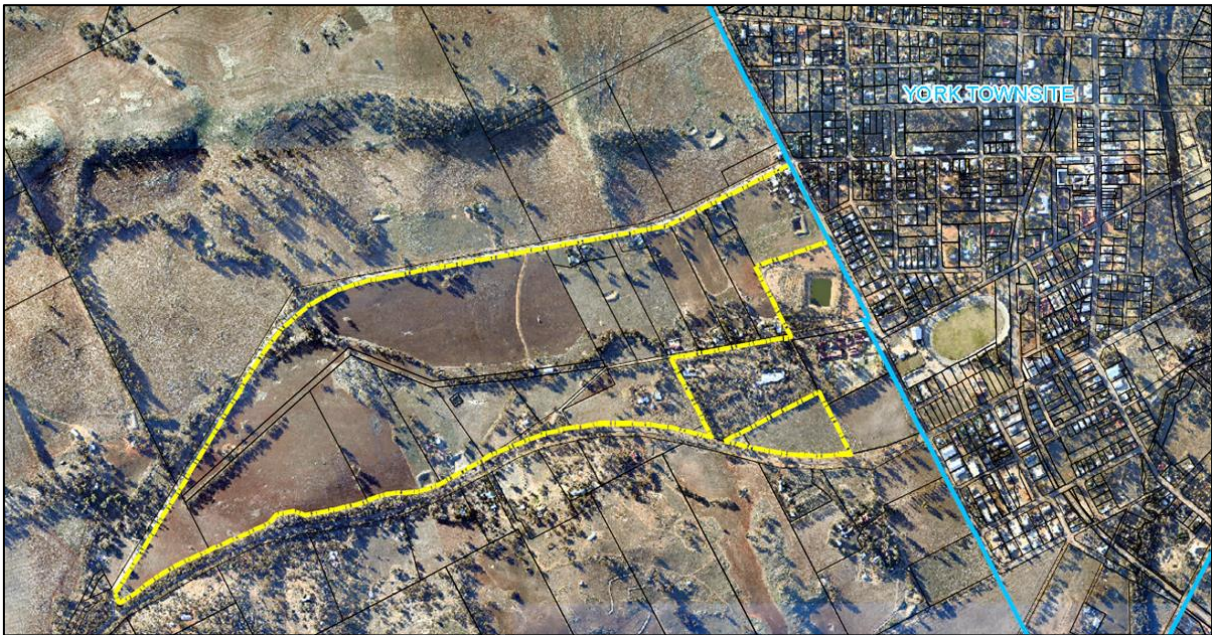


DALIAK

STRUCTURE PLAN

Lot 11 Ulster Road, lots 205, 1, 2, 3, 805, 806, 801, 802 and 8 Morris Edwards Drive, 807, 804, 803 and 123 Trews Road and Lots 2, 21, 200, 22, 201, 1, 340 and 6 Great Southern Highway, York
SHIRE OF YORK



11 November 2015

PREPARED FOR

York Land Holdings (WA) Pty. Ltd.

by

PLANWEST

(WA) PTY LTD A.B.N. 77 665 477 168

**CONSULTANTS IN PLANNING,
DESIGN AND MANAGEMENT**

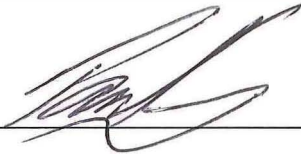
This structure plan is prepared under the provisions of the Shire of York Town Planning Scheme No.2

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: 12 NOVEMBER 2015

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

13-11-15.

Date

Date of Expiry: 11 November 2030

Table of Modifications

Modification no	Description of modification	Date endorsed by council	Date endorsed by WAPC
Modification 1			

EXECUTIVE SUMMARY

Purpose

This Daliak Structure Plan (SP) has been prepared in accordance with the provisions set out under Amendment No. 29 of the Town Planning Scheme No. 2 of the Shire of York. The land subject to the SP comprises Lot 11 Ulster Road, lots 205, 1, 2, 3, 805, 806, 801, 802 and 8 Morris Edwards Drive, 807, 804, 803 and 123 Trews Road and Lots 2, 21, 200, 22, 201, 1, 340 and 6 Great Southern Highway, York.

This SP has been created to compliment the already existing Structure Plan Report prepared by Hames Sharley in July 2008, in conjunction with the Scheme Amendment 29. Additional information included in this SP includes a traffic impact assessment, a local water management strategy, a landscape management plan, and an implementation plan.

The SP forms part of the future urban growth area of the York Townsite and is abutting the western side of residential development of York. The SP design provides for integration with the adjoining urban developed areas.

Structure Plan Summary Table

Item	Data	Section number referenced (within the SP report)
Total Structure Plan area	115.72 hectares	2.1.2.2
Land use areas proposed: - Residential - Retirement Village - Mixed Use -Residential R60	69.7 hectares 6.60 hectares 0.85 hectares	2.3.1
Estimated lot yield	1634 lots (theoretical min)	1.5.3.1
Estimated number of dwellings	2157 dwellings (theoretical)	1.5.3.1
Estimated residential site density	14.2 dwellings per gross hectare	2.3.3
Estimated population	4314 people	(at 2.0 per household)
Number of high schools	High School in situ	2.3.6
Number of primary schools	Primary school in situ	2.3.6
Employment self-sufficiency targets	Not applicable	2.3.7
Estimated number and % of public open space:	Two park areas totalling 10.13%	1.5.3.5
Estimated number and area of natural area and biodiversity assets	Not applicable	2.2.1

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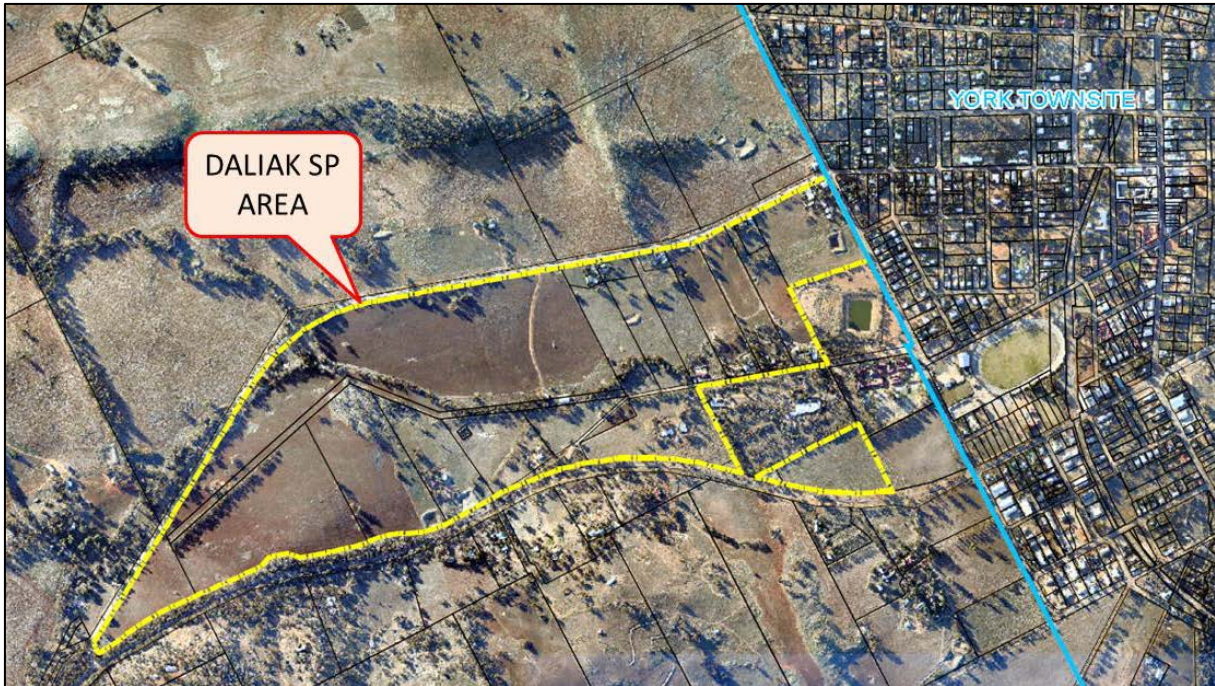
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PART ONE (OPERATIONAL SECTION)

1 STRUCTURE PLAN AREA

This Structure Plan (SP) shall apply to Lot 11 Ulster Road, lots 4, 5, 6, 8 & 205 Morris Edwards Drive, lots 1, 2, 3 & lots 1,123 & 201 Trews Road and lots 2, 6, 21, 22, 200 & 340 Great Southern Highway, York being the land contained within the inner edge of the line denoting the SP boundary on **Plan 1 – Structure Plan Area**.

