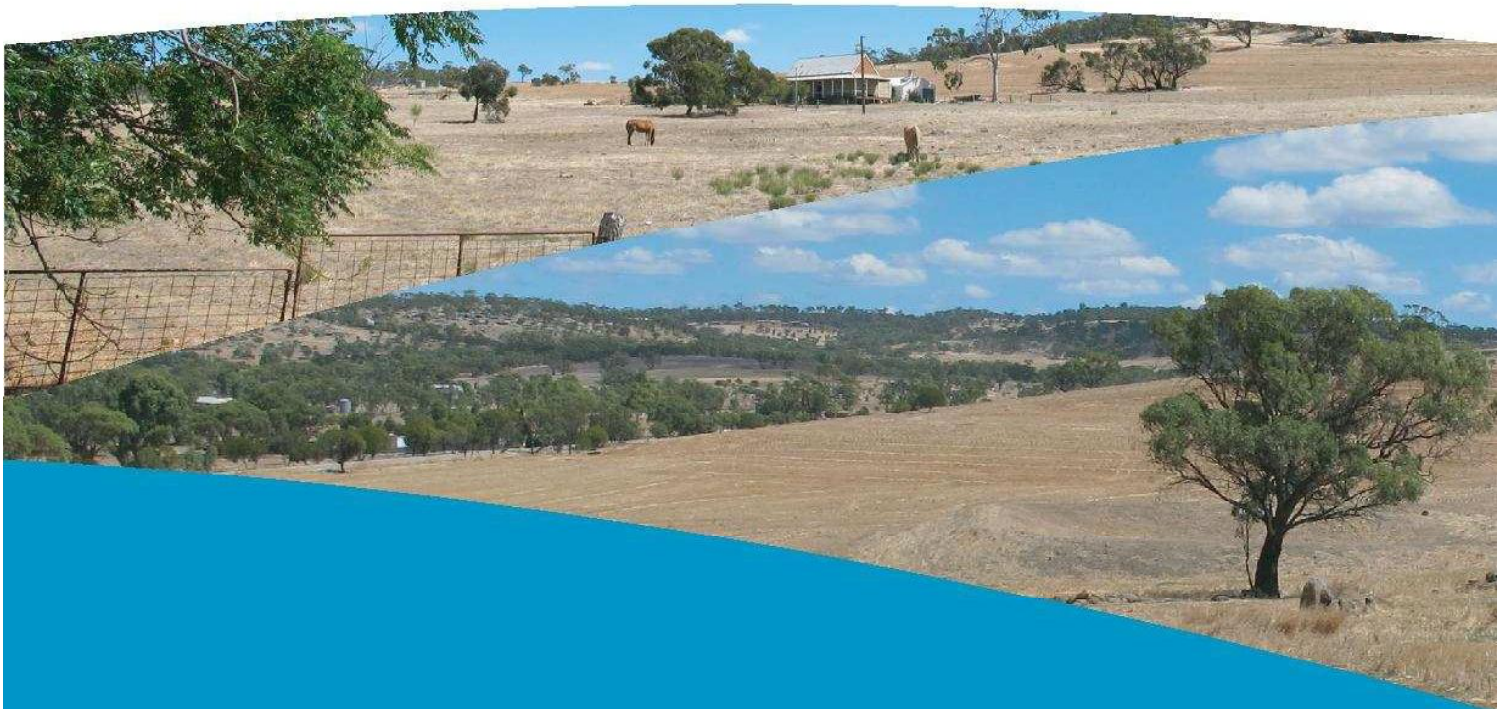


# DALIAK REVISED OUTLINE DEVELOPMENT PLAN / LOCAL STRUCTURE PLAN



# DALIAK REVISED OUTLINE DEVELOPMENT PLAN/ LOCAL STRUCTURE PLAN

LOT 11 ULSTER ROAD, LOTS 4, 5, 6, 8 & 205 MORRIS EDWARDS  
DRIVE, LOTS 1, 2, 3 & LOTS 1,123 & 201 TREWS ROAD, LOTS 2, 6,  
21, 22, 200 & 340 GREAT SOUTHERN HIGHWAY, YORK

SHIRE OF YORK

PREPARED FOR  
York Farm Holdings (WA) Pty. Ltd.

BY

|



5 February 2013

Revision 1.1

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CERTIFIED THAT THIS LOCAL STRUCTURE PLAN (PLAN 1) WAS ADOPTED BY  
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

..... Date

Signed for and on behalf of the Western Australian Planning Commission

.....

