

Structure Plan Amendment No. 1 Commercial Precinct - Treendale



PREPARED FOR TREENDALE CENTRAL PTY LTD

DOCUMENT CONTROL

ISSUE	DATE	ISSUE DETAILS	AUTHOR	CHECKED	APPROVED
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ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the Shire of Harvey
Local Planning Scheme No. 2

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

02 SEPTEMBER 2020

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

19 OCTOBER 2028

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Table of Amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by the WAPC
1	<ul style="list-style-type: none">• Modify the road and drainage configuration to address the approved subdivision (WAPC 156687)• Remove the reference to light industry• Remove the Grand Entrance road widening requirement	Standard	2 September 2020

Table 1. Table of Amendments

Executive Summary

This report proposes an amendment to the Treendale Commercial – Light Industrial Precinct Structure Plan.

The Structure Plan is within the area known as Treendale in the locality of Australind in the Shire of Harvey.

This amendment involves changing the road layout and development cells on the eastern portion of the Structure Plan area in order to meet contemporary commercial requirements and to address the lot layout in the approved subdivision plan (WAPC ref 156687).

In addition, this amendment removes the reference to the ‘Light Industrial’ zoning from the approved Structure Plan, as this does not accord with the objectives of the “Commercial” Zone “Other Commercial – Showroom” under DPS1 clause 4.1.1 and Tables 14 and 15.

This Structure Plan Amendment has been prepared in accordance with Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Deemed Provisions) and the Western Australian Planning Commission’s Structure Plan Framework.

Table 2 Summary Table

Item	Data
Total area covered by the structure plan	17.5539ha
Area subject to this modification	8.7964ha
Estimated other commercial (total)	12.1655ha
Estimated special use sites (total)	0.1783ha
Estimated Regional Road widening	0.4147ha
Estimated public purposes site	0.1174ha
Estimated area and percentage of public open space given over to:	
Drainage	1.4431ha
Landscape buffer	0.1899ha

PART 1 – Implementation

1 Structure Plan Implementation and Requirements

1.1 Structure Plan Area and Application of Structure Plan

The Structure Plan area is represented by the area identified on the Structure Plan map. Commercial lots shall be developed in accordance with the requirements of the 'Other Commercial - Showroom' zone and the Schedule 7 – Schedule of Additional Uses 'A10' and 'A15' or as required under the relevant local planning scheme (as amended) with due regard being given to the provisions of the structure plan and local development plan.

1.2 Operation

The Treendale Commercial – Light Industrial Precinct Structure Plan was approved by the WAPC on 12 August 2013 and is valid until the 19 October 2025. This amendment to the Structure Plan comes into effect on the date approved by the WAPC.

1.3 Staging

The staging of subdivision is to be consistent with the Staging Plan – see **Figure 10**.

1.4 Planning Policy Statements

This Local Structure Plan (LSP) provides a framework for future subdivision and development of the land. Actual subdivision may vary from the Structure Plan, and requires approval from the Western Australian Planning Commission.

The purpose of this LSP is to ensure subdivision and development aligns with the Scheme commercial zone objectives for the *'Establishment of showroom type uses, which are inappropriate to the Shop zone because of the larger areas required, but are not suited to industrial zones'* Table 14 TPS1.

1.5 Subdivision and Development Requirements

The Structure Plan provides a basis for zoning and subdivision of land and will be given due regard when determining applications within the Structure Plan area, including consideration of the objectives and requirements of the Scheme zones proposed by the Structure Plan, as outlined below:

1. Satisfactory arrangements being made with the local government for the partial cost of upgrading of Ditchingham Place, abutting the Structure Plan, to a standard of Neighbourhood Connector B type of road of Liveable Neighbourhoods.
2. A road design plan be prepared for the future roundabout at the intersection of Saltwood Drive and Ditchingham Place to accommodate 'permit vehicles'.
3. Road design and intersection design shall be in accordance with Liveable Neighbourhoods and Ausroads to the satisfaction of the local government.
4. No direct vehicular access permitted from or to lots facing Forrest Highway or Grand Entrance for lots facing east of 57 Grand Entrance.
5. A detailed design of shared pathways and connections to the existing path network shall be prepared.
6. A Local Development Plan be prepared to address matters including landscaping, crossovers, carparking, lighting, paving and fencing.

7. Subdivisions will give rise to a contribution towards development infrastructure provisions pursuant to the Shire of Harvey and Shire of Dardanup Joint Town Planning Scheme No.1, and to be paid on a pro rata basis.
8. Landuse shall be in accordance with the permitted uses as stated on the respective zoning tables under the Shire of Harvey Local Planning Scheme No. 1.
9. All future subdivisions and / or development proposals containing rear access laneways must be supported by an updated Traffic Impact Assessment.
10. All future subdivisions proposals within the bushfire prone area and resulting in intensification of land use, must be supported by an updated bushfire management plan containing proposed modification as per DFES letter dated 18 February 2020.