PLAN 1 - DALIAK STRUCTURE PLAN AREA



Source: PLANWEST, DoP

2 STRUCTURE PLAN CONTENT

This Structure Plan (SP) comprises:

- a) **Part 1 -Operational section**
This section contains the SP map and operational planning provisions and requirements.
- b) **Part 2 - Non-operational (explanatory) section**
This section to be used as a reference guide to interpret and justify the implementation of Part One.
- c) **Appendices- Technical reports.**

3 INTERPRETATION AND SCHEME RELATIONSHIP

Unless otherwise specified in this part, the words and expressions used in this SP shall have the respective meanings given to them in the Shire of York Town Planning Scheme No. 2 (the Scheme) including any amendments gazetted thereto.

The SP map shown in (**Plan 2**) outlines land use, zones and reserves applicable within the SP area. The zones and reserves designated under this SP apply to the land within it as if the zones and reserves were incorporated into the Scheme.

Pursuant to clause 5.10 of the Scheme:

- a) The provisions, standards and requirements specified under Part One of this SP shall have the same force and effect as if it were a provision, standard or requirement of the Scheme. In the event of there being any variations or conflict between the provisions, standards or requirements of the Scheme and the provisions, standards or requirements of this SP, then the provisions, standards or requirements of the Scheme shall prevail;
- b) Any other provision, standard or requirement of Part One of the SP that is not otherwise contained in the Scheme, shall apply to the SP area as though it is incorporated into the Scheme, and shall be binding and enforceable to the same extent as if part of the Scheme; and
- c) Part Two of this SP and all appendices are to be used as a reference only to clarify and guide interpretation and implementation of Part One.

4 OPERATION

In accordance with clause 5.10.15 of the Scheme, this SP shall come into operation when it is approved by the Western Australian Planning Commission (WAPC) pursuant to clause 5.10.15 of the Scheme.

5 LAND USE AND SUBDIVISION

The SP map (Plan 2) outlines land use, zones and reserves applicable within the SP area. The zones and reserves designated under this SP apply to the land within it as if the zones and reserves were incorporated into the Scheme.

5.1 LAND USE PERMISSIBILITY

Land use permissibility within the SP area shall be in accordance with the corresponding zone or reserve under the Scheme. Except for the following:

- a) 'Residential R60' areas identified on Plan 2 shall be as per the Residential Zone, with the following uses identified as "SA":
 - Shop
 - Office
 - Medical centre

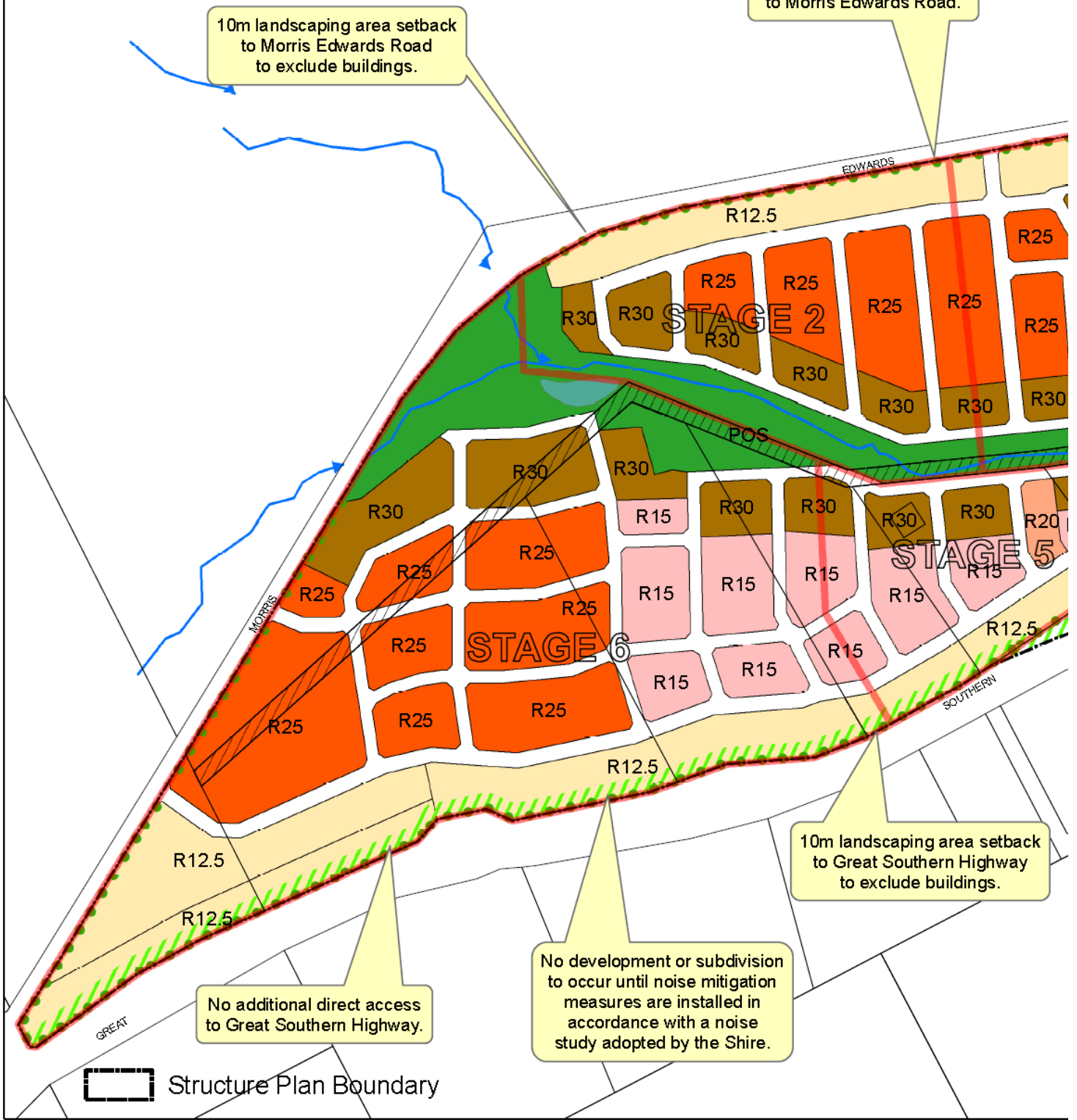
5.2 SUBDIVISION REQUIREMENTS

The SP map (Plan 2) identifies subdivision stages.

- a) Developers shall be responsible for all infrastructure identified in the Engineering Servicing Report/Implementation Plan, to be delivered as a condition of subdivision.
- b) Where the Engineering Servicing Report/Implementation Plan identifies infrastructure to be delivered in a particular stage as a shared cost across all or other development stages, the developer of the initial stage shall provide the infrastructure, to be reimbursed by the developers of subsequent subdivision stages, unless it is alternatively pre-funded by the relevant public authority.

