainable development, conservation and land and resource management that will, amongst other things, provide direction to those managing land use change and give clear regional-level advice to proponents on subdivision and development.

SPP 6.1 designates Witchcliffe as a ‘Village with Enclaves’ which requires further investigations in order to determine a settlement size commensurate with its Village function. It also outlines that particular attention is to be paid to retention of the existing character of Witchcliffe – including historic buildings and native vegetation. The settlement hierarchy set out in SPP 6.1 defines a village to have a permanent population of between 500 and 2,000 people.



Witchcliffe represents an inland settlement that will provide for a range of residential development opportunities, similar to Cowaramup and Karridale. The Structure Plan provides for alternative methods for water and sewerage provision as detailed in Section 3 of this report.

With regard to the design of settlements, SPP 6.1 identifies the following policies to be considered/addressed through the structure plan process:

- Provide for a range of innovative settlement options to accommodate population growth and ensure a choice of accommodation types;
- Facilitate modified grid patterns for road layout in subdivisions which also respond to landform and vegetation features;
- Water sensitive urban design;
- Presumption against the clearing of remnant vegetation and due consideration of landscape elements –including site specific natural attributes;
- Demonstrate that the level of access is suitable to the location and function of the development that facilitates for an appropriate range of transport opportunities – ie walking, cycling, vehicular and future public transport; and
- Supporting the use of non-conventional servicing solutions.

Section 3 of this report details how the above matters have been appropriately addressed.

The Landscape Classes Map in SPP 6.1 identifies the land to abut the travel route corridors of Bussell Highway and the Rails to Trails reserve. The land which adjoins these travel route corridors fall within the General Character Area. Therefore development on the land should aim to protect the rural character of the surrounding locality and conform with policies and guidelines for Travel Route Corridors.

#### ***1.3.3.2 Planning Bulletin 92 and Better Urban Water Management (WAPC)***

In October 2008, the WAPC released Planning Bulletin 92 to provide guidance on urban water management matters to be taken into account by the WAPC, local governments and applicants in considering proposals for new residential and other urban areas. This document makes reference to other key State Policies including 'Better Urban Water Management' (WAPC – 2008) which provides a framework for how water resources should be considered at each planning stage.

The Structure Plan design is consistent with the Policy's principles, with details outlining Water Sensitive Urban Design initiatives provided in Section 3.5 and also detailed in the Servicing Report prepared by Calibre Consulting at **Appendix 3**. It also responds to preliminary discussions/correspondence/recommendations with/from Department of Water.

#### ***1.3.3.3 State Government Draft Country Sewerage Policy (2003)***

In 2003 the Department of Health released the Draft Country Sewerage Policy which outlines the circumstances in which it is possible to develop sites which are not able to be connected to reticulated sewerage. The Draft Policy includes discretionary provision to allow development of lots



without sewer connection, where the lots are at least 2,000m<sup>2</sup> in area. In this regard, it is necessary that the land can demonstrate to have the following characteristics:

- At least 0.5m separation to between the natural ground surface and the highest known groundwater level;
- Soil characteristics capable of receiving and infiltrating wastewater generated on-site, including permeable topsoil, and a slope (gradient) of less than one in five in the development area; and
- Appropriately setback from sensitive features (ie streams/wells)

Where these capabilities can be demonstrated, development with suitable on-site wastewater disposal may be approved. The suitability of the site for the proposed development under the Draft Country Sewerage Policy (DoH 2003) is detailed in Section 3.6.2 of this report. This section also takes into consideration servicing criteria that Council (through resolution) has recently included for proposals showing lots greater than 2,000m<sup>2</sup> for residential development cells identified within the Witchcliffe Village Strategy. It outlines the need to demonstrate that the land is suitable. This has been provided in the geotechnical investigation provided at **Appendix 2**.

#### **1.3.3.4 Draft Government Sewerage Policy (November 2016)**

In November 2016, the Department of Planning released the Draft Government Sewerage Policy (Draft GSP) for public comment. Once finalised, the Draft GSP will provide direction on the provision of sewage disposal for future strategic planning, subdivision and development in Western Australia.

The Draft GSP includes Policy measures (or exemptions) to develop sites which are not able to be connected to reticulated sewerage. These exemptions provide discretion to the responsible authority to approve subdivision and development in circumstances where it is satisfied that the proposal is capable of accommodating on-site sewage disposal without endangering public health, the amenity or the environment and the minimum site requirements for on-site sewage disposal systems satisfy the following policy measures:

- For Residential subdivision in towns outside the Perth Metropolitan and Peel regions without an established sewerage scheme where lots are not in a public drinking water source area or sewage sensitive area;
- The average lot size is not less than 1,000m<sup>2</sup>, with a minimum of 950m<sup>2</sup>.
- All proposed lots must be capable of the treatment and disposal of all sewage within a dedicated land application area within the property boundary of each individual green title lot outside any applicable public health and environmental setbacks including:
  - Separation to groundwater where the discharge point for on-site sewage disposal system to be at least 1.2 to 1.5 metres, depending on soil type, in sewerage sensitive areas; and

- 0.6 to 1.5 metres in all other areas, depending on soil type and type of treatment system used;
- 30m setback to any private bore used for household/drinking water purposes;
- 100m setback from any waterway or wetland, surface or sub-surface drainage system;
- Should not be located within any area subject to inundation and/or flooding;
- The type of on-site sewerage system should be determined in response to the site and soil conditions, vulnerability of the receiving environment and nature of the proposal;
- In the absence of a reticulated sewerage system, the WAPC may require notifications on title pursuant to s.70A of the Transfer of Land Act advising that no reticulated sewerage is provided and as a consequence, on-site sewage disposal will be required.

The suitability and capability of the land for the proposed subdivision and development of the land satisfies the Draft GSP policy measures. These are demonstrated and discussed further in Section 3.6.2 of this report. It takes into consideration the results and conclusions detailed in the Geotechnical Assessment report prepared by WML Consultants (refer to **Appendix 2**).

## 2.0 Site Conditions and Constraints

### 2.1 Landform and Soils

#### 2.1.1 Topography

A site and feature survey was undertaken by WA Spatial Services is overlaid on to the Structure Plan. The land is flat to gently undulating with a high point of 90 metres AHD located on the northern central boundary of the property, within an existing stand of remnant trees. The land descends to a broad level of 87 metres AHD to the west, south and east. The north eastern boundary (located immediately east of the Rails to Trails reserve) provides the lowest lying land of 85 metres AHD. The land descends gently away from the Bussell Highway level.

#### 2.1.2 Soils and Land Capability

The Busselton-Margaret River-Augusta Land Capability Study (Prepared by Tille and Lantzke at the Department of Agriculture – 1990) identifies the land to fall within the Cowaramup Uplands Land System (Refer to **Figure 3** – Land Capability). The majority of the land located west of the Rails to Trails reserve is included in the Cowaramup Deep Sandy Rises (Cd2) sub system which is referred to as flats and gently sloping rises (gradients 0-5%), with deep bleached sands. Some areas contain low and moderate slopes (gradients 5-15%). This sub-system is identified to have moderate limitations for groundwater pollution risk and minor limitations for wind erosion hazard with regard to housing development.