Calibre Professional Services Pty Ltd
Unit 5, 53 Victoria Street
Bunbury, WA 6230
Ph 08 9791 4411
www.calbregroup.com

STRUCTURE PLAN MODIFICATION NO. 1
Treendale Commercial Precinct

Plan No: 19-000621P-SP-01D
Date: 28.06.2020
Rev: D
Scale: A3 @ 1:3000
Co-ords: MGA
Aerial: Nearmap

Figure 1 Structure Plan Map

This plan has been prepared for planning purposes. Areas, contours and dimensions shown are subject to survey.

PART 2 – EXPLANATORY REPORT

1 Introduction

This report has been prepared by Calibre on behalf of Treendale Central Pty Ltd. It forms the basis of a formal request to the Shire of Harvey to amend the Treendale Commercial Precinct Structure Plan to redesign for a better road layout and to more appropriately align with contemporary planning principles and the underlying commercial zoning of the land.

The eastern portion of the Structure Plan area subject to this amendment is owned by Treendale Central Pty Ltd. It is described as Lot 9600 on Deposited Plan 415341.

Land to the west of the drainage corridor and a service station on the corner of Centaurus Avenue and Grand Entrance have already been developed.

The following report addresses the proposed modification to the Structure Plan, and describes the statutory planning context of the modifications.

1.1 Subject Site

The Structure Plan site is located in the locality of Australind within the Greater Bunbury Region and in the Shire of Harvey.

The total area of the Structure Plan is approximately 17.5ha, although Lot 9600 and adjoining road reserve subject to this amendment is approximately 7.6ha (see **Figure 2 – Location Plan**). The property has historically been used primarily for agricultural purposes, predominately livestock grazing and is generally flat and cleared (see **Figure 3 – Aerial Photo**).

Land uses in the immediate surrounding area include light industrial development to the north, a vacant lot / drainage reserve to the west, vacant land to the south and Forrest Highway to the east of the subject area. Industries within the light industrial complex off Sweny Drive / Ditchingham Place include automotive suppliers, storage, trailer hire and manufacturers, tyre services, panel beaters and automotive painters, building material suppliers, landscaping suppliers, milk distributors, skip bin suppliers, bulk meat suppliers, cabinet makers, stonemasonry, pipe / culvert manufacturers (non-conforming uses in the light Industry zone), small engine services and auto electrical services.

The subject land is located at the eastern periphery of the Treendale District Centre which includes a Bunnings, Fast Food outlets, a Service Station (in the “Other Commercial – Showroom zone”) and Shopping Centre with a Woolworths and numerous restaurants and retail outlets.