- c) The internal and external infrastructure for each stage is to be constructed to a capacity that avoids rework of infrastructure into the future. The same is required for development that is undertaken remote to the development front, all new inter-connecting road, footpath, drainage and utility services required to service the stage shall be assessed, designed and constructed to ultimate lines, levels, grades and reticulation capacities to ensure these also will be adequate for future stages.
- d) The developer at all times will, as part of each stage, be responsible for the costs associated with providing internal and external infrastructure including negotiations associated with provision of shared / common infrastructure required by utility and service providers.
- e) Where, for whatever reason, a temporary servicing arrangement is required the developer shall make appropriate arrangements with the Shire and/or utility to bond future works and or provide appropriate legal agreements prior to clearance.
- f) The developer will be responsible for the negotiation and procurement of any easements or reserves that are required through undeveloped portions of the SP for any interconnecting roads or services to the existing development front, as may be required by the approving agencies of the infrastructure.
- g) The Trews Road Reservation is to be realigned to:
 - i) Close the gazetted road reserve where Trews Road is unconstructed; and,
 - ii) Dedicate a road reserve where Trews Road is constructed outside of the road reserve adjacent to the Aged Care, Hospital, and High School sites.
- h) Subdivision adjacent to Trews Road is to provide 10 metres additional road reservation for road widening purposes.
- i) In each stage of subdivision, high voltage power is to be extended to stage boundaries, to ensure future adjoining stages can be serviced.

PLAN 2 - STRUCTURE PLAN MAP



Structure Plan Boundary

Whilst all care has been taken to accurately portray the current Maps, no responsibility shall be taken for any omissions or errors in this document.

Consultation with the Local Government Authority should be made to view the legal version of the Outline Development Plan. Please advise PLANWEST of any omissions or errors in this document.

Digital data provided by the Department of Planning, Shannan and Landgate, Perth, WA.

Produced by PLANWEST (WA) Pty Ltd,
 Consultants in Planning, Design and Management. T: (08) 9271 9291
 F: (08) 9370 1363 M: 0429 911 100 E: planwest@bigpond.net.au

LEGEND	
	R12.5
	R15
	R20
	R25
	R30
	Retirement Village (R60)
	Residential (R60)
	Public Open Space
	Public Purposes
	No subdivision or development without implementation of noise study recommendations
	Realigned creek line
	No additional direct access and 10m landscape strip to exclude buildings.
	Road to be closed
	Road to be widened
	Drainage basin



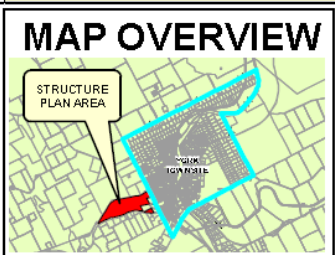
LANDUSE SCHEDULE		SP	
Zoning/R Code	*Theoretical Dwelling Yield	Area (ha)	%
R12.5	311	25.31	21.87
R15	100	6.93	5.99
R20	89	4.24	3.66
R25	506	17.88	15.45
R30	664	20.07	17.34
Residential (R60)	51	0.85	0.73
Retirement Village (R60)	435	6.60	5.71
Public Open Space		11.72	10.13
<i>Sub-total</i>	2157	93.59	
SP Area		115.72	100.00
<i>Other (Roads etc)</i>		22.13	19.12

* Note: Theoretical yield is total area divided by average area/dwelling, less 5.

Access and servicing of Lot 6 subject to separate investigation with servicing authorities, Depts of Health and Education, Main Roads WA and Shire

Trews Road widening at Hospital and Aged Care to be dedicated as a public road (LA)

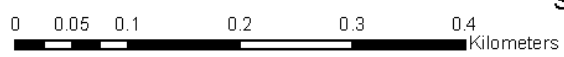
Trews Road land at Forrest Street to be dedicated as a public road (LA)



SHIRE OF YORK DALIAK STRUCTURE PLAN



SCALE 1:6,000



Generated: 11 Nov 2015

5.3 RESIDENTIAL

- a) Plan 2 defines residential density codes for the structure plan area.

5.4 PUBLIC OPEN SPACE

- a) The provision of a minimum of 10 per cent public open space being provided in accordance with the WAPC's Liveable Neighbourhoods. Public open space is to be located generally in accordance with Plan 2, with an updated public open space schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the Shire of York.
- b) Foreshore reserves identified at the time of subdivision shall not form part of public open space for the purposes of the updated public open space schedule as required by 5.4a).

5.5 REPORTS/STRATEGIES REQUIRED PRIOR TO SUBDIVISION

Prior to the lodgement of subdivision applications to the WAPC, the following management plans are to be prepared, as applicable, to the satisfaction of the relevant authority and provided with the application(s) for subdivision:

- a) Biophysical Assessment of existing waterways to identify an appropriate foreshore reserve, in accordance with DoW's foreshore policy; Operational Policy 4.3 Identifying and Establishing Waterways Foreshore Areas. The management plan is required to include the entire SP area, not just those areas within the proposed stage of subdivision. Once this management plan has been prepared and approved prior to the first stage of subdivision, subsequent stages of subdivision will not be required to prepare individual management plans.
- b) Transport Study to identify upgrades to road, pedestrian, and cycle networks outside the SP area that are necessary to maintain network efficiency and safety as a result of additional transport movements from the SP area. The Transport Study is to include, but not be limited to, consideration of:
 - i) Timing and any upgrade requirements for Trews Road, Ulster Road, Morris Edwards Road and Forrest Road;
 - ii) Intersections with Great Southern Highway including good connectivity into the SP
 - iii) Intersection of Ulster Road and Morris Edwards Drive, including the investigation of a roundabout
 - iv) Traffic calming and deterrence of rat running on Trews Road and Morris Edwards Drive
 - v) Access to the hospital, high school, and future aged care, including planning for road side parking
 - vi) Pedestrian and cycle networks inside and outside the SP area, in particular to the Hospital and School
 - vii) The adequacy of Macartney and South Sts to accommodate the additional traffic and pedestrian generation and any upgrades
 - viii) Cost estimates for all identified upgrades and apportionment of costs to all subdivision stages

Once this management plan has been prepared and approved prior to the first stage of subdivision, subsequent stages of subdivision will not be required to prepare individual management plans.

- c) Earthworks Plan outlining cut and fill earthworks and any retaining requirements. The plan is to maintain a rural setting, where possible preserve vegetation, design earthworks in sympathy with natural ground levels, and avoid and minimise the need for retaining.
- d) Prior to the subdivision of Stages 4 to 7, an acoustic report to identify noise mitigation requirements for lots along Great Southern Highway.
- e) Prior to the subdivision of Stage 7, an access strategy that confirms road and service access requirements in consultation with adjoining landowners, to enable access to the development from Trews Road or Forrest Street.
- f) Prior to the first stage of subdivision, Water Corporation are to be consulted to determine trunk infrastructure requirements to service Stage 6, and what land reserves and/or alignments are to be set aside and identified through the SP area for tanks, booster pumps and/or supply pressure mains, to ensure these are allowed for in the planning of any affected staged.
- g) Bushfire Management Plan

5.6 CONDITIONS OF SUBDIVISION APPROVAL

- a) At the time of subdivision the following conditions may be recommended, as applicable, requiring the preparation and/or implementation of the following strategies:
 - i) Urban Water Management Plan, in accordance with the Local Water Management Strategy, to include 18 months or two winters of groundwater monitoring.
- b) At the time of subdivision the Shire of York shall recommend to the WAPC the implementation of the following strategies which have been prepared and approved as part of the SP as conditions of subdivision:
 - A) Local Water Management Strategy,
 - B) Landscape Management Plan,
 - C) Traffic Impact Assessment, and
 - D) Implementation Plan.