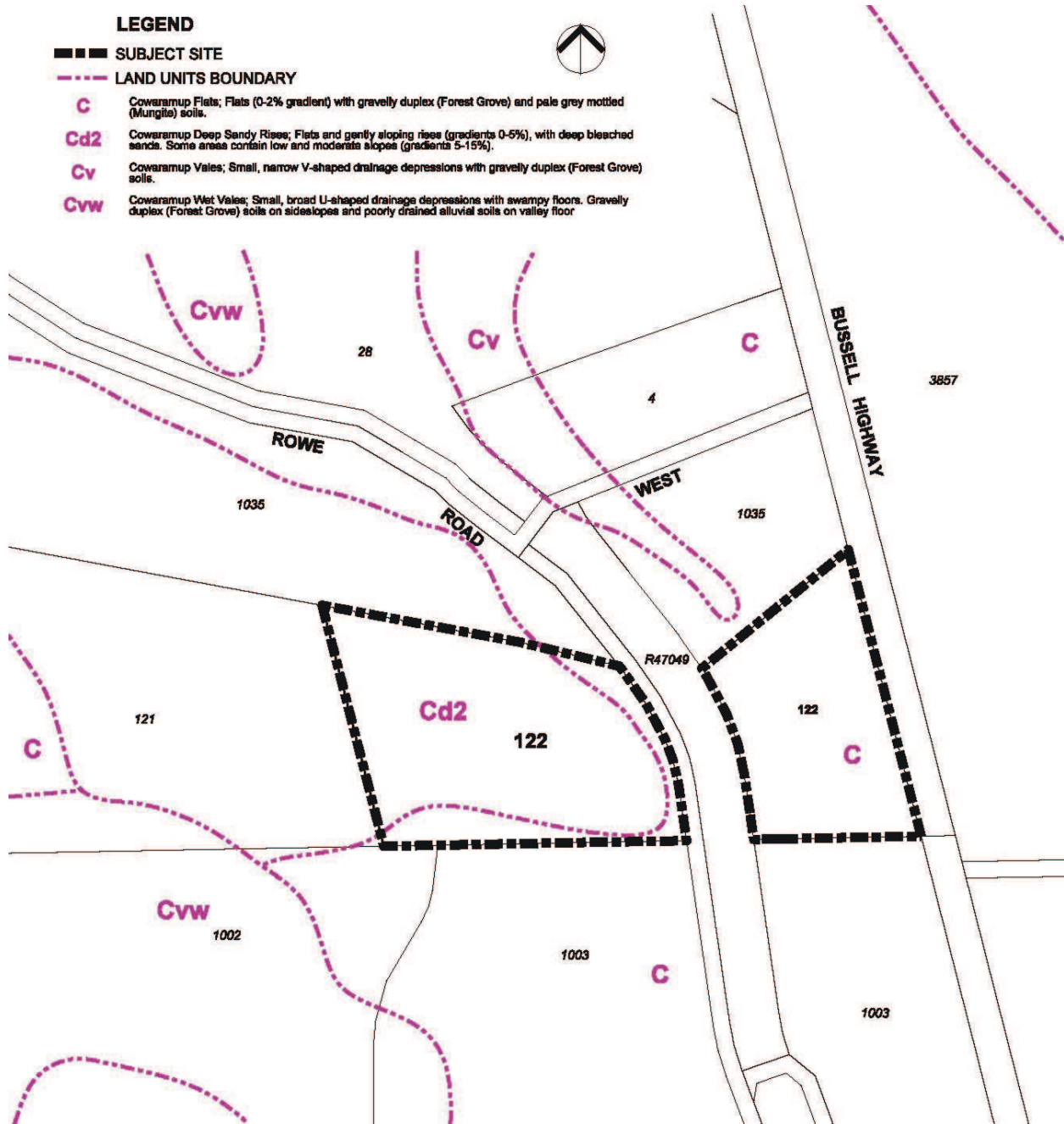
The balance portion of the land (which includes all of the property east of the Rails to Trails reserve) is identified as Cowaramup Flats (C) where the soils comprise flats (0-2% gradient) with gravelly duplex (Forest Grove) and pale grey mottled (Mungite) soils. This sub-system is identified to have moderate limitations for soil absorption and minor limitations for trafficability.

The geotechnical investigation undertaken by WML Consultants (refer to **Appendix 2**) outlined that the 1:50,000 Regolith-Landform Series Map 'Karridale-Tooker' indicates the surface soils are 'ferruginous duricrust overlying mottled soil' and 'colluvial gravelly silty sand'. The former soil type is located on the elevated part of the site with remnant native vegetation, and the latter soil types predominate over for the remainder of the site.

The geotechnical investigation concluded that below the topsoil, the near surface soil types could be divided into two Areas. Area 1 contained dark brown-grey silty sand (topsoil), brown top grey sand with some silt, light grey mottled orange clayey sand, orange-brown mottled red, moderately well cemented laterite caprock and cream mottled red, sandy clay with some fine to coarse gravel. Area 2 contained dark brown-grey silty sand, brown fine to coarse silty sandy gravel with some clayey content, orange-brown mottled red, moderately well cemented laterite caprock and cream mottled red sandy clay with some fine to coarse laterite gravel. Area 2 therefore contained a similar profile to Area 1, however the caprock layer was far more competent overall and closer to the surface.

The geotechnical report concludes that the majority of the land has a site classification 'S' with the exception of three smaller areas that may be classified as 'H' in accordance with AS 2870:2011 – 'Residential Slabs and Footings'. The report has demonstrated that the land is capable of low density residential development, and has included site preparation recommendations for individual structures.





**Figure 3 – Land Capability (Tille and Lantzke - Department of Agriculture – 1990)**

Further information regarding soil permeability, effluent disposal suitability and sand penetrometer testing is provided in the geotechnical report at **Appendix 2**.

### 2.1.3 Acid Sulphate Soils

A preliminary study into the presence of Acid Sulphate Soils was conducted by WML Consultants as part of their geotechnical assessment of the land (refer to **Appendix 2**). This process involved collecting 10 samples from a test pit from 0.50m - 2.75m at 0.25m intervals. The test pit (TP3) used was identified as a low lying area of the land and therefore most at risk to find potential ASS.

The assessment results indicate no evidence of Potential Acid Sulphate Soils (PASS), however four (4) samples at a depth of 2.0m showed a low pH level of under 4 but showed little potential of further reaction.

The nature of the development involves negligible excavation. In addition the large lot sizes are sufficient for development that is highly unlikely to require excavation deeper than 2.0m. As a result it is unlikely that a more detailed Acid Sulphate Soils Assessment will be required.

## 2.2 Groundwater and Surface Water

### 2.2.1 Groundwater

Four groundwater monitoring wells were located on the land in positions targeting lower lying areas more likely to contain shallow groundwater, and hence identify locations across the site more susceptible to higher water tables.

The initial groundwater recordings were undertaken by WML Consultants and are included in their Geotechnical Report at **Appendix 2**. Subsequent recordings were undertaken by the landowner (guided by instructions from WML Consultants). All groundwater recordings are provided at **Table 2** below.

Location	Monitoring Well 1	Monitoring Well 2	Monitoring Well 3	Monitoring Well 4
Easting	324089	323960	323659	324119
Northing	6234579	6234535	6234363	62344377
Length (m)	2.22	2.49	2.20	2.19
Stick-Up (m)	0.47	0.49	0.48	0.50
Effective depth	1.75	2.00	1.72	1.69
Depth to Groundwater				
13 May 2015 (WML Consultants)	Dry	Dry	Dry	Dry
29 May 2015 (Landowner)	Dry	Dry	Dry	Dry
30 June 2015 (Landowner)	Dry	Dry	Dry	Dry
31 July 2015 (Landowner)	Dry	Dry	Dry	Dry
31 Aug 2015 (Landowner)	1,180mm	Dry	Dry	Dry
30 Sept 2015 (Landowner)	1,400mm	Dry	Dry	Dry
31 Oct 2015 (Landowner)	Dry	Dry	Dry	Dry

**Table 2 – Groundwater Monitoring Results**

The groundwater monitoring results, geotechnical assessment prepared by WML and Structure Plan was forwarded to Department of Water (DoW) for their preliminary consideration. DoW advised (by email of 10 November 2015) that *‘In view of the low lot density and minimal impact to the imperviousness of the land, having no waterways or flood risks within the lot, and final lots being self-serviced the department would not be recommending the need for a Local Water Management Strategy (LWMS) nor*





an Urban Water Management Plan (UWMP) for this development. This position is supported by the Shire (through email communication), who will manage water resource considerations for water supply and wastewater management using their policies and delegated powers of approval, and stormwater through assessment of engineering drawings.’

The DoW also recommended to the proponent that:

- stormwater systems are designed in accordance with the *Decision process for stormwater management in WA (DoW 2009)* and the *Stormwater management manual for WA (DoW 2007-9)*,
- additional groundwater monitoring (to capture the 2016 seasonal peak) is undertaken to take into account impacts from the dry year and plantation being present for a portion of 2015. This will prove that the required vertical separations can be met, as outlined in the *Draft Country Sewerage Policy*,
- ATU systems are used for on-site effluent management

DoW agrees that the geotechnical investigation by WML Consultants provides justification for the proposal for the creation of 42 lots on Lot 122 to meet the requirements under the Department of Health policy and code of practise.

## 2.2.2 Surface Water and Waterways

The land is located within the Blackwood Groundwater Area and Cape to Cape South Surface Water Area – as proclaimed under the Right in Water and Irrigation Act 1914. The land does not contain any surface water areas or waterways. The beginning of a minor watercourse is located immediately north of the land (on Lot 1035) – which is a tributary of the Boodjidup Brook. This tributary traverses in a northerly direction away from the land. The lot layout, development and related effluent disposal systems for the land will be substantially greater than the minimum 30 metres from the edge of the watercourse.

## 2.3 **Natural Area Assets and Constraints**

A Flora, Vegetation and Fauna Assessment has been undertaken by Ecosystem Solutions during January/February 2016 with the report being provided at **Appendix 4**.

### 2.3.1 Vegetation

A Level 1 Flora and Vegetation survey undertaken by Ecosystem Solutions concluded that, in determining vegetation communities on the land, the majority of the land is cleared apart from a few isolated Marri trees (*Corymbia calophyllia*) and Karri (*Eucalyptus diversifolia*) – the latter of which were planted with the blue gum plantation. Utilising the scale of condition developed by Keighery (1994) the report concluded that this area is classified as Completely Degraded.

In utilising the structural classification of Muir (1977), the assessment identified an approximate area of 1.32ha being ‘Vegetation Community 1’ referred to as Open Woodland of Marri (*Corymbia calophyllia*) and Jarrah (*Eucalyptus marginata*) located at the central-northern portion of the land. This area is described to contain no mid or understorey apart from annual and perennial grasses. Again, when utilizing the scale of condition developed by Keighery (1994), the report concluded that this



area is classified as Degraded due to the lack of ecological structure and species under the main tree canopy.