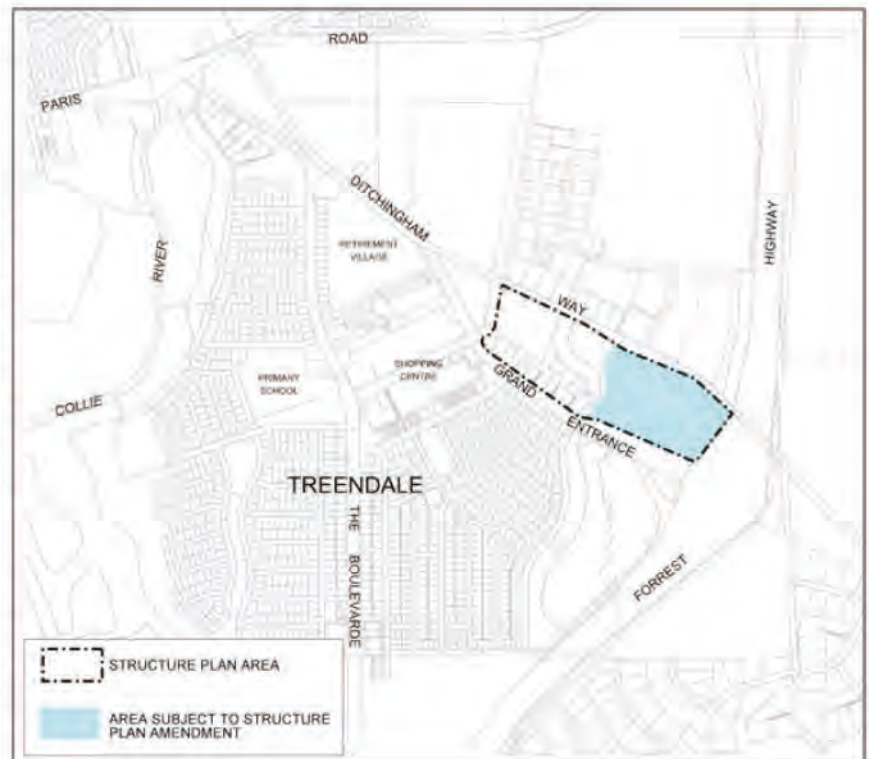


Figure 2 Location Plan



Figure 3 Aerial Photograph

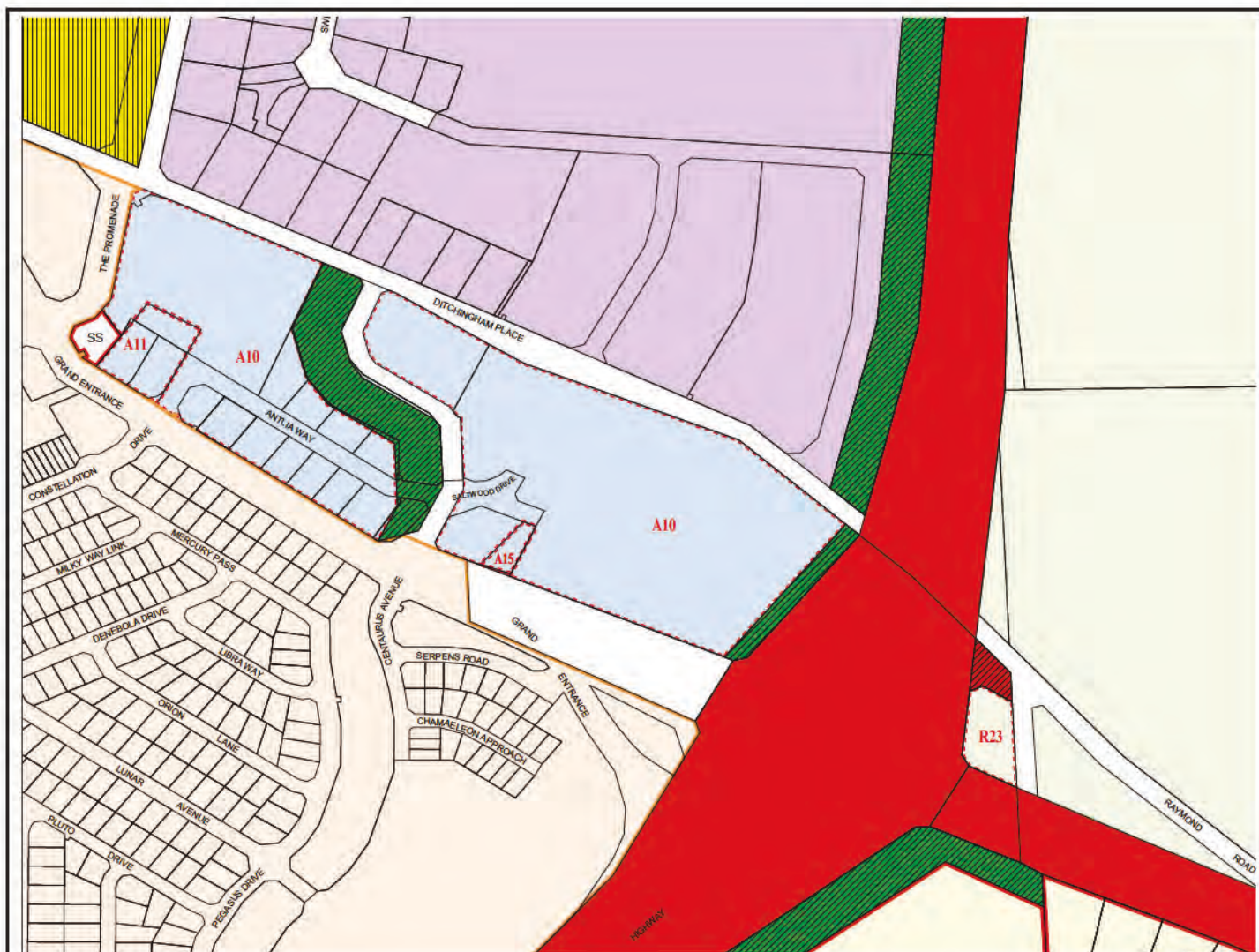
2 Statutory Context

2.1 Greater Bunbury Region Scheme and Shire of Harvey District Planning Scheme No.1

The Greater Bunbury Region Scheme provides regional level statutory controls for the Greater Bunbury Area.

The subject site is zoned Urban under the Greater Bunbury Region Scheme (GBRS) and adjoins the 'Primary Regional Road Reservation' (Forrest Highway) (see **Figure 4** below). The proposed Structure Plan is in line with this zoning.

The Shire of Harvey Local Planning Scheme No.1, Zoning and Development Standards tables detail the permitted uses within the development.



LOCAL SCHEME RESERVES

	Controlled Access Highway		Public Utilities
	Important Regional Roads		Railway
	Public Purposes		Recreation
	Public Purposes : School		

LOCAL SCHEME ZONES

	Forestry		Residential Development
	General Farming		Shop
	General Industry		Special Residential
	Intensive Farming		Special Rural
	Kemerton Ancillary Industry		Special Rural - Landscape Protection
	Kemerton Industry Buffer		Special Use
	Kemerton Strategic Industry		Special Use : Hotel
	Light Industry		Special Use : Other Community
	Office		Special Use : Service Station
	Other Commercial - Showroom		Tourist
	Residential		

OTHER CATEGORIES

(see scheme text for additional information)

	Scheme Area Boundary
	Local Government Boundary
	R20 R Codes
	A1 Additional Uses
	R1 Restricted Uses
	SRes1 Special Residential Area
	SR1 Special Rural Area
	Outline Planning Area
	1 Peel - Harvey Coastal Plain Catchment Area
	L1 Place of Landscape Value
	No Zone
	Waterbodies

Figure 4 Shire of Harvey Local Planning Scheme No. 1

2.2 Activity Centres Strategy for Greater Bunbury

The Activity Centres for Greater Bunbury Policy (ACGBP) was prepared by the WAPC in conjunction with the Department of Planning to identify the expectation of commercial development within Greater Bunbury. It specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres within the City of Bunbury and the Shires of Capel, Dardanup and Harvey. The policy is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres and with coordinating their mixed land uses and infrastructure planning.

