

ID	
DEPARTMENT OF PLANNING BUNBURY OFFICE	
07 MAY 2015	
FILE	SPN 0668

# Back Beach Tourism

## DETAILED STRUCTURE PLAN

Northern & Southern Precincts

April 2015



PREPARED FOR EG FUNDS MANAGEMENT

DETAILED STRUCTURE PLAN REPORT



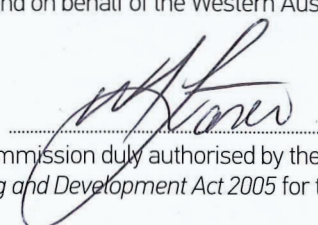
TOWN PLANNING  
URBAN DESIGN AND HERITAGE

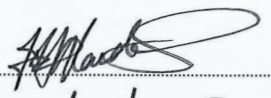


## ENDORSEMENT PAGE

CERTIFIED THAT THIS STRUCTURE PLAN  
WAS ADOPTED BY  
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON  
25/1/2015 Date

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:

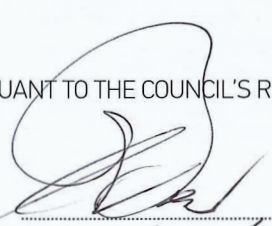
  
..... Witness  
19/05/2015 Date


And by

RESOLUTION OF THE COUNCIL OF THE CITY OF BUNBURY ON  
8/07/2014 Date

And

PURSUANT TO THE COUNCIL'S RESOLUTION HEREUNTO AFFIXED IN THE PRESENCE OF:

  
..... Mayor, City of Bunbury

  
..... Chief Executive Officer, City of Bunbury  
22/05/2015 Date

This Structure Plan is prepared under the provisions of the City of Bunbury Town Planning Scheme No. 7.

**EXPIRY: 19 OCTOBER 2027**

## 1. STRUCTURE PLAN AREA

The Detailed Structure Plan (DSP) applies to Lot 76 (DP:37357) Ocean Drive, and Lots 1 and 2 (DP:68725) Ocean Drive being land contained within the 'Detailed Structure Plan Boundary' as depicted on the Detailed Structure Plan Map.

The DSP area is bounded by reserve 9997 to the north, Upper Esplanade to the east, Baldock Street to the south and Ocean Drive to the west. The DSP area is bisected by Scott Street, Lot 66 (DP:P31953) Ocean Drive and Lot 497 (DP:D31953 RN:29637) that will be the subject of a separate DSP prepared by the City of Bunbury (the City) in due course.

The area of land incorporated within the boundaries of the DSP is divided into the following two development precincts, within which sit a number of Sub-precincts:

- (a) Northern Precinct
  - (i) Northern Sub-precinct 1:
  - (ii) Northern Sub-precinct 2: and
  - (iii) Northern Sub-precinct 3.
- (b) Southern Precinct
  - (i) Southern Sub-precinct 1;
  - (ii) Southern Sub-precinct 2; and
  - (iii) Southern Sub-precinct 3.

Note:

The DSP area is proposed to be zoned Special Use Zone – Back Beach Tourism Mixed Use No. 1 through proposed Scheme Amendment 66 (Amendment 66) to the City of Bunbury Town Planning Scheme No. 7 (TPS7).

## 2. STRUCTURE PLAN CONTENT

The DSP comprises:

- (a) Part 1 – Statutory Planning Section

Part 1 contains all information to have statutory effect and includes the Detailed Structure Plan Map and the detailed standards, requirements and pre-requisites for subdivision and development within the DSP area.
- (b) Part 2 – Non-Statutory (Explanatory) Section

Part 2 serves as a reference guide to explain and implement the statutory provisions in Part 1.

## 3. PURPOSE

The purpose of the DSP is to support the General Structure Plan – Back Beach Tourism (GSP) and Amendment 66 by introducing detailed development criteria and standards that inform and guide the preparation of subdivision proposals and development applications (DAs).

## 4. INTERPRETATION AND SCHEME RELATIONSHIP

Unless otherwise specified in this part, the words and expressions used in this DSP shall have the same meanings given to them in TPS7, including any amendments gazetted thereto:

Pursuant to Clause 6.2.8.3 (d) of TPS7:

- (a) The provisions, standards or requirements specified in this DSP shall have the same force and effect as if they were a provision, standard or requirement of TPS7. In the event of there being any variations or conflict between the provisions, standards or requirements of TPS7 and the provisions, standards or requirements of the DSP, then the provisions, standards or requirements stipulated in this DSP shall prevail;
- (b) Any other provision, standard or requirement of Part 1 of this DSP that is not otherwise contained in TPS7, shall apply to the DSP as though it is incorporated into TPS7, and shall be binding and enforceable to the same extent as if part of TPS7; and
- (c) Part 2 of this DSP and all appendices are to be used as a reference only to clarify and guide interpretation and implementation of Part 1.