The assessment does recommend that the area of 1.32ha of Open Woodland of Marri (*Corymbia calophyllia*) and Jarrah (*Eucalyptus marginata*) be retained/protected where possible/practicable and this is to be accommodated in the Structure Plan. This recommendation has been achieved whereby vegetation is incorporated at the rear of larger R2.5 lots and development is permitted only within allocated building envelopes. Retention/protection of this stand of remnant vegetation is discussed further under Section 3.3 of this report and as a subdivision condition related to the Structure Plan.

The Structure Plan also accommodates the isolated Marri (*Corymbia calophyllia*) and Karri (*Eucalyptus diversifolia*) within R5 and R2.5 lots.

### **2.3.2 Flora**

A desktop study undertaken by Ecosystem Solutions was conducted, consistent with a Level I Flora and Vegetation Survey (EPA 2004). The study area was inspected for flora species of significance and Threatened Ecological Communities, based on DPaW database records. The report concluded that there were no rare or priority flora found on-site. The assessment further concluded that no Ecological Communities of significance were found within the study area.

A separate provision has been included into Part I of the Structure Plan for a Phytophthora dieback hygiene plan being prepared and implemented for road construction activities adjacent to the boundary of Lot 121 so as to protect the conservation covenant site from the spread of Phytophthora dieback.

### **2.3.3 Fauna**

A desktop study undertaken by Ecosystem Solutions and a corresponding field study was undertaken to determine the presence and relative abundance and distribution a fauna and faunal assemblages on the land. The analysis primarily targeted threatened vertebrate species listed under the Environmental Protection and Biodiversity Conservation Act 1999 (Commonwealth), (EPBC Act) and the Western Australian Wildlife Conservation Act (WA) 1950 (WC Act).

The study identified that there were potentially six species of fauna of significance likely to still be within or to utilise the land - being Baudin's White Tailed Black Cockatoo, Forest Red-Tailed Black Cockatoo, Western Ringtail Possum, Southern Brush-tailed Phascogale, Masked Owl and White Bellied Tree Frog.

The assessment concludes that the White Bellied Tree Frog is unlikely to utilize the site area due to the quality of the habitat. The report further concluded that there were no signs of fauna of significance observed during any of the surveys.

The field survey did observe two areas of Black Cockatoo feeding activity in the northern remnant tree canopy area. It concluded that Black Cockatoo Species may utilise the site for feeding within their range, although this site would not provide their dominant food source. As a result the species would not presently be relying on the site for habitat.

The study identified 20 trees with a diameter in excess of 500mm and potential hollows that meet the criteria for Black Cockatoos. However no signs of nesting, roosting or socializing were found.





The assessment recommends that the potential significant trees be retained where possible/practicable and that they are accommodated on the Structure Plan. This recommendation has been achieved on the Structure Plan by locating these trees outside building envelopes or road carriageways and within front or rear setback areas of lots that provide sufficient areas to develop housing away from specific trees. These trees have been identified on the Structure Plan.

The assessment also recommends a condition be placed on the subdivision approval whereby a Section 70A Notification will be required on Certificates of Title informing landowners of the existence of Significant trees with potential hollows for Black Cockatoos, as identified on the endorsed Structure Plan, and that those trees may not be removed or damaged.

## 2.4 Bushfire Hazard

The majority of the land is generally characterised by low bushfire risk. The remnant stand of mature trees located in the central northern section of the land, and a small area of planted trees surrounding the existing dwelling (near Bussell Highway) are identified to have a moderate bushfire risk. A Bushfire Management Plan (BMP) was prepared by Ecosystem Solutions to reflect the final land uses, and is attached at **Appendix 5**. The BMP has been determined as acceptable to Department of Fire and Emergency Services in consultation with the Department of Planning; Lands and Heritage.

The BMP includes a number of actions (responsibilities) to be undertaken by the developer (at the subdivision stage), the landowner (at the development stage) and by Council. These actions have been considered/addressed on the Structure Plan and as provisions applicable to the land which include:

- Provision of two 50,000 litre water tank to be provided for fire-fighting purposes (Shown on the Structure Plan,
- Provision of an emergency access way to ensure access for fire services, and provide the option for the public and residents to egress eastwards onto Bussell Highway,
- Section 70A notifications being placed on each Certificate of Title alerting prospective purchasers/landowners of the responsibilities set out in the approved Bushfire Management Plan, and
- Ensuring that all dwellings are to be constructed in full compliance with Australian Standards AS3959-2009 as applicable to the property.

## 2.5 Heritage

### 2.5.1 Indigenous Heritage

A review of the Department of Indigenous Affairs Heritage Inquiry System has outlined that there are no registered aboriginal heritage sites or other heritage places recorded within the site. The Findings of the Heritage Enquiry are attached at **Appendix 6**.



### **2.5.2 Non-Indigenous Heritage**

A search of the Heritage Council of WA State Heritage Register did not show any sites located on the subject land. The Shire of Augusta-Margaret River Municipal Inventory does not identify any sites located on the land.

Reference to the Rails to Trails reserve, which bifurcates the land, is made in the Council’s Municipal Inventory. It outlines that the unused railway corridor is being converted for walking and cycling trails, with the aim to erect signage along the way to interpret the historical and environmental heritage values.

## **2.6 Context and Other Land Use Constraints and Opportunities**

An Opportunities and Constraints analysis (provided at **Figure 4**) was undertaken for the land to inform the Structure Plan design process.

An overhead power supply (overhead spur) traverses from the Bussell Highway road reserve along the southern property boundary providing power supply to properties located west of the land. The portion of the overhead power line on the land will need to be removed at the time of subdivision. The balance of the overhead power line will remain in place as an overhead system that will be connected to a new underground high voltage system within the land via a termination pole.