The ACGBP classifies activity centre hierarchy, with Treendale identified as a District Centre. A District Centre is described in the ACSGB as “serves sub-regional catchments and offer a range of essential services, facilities and employment opportunities to support their sub regional catchments. They perform an important role in Greater Bunbury’s economy.”

The ACGBP sets out the principle and objectives of Activity Centres and generally implies that car based commercial activity should not be in activity centres and therefore should be located on the periphery, as is the Treendale Commercial Precinct Structure Plan Area.

The following comments are made in relation to Bulky Goods Retail:

“In general, bulky goods retail (defined in Appendix A) is unsuited to the walkable catchment or the core of activity centres given their size and car-parking requirements, low employment densities and need for freight vehicle access. (6) The preferred sequence of suitable locations is:

1. edge-of-centre sites integrated with, but not within, the walkable catchment or core activity centre precincts; (P 14 ACGBP 2012)

2.3 Draft Local Planning Strategy

The Shire of Harvey have prepared a Local Planning Strategy (LPS). The current status of this document is in Draft and is with the WAPC for consideration and approval. The Strategy will provide guidance and a broad vision for the Shire in respect to balancing growth, environmental responsibilities, land use management, appropriate development control, housing affordability and the health and wellbeing of the community. The Draft LPS identifies proposed locations for expansion of commercial activities, which includes the Treendale District Centre.

In the current District Planning Scheme No.1 there are several commercial type zones. It is proposed that these be consolidated into 2 zones, being “Commercial” and “Other Commercial – Showroom” which will relate specifically to the retailing and wholesaling of larger goods (e.g. white goods, car sales etc.).

2.4 Treendale Structure Plan

The Treendale Farm Structure Plan dated April 2001 has been endorsed by the Shire of Harvey and the Western Australian Planning Commission.

Subsequent to the adoption of this document, minor modifications to the Structure Plan have been ongoing. These do not significantly impact on this site.

The philosophy of the Treendale Farm Structure Plan encompasses the following objectives:

- To protect the environmental qualities of the Collie and Brunswick Rivers associated wetlands and flood plains;
- To build upon the local and regional planning for the area and create a vibrant district centre that will act as a cultural and commercial focus for the locality;
- To be innovative in the application of urban design principles and incorporate key aspects of the Liveable Neighbourhoods Community Design Code;
- To provide a mechanism which will allow refinement and staging of the Treendale Farm Structure Plan;

- To provide for strong pedestrian connectivity utilising a permeable road network, open space linkages and conservation areas;
- To develop an integrated open space and drainage network which maximizes ground water recharge at source and ensure urban runoff is stripped of nutrients prior to discharging; and
- Given the flat topography of the site, artificial focuses, or landmarks, are to be created by strategic use of open space and concentrating more intensive land uses at specific points and emphasizing these locations by adopting rigid geometric road layouts.

The Structure Plan has been developed to promote a broad range of employment generated land uses to foster a vibrant and self sustaining community including district and local commercial centres, industrial, service commercial and mixed business areas.

2.5 Treendale District Centre Structure Plan

The subject land abuts the Treendale District Centre site which has been adopted by the Shire of Harvey and the Western Australian Planning Commission. It provides for detailed consideration of:

- floor space;
- streetscape;
- car parking
- building design principles;
- built form; and
- servicing.

2.6 Treendale Commercial – Light Industrial Precinct Structure Plan

The Treendale Commercial – Light Industrial Precinct Structure Plan was adopted by the Shire of Harvey on 11th September 2012 and endorsed by the WAPC on the 12th August 2013. A copy of the approved Structure Plan map can be seen at **Figure 5**.

This modification to the Structure Plan proposes a change to the title, as well as amendments to the plan. The change in title is to better reflect the landuse and zoning already adopted and to avoid confusion with the light industrial land to the north of the subject site.

A clear distinction between the Other Commercial of the subject site and the light industry to the north is provided by the separating road, Ditchingham Place.

2.7 Subdivision Approvals

Since the approval of the Treendale Commercial Precinct Structure Plan there have been several subdivision approvals and lots created.

This amendment to the Structure Plan addresses the latest subdivision approval and modifies the layout to relate to the approved plan. The latest subdivision approval creates 10 lots and road reserve to connect Centaurus Avenue to Ditchingham Place as shown on **Figure 6**.