## 5. OPERATION

In accordance with clause 6.2.8 of TPS7, the DSP shall come into operation on the date it is granted final approval and endorsed by the Council pursuant to subclause 6.2.8.1, and granted final approval and endorsed by the Western Australian Planning Commission (WAPC).



## 6. LAND USE AND SUBDIVISION REQUIREMENTS

The standards, requirements and prerequisites for subdivision and development in the corresponding precincts and sub-precincts designated on the Detailed Structure Plan Map and in the development requirements tables as set out in clauses 6.1, 6.2, 6.3, 6.4, 6.5 and 6.6 below, which are to be satisfied prior to any subdivision or development approval, shall be as set out for the Special Use Zone 1 – Back Beach Tourism Mixed Use, within Schedule 2 of TPS7.

### 6.1 Land Use and General Development Requirements

6.1 Land Use and General Development Principles	General Requirements
	<p>(a) Development proposals shall be considered in accordance with:</p> <ul style="list-style-type: none"> <li>(i) The provisions of Special Use Zone No. 1 as prescribed under Schedule 2 – Special Use Zone of TPS7;</li> <li>(ii) The requirements of the adopted General Structure Plan (GSP); and</li> <li>(iii) The requirements of this Detailed Structure Plan.</li> </ul> <p>(b) Residential and mixed-use development shall comply with the relevant provisions of State Planning Policy 3.1 Residential Design Codes (R-Codes), unless specifically otherwise stated within an adopted structure plan.</p> <p>(c) Where provisions are not specified within Special Use Zone No. 1 under Schedule 2 – Special Use Zones, an adopted General Structure Plan or an adopted Detailed Structure Plan, the general development standards of TPS7 shall prevail.</p> <p>(d) Land use permissibility within each development precinct and sub-precinct as identified on the Detailed Structure Plan Map shall be in accordance with the requirements set out in Table 1.1: Land Use Requirements of the GSP.</p> <p>(e) Development is to comply with the requirements as set out in clauses 2.2-2.9 of the GSP.</p> <p>(f) Staging of residential development is to comply with the requirements as set out in clause 3.1 of the GSP.</p> <p>(g) Prior to subdivision or development occurring the following actions are recommended in respect to potential Aboriginal Heritage considerations:</p> <ul style="list-style-type: none"> <li>(i) Consultation with relevant Aboriginal people take place in order to gain a better understanding of the significance of DAA Site ID 21371 and its implications for development of the subject sites, if any.</li> <li>(ii) That the results of these consultations be provided to the Department of Aboriginal Affairs (DAA)/ACMC so that an informed assessment can be made of the significance of DAA Site ID 21371 and its status with respect to Section 5 of the AHA.</li> <li>(iii) That the proponent obtain consent under Section 18 of the AHA to use the land if it is established that an Aboriginal Site is likely to be adversely impacted.</li> <li>(iv) Archaeological monitoring be carried out during ground disturbance activity within the subject sites, particularly if ground is being disturbed for the first time or what appears to be the first time.</li> <li>(v) An Aboriginal Heritage Management Plan (AHMP) be developed and implemented that includes stop-work procedures to be put into effect in the event that any previously unidentified Aboriginal sites or objects, including skeletal material, are encountered during earthworks associated with the development of these lots.</li> </ul>



## 6.2 Built Form

### 6.2.1 Building Envelopes

6.2.1 Building Envelopes	General Requirements
	(a) View corridors are to be positioned and aligned as shown on the Detailed Structure Plan Map and provided in accordance with the requirements as set out in clause 4.1 of the GSP.
	(b) Building height is to comply with the requirements as set out in clauses 5.1 - 5.4 of the GSP.
	(c) All development is to be situated within the building envelopes defined by the setback and building height requirements as set out in clauses 4.1-4.3 and 5.1-5.4 respectively of the GSP.
	(d) Maximum building heights exclude building plant and lift overruns where they are located so as to be not visible or are appropriately screened with compatible materials from the public realm.

### 6.2.2 Building Setbacks

6.2.2 Building Setbacks	General Requirements
	(a) Building setbacks are to comply with the requirements set out in clauses 4.2 and 4.3 of the GSP.
	(b) Ground level setbacks are to be no greater than 5m to Ocean Drive except where necessary to provide a forecourt, building articulation, alfresco dining or other feature that adds amenity and interest to the streetscape.
	(c) Development, including fencing at the intersection of Baldock Street and Upper Esplanade is to be appropriately setback to achieve adequate sight lines and mitigate the need for a roundabout at this intersection.