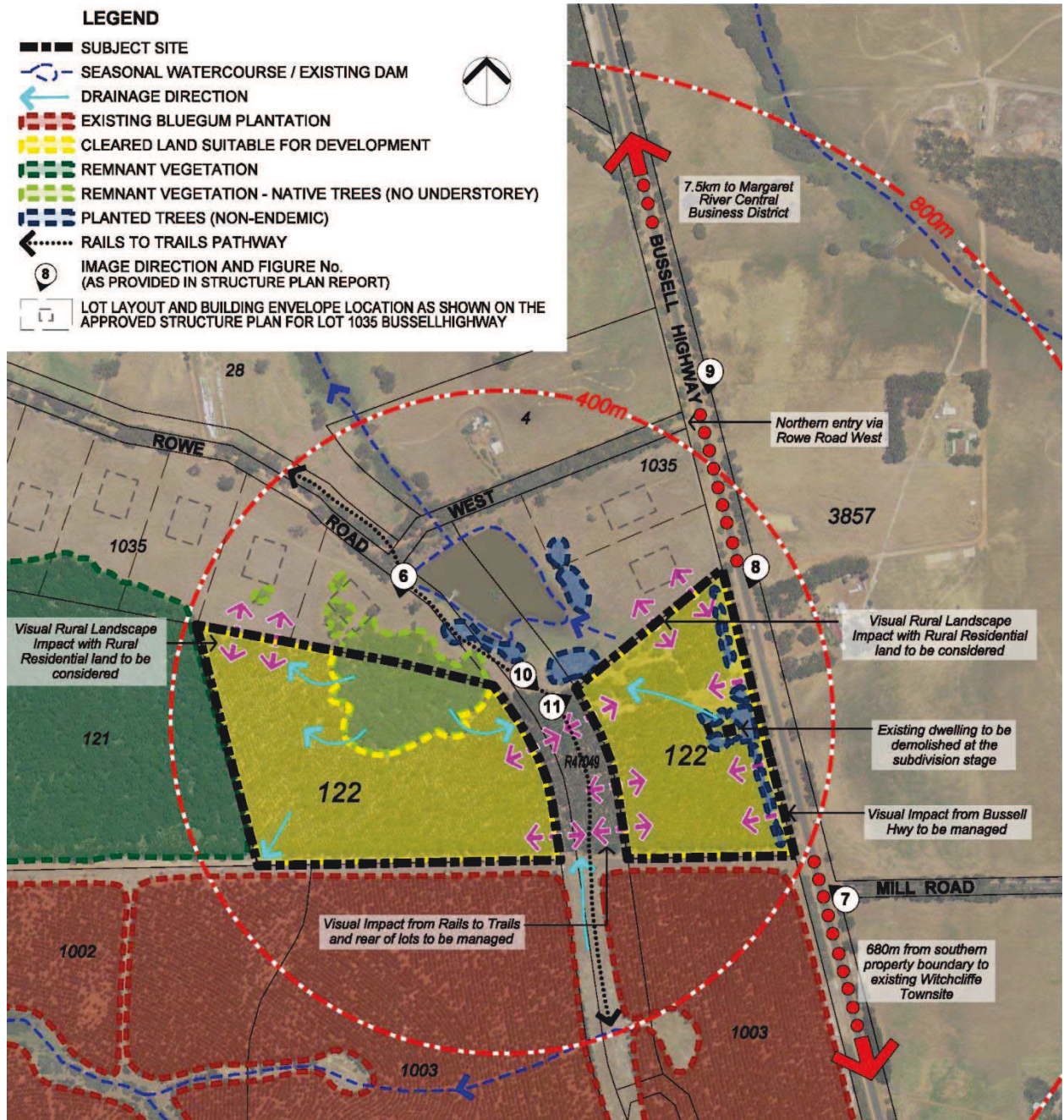


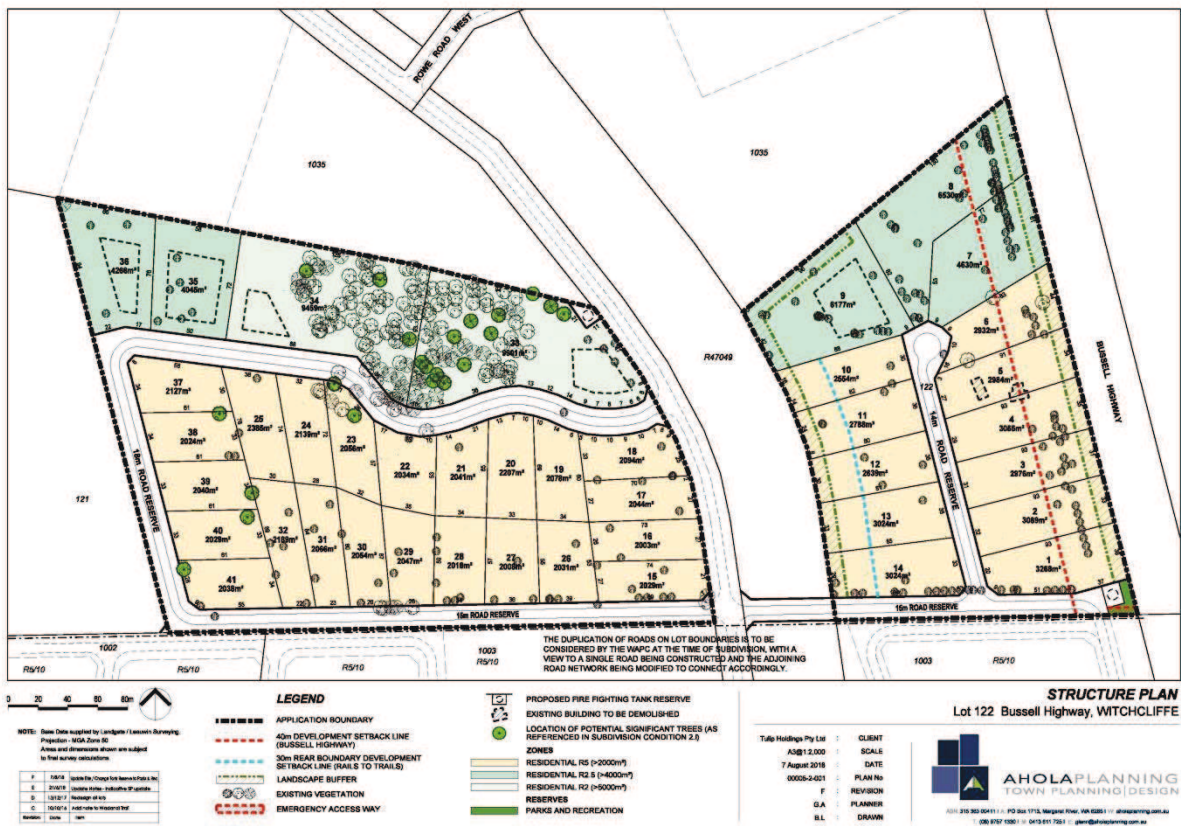
Figure 4 – Opportunity and Constraints Plan



### 3.0 Land Use and Subdivision Requirements

#### 3.1 Land Use

The Structure Plan area proposes 41 large residential lots, ranging in size from 2,003m<sup>2</sup> to 9,901m<sup>2</sup>, consistent with the ‘Special Residential’ allocation for the land in the Endorsed Witchcliffe Village Strategy. The balance of the land is made up of road reserves, with a small area of public open space (POS) located in the south-east portion of the Structure Plan abutting Bussell Highway. The POS allocation is consistent with, and represents a continuation of the public open space shown on the WAPC endorsed Structure Plan for the property immediately to the south (Lot 1003). The Structure Plan for the land is shown in **Figure 5**.



**Figure 5 – Structure Plan (Not to Scale)**

Coupled with the Structure Plan is a Scheme Amendment request to rezone the land from ‘Priority Agriculture’ to ‘Future Development’. The residential development is consistent with SPP 6.1, the Shire of Augusta Margaret River Local Planning Strategy and the WVS as it seeks to contribute to the planned future expansion of the Witchcliffe settlement into a Village. This intention for the future development of the land is clearly expressed by its identification as ‘Cell 6’ within the endorsed WVS, 2012.

This Structure Plan report and accompanying documentation provides information and justification regarding the suitability of the land for development, including the landform characteristics, absence



of limiting environmental constraints, demonstrated low risk of detrimental environmental impact and proximity to the existing Witchcliffe Village townsite and facilities.

The Structure Plan Map and related subdivision and development requirements set out in Part I of this document formalise the land use and conditions to be satisfied. Should there be an inconsistency between the Structure Plan map and any other map contained in the Structure Plan documentation (which may occur due to the ongoing process undertaken to complete the proposal), then the Structure Plan Map prevails to the extent of that inconsistency.

### **3.1.1 Visual Impact of Proposed Land Use**

The WVS notes that all development should have due regard to appropriate siting and design of structures in order to complement the surrounding landscapes and built form, in addition to consideration of impacts of views from travel route corridors and adjoining properties. The WVS notes the importance to protect the rural and natural amenity for the land within Cell 6 and stipulates development requirements that include:

- facilitating a subdivision design to maximise retention of remnant vegetation and provide a transition between adjacent rural residential and residential lots; and
- suitably screening subdivision and subsequent development from Bussell Highway with an average 20-30 metre buffer as a visual separation to maintain rural and village amenity along the northern corridor;

As shown on the Opportunities and Constraints Plan (**Figure 4**), the land contains a number of definable landscape characteristics/features which include:

- recently cleared land (blue gum plantation harvested and removed) with isolated karri (planted) and marri trees;
- an area of remnant vegetation (comprising established marri and jarrah trees with no understorey) located on the central/northern portion of the land;
- planted non-endemic trees surrounding the existing dwelling adjacent to Bussell Highway; and
- Rails to Trails reserve which bifurcates the land, and contains isolated Karri trees (planted).

The Opportunities and Constraints Plan includes a visual assessment (including reference to images taken and included as **Figures 6 – 11** below) of the land from surrounding properties, roads (including Bussell Highway which is identified as a Travel Route Corridor) and the Rails to Trails reserve. This assessment identifies a number of visual cues that have informed the Structure Plan in terms of retaining/protecting land characteristics and landscape values.

#### **I. Remnant Bushland and Trees**

The area of remnant marri and jarrah trees located on the northern/central area of the land is to be retained predominantly within two larger residential lots. This will provide visual and physical amenity, and filtered screening between dwellings and the rural residential zoned land to be developed immediately to the north. The screening and natural landscape value offered by this area of remnant vegetation (which is also located on the highest knoll that ascends to 90m



AHD) is clearly demonstrated in **Figure 6** – when looking southwards from the Rails to Trails track immediately north of Rowe Road West.



**Figure 6** – Image View South to Remnant Vegetation from Rails to Trails Reserve Immediately North of Rowe Road West

Other isolated large marri trees, scattered planted karri trees and introduced trees (as shown by the site and feature survey on the Structure Plan) remain a feature of the rural landscape over the land. These trees are located on larger residential lots where they will be retained where practicable.

## 2. Views from Travel Route Corridor (Bussell Highway)

The eastern portion of the land, located adjacent to Bussell Highway, contains introduced mature planted trees with some minor understorey vegetation located within the road reserve. Views from Bussell Highway are screened or filtered as a result of existing non endemic trees located within the Bussell Highway road reserve or within the eastern portion of the land respectively. The elevated landform close to Bussell Highway as it fronts the south eastern part of the land further removes any visual impact when driving in a northerly direction. This is further demonstrated when viewing the land in a northwest direction (from the Mill Road intersection with Bussell Highway) (refer **Figure 7**). Filtered views of the land can also be seen when looking in a south-west direction from Bussell Highway as provided in **Figure 8**.

The combination of buffer planting within setbacks that abut Bussell Highway, retention of existing vegetation within the road reserve and on the land, and low density residential development being suitably setback from Bussell Highway, will ensure the natural and rural landscape values for residents and highway users is maintained/enhanced.