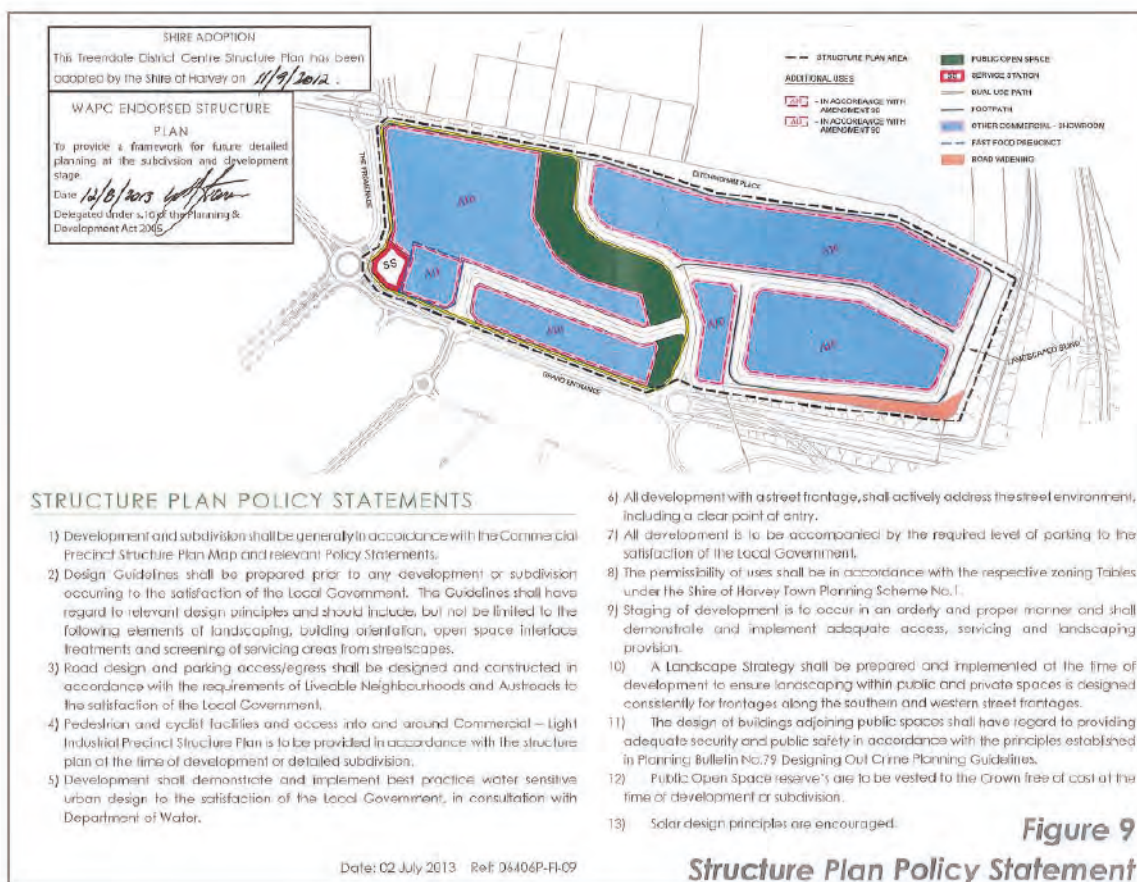
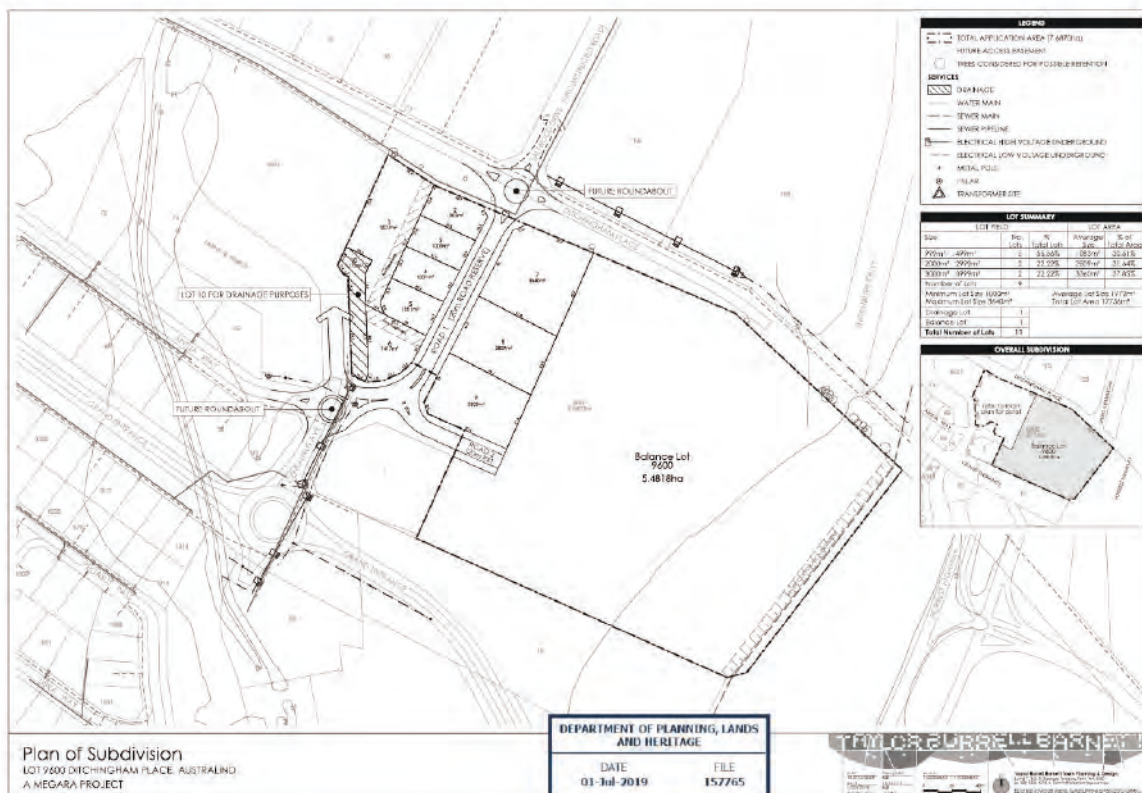