### 6.2.3 Building Orientation

6.2.3 Building Orientation	General Requirements
	(a) Buildings shall be orientated towards the street or public areas (such as POS).
	(b) Buildings may be orientated towards communal open space areas where this has been considered as an integral component of the design.

### 6.2.4 Active Frontages and Adaptability

6.2.4 Active Frontages and Adaptability	General Requirements
	(a) Active frontages are encouraged along Ocean Drive.
	(b) Blank unrelieved walls in excess of 10m in length and 6m in height are not permitted to any street frontage.
	(c) Building adaptability is to be provided in accordance with the requirements as set out in clause 6.8 of the GSP.
	(d) Ground floor space in a building that fronts Ocean Drive is required to provide a minimum finished floor to floor height of 4m.



6.2.4 Active Frontages and Adaptability	Precinct or Sub-Precinct Requirements					
	Northern Precinct			Southern Precinct		
	Sub-precinct 1	Sub-precinct 2	Sub-precinct 3	Sub-precinct 1	Sub-precinct 2	Sub-precinct 3
	N/A	N/A	(a) 50% of the Ocean Drive frontage is required to be used for or adaptable for commercial uses, with appropriate glazing, entry features and use of interstitial spaces.  (b) Ground floor elevations are to be glazed to a minimum of 70% of the building frontage with a visually permeable material, to ensure unobstructed views to the Ocean Drive pedestrian pathway and view corridors. This shall be measured as a proportion of the total building ground floor elevation. All glazing shall meet energy efficiency requirements and BCA standards.	N/A	N/A	(a) 50% of the Ocean Drive frontage is required to be used for or adaptable for commercial uses, with appropriate glazing, entry features and use of interstitial spaces.  (b) Ground floor elevations are to be glazed to a minimum of 70% of the building frontage with a visually permeable material, to ensure unobstructed views to the Ocean Drive pedestrian pathway and view corridors. This shall be measured as a proportion of the total building ground floor elevation. All glazing shall meet energy efficiency requirements and BCA standards.
Other comments and requirements: N/A						

## 6.2.5 Building Entrances

6.2.5 Building Entrances	General Requirements
	(a) All buildings shall have at least one visibly clear and legible entry from the public domain.  (b) All buildings should provide shelter for pedestrians at the point of entry.

## 6.2.6 Finished Floor Levels at Ground

6.2.6 Finished Floor Levels at Ground	General Requirements
	(a) For residential and visitor accommodation units at ground level fronting Ocean Drive, Baldock Street and view corridors, the finished floor level is required to be at least 0.8m above the pedestrian or shared path level.  (b) Pedestrians are required to be able to access the ground floor and any floors above from an entrance to a building that is at grade and directly accessible from a street or public space.  (c) For sites with a sloping frontage, the ground floor must not exceed more than 1.2m above or below the level of the site frontage. The level of the site frontage is measured at every point along that boundary.



### 6.2.7 Building Facades

6.2.7 Building Facades	General Requirements
	<ul style="list-style-type: none"> <li>(a) Building facades shall be modulated and articulated through, for example, the use of apertures, recesses, projections, materials and textures.</li> <li>(b) Outdoor living areas are to be provided in accordance with R-Code requirements.</li> <li>(c) Where balconies are provided within the 2m setback area for hotel and non-residential uses, in accordance with clause 4.3 of the GSP, they shall: <ul style="list-style-type: none"> <li>(i) Have a minimum dimension of 2.4m (depth or length) and allow for useable outdoor living/dining space.</li> <li>(ii) Assist to articulate the building façade in a complementary contemporary architectural form.</li> <li>(iii) Be commensurate in scale/composition to the building.</li> <li>(iv) Be designed as an integral part of the building elevation and shall not appear as an 'add on' structure.</li> <li>(v) Contribute to the sense of safety and liveliness of the street by being designed for passive surveillance and visual engagement between the public and private realm.</li> </ul> </li> </ul>

### 6.2.8 Rooflines

6.2.8 Rooflines	General Requirements
	<ul style="list-style-type: none"> <li>(a) Flat, skillion and other non-pitched site responsive roof forms are encouraged to minimise the overall bulk and massing of buildings.</li> </ul>

### 6.2.9 Landmark Corners

6.2.9 Landmark Corners	General Requirements
	<ul style="list-style-type: none"> <li>(a) Development on landmark corners as identified on the Detailed Structure Plan Map shall be designed and constructed in a manner that recognises the strategic location of the identified site.</li> <li>(b) Landmark corners provide opportunities for distinctive architecture through an expression of one or more of the following features: <ul style="list-style-type: none"> <li>(i) Additional height sought under the performance based (design principles) approach to building height detailed under clause 5.4 of the GSP, supported by a Development Impact Statement (Building Height and View Shed Analysis), however this should not include an additional habitable storey;</li> <li>(ii) Different geometric or volumetric design;</li> <li>(iii) Architectural feature elements such as enhanced vertical articulation or modulation;</li> <li>(iv) Additional glazing (fenestration);</li> <li>(v) Enhanced palette of compatible materials and textures; and</li> <li>(vi) Major openings and balconies.</li> </ul> </li> </ul>