6 DEVELOPMENT

6.1 SPECIFIC DEVELOPMENT REQUIREMENTS

- a) No direct vehicular access shall be permitted to Morris Edward Drive and Great Southern Highway.
- b) A minimum 10 metre setback and landscape buffer is to be provided on all lots abutting Great Southern Highway and Morris Edwards Drive.
- c) Noise mitigation is to be provided for all development adjacent to Great Southern Highway in accordance with an approved acoustic report.

6.2 RESIDENTIAL DESIGN CODE VARIATIONS

Not limiting 6.1 b) above, there are no variations to the *Residential Design Codes*.

7 OTHER REQUIREMENTS

7.1 EXTERNAL INFRASTRUCTURE CONTRIBUTIONS

- a) Developers shall be responsible for all external road upgrades identified in the Transport Study.
- b) A cost contribution for external road upgrades identified in the Transport Study shall be placed as a condition of subdivision approval.

PART TWO (EXPLANATORY SECTION)

1 PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

The purpose of this document is the creation of a Daliak Structure Plan (SP), as per instruction from the Western Australian Planning Commission (WAPC) and in accordance with the provisions made under Amendment No. 29 of the Town of York Town Planning Scheme No. 2.

This SP shall apply to Lot 11 Ulster Road, lots 205, 1, 2, 3, 805, 806, 801, 802 and 8 Morris Edwards Drive, 807, 804, 803 and 123 Trews Road and Lots 2, 21, 200, 22, 201, 1, 340 and 6 Great Southern Highway, York. This is a residential development known as the Daliak Estate (herein known as the Subject site).

A previous Structure Plan was prepared and endorsed by the Shire as part of the process to rezone and develop the subject site. The WAPC, however, withheld approval for the Structure Plan until supporting documentation was supplied (16 February 2011). This included a:

- Local Water Management Strategy,
- Landscape Management Plan, and
- Traffic Impact Assessment.

The requested supporting documentation is appended and referred to in this SP.

1.2 LAND DESCRIPTION

1.2.1 Location (*location plan*)

The subject site is located on the south western boundary of the York townsite within the Shire of York. York is located about 86 kilometres east of Perth CBD. **Figure 1** provides a Location Plan.

1.2.2 Area and Land Use

The total area of the site is 114.23ha and is split into two areas at the location of the existing hospital. The smaller of the two areas (Residential- R15 site), is approximately 4.08ha and is located to the south east of the SP area. The main site is approximately 110.87ha in area. The total subject site is bounded by Great Southern Highway to the south, Morris Edwards Drive to the north, and Ulster Road to the east.

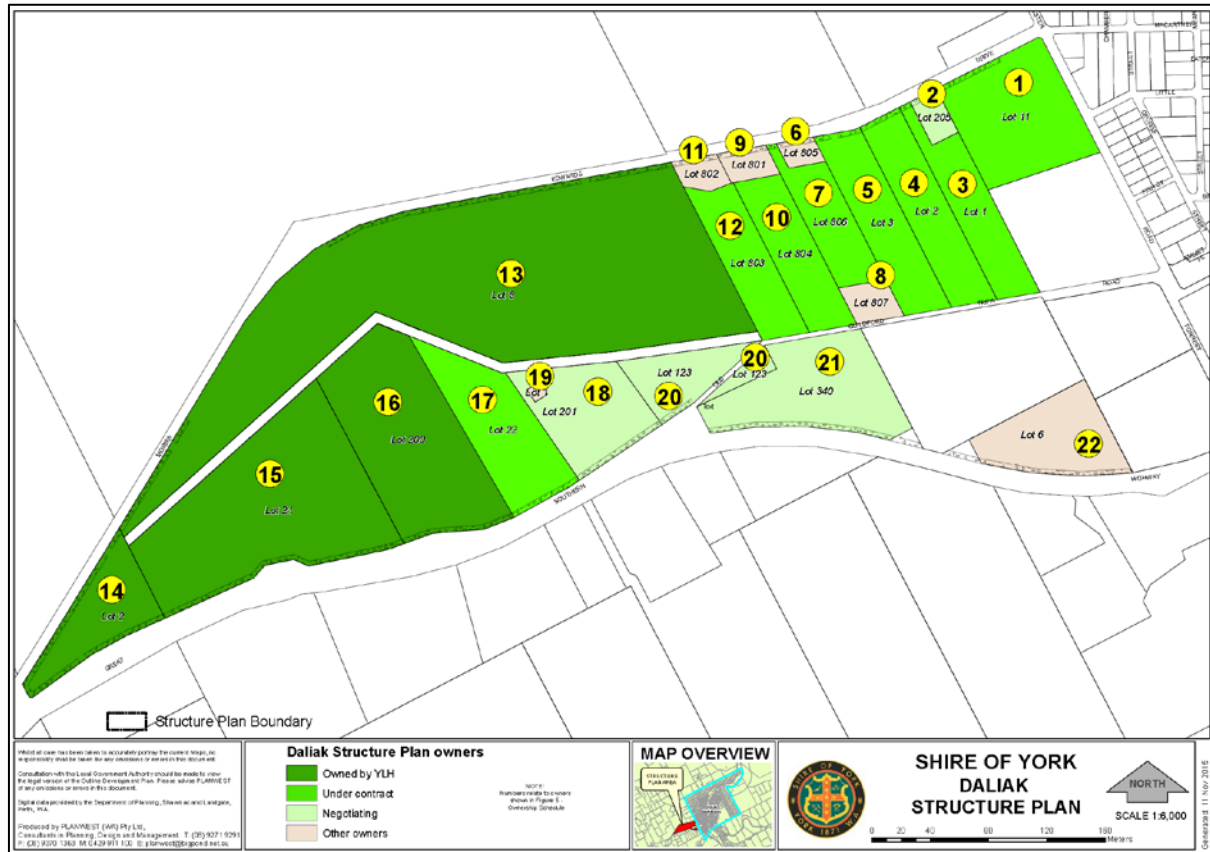
The land has been extensively cleared for primarily agricultural purposes, and is undulating to low hills at the north, west and south. An existing bed and breakfast accommodation is located in the north east corner of the subject site. Several other rural dwellings exist across the site in a random pattern, some of which have been subdivided from the main holdings.

An unnamed water course traverses west to east through the centre of the main site, draining the surrounding land partially into the town dam at the eastern edge of site and into the Avon River, indirectly via the town drainage system. The water course is only active in storm events and forms a central linear feature that is incorporated in the open space for the length of the SP.

1.2.3 Legal Description and Ownership

Figure 4 provides a graphic presentation of the ownership of the SP area.