Figure 5 Approve Structure Plan



3 Environmental Considerations – Site Conditions and Constraints

3.1 Landforms, Soil and Geology

The subject area is relatively flat, with the topography between 12.5 and 14.0 m AHD over its extent (Thompson Surveying Consultants, 2016) (Attachment 1). The geology of the subject area is largely mapped as Guildford Formation (Qpa) - mainly alluvial sandy clay, with potential occurrences of Bassendean Sand (Qpb) - low rounded dunes, in the south-eastern corner (Geological Survey of WA, 1981).

3.2 Acid Sulphate Soils

The subject area is mapped as having a moderate to low risk of ASS occurring within the subject area within three metres of the soil surface. The nearest area of high to moderate risk of ASS occurring within three metres of the soil surface - is approximately 750 m to the south-east of the subject area, associated with the waterlogged soils in the flood plain of the Collie River (Landgate, 2016a).

3.3 Groundwater

Australind is situated at the northern margin of the Bunbury trough, which is a division of the Perth Basin (DoW, 2011). Aquifers underlying the region comprise the superficial, Leederville, Yarragadee and Cockleshell Gully hydrogeological formations (DoW, 2011). Also refer to RPS comments under 6.2 below for more detail..

3.4 Surface Water

The subject area is located entirely within a Multiple Use management category wetland (palusplain; UFI No. 14329) (Landgate, 2016a). The Department of Parks and Wildlife (DPaW) and Environmental Protection Authority (EPA) objective for wetlands of this category is Use, development and management should be considered in the context of ecologically sustainable development and best management practice catchment planning through landcare' (EPA, 2008). This wetland does not pose a constraint to ongoing use or development of the subject land.

3.5 Potential Contamination

There are no registered contaminated sites within or near the subject area, based on a search of the Department of Environment Regulations (DER) Contaminated Sites Database (DER, 2016). Based on a review of historical aerals, there do not appear to be any previous land uses within the subject area that would indicate the likely presence of potential contamination (land appears to have been vacant for many years, although potentially used for grazing of livestock).

3.6 Bush Forever and Ecological Linkages

The subject area is not part of any mapped South West regional ecological linkages. There are no Local Natural Areas or remnant vegetation mapped within the subject area, as shown in the Shire of Harvey Draft Local Biodiversity Strategy (Ironbark Environmental, 2010).

3.7 Vegetation

The subject area is almost entirely cleared, with the exception of a very small number of trees. Historical aerial photography shows that the subject area was entirely cleared prior to 1996 (Landgate, 2016b). Prior to historical clearing, the subject area is likely to have supported vegetation that was representative of the Bassendean- Central and South regional vegetation complex (Hedde et al., 1980). Given the subject area was entirely cleared prior to 1996 (Landgate, 2016b), and remains in a cleared state, it is not expected that any flora or vegetation communities of conservation significance occur within the subject area.

3.8 Fauna

The subject area is severely limited in its capacity to provide value to local fauna, given its cleared and generally degraded nature. Given the general lack of suitable habitat for species identified in the federal database search, it is considered highly unlikely that the development of the subject area would result in a significant impact to a protected matter. As such, referral of the project to the federal Department of the Environment under the EPBC Act does not appear likely to be required.

3.9 Surrounding Land Use Compatibility

The Environmental Protection Authority in their current (EPA, 2005) and draft advice (EPA, 2015) has identified generic buffer distances that should be provided between different industrial land uses and sensitive land uses, except where site-specific studies have been undertaken. Sensitive land uses are described as land uses applied to places where people live or regularly spend time and which are therefore sensitive to emissions from industry. It is noted that this is a generic 'worst case' guide only and is to be considered in the absence of expert environmental advice and assessment. Where appropriate, a site specific environmental study should be undertaken to inform separation distances.

3.10 Bushfire Risk

The WA state government has recently enacted bushfire planning reforms, releasing State Planning Policy 3.7: Planning for Bushfire Risk Management (DoP & WAPC, 2015) and Guidelines for Planning in Bushfire Prone Areas (DoP, DFES & WAPC, 2015) to supersede the existing guidelines. The eastern portion of the subject area is mapped as occurring within a Bushfire Prone Area (DPC, 2016), due to the presence of bushland in the Australind Bypass road reserve. A BAL assessment accompanies this Structure Plan.