## 6.2.10 Interface Treatments

6.2.10 Interface Treatments	General Requirements
	<ul style="list-style-type: none"><li>(a) The interface between the public and private realms shall be clearly defined through the use of fencing or other boundary defining elements such as landscaping or minor level differences.</li><li>(b) Fences to the public domain (including view corridors and pedestrian only accessways) shall be at least 50% visually permeable and no greater than 1.2m in height from finished floor level.</li></ul>

## 6.2.11 Crime Prevention Through Environmental Design (CPTED)

6.2.11 Crime Prevention Through Environmental Design (CPTED)	General Requirements
	<ul style="list-style-type: none"><li>(a) Crime Prevention Through Environmental Design (CPTED) principles are to be incorporated into building design and, where appropriate, the public realm.</li><li>(b) CPTED principles to be adopted into all developments are required to include consideration of the following:<ul style="list-style-type: none"><li>(i) Natural Surveillance<ol style="list-style-type: none"><li>1. Windows overlooking footpaths, parks and other publicly accessible areas such as car parks</li><li>2. Accessways designed to encourage non-vehicular movements such as pedestrians and cyclists</li><li>3. Landscaping treatments designed to promote surveillance especially around entry points</li><li>4. Fencing treatments that allow for viewing over and through, and in the front yards between adjacent properties, dwellings or buildings</li><li>5. Lighting that does not create blind-spots, provides visibility for sensitive uses and enables pedestrian use of key paths and public spaces after dark</li></ol></li><li>(ii) Natural Access Control (Legibility)<ol style="list-style-type: none"><li>1. Clearly defined points of entry that direct visitors to appropriate areas</li><li>2. Designs restricting access to roofs and upper levels, and using locked gates for private yard areas</li><li>3. Landscaping treatments that contribute to access control</li></ol></li><li>(iii) Natural Territorial Control (Ownership)<ol style="list-style-type: none"><li>1. Creation of attractive public and communal spaces that will be used more frequently</li><li>2. Encouraging activity through seating and amenities in public and communal spaces</li></ol></li></ul></li></ul>



## 6.2.12 Noise Attenuation

6.2.12 Noise Attenuation	General Requirements
	<p>(a) Where an acoustic assessment is identified as necessary, in accordance with clause 11.1(f) of the GSP, the following LAeq levels must not be exceeded for dwellings and the residential component of mixed use developments;</p> <ul style="list-style-type: none"> <li>(i) 35dB(A) in any bedroom in the building at any time 10pm to 7am; and</li> <li>(ii) 40dB(A) at any time anywhere else in the dwelling (other than a garage, kitchen, bathroom or hallway).</li> </ul> <p>Development proposals requiring an acoustic assessment shall demonstrate to the satisfaction of Local Government that the stated LAeq levels are able to be achieved, and incorporate insulation and acoustic shielding measures as necessary to minimise potential external and internal noise impacts.</p> <p>Within residential proposals such measures may not include but are not limited to:</p> <ul style="list-style-type: none"> <li>(i) Indoors <ul style="list-style-type: none"> <li>1. Laminated glazing</li> <li>2. Fixed, casement or awning windows with seals</li> </ul> </li> <li>(ii) Bedrooms <ul style="list-style-type: none"> <li>1. No external doors</li> <li>2. Closed eaves</li> <li>3. No vents to outside walls/eaves</li> <li>4. Laminated glazing</li> <li>5. Mechanical ventilation/air conditioning</li> <li>6. The internal arrangement of noise-sensitive areas away from the noise source</li> </ul> </li> </ul> <p>(b) Where an acoustic assessment is identified as necessary, in accordance with clause 11.1(f) of the GSP, notification is to be placed on the property titles with regard to possible noise impacts; A notification, pursuant to Section 165 of the <i>Planning &amp; Development Act 2005</i>, shall be placed on the certificates of title of the proposed lots advising of the existence of a hazard or other factor. Notice of the notification is to be included on the diagram or plan or survey (deposited plan). The notification shall state as follows;</p> <p style="padding-left: 40px;"><i>"This lot is located within a mixed use development in close proximity to entertainment and hospitality venues and has the potential to be affected by noise emissions from these land uses."</i></p> <p>(c) Non-residential development and land uses may trade and/ or operate between the hours of 7am to 10pm Monday to Saturday and 9am to 7pm on Sundays, in accordance with the <i>Environmental Protection (Noise) Regulations 1967</i>. Proposals for non-residential development and land uses trading and/or operating outside of these hours must be supported by a Development Impact Statement and supporting Noise Management Plan submitted as part of the acoustic assessment (as required by clause 11.1(f) of the GSP) as part of any application for planning approval, prepared by a suitably qualified person to the specification and satisfaction of the local government. The Development Impact Statement should address the scope of issues that have the potential to impact on the amenity of existing and future residents such as noise, lighting and crime prevention, and proposed appropriate mitigating measures for consideration.</p>