PLAN 3 - DALIAK SP OWNERSHIP MAP



Source: PLANWEST, Landgate

OWNERSHIP SCHEDULE

Plan ref.	Lot No	Street	Area (ha)	Plan/ Diagram	Owner
1	11	Ulster Rd	6.0666	D27385	P Lambert & JJ Barnard
2	205	Morris Edwards Drive	0.6070	DP302210	DA Keating
3	1	Morris Edwards Drive	3.3056	D12822	PJ & DA Grout
4	2	Morris Edwards Drive	3.9125	D12822	MT & SL McKeown
5	3	Morris Edwards Drive	3.9150	D12822	MR & LV Sherriff
6	805	Morris Edwards Drive	0.4108	P74116	Peter Bowman Nominees Pty Ltd
7	806	Morris Edwards Drive	P74116	2.8965	Peter Bowman Nominees Pty Ltd
8	807	Trews Road	P74116	0.6031	Peter Bowman Nominees Pty Ltd
9	801	Trews Rd	P74115	0.6409	DN & NB King
10	804	Trews Rd	P74115	3.2962	DN & NB King
11	802	Trews Rd	P74115	0.6140	BJ & CV Woolcock
12	803	Trews Rd	P74115	3.2742	BJ & CV Woolcock
13	8	Morris Edwards Drive	P26636	32.440	York Land Holdings (WA) Pty Ltd
14	2	Great Southern Hwy	P884	3.6637	York Land Holdings (WA) Pty Ltd
15	21	Great Southern Hwy	P26564	13.164	York Land Holdings (WA) Pty Ltd
16	200	Great Southern Hwy	P300410	9.4124	York Land Holdings (WA) Pty Ltd
17	22	Great Southern Hwy	P26564	4.9425	AJ Karafil
18	201	Great Southern Hwy	P300410	4.2705	RC Warr
19	1	Great Southern Hwy	D31327	0.0925	State of Western Australia
20	123	Trews Road	D5711	2.7494	RC Warr
21	340	Great Southern Hwy	D60517	5.9692	SM Davies
22	6	Great Southern Hwy	D52820	3.9201	LC Carmichael

Source: TILLI

The existing ownership is detailed in the Schedule in **Figure 5**. The darker green areas are already owned by York Land Holdings (WA) Pty Ltd (YLH) with the lighter green areas under contract or option to purchase on approval of the SP. It is therefore evident that the main land holder of the SP area will be YLH.

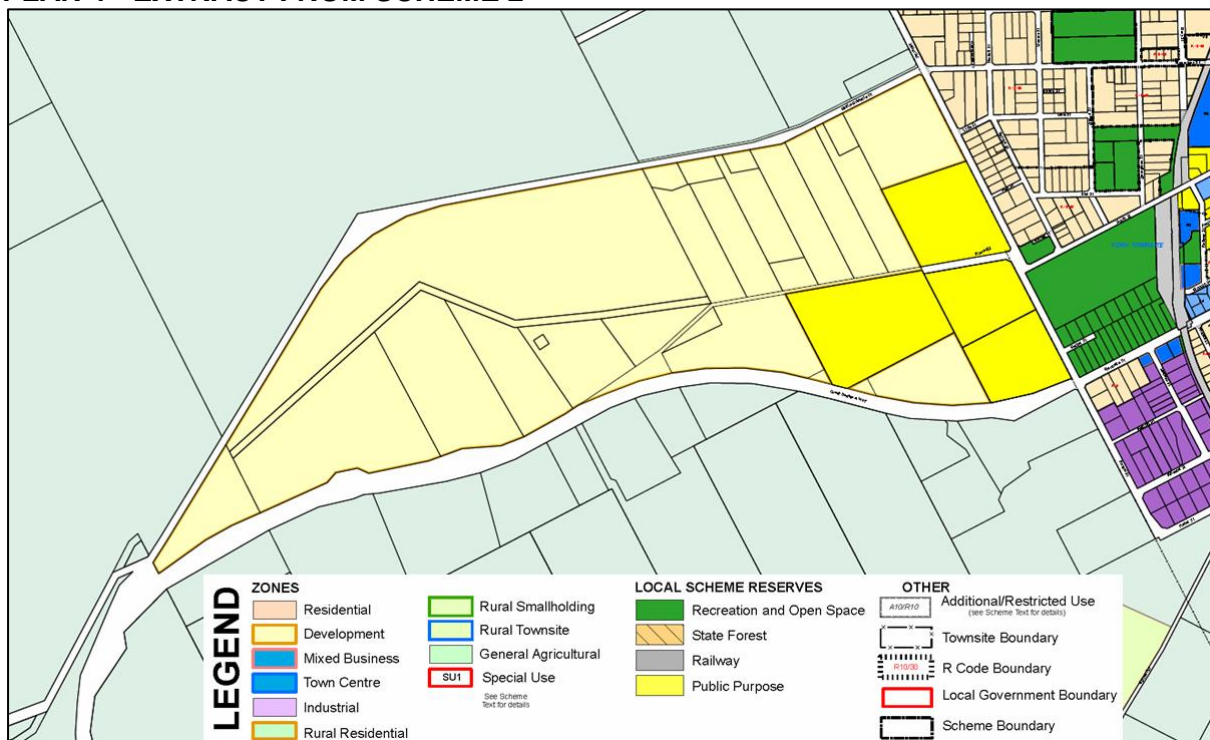
1.3 PLANNING FRAMEWORK

1.3.1 Zoning and Reservations

Under the Shire of York Local Planning Scheme No 2 (Scheme 2) the zone for the subject site is 'Development'. It is envisaged that this SP will form the basis of the documentation as required in Clause 5.10 of Scheme 2.

The site currently is 'Development' zone, under the Scheme 2. An extract from the Scheme map is shown in **Figure 6**.

PLAN 4 - EXTRACT FROM SCHEME 2



Source: PLANWEST, DoP

1.3.2 Regional and Sub-Regional Structure Plans

The 'Avon Arc Sub-Regional Strategy' was prepared in 2001 as a document guiding orderly and effective land use and development along the edge of the Wheatbelt region. This area sweeps from Brookton to Gingin, taking in York, Beverly, Northam, Toodyay and Chittering.

At that time it was predicted that York would see strong population growth with land availability not a factor inhibiting townsite expansion. The Shire did however have a policy to not allow development more than 3 kilometres from the York Post Office. This was to maintain farm land and prevent residential fragmentation.

The expansion of the reticulated sewerage disposal system or infill of York would also have a positive effect on future development and expansion, however it was noted that upgrades to water access and telecommunications was required to properly facilitate future development.

1.3.3 Planning Strategies

The Shire of York Local Planning Strategy proposes the subject land as 'Future Residential Development' (Area B) in section 2.3.2-*Future Residential Development- Areas A & B*. The objective of this section is:

- *To provide timely, coordinated and sustainable residential development in the north-west sector (Area A) and Western corridor (Area B) of the town site.*

1.3.4 Policies

State Government Policies that relate to the SP include:

- State Planning Policy No. 3 Urban Growth and Settlement (WAPC 2006), and
- Liveable Neighbourhoods (WAPC 2007).

1.3.5 Other Approvals and Decisions

Amendment 29 of the York TPS 2 converted the existing zones of the subject site in the Daliak Precinct to one zone that was the precursor to this SP. Subsequently land previously zoned 'General Agriculture' and 'Public Purposes' were zoned 'Development Zone' in Amendment 29. The Amendment 29 was underpinned by the need for any future development to be managed and set out in an endorsed Structure Plan.

2 SITE CONDITIONS AND CONSTRAINTS¹

2.1 BIODIVERSITY AND NATURAL AREA ASSETS

The Subject land is predominately cleared pasture other than the riparian vegetation along the water course which is made up of flooded gums (*Eucalyptus Rudis*) and York gums (*Eucalyptus Loxophleba*). The road reserve of Great Southern Highway also contains areas of gum trees. Due to the extensive clearing the area overall has become highly degraded. There is no recorded Bush Forever or wetlands in the within or immediately adjacent to the site boundaries.

2.2 LANDFORMS AND SOILS

The subject site is located at the base of low hills to the north, south and west. Both the main and public purposes sites gently undulate and slope away eastward.

The York townsite is situated on the Yilgarn Craton. Bedrock geology is made up of granulite and migmatite from a high grade metamorphic rock. There are also areas of exposed Saprolite and Saprock (WA Atlas, accessed 2012).

Soils in the area are considered poor in structure and sandy with poor top soil. The site is generally unproductive due to the poor nutrient retention of the soil and the low levels of nitrogen and phosphorus (WA Atlas, accessed 2012).

No Contaminated sites are recorded in or adjacent to the subject land on the Department of Conservation (DEC) Contaminated Sites database. No Acid Sulphate Soils (ASS) occur in the area.