Figure 7 Bushfire Prone Mapping

3.11 Aboriginal Heritage

No Registered Aboriginal Heritage Sites are recorded within the subject area, however the Collie River Waugal (Site ID: 16713) occurs to the south-west of the subject area, associated with the Collie River (DAA, 2016).

4 Proposed Structure Plan

The proposed Structure Plan Amendment will facilitate the subdivision of the remaining portion of the site into green title lots of a range of sizes with a minimum of 1000m². A concept of the lot layout for the Structure Plan can be seen at **Figure 8** although this is subject to change depending on market demand.

Easements are shown on the concept plan along the rear and side boundaries of lots to allow for practical access to parking and servicing requirements.

The site's zoning of 'Other Commercial - Showroom' allows for a transition between the light industry to the north and shop uses of the District Centre and residential to the south.

Lots already developed on the western portion of the site include a range of uses such as a camping store, car wash, service station, automotive parts store, tyre sales, a fast food store and hardware retail warehouse (Bunnings), which sells a combination of small and larger retail goods.

4.1 Road Network

The eastern section is serviced by internal roads and Ditchingham Place on the northern boundary of the site. Lots fronting Grand Entrance on the eastern portion are accessed by the internal road, with the exception of the Vibe Services station which has an approved left out access onto Grand Entrance.

The central drainage reserve (R 52252) has been created to accommodate drainage and provides for a green linkage from the site connecting to the drainage corridor south of Grand Entrance through the residential lots.

4.2 Relationship to District Centre

The Structure Plan depicts a complementary and integrated transition of land uses between "District Centre" uses on the western boundary and "Light Industrial" land to the north. The existing hardware retail warehouse (Bunnings) compliments uses and defines the north western interface edge with existing light industrial uses.

The south western section includes an existing fast food precinct that interfaces with the fast food site within the district centre. A high degree of streetscape amenity can be achieved through the limited use of crossovers and orientation of buildings to address the public realm.

The established commercial properties facing Grand Entrance and the area subject to this amendment also provide for a transition from the retail and food businesses of the District Centre to the light industrial uses north of Ditchingham Place, while activating the eastern portion of Grand Entrance being the entry into Treendale from Forrest Highway.

4.3 Concept Layout Plan

A concept of the lot layout for the Structure Plan can be seen at *Figure 8* although this is indicative and subject to change depending on market demand.

Easements (rear access laneways) are shown on the concept plan along the rear and side boundaries of lots to allow for practical access to parking and servicing requirements. All future subdivision proposals containing rear access laneways or access easements shall be supported by an updated Traffic Impact Assessment addressing the following:

- Assess the proposed rear access laneways including access to the rear of future lots for loading and unloading, overall circulation and egress arrangements; and
- Assess the proposed rear access laneways with respect to their safety and efficiency.



Figure 8 Concept Lot Layout Plan

4.4 Interface with Forrest Highway

The Structure Plan is consistent with the intent of the Treendale Farm Structure Plan which identifies a “POS and Landscape Buffer” along the Forrest Highway interface. The Structure Plan depicts a 11m POS strip abutting the Forrest Highway reserve which is a landscaped buffer. For most of the length of the “buffer” it is further expanded by the use of a 20m wide internal servicing road, which maximizes the opportunity for buffering and screening development from Forrest Highway, while providing scope for passive surveillance.

As well as the buffer to lots within the Structure Plan, existing significant trees and vegetation in the Forrest Highway road reserve provide approximately 85 metres of buffering from the highway pavement to the Structure Plan Boundary.

The existing Primary Regional Road reserve is widened by approximately 6.5m parallel to the eastern lot boundary, truncated at the corner while extending and tapering along Grand Entrance as shown on the Structure Plan Map at *Figure 1*.



Figure 9 Forrest Highway vegetation adjoining Structure Plan boundary

4.5 Planned upgrades to the Regional Road Network

The State Government and Main Roads WA recently announced the proposed Bunbury Outer Ring Road (BORR), which is a 27 km section of highway connecting Forrest Highway to Bussell Highway (near Gelorup). The Northern connection to Forrest Highway is north of Treendale at the intersection of Clifton Road.

Planning for the BORR, aims to reduce travel times between north and south of Bunbury, improve traffic movements for the freight industry and enhance access for tourists to the Busselton and Margaret River regions.

4.6 Noise from Forrest Highway

A Noise Assessment has been undertaken by GHD to determine the traffic noise from the Forrest Highway and outlines measures to be taken to minimise the impacts.

State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4) produced by the Western Australian Planning Commission (WAPC), states noise requirements are only considered applicable for noise-sensitive land-use and/or development. Section 4.1.3 of the policy states in relation to noise-sensitive land-use and/or development:

This is generally determined by land-uses or development as zoned by a local planning scheme or structure plan that is occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution; or place of worship.

As the permitted uses for the zoning of the Structure Plan are not considered noise-sensitive, SPP 5.4 does not apply to this Structure Plan.