## 6.2.13 Signage

6.2.13 Signage	General Requirements
	<p>(a) Building signage shall be integrated into landscaped areas or building facades and relate to the architecture of the building.</p> <p>(b) All signage is to comply with the requirements as set out in TPS7 and the City's Local Planning Policy for Signage and Advertisements.</p>

## 6.2.14 Verandahs and Awnings

6.2.14 Verandahs and Awnings	General Requirements
	N/A

6.2.14 Verandahs and Awnings	Precinct or Sub-Precinct Requirements					
	Northern Precinct			Southern Precinct		
	Sub-precinct 1	Sub-precinct 2	Sub-precinct 3	Sub-precinct 1	Sub-precinct 2	Sub-precinct 3
	N/A	N/A	The ground floor of a building shall provide a cantilevered verandah, canopy or awning along the full extent of the frontage to the Ocean Drive pedestrian pathway. The verandah, canopy or awning shall have a minimum height of 3m and a maximum of 4.5m and be a minimum of 2m deep.	N/A	N/A	The ground floor of a building shall provide a cantilevered verandah, canopy or awning along the full extent of the frontage to the Ocean Drive pedestrian pathway. The verandah, canopy or awning shall have a minimum height of 3m and a maximum of 4.5m and be a minimum of 2m deep.
	Other comments and requirements: N/A					

## 6.3 Open Space

### 6.3.1 Communal and Private

6.3.1 Communal and Private	General Requirements
	<p>(a) Communal open space for multiple dwellings is to be in accordance with the requirements set out in clause 7.1 of the GSP.</p> <p>(b) Communal open space is encouraged to be integrated with view corridors and the internal pedestrian movement network.</p> <p>(c) Private open space is to be provided in accordance with R-Code requirements.</p>

6.3.1 Communal and Private	Precinct or Sub-Precinct Requirements					
	Northern Precinct			Southern Precinct		
	Sub-precinct 1	Sub-precinct 2	Sub-precinct 3	Sub-precinct 1	Sub-precinct 2	Sub-precinct 3
	N/A	Elevated private open space areas are encouraged to be provided above garages where maintenance of appropriate levels of visual privacy has been considered in the design.	N/A	N/A	Elevated private open space areas are encouraged to be provided above garages where maintenance of appropriate levels of visual privacy has been considered in the design.	N/A
	Other comments and requirements: N/A					



### 6.3.2 Public Open Space

6.3.2 Public Open Space	General Requirements
	<ul style="list-style-type: none"> <li>(a) Public Open Space (POS) is to be provided in accordance with the locations identified on the Detailed Structure Plan Map.</li> <li>(b) POS areas are to be developed at the total cost of the developer at the subdivision stage or prior to occupancy of any development to the satisfaction of the City.</li> <li>(c) The provision of POS areas is to be subject to a legal agreement being put in place to the satisfaction of the City that: <ul style="list-style-type: none"> <li>(i) Ensures that the developer is responsible for the ongoing provision, cost of the construction and maintenance and any other cost associated with the POS in perpetuity.</li> <li>(ii) After completion of construction of the POS and prior to occupation of the associated development, easement(s) over the POS in accordance with Sections 195 and 196 of the <i>Land Administration Act 1997</i> for the benefit of the City are to be placed on the relevant certificate(s) of title of any relevant lots specifying access rights. Notice of this easement(s) is to be included on a lodged diagram or plan of survey (deposited plan). The easement(s) are to state as follows:  <i>'The purpose of the easement is to provide pedestrian connectivity.'</i></li> </ul> </li> </ul>