2.3 GROUNDWATER AND SURFACE WATER

A groundwater study was conducted by the Department of Agriculture over the York townsite in May 2002. The study indicates that groundwater levels away from the Avon River are typically 3m below the surface with low salinity. (Wheatbelt NRM, 2009).

¹ Source: Some information is sourced from Whelans ODP April, 2014

Surface water modelling has been conducted by the Shire of York and Cardno for the proponent. For the results of these studies refer to the Local Water Management Strategy prepared for this SP as **Appendix A**.

2.4 BUSHFIRE HAZARD

A preliminary assessment of the bushfire hazard of the SP area has been undertaken in accordance with the Planning for Bushfire Protection Guidelines Edition 2 (the Guidelines). As the SP area and surrounds is pasture and cropping areas with very limited native standing vegetation that is a shrubland, woodland or forest the bushfire hazard level has been determined to be low. The interconnected street system of the proposed SP also provides numerous access options into and within the subdivision. As such, a full bushfire hazard assessment is not required at the structure planning stage. It is recommended that the future subdivisions are designed in accordance with the Guidelines and are accompanied by a Bush Fire Management Plan.

2.5 HERITAGE

The Department of Indigenous Affairs database (DIA 2010) indicates that no Indigenous Heritage sites exist within the subject land or the immediate vicinity.

There is no built heritage recorded for the scope of the SP area. However, several cottages, randomly spread throughout the SP area are allocated appropriate protection-by-design in the SP.

2.6 CONTEXT AND OTHER LAND USE CONSTRAINTS

The **Local Water Management Strategy** prepared by Cardno in 2012 and revised in May 2015, (**Appendix A**) highlights local water issues in the context of the subject site. A summary of the existing environment is as follows:

- The site predominately agricultural in nature;
- gently sloping eastwardly from 240m AHD in to 185m AHD along the eastern site boundary;
- soils are considered to be sandy in nature with good filtration capabilities;
- groundwater is expected to be greater than 3m below the surface with low salinity;
- an ephemeral streamline runs through the centre of the main site;
- extensive clearing of native vegetation for agricultural purposes;
- no identified contamination sites are recorded on the DEC's Contaminated Sites database;
- there are no recorded Indigenous Heritage sites within the sites boundaries; and
- no recorded wetland or Bush Forever sites are noted within the site.

Management of stormwater retention will be on the basis of bio-retention systems that will work in conjunction with the existing water course, with measures to minimise sediment runoff and treating runoff prior to discharge.

A **transport assessment** was carried out by Shawmac on the design of the SP in 2012 and revised in May 2015, the results of which can be seen in **Appendix B**. The report concluded that the SP street network provided an acceptable and safe level of travel choices, keeping traffic levels below acceptable thresholds and providing movement options for pedestrians, cyclists, local traffic and addresses noise impacts.

The southern boundary of the site is bound by the Great Southern Highway which forms the main link between metropolitan Perth and the York townsite. Starting at the western most point of the subject site and heading north easterly is Morris Edwards Drive. There is no intention to alter the access to York via the Great Southern Highway however several intersections are intended for Morris Edwards Drive to allow access into the estate.

This also points out that the intersection of Morris Edwards Drive and Great Southern Highway is satisfactory in its present state.

A **Landscape Management Plan** has been prepared by Landscape Planners Pty Ltd and is attached in **Appendix C**. Within it there is reference made to the following points:

- Public Open Space- Retaining all existing vegetation and instil native parkland tree planning;
- Connectivity-Pathways through the POS to the York townsite pathway system;
- Drainage Basins- Vegetate with native sedges and rushes;
- Street Tree Planting-Native street tree planting one per block with native street planting to Morris Edwards Drive to enhance the streetscape;
- Screen Planting- Native screen planting of canopy and mid-storey species to retain semi-rural landscape and ameliorate views into the development from Great Southern Highway.

An **Implementation Plan** has been prepared by Shawmac (see **Appendix D**). The purpose of this report is:

- Proposed staging of development,
- Identification of common infrastructure required for each stage,
- Funding requirements,
- Timing of each stage, and
- Servicing strategy.

3 LAND USE AND SUBDIVISION REQUIREMENTS

3.1 LAND USE

The SP shown in **Figure 2** is the guide by which further subdivision of the subject land can take reference. The SP sets out road networks, residential densities, open space and infrastructure pertinent to future development. Following is a brief outline of the points that justify the proposed land uses and their integration in the surrounding land use.

The majority of the site is cleared for pastoral uses; however the quality of the soil and the rocky nature of the subject site leaves the area generally unproductive for farming purposes. The subject site will be far better utilised as an area of residential development.

Large areas of the main site of the SP will be low density residential located in areas along Trews Road and Morris Edwards Drive. This style of lots will be in keeping with the rural character of the surrounding area and will act as a transitional interface to lots adjacent to the north and south. Higher density residential will be centrally located along a proposed linear public open space. This strip of higher density lots will have easy access and provide surveillance to the linear public open space.

Trews Road will be widened to provide an access link between Great Southern Highway and Ulster Road/Forrest Street. The portion of Trews Road that extends westwards past the Great Southern Highway connection will be closed and incorporated into the linear public open space. All other access to Great Southern Highway from the subject land will be restricted with restrictive covenants. This will leave Great Southern Highway as a bypass route directly to the York townsite. Restricted access to Morris Edwards Drive will also be used to dictate the frontage of future lots enhancing amenity within the estate and providing fewer but safer entry points onto Morris Edwards Drive.

The centrally located linear public open space (POS) has been created to protect the existing water course that runs through the centre of the main site. This will retain an avenue for natural drainage as well as providing amenity to the higher density lots that face onto it. For rainfall run off and drainage, all flows will be directed to bio-retention areas within the detention basins in the POS for treatment and filtration to ground. This form of management is for average recurrence intervals (ARI) of 1 year/1 hour to 100 year, the details of which are explained fully in the Local Water Management Strategy in Appendix A.

Adjacent to the POS and centrally located is the Residential - R60 zone. This will be made up of a mixed use typology with the high density of R60. This will form part of a greater non-residential hub that includes the existing hospital and high school as well as the proposed frail-aged care to the south and a retirement village to the north. The occupants of the retirement village can access the Residential R60 zone via a foot bridge across the public open space, as will the residents of the higher density lots that fall in the walkable catchment of the mixed use typology/built form.

The local planning scheme provides a Town Centre zone, which would be the preferred option for this site. The Town Centre zone provides for high standard residential and residential mixed use development. Shops and Grouped Dwellings are 'P' and 'AA' uses, respectively. However, the local authority prefers the Town Centre zone is not used in the location being remote from the centre of the township.

Therefore, this complex is envisaged to have a mixed use built form typology at a R60 density (acknowledging the Town Centre zone permits up to R40) as per the Residential Design Codes.

3.2 OPEN SPACE

The linear POS creates a natural link between the east and west of the subject site and has been located to incorporate the existing water course. At present there is riparian vegetation along the water course and this will be maintained where possible to reduce the visual effect of future development, maintain the rural character of the location and in the long term reduce the need for water consumption. Minimising the amount of turf added to any future landscaping of the POS will also aid in reducing the need for water.

A landscape management plan has been prepared by Landscape Planners Pty Ltd to take account of the valued landscape. The plan has a set of principles, guidelines and planning outcomes to minimise any adverse impacts. The landscape management plan is attached as **Appendix C**.

A Biophysical Assessment prior to subdivision will identify the Foreshore Reserve, and that Public Open Space schedules will be prepared at the time of subdivision, in accordance with Liveable Neighbourhoods. Dependant on the width of the Foreshore Reserve and/or the amount of restricted public open space within the linear POS (e.g. drainage areas), additional open space may be identified by developers or cash-in-lieu negotiated with the Shire of York.