**Figure 7** – Image View North West from the Mill Road Intersection with Bussell Highway



**Figure 8** – Image View of the Land South West from Bussell Highway



Distant views of the land can be seen from Bussell Highway across northern newly created Lot 10 and 11 (originally referenced as Lot 1035) where the road reserve or adjoining private land is devoid of vegetation. This can be seen at **Figure 9** below. These views will be significantly minimised as a result of the landowner of Lot 10 and 11 (which abuts the lands northern and eastern boundary) having to install landscaping immediately inside its eastern boundary to the highway and northern boundary to Rowe Road West as a condition of subdivision approval to create these rural residential lots.

Notwithstanding the requirements of the adjoining landowner discussed above, it is considered that the combination of view line distance (approximately 270m as shown in **Figure 9**) coupled with very low density residential development that is to be setback 40m from Bussell Highway means that the land will have a negligible visual impact when viewed from Bussell Highway.



**Figure 9** – Image View South West to the Land through the Rowe Road West/Bussell Highway Intersection

### 3. Rails To Trails (Recreation Reserve)

The Rails to Trails provides a local and strategic pathway system that will become part of a regional network for pedestrians and cyclists. The WVS outlines that the Rails to Trails will connect residents, tourists and tourism establishments to villages and towns adjacent to Bussell Highway. As shown in **Figure 10**, the constructed pathway is centrally located within the 60m wide Rails to Trails reserve where it bifurcates the land. The pathway meanders through scattered planted karri trees. The retention of trees where practicable within the Rails to Trails reserve will assist in maintaining the existing rural landscape amenity and values of the locality.





**Figure 10** – Image View Southwards from Rails to Trails Pathway where it Bifurcates the Land

As outlined in the WVS, the land is identified to provide a transition from broader rural and rural residential zoned development/land uses to its north and higher density urban residential development shown on approved Structure Plans for properties to its south. Hence the land will be an area where low density housing development provides sensory change between the broader, more open rural residential development to the north and the denser urban environment to its south.

In noting this transition, the open rural landscape viewed from the Rails to Trails should be protected where possible. In this regard the rear portion of R5 lots to back onto the eastern edge of the Rails to Trails reserve should contain a combination of limited buffer planting, uniform open style fencing and a suitable rear setback to development. This would soften the visual impact between the Rails to Trails pathway and residential development. The rear development setback should be in the order of 30m. This arrangement would ensure there is approximately 60 metres between the actual pathway and development.

This development setback for lots located to the west of the un-named road reserve is sufficient given that development will provide an opportunity for private (domestic) landscaping to be implemented in front of houses. Tree planting could also be considered on the eastern side of the future carriageway within the un-named road reserve which emulates the character of scattered trees located within the Rails to Trails reserve and surrounding open land. Scattered parkland Karri trees (planted) remain in the eastern portion of Lots 15 to 18. These trees will further assist in maintaining the open rural landscape character between the land and the Rails to Trails reserve and allows glimpses to development that reflects the transition of residential density as set out in the WVS. It will also ensure that the open parkland feel of the land is not compromised by excessive planting.

#### 4. Views and Visual Amenity in Context with Surrounding Landholdings

##### *Northern Boundary Interface*

The northern portion of the land contains larger (R2.5 and R2) lots that provide a transition between the future Rural Residential development approved immediately to the north and the higher density R5 lots to the south (as shown on the Structure Plan). Three R2.5 lots east of the Rails to Trails reserve are adjacent to two building envelopes approved for the land immediately to the north – with the closest building envelope being 26m from the northwestern R2.5 lot. The interface between rural-residential and R2.5 lots showing an open rural parkland landscape character is provided in **Figure 11**.



**Figure 11** – View East From the Rails to Trails Reserve along the Northern Property Boundary Showing Open Rural Landscape

The lot layout and related development areas within the Structure Plan will be consistent with the pattern of rural residential development approved to the north. Therefore the need to provide visual screening is not considered necessary.

A grouping of larger lots are located to the west of the un-named road reserve and sit high on the landscape. Building envelopes have been located east and west of the remnant trees so as to minimise any clearing while also satisfying Bushfire Management Plan requirements. Retention of the remnant vegetation will also provide significant screening to future rural residential development immediately to the north with R5 development to its south.

The two north-western R2.5 lots provide building envelopes that encourage development to take advantage of their northerly aspect across the adjoining rural residential land. The building envelopes are setback at least 84m from the approved building envelope on the property to the north (referred to as Lot 4 on the approved Structure Plan for Lot 1035). This setback is consistent with the pattern of rural residential development approved to the north. As such the



need to provide visual screening is not considered necessary – noting that these lots will include some domestic landscaping upon residences being developed.

#### *Western Boundary Interface*

The land abuts a conservation lot (Lot 121) on its western boundary. This remnant vegetation is protected by way of a restrictive covenant on title and provides an attractive natural landscape to the western portion of the land. A suitably constructed uniform open styled fence was constructed on the western boundary to satisfy a condition of subdivision under WAPC reference 146945 that created Lot 121 and Lot 122. Provision for this fence has been reinforced into Part 1 of this Structure Plan. The Structure Plan further defines this adjoining boundary by way of a road reserve and for lots to front this road accordingly. The road width, coupled with the 12m front setback set out in the Residential Design Codes for R5 coded lots will ensure an appropriate BAL rating for buildings are achieved as set out in the Bushfire Management Plan. The lot depths ensure there is adequate area to develop houses behind the front setback line. In addition, the road provides frontage and connection with the road design shown for the approved Structure Plan to the south.

No landscaping or planting is required in this western locality. The front setback will provide sufficient opportunity for private (domestic) landscaping to be implemented in front of houses – provided it complies with the Bushfire Management Plan requirements.

#### *Southern Boundary Interface*

The properties to the south currently contain a blue gum plantation. These properties also have an approved Structure Plan that show R5/10 areas to be developed along the full length of that property where it abuts the land. The R5 density is consistent with the future density of development identified for these properties. The road layout in the Structure Plan has been designed to interconnect with the road pattern approved for these properties.

No landscaping or tree planting is required for this southern interface. Open style fencing on this southern boundary will be consistent with the R10/5 density of development approved on those properties immediately to the south.

In summary, modification of the landscape through dense screen planting on the perimeters of the Structure Plan area is considered unnecessary. Whilst supplementary planting is definitely desirable to counteract the impact of more intense built development, particularly adjacent the main travel route corridor of Bussell Highway, the general outcome should remain that of an open rural parkland landscape comprising scattered trees, dotted with small clusters of residential buildings that are surrounded by domestic planting.

In addition, increasing glimpses of development and a more pedestrian environment will be apparent toward the southern portion of the Structure Plan area, justifying some additional screening between the Rails to Trails footpath and development. However, screening should still provide for filtered views so as to maintain the rural parkland landscape character of the land and its surroundings.

### **3.2 Public Open Space**

A small area of public open space has been included in the south-eastern portion of the Structure Plan. This area represents an extension of the POS allocation provided on the approved Structure Plan located immediately to the south (Lot 1003) where it abuts Bussell Highway. The POS will comprise buffer planting that is consistent with the requirements set out on the approved Structure



Plan for the land immediately to the south which links on to the 10m landscape buffer shown on the Structure Plan.

A 50,000 litre water tanks for fire-fighting purposes (in its own reserve/lot), as recommended/required in the Bushfire Management Plan (refer **Appendix 5** to this report), is also identified adjoining the POS location – which provides easy access to the internal road network (and Emergency Access Way, in the interim, that runs along the southern edge of the Structure Plan area and connects on to Bussell Highway via a locked gate).

WAPC Policy DC 2.5 considers development for Special Residential zoned land that allows for lots that are of a size that offer a style of spacious living at densities lower than those characteristic of traditional residential developments, but higher than those found in Special Rural (in this case Rural Residential) zones. The Policy objectives include:

- To provide for the creation of lots of between 2,000m<sup>2</sup> and one hectare in suitable locations;
- To ensure that the use and development of such lots are subject to appropriate standards and control; and
- To protect the character and amenity of adjacent rural areas.

Due to the larger, spacious character of these lots, the WAPC Policy does not specify a standard open space contribution for Special Residential development. Preliminary discussions with Council planning staff also confirmed that Council is steering away from maintaining POS in areas where lot sizes allow for residents to recreate on their own properties, and that remnant vegetation can be retained within lots and protected where appropriate. Hence the provision of POS is not required for the Structure Plan area as it aims to retain the areas of remnant trees within larger lots, which will maintain rural and natural parkland landscape values on the land.

The WAPC DC 2.5 emphasizes that such zoning/development density should be adjacent to existing or planned residential areas with good access to schools, community facilities and other urban services. The Special Residential land use density for the land is identified as such within Cell 6 of the approved WVS Structure Plan. The approved Structure Plans, particularly for the properties immediately south of the land, confirm that the land will have good access to such services and facilities. This access will be further enhanced via an east-west road link across the Rails to Trails reserve which provides connectivity and permeability for vehicles, pedestrians and cyclists. It is also recognised that the Rails to Trails reserve provides both a passive recreation link and a connectivity function between the Structure Plan area through to existing and future services and facilities of an expanded Witchcliffe settlement.