## 6.4 Access and Movement

### 6.4.1 Vehicles

6.4.1 Vehicles	General Requirements
	<ul style="list-style-type: none"> <li>(a) The internal laneway network identified as the '6m wide vehicle access easement' on the Detailed Structure Plan Map is to be provided on a staged basis to facilitate required access to development sites.</li> <li>(b) The internal laneway network is to have a minimum width of 6m and is to be developed as a low speed shared vehicle and pedestrian zone to the satisfaction of the City.</li> <li>(c) The provision of the internal laneway network is to be subject to a legal agreement being put in place to the satisfaction of the City that: <ul style="list-style-type: none"> <li>(i) Ensures that the developer is responsible for the ongoing provision, cost of the construction, maintenance and any other cost associated with the internal laneway network in perpetuity.</li> <li>(ii) After completion of the internal laneway network and prior to occupation of the associated development, easement(s) over the laneway network in accordance with Sections 195 and 196 of the <i>Land Administration Act 1997</i> for the benefit of the City are to be placed on the relevant certificates of title of any relevant lots specifying access rights. Notice of this easement(s) is to be included on a lodged diagram or plan of survey (deposited plan). The easement(s) are to state as follows:  <i>'The purpose of the easement is to provide pedestrian, vehicular and servicing connectivity.'</i></li> </ul> </li> </ul>

### 6.4.2 Walking and Cycling

6.4.2 Walking and Cycling	General Requirements
	<ul style="list-style-type: none"> <li>(a) Pedestrian and shared pathways are to be provided in accordance with the requirements set out in clause 8.4 of the GSP, and in the locations as depicted on the Detailed Structure Plan Map.</li> </ul>

### 6.4.3 Access

6.4.3 Access	General Requirements
	<ul style="list-style-type: none"> <li>(a) Vehicle access is to be provided in accordance with the requirements set out in clauses 8.1, and 8.2 of the GSP, having regard to the preferred site access locations as depicted on the Detailed Structure Plan Map.</li> <li>(b) Site access points are to be off-set (staggered) a minimum of 15m centreline to centreline from any existing vehicular access points on the opposite side of the road (primarily residential development access).</li> </ul>

#### 6.4.4 Parking

6.4.4 Parking	General Requirements
	<ul style="list-style-type: none"><li>(a) No at grade car parking is permitted in front setback areas between buildings and public streets.</li><li>(b) Parking provision is to be considered within the design of proposed development and is encouraged to be provided in basement, multi-level or undercroft formats as an integrated component of proposed buildings where it is achievable and economically viable to do so.</li><li>(c) Parking is to be provided on-site in accordance with the requirements set out in clauses 9.1, and 9.2 of the GSP, in accordance with the standards as set out in the R-Codes and TPS7.</li><li>(d) Any requested variations to R-Code or TPS7 parking standards will require supporting analysis and justification addressing the following matters:<ul style="list-style-type: none"><li>(i) Whether demand for car parking associated with the proposed development has been demonstrated to be less than the specified standards;</li><li>(ii) The availability and likely use of modes of transport other than the private car;</li><li>(iii) The practicability and likelihood that car pooling will be employed as a means of reducing the demand for parking;</li><li>(iv) The availability and likely level of use of end-of-trip bicycle facilities;</li><li>(v) Any reduction in car parking demand due to the shared use of car spaces between different land uses; and</li><li>(vi) Any other relevant consideration.</li></ul></li></ul>

#### 6.4.5 Loading and Unloading

6.4.5 Loading and Unloading	General Requirements
	<ul style="list-style-type: none"><li>(a) Loading and unloading areas shall be provided in accordance with the minimum requirements for delivery and service vehicles as set out in the City's Local Planning Policy LPP3.1 Access and Parking for Pedestrians, Bicycles and Vehicles.</li><li>(b) A minimum of 5 delivery and service vehicle parking locations are to be provided within the Northern and Southern Precincts, accessed via the internal laneway network and distributed such that all sub-precincts receive a level of accessibility to the satisfaction of the City.</li></ul>

#### 6.4.6 Emergency Vehicle Access

6.4.6 Emergency Vehicle Access	General Requirements
	<ul style="list-style-type: none"><li>(a) The internal laneway network is to be designed and constructed to allow for emergency vehicle access and egress to the satisfaction of the City.</li></ul>

#### 6.4.7 Visual Screening

6.4.7 Visual Screening	General Requirements
	<ul style="list-style-type: none"><li>(a) All at grade car parking areas are to be appropriately screened from view from the abutting street network and view corridors to the satisfaction of the City. Screening may include vegetation and hardscape elements such as appropriately integrated and treated feature walls or architectural features.</li></ul>

#### 6.4.8 Plant Equipment and Outdoor Storage

6.4.8 Plant Equipment and Outdoor Storage	General Requirements
	<ul style="list-style-type: none"><li>(a) Service and storage areas shall be predominantly screened from public view.</li><li>(b) Building design shall ensure that all plant and equipment is not visible from a public space. Screening devices shall be designed as an integral part of the design of the building.</li><li>(c) All piped and wired services, air conditioners, clothes drying areas and hot water storage are to be concealed from the street and public view.</li></ul>