3.3 RESIDENTIAL

All residential development in this SP shall conform to standards set out in the Residential Design Codes (RCodes) and the Shire of York Scheme 2.

This SP has been prepared using Liveable Neighbourhoods as the framework for design decisions.

Design aspects of the SP that are key features are as follows:

- *Topography and Location* - The design has taken into consideration the undulating nature of the subject site, the existing water course and associated vegetation and the proximity to the York Townsite. Locating the POS along the water course, positioning lower density lots to the periphery of the estate, with some Residential – R12.5 will maintain the character of the area with a rural community 'feel'.

- *Road Network* - Arterial bypass connections to the York Townsite exist through Morris Edwards Drive and Great Southern Highway. These are enhanced by limiting vehicular access with restrictive covenants and limited exit points from the estate. Road widening to Trews Road creates an internal connector between the subject site and Ulster Road that is the interface between future development and the existing townsite. The connector links of Morris Edwards Drive and Trews Road provide direct links for future public transport to the York Townsite.

The internal road network is generally grid in nature and well interconnected to allow good vehicle permeability while encouraging walking and cycling along the road network that borders the POS.

- *Lot Layout* - Where possible passive solar design has been considered, wherever possible future lot design has been considered to keep dwelling orientation north-south or east-west facing. Higher density lots have been strategically placed along the POS to maximise passive surveillance as well as make best use of the mixed use typology catchment area.

Dwellings per site hectare have been considered when developing the SP. Liveable Neighbourhoods has made determinations as to what the calculations for residential densities should be based on. Below **TABLE 1** outlines the outcomes of the development in relation to both Liveable Neighbourhoods dwellings per site hectare targets, but acknowledging this SP is in a rural setting.

Table 1 - Dwellings per site hectare SP outcomes		
Estimated number of dwellings per <i>site hectare</i>	23 dwellings/ site ha	Liveable Neighbourhoods 12- 20 dwellings per site hectare for lots not within 400m of commercial centres (in metropolitan areas)

Liveable Neighbourhoods definition of *site hectare* is the area available for residential development excluding roads, non-residential uses, public open space and drainage areas.

3.4 MOVEMENT NETWORKS

The movement network has been created to meet a high level of safety and permeability. This works around the 'spine' of the subdivision being the east west POS/public realm. The roads adjacent to this create internal avenues connecting to Trews Road and Ulster Road and then onto the existing York townsite. The limitation of *cui-de-sacs* will also create a well linked internal network.

The design designates limited access to Great Southern Highway via Trews Road with the majority of access and egress into the development occurring along Morris Edwards Drive.

A transport assessment has been prepared by Shawmac which concludes the proposed road network is generally permeable and design of streets will reinforce distribution of traffic onto higher hierarchy roads. This will provide safe movement options for pedestrians, cyclists and local traffic. The expanded details of the movement networks are explained in the Traffic Impact Assessment under **Appendix B**.

3.5 WATER MANAGEMENT

The Local Water Management Strategy, under **Appendix A**, has been prepared by Cardno. The key features of the strategy design criteria and objectives are:

- *Total Water Cycle Management* - Total water cycle management recognises the finite limit to a regions water resource, and the inter-relationships between the uses of water and its role in the natural environment. The overall objectives of total water cycle management are to mitigate flooding, minimise sediment transport and maintain an appropriate water balance.
- *Water Conservation* -Water use within the development will be minimised wherever possible. Design criteria to achieve this include:
 - Reduce the net use of water within households to meet the target of 100m³/person/y
 - Minimise the use of portable water within households to meet the target 40 - 60m³/person/yr.
 - Minimise water requirements for the establishment of POS
 - Achieve a target of 6,750m³/ha/yr. of water for irrigation of POS areas, as recommended the Department of Water.
- *Storm Water Management* - The primary objective of this local water management strategy is to avoid further deterioration of water quality within the receiving water course. The criteria for maintaining stormwater quality include:
 - Treat runoff prior to discharge by detaining low flow events on site as close to the source as possible
 - Retention and infiltration of stormwater
 - Apply appropriate structural and non-structural measures to minimise the transportation of sediments offsite and reduce applied sediment loads
 - Bio-retention systems are to be sized at 2% of the connected impervious area.

Structures for retaining and detaining stormwater must be designed to capture pre-development peak flow in the post-development environment. Criteria adopted to manage stormwater quantity include:

- Retaining the 1 year 1 hour ARI storm event onsite as close to the source a practicably possible
 - Convey the 5 year ARI rainfall event within the piped road network
 - Ensure the 100 year ARI event can be contained within the road reserve with a minimum 300mm freeboard to the adjacent properties finished floor level
 - Ensure properties have a finished floor level of 500mm above the 100 year flood level within the adjacent basins
 - Detention of the 5 year ARI through to the 100 year ARI rainfall events so that the post development peak discharge is comparable to the pre-development peak discharge.
- *Groundwater Management* - The objectives of groundwater management are to minimise changes to the underlying groundwater level and quality as a result of the development. Design criteria for the development include:
 - Minimising changes to the groundwater level as a result of development
 - Provide separation distance of at least 1.2m to Maximum Groundwater Level (MGL)

- Minimise risk of nutrient enrichment of downstream receiving water bodies from groundwater sources
- Ensure that groundwater quality leaving the site is at least the same, or better, than the water entering the site.

3.6 EDUCATION FACILITIES

The existing high school has sufficient capacity to cater for the new development. At present the high school already has facilities for students ranging from early childhood to secondary school. The total number of existing students as at semester 2, 2012, is 482, which is low considering the size of the facility.

The WAPC has its general requirements for school sites set out under Development Control Policy 2.4. Within this policy section 3.1 refers to *The Demand for School Site*. The following sub section outlines the policy that is applicable:

3 1.2 *The Department for Education and the main non-government education providers require the following provision for school sites.*

Primary Schools - 7 site for between 7,500 and 7,800 housing units for government schools.

The SP is estimated to provide for over 2,100 dwellings; however this includes the dwellings within the proposed retirement village. Without the retirement village the number of dwellings falls to about 1,700 and therefore another primary school facility within the estate is not required.

3.7 EMPLOYMENT

While the SP indicates there will be a Residential - R60 mixed use typology located centrally in the main site, there is no intention for an activity centre in this site. Local facilities will be provided under the residential zone permissibility. This will be purely for local convenience shopping to interact between the surrounding higher residential density housing, the proposed retirement village and the hospital (together with the eventual frail aged facility). Its purpose is small node of boutique operations eg pharmacy, beautician, consultation rooms, delicatessen, corner store etc. This mode will not compete with the commercial activities in the York Town Centre.

A range of housing types, with some mixed use that increase in density along the water course is provided, so that the estate can, over time, support sufficient population to foster some local self-containment. When included with the hospital and school the employment ratio is increased. But in principle the estate operates as a part of the York township and is not designed for high self-containment.

3.8 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

a) Essential Services - Preliminary infrastructure investigations were carried out by Shawmac in 2012 and revised in May 2015 (**Appendix C**). Outlined here is a summary of the results of those investigations:

Water Supply - The limit on gravity water supply is approximately RL244m AHD lots above this level will not be able to get the required minimum pressure. Potable water for use by the town of York is stored in three storage tanks which have a total combined capacity of 4,578m³. A literature review indicates that the York West storage facility has been recently been upgraded to support the projected and continuing growth of York and this supports the Water Corporation comments relating to capacity and provision of potable water to Daliak.

The existing water reticulation network for Daliak is not directly connected to an existing trunk main and is reliant on the connectivity of the reticulation network within the York townsite and as such the Water Corporation has advised that the extension of the 300mm trunk main located on the corner of Ulster Road and Ford Road will need to be extended to support the Daliak development.