### 3.3 Residential Development

The Structure Plan (refer to **Figure 5** of this report) shows the layout and distribution of low density 'Special Residential' lots that is consistent with the lot size range identified for the land within the approved WVS (ranging from 2,000m<sup>2</sup> to 5,000m<sup>2</sup>). The Structure Plan design demonstrates how the site characteristics provide for the development of 41 lots across three specific R-Code densities as follows:

- I. Residential R5 (+ 2,000m<sup>2</sup>) (34 Lots)



The R5 area is located within the central and southern portions of the land. The R5 density is consistent with, and represents a transition to the R5/10 residential density shown for the abutting properties to the south in separate approved Structure Plans. The western development parcel (west of the un-named road reserve) defines the R5 density area to be located south and east of an 18m road reserve. The eastern development parcel (east of the Rails to Trails reserve) provide for R5 lots that are proportionately larger than these in the western development parcel, so as to provide a reasonable development footprint while also accommodating:

- A 40m rear setback to Bussell Highway and 30m rear and side setback to the Rails to Trails reserve, and
- the 12m front setback and 5m side setback as set out in the Residential Design Codes.

The 40m development setback to Bussell Highway will be consistent with that shown on the approved Structure Plan for the property immediately south of the land.

## 2. Residential R2.5 (+4,000m<sup>2</sup>) (5 Lots) and R2 (+5,000m<sup>2</sup>) (2 Lots)

The R2.5 and R2 area are located within the northern portion of the land and utilizes the 18m road reserve to provide a transition in residential development density between the adjacent Rural Residential zoned land (located on Lot 1035) immediately to the north, and higher density residential development (R5) approved to the south. The majority of R2.5 residential lots contain a building envelope so as to provide a 20m setback to the rear boundary. This is particularly relevant for lots in the northwest portion of the site whereby the building envelope setback will:

- ensure development density is generally consistent with, and does not compromise, the open rural landscape value of the locality,
- maintain the open rural landscape area to the building envelopes approved on the Structure Plan for the Rural Residential development located immediately to the north,
- enable development within building envelopes to comply with BAL assessment requirements applicable to the land in accordance with the Bushfire Management Plan, and
- provide for development to take advantage of the northern aspect of the land – including the passive solar opportunity it provides.

Building envelopes for the two R2 residential lots have been located east and west of the stand of remnant vegetation, within cleared portions of the land. This will ensure that development has minimal impact on the remnant vegetation (including Potential Significant Trees identified in the Flora, Vegetation and Fauna Assessment – refer to **Appendix 4** of this report) while also satisfying Bushfire Management Plan requirements. This remnant vegetation offers significant natural landscape value and provides a ridgeline buffer to the rural residential zoned land to the north.

The two most north-eastern R2.5 lots will utilize primary street setback requirements of 15m, as set out in the Residential Design Codes, and 5m minimum side setback requirement set out under Clause 4.21.2 of the Council's Scheme. These minimum setback requirements, in combination with the 40m rear development setback to Bussell Highway, provide a suitably sized development footprint. It also ensures that development will be setback from Bussell Highway generally



consistent with the building envelopes provided for approved Rural Residential lots to the immediate north and to other R5 lots immediately to the south.

The visual management assessment undertaken under Section 3.1.1 of this report also outlines that the development transition in this locality will ensure the open rural parkland landscape value of the locality is maintained. Hence no landscape buffer along the north eastern boundary to Rural Residential building envelopes is recommended.

### **3.4 Movement Network**

A Servicing Report has been prepared by Calibre Consulting for the Structure Plan area and is included at **Appendix 3** of this report. The conclusions of the Servicing Report are applicable to the movement network, as it relates to the Structure Plan, are discussed below.

#### **3.4.1 Traffic Generation and Distribution**

The development has considered two scenarios dependent on the likely timing of various subdivisions being undertaken by separate landowners. These are –

- Scenario 1 - The initial subdivision of the land (Lot 122 Bussell Highway) together with the subdivision of Lot 1035 Bussell Highway located immediately to the north, with access to the lots being solely via Rowe Road West and the Bussell Highway Intersection. Such an arrangement will contain a secondary emergency access way to Bussell Highway. This is identified as part of the Bushfire Management Plan provided at **Appendix 5** and discussed at Section 2.4 of this report, and
- Scenario 2 – The ultimate subdivision scenario, with Lots 122, 1035 and adjoining former Location 2183 (now Lots 1001, 1002 and 1003) is fully subdivided and developed. This would see significantly more traffic generation, which at the same time would be dispersed via an additional road connection onto Bussell Highway located on former Lot 2183 (now Lot 1003) with connectivity southwards to the Witchcliffe town centre, and continuing further onto Redgate Road. This will see only a portion of the additional traffic entering and exiting via Rowe Road West onto Bussell Highway.

#### **3.4.2 Rowe Road West and Bussell Highway Road Intersection**

The Rowe Road West intersection with Bussell Highway has excellent sight distances to both the north and south. This intersection will require upgrading to suit the estimated traffic capacity generated from Scenario 1 (discussed above). Consideration will need to be given to the speed zone of Bussell Highway at this location.

This intersection would also require upgrading to suit the estimated traffic capacity generated from Scenario 2 (discussed above), which would also require consideration to be given to the speed zone of Bussell Highway at this location.

The Rowe Road West intersection, as well as two other access locations on to Bussell Highway (on former Lot 2183) and Redgate Road, operate well within capacity limits within the overall WVS residential development (ultimate subdivision/development).



### **3.4.3 Internal Road Layout and Access**

The internal road network for the Structure Plan area suits the low density residential subdivision layout. The road network is highly interconnected and facilitates permeability and reduced travel distances, with various movement choices that link in with the approved Structure Plans located north and south of the land.

A critical element of the internal road network is a road connection across the Rails to Trails Reserve. This road provides essential access and egress for residents located in the development parcel east of the Rails to Trails reserve, onto the un-named road reserve to the west. This road connection allows these residents to exit northwards via the un-named road reserve through to Rowe Road West and on to Bussell Highway.

This east-west road connection will also promote walking and cycling usage and improved amenity, based on residential development fronting and overlooking a footpath that connects on to the multiple use Rails to Trails pathway, as well as the broader footpath system further west.

This east-west road connection across the Rails to Trails Reserve will also allow for the eastern residential parcel to be developed at the same time as the western residential parcel within the Structure Plan, with the obvious benefit of development synergies. It means that development in this eastern parcel is not stymied by, and reliant upon, the likely considerably delayed construction of a new road intersection with Bussell Highway, and associated road development northwards, within the landholding immediately to the south. Without this east-west road connection the development parcel to the east of the Rails to Trails reserve within the Structure Plan will, in effect, become stranded from development in the medium to possibly long term.

A short cul-de-sac is to serve 12 dwellings in the north eastern section of the Local Structure Plan. Its location does not impede the overall interconnectivity of pedestrian and vehicular movement. Upon full development of the WVS area, residents in the cul-de-sac will have the option to traverse westwards to, and across the Rails to Trails pathway, or southwards toward the Witchcliffe Village Centre. These access options are relevant noting that a provision has been included in Part I of the Structure Plan that a restrictive covenant will be placed on the Certificate of Titles of proposed Lots 1 - 8 restricting access to Bussell Highway.

### **3.4.4 Pedestrian/Cycle Network**

The Rails to Trails pathway provides a local and strategic pathway system that is rapidly growing into a popular regional network for pedestrians and cyclists. It provides a direct and efficient dual use path system connecting the Structure Plan area to the Witchcliffe settlement to the south Margaret River town site to the north.

The Servicing Report outlines the importance for the Structure Plan area to provide complementary pathway links within road reserves that connect to both the Rails to Trails dual use pathway and those anticipated in the approved Structure Plans for land to the south. The footpath network is shown in the Servicing Report located at **Appendix 3** of this report.



### **3.4.5 Road Construction Standards**

Detailed civil engineering requirements for the road construction and geometric standards will be in accordance with the local government requirements at the time of subdivision. The road reserve widths provide scope to offset carriageways in order to create sufficient space for strategically located bio retention basins and rain gardens.

Road pavements will be nominally 6.0m wide and kerbing will be responsive to certain areas and the intent of providing a transition between R5 density lots to R2.5 and R2 lots and rural residential development immediately north of the land – thus being more in-keeping with the rural landscape character. The road and drainage interface in the un-named road reserve will also be designed to maintain the rural and parkland landscape amenity of that locality.

### **3.4.6 Emergency Access**

The Structure Plan area will ultimately form an integral part of the overall development to take place in the northern expansion area of the Witchcliffe Village. Once fully developed, the subdivisions to the immediate north and south of the land will provide road networks offering comprehensive permeability and legibility for all residents. Emergency access ways will thereby be afforded by the completed road network.

In the interim, there will be no formal entry from the Structure Plan area to the south, toward the Witchcliffe settlement. As a result, an emergency access link will be provided adjacent to the southern boundary of the land, taking advantage of a pre-existing and well-constructed access driveway. This driveway will provide an Emergency Access Way eastwards onto Bussell Highway via a locked gate. The Emergency Access Way forms part of the developer's responsibilities as set out in the Bushfire Management Plan at **Appendix 5**. A separate provision has also been referenced into Part I of the Structure Plan report to secure the appropriate decommissioning of the crossover to the Emergency Access Way at the time of development occurring on land immediately south of the land.