## 6.5 Developer Contribution Arrangements

















6.5 Developer Contribution Arrangements	General Requirements			
	(a) Development contributions to be undertaken in accordance with the table below:			
	Road Frontage	Existing Item Status	Proposed Item Status	Timing/Required Developer Upgrades
	Upper Esplanade	Existing 2.5 metre wide shared path on the western side of the road reservation (on development side of the road reservation).	3 metre wide shared path.	<u>Development Approval Condition</u> Upgraded to 3.0 metre wide shared path at time of development on immediately adjacent sites.
	Ocean Drive	Unsignalised T - intersection with Scott Street.	Provide left turn deceleration lane.	<u>Development Approval Condition</u> Provide 3.5 metre wide and 80 metre long left turn deceleration lane in Ocean Drive southbound at time of substantive (more than 25% of frontage) development in Northern Precinct fronting Ocean Drive.
		Pedestrian path link to bus stop north of Lot 76 on eastern side of Ocean Drive.	Provision of 1.5 metre wide pedestrian path link.	<u>Development Approval Condition</u> Provide 1.5 metre pedestrian path linking to bus stop at time of substantive (more than 25% of frontage) development in Northern Precinct fronting Ocean Drive.
	Baldock Street	Two-lane undivided road with a 20 metres wide road reservation and 2 x 3.5 metres wide lanes.	Tighten geometry to 2 x 3.0 metres wide lanes with potential on-street parking in locations to suit future access-egress requirements.	<u>Development Approval Condition</u> Consider potential redesign and upgrade at time of development on immediately adjacent sites if appropriate on-street parking can be provided. If no on-street can be provided then maintain existing cross section.
		A shared path 2.5 metres wide is located on the southern side of the road reservation (opposite from the proposed development).	Replace existing path only if damaged during construction.	<u>Development Approval Condition</u> Replace existing path if damaged during construction or if road geometry is modified at time of development on immediately adjacent sites.
		Unsignalised T - intersection with Baldock Street.	Provide right turn deceleration lane.	<u>Development Approval Condition</u> Overall 50% contribution to a 3.5 metre wide and 80 metre long right turn deceleration lane in Ocean Drive northbound and associated realignment of pedestrian crossing for the whole Special Use 1 Zone area.  Of the 50% overall contribution, no more than 79% is to be apportioned to the Northern and Southern development precincts (2.78ha out of the total land area of 3.51ha across Special Use 1 Zone).

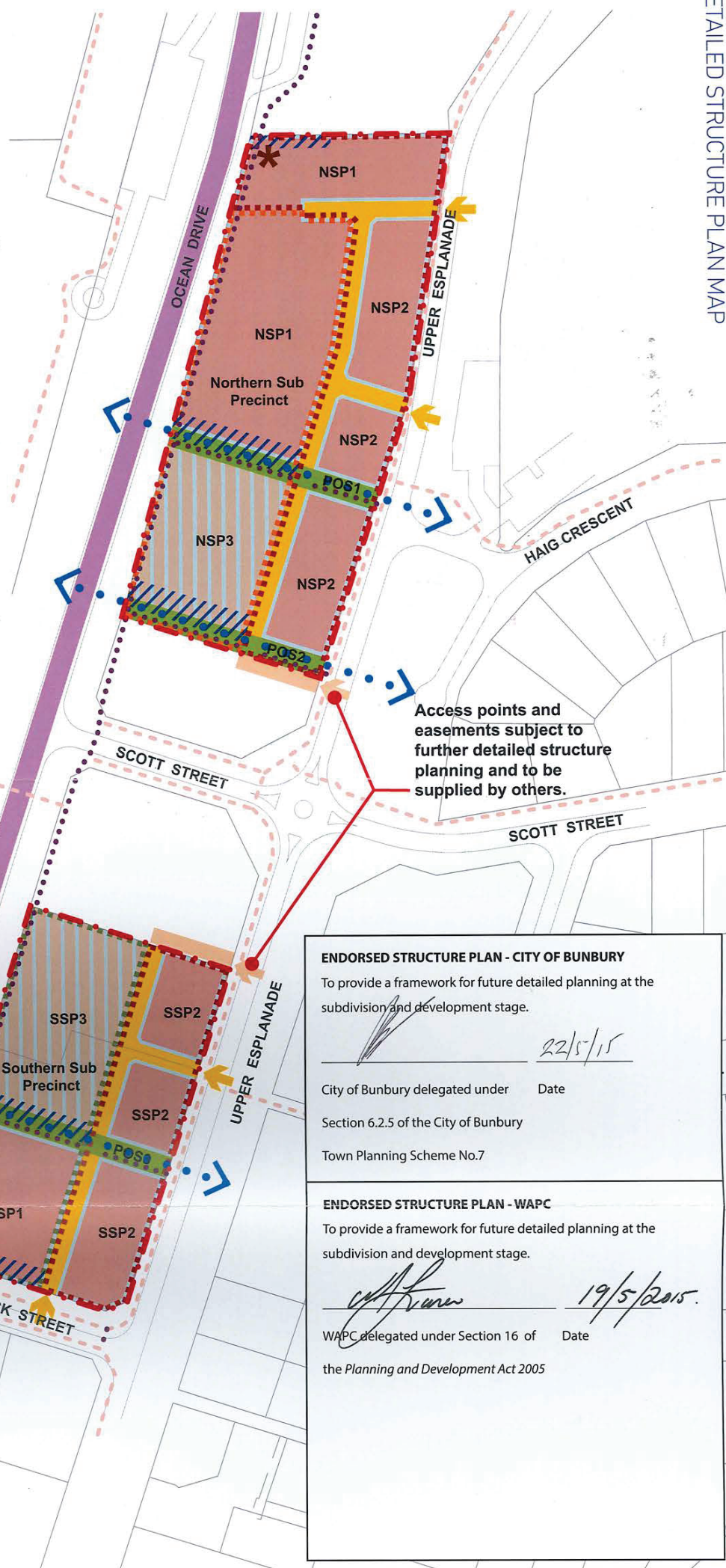
## 6.6 Subdivision/Strata Strategies and Plans