Wastewater (Effluent) Disposal -The Water Corporation advise that there is an existing 225mm gravity sewer located along South Street which services the Hospital and School. This main could be upgraded and extended to accept additional wastewater flows. A review of the Water Corporation website reveals that no other wastewater reticulation mains exist within the development.

Telecommunications – even though Telstra has no plans to extend its current infrastructure there are no known significant constraints to prevent servicing the area.

Power - The subject site at present is serviced by overhead power. Any issues arising from converting the service to 3 phase underground would need to be resolved at the subdivision stage. There is limited capacity for the present York service to accommodate increased demand; therefore the infrastructure will ultimately require an upgrade to service the whole estate.

In terms of supply, a residential property will draw approximately 4.7 kVA; therefore 10MVA will supply about 2,000 dwellings. It is planned to develop 2121 dwellings as part of the development. It should be noted that capacity is usually allocated on a first in first served basis.

Gas Supply - ATCO Gas Australia advises there are no distribution or reticulation gas mains in the area and they do not have any forward planning to service the area.

b) Road Network - The assessment of traffic generated by the development and the impact on the existing road network is the subject of a separate Shawmac report (**Appendix B**). The road network required includes the following;

- That Great Southern Highway and Morris Edwards Drive are likely to be the major traffic carrying routes adjacent to the development.
- That Trews Road will need to be treated to provide impediments to the free flow of traffic to ensure it remains consistent with its classification as an access road. With the exception of these roads and connectors within the subdivision all of the other streets are predicted to carry relatively low traffic volumes generally less than 1,000 vehicles per day.
- That the proposed road network is generally permeable and the design of the streets will reinforce distribution of traffic onto the higher hierarchy roads.
- That the proposed street network will provide an acceptable range of choices for travel and ensure that traffic volumes on individual streets can be kept below threshold levels to ensure the amenity of the area is preserved and safe movement options exist for pedestrians, cyclists and local traffic.

c) Implementation Plan (Shawmac Pty Ltd, 2013 revised May 2015) A generalised staging plan reflecting the design of the SP is shown in **Figure 7 - Staging Plan**. Refer to the Implementation Report for the full details on staging and servicing.

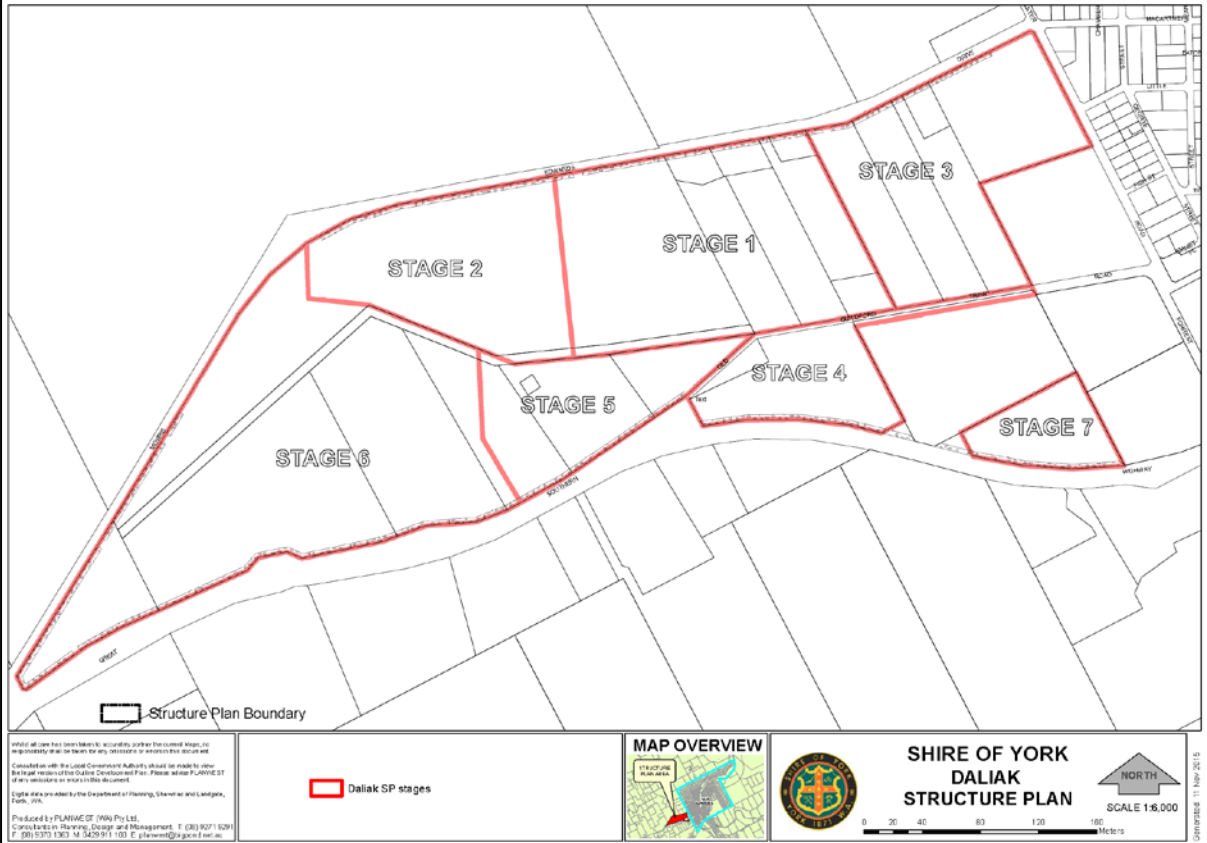
The implementation strategy is included in Appendix D. In view of the majority of the SP area is owned by York Land Holdings (WA) Pty Ltd (YLH) it will be incumbent on that company to provide the majority of the works required to develop any of the SP area.

This in particular includes the establishment of the drainage system that cannot be implemented in a piecemeal fashion. The majority of the major servicing and road construction will be implemented and funded by YLH.

Although Stage 1 is not the closest to the York Townsite, and available services, it does provide for the retirement village that will most likely be part of the first development of the SP area.

Stage 7 (Lot 6) shown in **Figure 7** is virtually separate from the rest of the SP area as it is not abutting or connected to the balance of the SP land. This land is not owned by YLH. The Lot has its road frontage to Great Southern Highway.

PLAN 5 - SP STAGING PLAN



Source: Shawmac, PLANWEST

3.9 DEVELOPER CONTRIBUTION ARRANGEMENTS

The Shire of York does not have a Developer Contribution Scheme (DCS) for the area contained in the SP. As there is not a DCS, the construction of the infrastructure, such as services, drainage, roads, and open space will be guided by the Implementation Plan, approved as a part of this SP, and as required by subdivision conditions.

3.10 OTHER REQUIREMENTS

Non- Conforming Uses

The matter of non-conforming uses is to be considered as this was raised in a number of submissions received as the land use zone for existing properties and dwellings will change under the auspices of the SP.

Part VII - Non- Conforming Uses of the Scheme sets out provisions for the continued use of and any land or building for the purpose for which it was being used as the time of the adoption of the SP. This will mean that generally that owner/occupiers non-conforming use rights the use can continue indefinitely provided the use does not cease or vacate for longer than six months. The pertinent sections of the Scheme are:

- 7.1 Non-conforming use rights,
- 7.2 Extension of Non-conforming use,
- 7.3 Change of Non-conforming use,
- 7.4 Discontinuance of Non-conforming use, and
- 7.5 Destructions of buildings.

PART THREE (TECHNICAL APPENDICES)

Appendix no.	Document title	Date of document	Referral/approval agency	Summary of document modifications
A	Local Water Management Strategy	May 2015		
B	Traffic Impact Assessment	July 2015		
C	Landscape Management Plan	May 2014		
D	Implementation Plan	July 2015		