## **3.5 Water Management**

As discussed in Section 2.2.1 of this report, pre-lodgement consultation with Department of Water and Council staff confirmed that requirement for a Local Water Management Strategy (at the Structure Plan Stage), or an Urban Water Management Plan (at the Subdivision Stage) is not considered necessary with regards to this proposal. The Servicing Report (refer **Appendix 3**) outlined that a stormwater management strategy is to be prepared that adopts best management practices with the objective of protecting and conserving the total water cycle of the local environment and the greater catchment. These practices will include:

- Stormwater management that incorporates the latest water sensitive urban design elements;
- Opportunities for stormwater and wastewater harvesting;
- Protection and enhancement of ecosystems dependent on water resources from the land; and
- Sustainable water servicing.





The stormwater management strategy for the land aims to control peak flow rates to predevelopment levels and to improve the water quality of the runoff from the site. Flows from 1:1 year ARI 1 hour events will be captured and treated in series of bio retention swales throughout the development site to reduce nutrients and sediments in the stormwater. The bio retention swales will be tailored to each sub-catchment and will typically be contained on one verge in respect of road reserves.

Roof runoff will be collected in rainwater tanks as the principal water supply to each dwelling. Therefore the only areas that will be connected directly to the bio retention swales will be the roadways themselves in addition to any impervious areas established within lots (ie driveways/paved areas etc).

Management of the 5 and 100 year ARI events will be captured in the same bio retention swale system, with any excess flows being conveyed by a pit and pipe system to a series of landscaped detention basins.

### **3.6 Infrastructure Coordination, Servicing and Staging**

A Servicing Report has been prepared in support of the Structure Plan and is attached at **Appendix 3**. The report concludes that the future development of the land is capable of being serviced on-site (with regards to potable water roof runoff catchment and effluent disposal) and reticulated power and communications as expected for a Special Residential development.

#### **3.6.1 Power and Telecommunications**

All lots will be connected to underground power. Power will be supplied via a 35mm HV underground main that is extended from the existing three phase 22 kV overhead power main on Bussell Highway, via Rowe Road and the un-named road reserve adjacent the Rails to Trails alignment.

An existing high voltage overhead spur line runs along the full length of the land, immediately north of the southern boundary. This spur line provides power supply to Lot 121 to the immediate west of the land and continues further west to service Leeuwin Estate Winery. The portion of the spur line located on the land will be removed and replaced/connected with a HV system within new road reserves. This leaves the balance spur line to remain in place as an overhead system.

The site is currently serviced by Telstra's wired/cabled broadband – which further connects to Lot 121 – noting that it is within 3 kilometres of the Witchcliffe Telstra substation.

While fixed wireless NBN is available within the Witchcliffe locality, it will be necessary to provide connection to the existing telecommunications network (currently provided by Telstra).

A Telstra fibre optic cable runs under the un-named 20m wide road reserve, and slightly encroaches into the eastern margins of Lots 16 to 18 on the Structure Plan map. The approximate position of the fibre optic cable is shown on the Boundary Staking Plan prepared by Leeuwin Surveying (to assist the client in the clearing of the blue gum plantation) which is provided at **Appendix 7**.



### 3.6.2 Effluent Disposal

Based on the soil categories, permeability, slopes, low level of development and phosphorous retention index characteristics of the land as detailed in the geotechnical report (refer **Appendix 2**), the land has been assessed to be suitable for on-site effluent disposal. Moreover, the majority of the land is suitable for conventional on-site effluent disposal, with some limited areas more suited to the ATU effluent disposal system due to the underlying caprock layer. The geotechnical report outcomes further demonstrate that the Structure Plan satisfies the servicing and exemption criteria set out in State Government Draft Country Sewerage Policy (2003) and the more recent Draft Government Sewerage Policy (November 2016).

Council undertook an investigation on the potential for on-site servicing of lots over 2,000m<sup>2</sup> as a possible means of facilitating some subdivision and development of Witchcliffe, while a private Waste Water Treatment Plant (WWTP) is investigated by developers for smaller lots. The investigation led Council to resolve at its meeting of 17 December 2014, amongst other things, that it:

4. *Advises developers within the Witchcliffe Village Strategy area that where lots of 2000m<sup>2</sup> and above are created in accordance with existing structure plans, consideration will be given to onsite waste disposal subject to the applicable structure plans being revised and approved, that:*
  - *Demonstrates the suitability of ground conditions to safely and effectively accommodate on site effluent disposal. Geotechnical reports are required to the satisfaction of the Shire and Department of Health in this regard;*
  - *Demonstrates acceptable alternative forms of fire protection and firefighting infrastructure (in the absence of reticulated hydrants); and*
  - *Provides onsite treatment units being of a type which allow water to be recycled for reuse i.e garden irrigation*

The approved WVS identifies the land within development cell No.6 to support low density Special Residential (R5-R2) lots, and hence is suited to on-site effluent disposal. In addition, the above listed Shire requirements for on-site effluent disposal have been fully investigated and justified within this Structure Plan report. Hence the on-site servicing requirements not only achieve the direction of the Council but also satisfy the sustainability initiatives set out in the WVS. This Structure Plan report therefore demonstrates that future subdivision and development can take place without connection to any future WWTP. The proponent is not, therefore, required to provide any form of contribution toward a future WWTP.

The Servicing Report also notes that separate greywater systems may be used to support irrigation of garden areas within lots. Subject to Department of Health approval, such irrigation systems provide a supplemented water supply that reduces the reliance on the potable water supply (within watertanks) or from domestic bores.

### 3.6.3 Water Supply

The land is not within the Water Corporation licence area and as such no provision of potable water and reticulated sewer system is available. Due to the absence of reticulated servicing within the Structure Plan area, and considering the information provided in Section 3.6.2 above (relating to on-site effluent disposal), the Structure Plan ensures there is sufficient water capacity for fire-



fighting purposes, sufficient potable water supply for each household, and has confirmed the land will support on-site effluent disposal within lots.

Clause 5.22 of the Scheme outlines that dwellings without reticulated mains water supply are required to provide a rainwater tank with a minimum capacity of 120,000 litres prior to occupation, with an additional 15,000 litres for fire-fighting purposes. Notwithstanding these provisions, the Servicing Report makes reference to Council recommending a 140,000 litre tank capacity for all new houses that are not connected to a mains water supply and this has been adopted in support of the Structure Plan.

#### **3.6.4 Gas**

There is no mains gas supply servicing the Witchcliffe locality.

### **3.7 Developer Contribution Arrangements**

The approved and gazetted Amendment 35 to Council's Scheme establishes development contributions at two catchment levels. The local catchment level contains those community requirements and needs which are specific to the Witchcliffe Village Strategy area. These community requirements and needs stem from a Community Facilities Provision Strategy that was undertaken and approved by Council to review and determine the community requirements and needs applicable to the new expansion of Witchcliffe and the existing Witchcliffe Community.

The Strategy was initiated by the land owners/developers who initially sought Structure Plan and rezoning approval to facilitate future residential development on land within Cells 1 to 5 of the WVS. The Developer Contribution Plan identifies the projects that will require a contribution by the developer.

The second catchment level relates to Shire wide contributions attending to community infrastructure that is available for use by all people in the Shire – referred to as a district catchment level.

The consolidated Developer Contribution Plan will be incorporated into Schedule 14 of the Council's Scheme. The subdivider is to contribute proportionately with other subdividers within the approved Witchcliffe Village Strategy for the coordinated implementation of local and shire wide community facilities. Such a requirement is reflected within the planning provisions applicable to the Structure Plan and will be imposed as a condition of subdivision.

### **3.8 Sustainability Initiatives**

**Table 4** below provides the sustainability outcomes and implementation framework for the land. It identifies a number of key sustainability elements such as water usage, energy consumption and biodiversity conservation. These sustainability initiatives demonstrate compliance with the applicable sustainability requirements as set out in the WVS and also consider alternative methods for water and sewerage provision as supported in SPP 6.1. The sustainability initiatives identified in **Table 4** have either informed the Structure Plan design or will be considered at the development stage. The framework designates responsibility for the implementation of the initiatives and provides advice as to how to achieve the measures.