An attended noise survey was conducted in the vicinity of the proposed development to establish the existing noise levels and major sources of noise on 26 to 27 June 2019. Following this, computer modelling was undertaken to assess the noise levels and impacts on future buildings with worst case and day/night scenarios being considered. Current traffic volumes were used as well as predicted volumes to 2041. Also assessed were the scenarios with a noise barrier and without.

The assessment revealed that the predicted noise attenuation as a result of noise barrier installation on eastern boundary to future commercial/light industrial buildings adjacent to the Forrest Highway/Australind Bypass would be negligible. This is in effect a result of distance from the road source to noise wall, the location topography and the fact that there are various sources of environmental traffic noise other than just the direct Forrest Highway traffic noise directly from the east.

Recommendations in regard to building construction, glazing, facade and roof assembly are outlined in the Noise Assessment to achieve the AS2107:2016 required indoor noise criteria. The acoustic design recommendations to achieve the acoustic design criteria were nominated and assessed in order to provide sufficient attenuation to noise intrusion without the need for external noise attenuation needs.

Further details can be found in the Noise Assessment at *Appendix A*.

4.7 Land Uses

Land uses will be consistent with the DPS1 to ensure they do not compete with the District Centre but provide for complimentary uses and services.

4.8 Staging

Staging of development is partly determined by market demand and is difficult to predict at this time, however the remaining undeveloped portion of the Structure Plan area shall generally be in accordance with the Indicative Staging Plan shown in **Figure 10**.



Figure 10 Indicative Staging Plan

5 Servicing

5.1 Roads

The site will be serviced by internal roads with a minimum 20m reserve width and in accordance with Austroads Guidelines.

To assist in servicing access, parking and to minimise crossovers where possible, easements are proposed to be created over side boundaries of neighbouring lots. Detail of the proposed easements are shown in **Figure 8 Concept Plan** and are consistent with those proposed on the lots on south side of Antlia way in the Structure Plan area.

No direct vehicular access will be permitted to or from lots onto Forrest Highway. Lots on the eastern portion of the site shall not have direct vehicular access to Grand Entrance, except 157 Grand Entrance (Vibe Service Station).

The intersection of Ditchingham Place and Saltwood Drive is proposed to be a roundabout at such a time as Saltwood Drive is continued north to intersect Sweny Drive. The road reserve will need to accommodate the roundabout design. Until the roundabout is constructed, this intersect will be a "T" junction. Proposed access points to the area are inclusive of the following:

- Full movements roundabout intersections at:
 - Grand Entrance/The Promenade
 - Ditchingham Place/The Promenade/Piggot Drive
 - Constellation Drive/Antila Drive
 - Grand Entrance/Constellation Drive
 - Centaurus Avenue/Antila Way/Saltwood Drive/Western North-South Connector Road (formerly known as Road 1)
 - Grand Entrance/Centaurus Avenue
 - Ditchingham Place/Western North-South Connector Road (Road 1);
- Additional private access points along Ditchingham Place (to be determined during subdivision/development application stages);
- East-West Connector Road (Road 2);
- Eastern North-South Connector Road (Road 3); and
- An additional North-South Connector Road (Road 4) connecting from Centaurus Avenue/Antila Way/Saltwood Drive in a north-westerly connection to connect with the south side of Ditchingham Place.

Details associated with the design of any required intersection treatments at the primary road network will be identified and concept designs will be prepared during the detailed subdivision stages of the development, in consultation with the Shire of Harvey.

Further information can be found at *Appendix B – Transport Impact Assessment*.

5.2 Drainage

The Treendale drainage system is a piped system which discharges into an existing bio-retention swale. This has been constructed as part of the Treendale residential development. The existing drainage system has been designed to accommodate drainage flows generated by the subject land.

5.3 Sewerage

Lots are to be provided with a sewerage service following detailed designs submitted and approved by the Water Corporation. A sewerage strategy has been developed for the entire Treendale estate based on current planning and discussions with the Water Corporation.

5.4 Water Supply

Lots are to be provided with a water service following detailed designs submitted and approved by the Water Corporation. A water supply strategy has been developed for the entire Treendale estate based on current planning and discussions with Water Corporation.

5.5 Power

Lots are to be provided with an underground electricity supply to the specification of Western Power. The power supply strategy has been developed for the entire Treendale estate. This is based on planning and discussions with Western Power and involves a series of transformers across the site. Location of transformer are determined at detailed engineering stage of development.

5.6 Telecommunications

A telecommunications strategy has been developed for the entire Treendale estate based on current planning and discussions with Telstra. Existing lots are serviced by NBN which have infrastructure available to service proposed lots.

5.7 Gas

Existing lots have been serviced by reticulated gas supply, designed by Atco. Proposed lots are to be serviced in a similar manner.

6 Conclusion

The modification to the Treendale Commercial Precinct Structure Plan is deemed consistent with the goals and aspirations of the State and relevant Shire of Harvey Policies, as well as proper and orderly planning. The proposed Structure Plan Amendment seeks to modify the Treendale Commercial Precinct Structure Plan by changing the internal road layout to facilitate improved access to the eastern portion of the subject land and connections to external roads.

On the basis of the information presented, it is requested that the Shire amend the Treendale Commercial Precinct Structure Plan to reflect this change.