6.6 Subdivision/Strata Strategies and Plans	General Requirements
	<p>(a) In addition to GSP clause 11.1, at the time of subdivision and/or prior to development, the following management plans are to be prepared to the satisfaction of the relevant authority:</p> <ul style="list-style-type: none"> <li>(i) Construction Environment Management Plan, including;               <ul style="list-style-type: none"> <li>1. A suitable geotechnical assessment for the potential presence of karst onsite and other considered constraints; and</li> <li>2. A trapping and relocation program for Quenda developed in consultation with the Department of Parks and Wildlife (DPAW).</li> </ul> </li> <li>(ii) Detailed Earthworks and Retaining Wall Plan; and</li> <li>(iii) Waste Management Plan.</li> </ul> <p>The information outlined above shall be lodged with the relevant subdivision or development application, or to satisfy the requirements of subdivision or development.</p> <p>(b) A Strata Management Statement is required to be applied to all strata arrangements within the subject sites addressing the management of tourist accommodation units and the relationship to the permanent residential units including URA to the satisfaction of the City and WAPC.</p> <p>(c) The Strata Management Statement is required to be prepared and submitted in accordance with Section 5C of the <i>Strata Titles Act 1985</i>, to establish a Schedule 1 by-law that requires as a minimum the establishment of a unit management agreement, lease or alternative arrangement between each owner of a tourist unit and/or URA dwelling, or the owners collectively, and a common facility manager/operator to provide for common on site management of all such units.</p> <p>(d) The management agreement, lease or alternative arrangement shall cover but not be limited to:</p> <ul style="list-style-type: none"> <li>(i) Reception arrangements (tourist unit/URA);</li> <li>(ii) General rental/leasing arrangements and specific management arrangements to govern the relationship and operation between permanent occupation of units and the short-stay use of units as provided for in the URA land use;</li> <li>(iii) Security (tourist unit/URA);</li> <li>(iv) Maintenance (tourist unit only);</li> <li>(v) Care taking (tourist unit only);</li> <li>(vi) Refurbishment (tourist unit only);</li> <li>(vii) Marketing (tourist unit only);</li> <li>(viii) Care and maintenance of drainage infrastructure located within POS areas (tourist unit/URA); and</li> <li>(ix) Other services required for the development to operate as a tourist facility.</li> </ul>



# LEGEND

-  Structure Plan boundary
-  Unrestricted Residential Accommodation
-  Tourist accommodation (hotel or motel)
-  Public Open Space
-  Potential drainage attenuation area
-  Short term development
-  Medium term development
-  Long term development
-  Pathway - shared path
-  Pathway - pedestrian
-  6m wide vehicle access easement (on-site / off-site)
-  Preferred site access point (on-site / off-site)
-  8m wide view corridor
-  Existing cadastre
-  District distributor integrator B
-  Landmark Corner Site
- NSP#** Northern Sub Precinct #
- SSP#** Southern Sub Precinct #
- POS#** Public Open Space #



## ENDORSED STRUCTURE PLAN - CITY OF BUNBURY

To provide a framework for future detailed planning at the subdivision and development stage.

City of Bunbury delegated under Section 6.2.5 of the City of Bunbury Town Planning Scheme No.7

## ENDORSED STRUCTURE PLAN - WAPC

To provide a framework for future detailed planning at the subdivision and development stage.

WAPC delegated under Section 16 of the Planning and Development Act 2005