**Table 3 - Sustainability Outcomes and Implementation Framework**

Sustainability Element	Objective	Details	Responsible Body for Implementation	Responsible Body for Long Term Management	Outcomes/ Implementation
Water Use	Water Sufficiency	Use Rainwater tanks for all water uses within the house	Landowner/ Council	Landowner	Rainwater tanks required by Local Planning Scheme No.1 and mandated in building approvals
		Implement Greywater Re-use	Developer/ Landowner/	Landowner/ Council	Provides onsite treatment units being of a type which allow water to be recycled for reuse i.e garden irrigation. Developer is to detail this as a development requirement on the Structure Plan and ensure landowners are suitably notified at the time of subdivision. Systems have to be compliant with Department of Health regulations
		Manage Stormwater Runoff	Developer	Council	Streetscape partly watered by stormwater runoff from bio retention swale system allowing for water to infiltrate into the soil profile
	Improved Water Use Efficiency	Low water use plants (ie native and endemic species) to be implemented through waterwise landscape package	Developer/ Landowner	Council	Developer to encourage lot owners to establish waterwise gardens.
		Use waterwise native and/or endemic species for landscaping areas	Developer	Council	Undertake landscaping requirements (ie for buffers & within road reserves) as set out in the Structure Plan that promotes low water use, planting of native species and are implemented at the appropriate time of year
		Use mulch in all landscape areas	Developer	Council	To be incorporated into landscaping



	to retain moisture and provide nutrients to aid in plant growth			program
	Use water efficient fittings and appliances within private lots	Developer/ Landowner	Landowner	Developer to provide information to landowners at the time of purchasing the private lot/s regarding 5 star water efficient fittings to new dwellings in accordance with building standards
Management of Water Quality	Application of water sensitive urban design throughout the subdivision	Developer	Council	Undertaken as part of future water management planning (through a Stormwater Management Strategy) and site construction
	Minimal and low water soluble fertiliser applied to landscaping areas and private gardens	Developer/ Landowner	Council/ Landowner	Incorporated with landscape program with nutrient wise gardening information being provided to new landowners at the time of purchasing the private lot/s
	Use soil amendments throughout landscaping areas to reduce nutrient seepage into the groundwater	Developer	N/A	Incorporated as part of landscape site works as required
	Land use Control to minimise nutrient loading within private lots	Developer/ Council	Landowner	Satisfied through permissible land uses applicable to the Residential base zoning with advice being provided to landowners
	Erosion control during land development	Developer	N/A	Sediment runoff controlled at the subdivision construction stage
	Erosion control during house construction	Council/ Builder	N/A	Provide landowners/builders with information outlining that they must control sediment runoff



		Use of suitable alternative treatment units that incorporate nutrient stripping, absorption and recycling methods	Landowner/ Council	Landowner	Applied at the building approvals stage
<b>Energy</b>	Reduce the use of energy from non-renewable sources	Encourage installation of photovoltaic cells on each dwelling to meet part of resident demand	Developer/ Landowner	Landowner	Developer to provide landowners with information on types and function of photovoltaic cells and their benefits
		Encourage the installation of gas boosted solar hot/heat pump water heating systems	Developer/ Landowner/ Council	Landowner	Developer to provide landowners with information detailing benefits of solar hot water/ heat pump systems that can be installed at the building approvals stage
	Reduce Use of Energy	Encourage Solar passive / energy efficient housing through building guidelines	Developer/ Landowner/ Council		Housing to meet relevant Australian Building guidelines and local Design guidelines including solar orientation
		Lots are of an area that can accommodate dwellings that can provide for effective solar orientation	Developer/ Landowner/ Council	Council	Subdivision layout ensures all lots can maximise preferred solar orientation of dwellings on each lot
		Energy efficient lighting to be used within public streetscape (ie within road reserves)	Developer	Council/ Western Power	Street Lighting to minimise energy costs
<b>Environment and Biodiversity</b>	Enhance Environmental sustainability and biodiversity values	Provide awareness and incentives to landowners to maximise use of native plant species in private gardens	Developer/ Landowner	Landowner	Developer to encourage lot owners to use native species
		Use native species within streetscape	Developer	Council	Incorporated with landscape program
		Protect and	Developer	Council	Building envelopes



		enhance remnant vegetation through strategic placement of building envelopes			are incorporated on the Structure Plan where appropriate
		Revegetation of landscape buffer along Bussell Highway and abutting the Rails to Trails Corridor to enhance screening and maintain rural and natural landscape character	Developer	Council/ Landowner	Landscape buffers to be incorporated with landscape program at the time of subdivision and respond to local landform and integrate with existing vegetation
		Utilise the landform through structure plan design	Developer	Council	Structure Plan design combined with suitably classified soil types provide for gently undulating large lots able to develop housing with minimal earthworks
<b>Waste</b>	Clean building sites	Demolish/ remove existing dwelling & associated structures and recycle or reuse materials where possible	Developer/ Council	N/A	Undertaken as part of subdivision condition and associated works
		Appropriately contain and dispose of construction waste	Builder/Council	N/A	Builder/s to maintain clean building sites that prevent sediment and rubbish movement
<b>Visual Landscape Amenity/ Character</b>	Use of native species	Landscape areas and private gardens to reflect the natural landscape characteristics of the land	Developer	Council/ Landowners	Maximise retention of existing vegetation (within private lots, road reserves and POS), and use native vegetation within buffer landscaping areas. Encourage landowners to plant native species.
<b>Alternative means of transport</b>	Safe, functional and attractive roads	Roads to be visually attractive and encourage walking and cycling	Developer	Council	Road, landscaping and pedestrian/ cycling footpath design to meet safety standards and reflect the rural character



	footpath and dual use paths provided	Integrate pedestrian footpath arrangement suitable for cycling and walking	Developer	Council	of the locality	Provide an integrated footpath and road design to allow people to move through the Local Structure Plan area with minimal car use. Footpath designed to connect on to Rails to Trails pathway that links the land with other development areas, the services/ facilities within the Witchcliffe town centre, and connects with the Margaret River town site
<b>Public Transport</b>	Public Transport	Proximity to available public transport route/services	Developer/ WAPC/Council	N/A		Project location in close proximity to Bussell Highway and local public transport stop/node in Witchcliffe
	School Bus Transport	proximity to school bus routes/ services in the Witchcliffe townsite	Developer/ Public Transport Authority	N/A		Project location close to Bussell Highway and the local school bus stop/node within the Witchcliffe townsite
<b>Housing Diversity</b>	Range of Lifestyle Options	Provide for a range of lot sizes to accommodate a range of land use and lifestyle	Developer /WAPC	N/A		Structure Plan provides for a range of low density, larger lots
<b>Employment</b>	Local Employment	Facilitate local employment opportunities by encouraging home based businesses	Developer/ Residents/ Council	Residents		Support house plans that facilitate flexible and efficient home based businesses. Council's Local Planning Scheme provides scope for home based businesses to be approved.
	General Employment Options	proximity and ease of access to surrounding employment opportunities	Developer	Private and Government Sectors		The land is located close to Margaret River, other employment nodes, and the agricultural and tourism sectors of the region
<b>Affordability</b>	House and land affordability	Provide a range of dwelling and ancillary	Developer/ WAPC/ Council			Developer to provide a variety of lot sizes that allow





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accommodation  
options

for dwelling and  
ancillary  
accommodation  
opportunities as can  
be approved in line  
with the Residential  
Design Codes.

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## 4.0 Conclusion

This report seeks endorsement of the Structure Plan for Lot 122 Bussell Highway, Witchcliffe that provides the planning framework and sets out the relevant requirements to facilitate the future subdivision and development of the land. The land has been identified for development in various WAPC and Council adopted documents, most particularly Statement of Planning Policy 6.1 – Leeuwin-Naturaliste Ridge (SPP 6.1) (1998) and the Witchcliffe Village Strategy Structure Plan (2012).

This report demonstrates that future low density residential development of the land can be undertaken for the following reasons:

- All environmental, geotechnical and servicing assessments confirm the site is capable and suitable for development;
- Locates development in areas that are predominantly devoid of vegetation and maximises retention of existing stands of remnant vegetation and parkland trees;
- Provides for landscape buffers from Bussell Highway and the Rails to Trails pathway/reserve and ensures that the rural and parkland character of the locality is maintained/enhanced;
- Provides for a transition of lot sizes and density from adjacent ‘Rural Residential’ and ‘Residential’ developments;
- Achieves the lot size range as set out in the WVS;
- Offers excellent road access to the northern intersection onto Bussell Highway and also an interconnected, permeable and legible internal road layout that links all lots to areas of high amenity (ie Rails to Trails pathway) and within walking and cycling distance to the existing and future amenities of the Witchcliffe Village, as well as the Margaret River town site;
- Formalises the recommendations set out in the WVS, Local Planning Strategy and SPP 6.1 related to the land;
- Applies Water Sensitive Urban Design principles to ensure that current best practice is used to enhance efficient drainage, water use and treatment – including re-use of grey water on a lot by lot basis;
- Demonstrates compliance with the applicable sustainability requirements as set out in the WVS and also considers alternative ‘on-site’ methods for water and sewerage provision as supported in SPP 6.1; and
- Ensures the future timely subdivision and development of the land.

## 5.0 Technical Appendices

A range of technical assessments have been undertaken to consider the site opportunities and constraints and thereafter inform the preparation of the Structure Plan. The technical appendices have assisted in identifying the actions and recommendations to inform and link the implementation provisions of the Structure Plan and provide further basis for the assessment of subsequent planning applications within the Structure Plan area.

The supporting Technical Documents are listed in the Table of Contents of this report and respectively appended.