An officer of the Commission duly authorized by the Commission pursuant to  
section 16 of the *Planning and Development Act 2005* for that purpose, in the  
presence of:

..... Witness

..... Date

And by

RESOLUTION OF THE COUNCIL OF THE SHIRE OF YORK ON

..... Date

And

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

.....

President, Shire of York

.....

Chief Executive Officer, Shire of York

..... Date

The Local Structure Plan is prepared under the provisions of the Shire of York  
Local Planning Scheme

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### Table of Modifications

Modification no.	Description of modification	Date endorsed by council	Date endorsed by WAPC
Modification 1			
Modification 2			

# EXECUTIVE SUMMARY

## Purpose

This Revised Overall Development Plan, (now known as Local Structure Plan), 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 Local Structure Plan (LSP) comprises 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.

This LSP has been created to compliment the already existing Outline Development Plan Report prepared by Hames Sharley in July 2008. Additional information included in this LSP includes a traffic impact assessment, a local water management strategy, and a landscape management plan.

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

## Structure Plan Summary Table

Item	Data	Section number referenced within the structure plan report
Total area covered by structure plan	114.23 hectares	2.1.2.2
Area of each land use proposed: -Residential -Industrial -Commercial	73.6hectares 0 hectares 0.8 hectares	2.3.1
Estimated lot yield	1770 lots	1.5.3.1
Estimated number of dwellings	1770 dwellings	1.5.3.1
Estimated residential site density	23 dwellings per site hectare	2.3.3
Estimated population	4071 people	
Number of high schools	0 high schools	2.3.6
Number of primary schools	0 primary schools	2.3.6
Estimated commercial floor space (for activity centres if appropriate)	Not Applicable	2.3.7
Employment self sufficiency targets	___ jobs ÷ ___ workers = %	Not Applicable 2.3.7
Estimated number and % of public open space: - Regional open space - District open space	___0___ hectares ----- % ___ hectares 11.6 %	1.5.3.5

<p>Estimated area and number:</p> <ul style="list-style-type: none"> <li>- Neighbourhood parks</li> <li>- Local parks</li> </ul>	<p>12.66 hectares 2 Parks 1.104 hectares 2 parks</p>	1.5.3.5
<p>Estimated number and area of natural area and biodiversity assets</p>	<p>_____ hectares _____ sites</p>	Not Applicable 2.2.1

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# 1 PART ONE (STATUTORY SECTION)

## DALIAK REVISED OVERALL DEVELOPMENT PLAN /LOCAL STRUCTURE PLAN PART 1- STATUTORY SECTION

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### 1.1 LOCAL STRUCTURE PLAN AREA

This local structure plan 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 structure plan boundary on the local structure plan map (plan 1).

### 1.2 LOCAL STRUCTURE PLAN CONTENT

This Local Structure Plan (LSP) comprises:

- a) Part 1 – Statutory section  
This section contains the structure plan map and statutory planning provisions and requirements.
- b) Part 2 – Non-statutory (explanatory) section  
This section to be used as a reference guide to interpret and justify the implementation of Part One.
- c) Appendices – Technical reports and supporting plans and maps.

### 1.3 INTERPRETATION AND RELATIONSHIP WITH THE SCHEME

Unless otherwise specified in this part, the words and expressions used in this LSP 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 structure plan map (Plan 1) outlines land use, zones and reserves applicable within the structure plan area. The zones and reserves designated under this LSP apply to the land within it as if the zones and reserves were incorporated into the Scheme. The exception to this is the area zoned 'Residential-other', which allows for a set of additional uses.

Pursuant to clause 5.10 of the Scheme:

- a) The provisions, standards and requirements specified under Part One of this LSP 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 structure plan, then the provisions, standards or requirements of the Scheme shall prevail;
- b) Any other provision, standard or requirement of Part One of the LSP that is not otherwise contained in the Scheme, shall apply to the structure plan 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 LSP and all appendices are to be used as a reference only to clarify and guide interpretation and implementation of Part One.

## 1.4 OPERATION

In accordance with clause 5.10.15 of the Scheme, this LSP shall come into operation when it is certified by the Western Australian Planning Commission (WAPC) pursuant to clause 5.10.15 of the Scheme or adopted, signed and sealed by the Council pursuant to clause 5.10.15 of the Scheme, whichever is the latter.

## 1.5 LAND USE AND SUBDIVISION

The LSP Map (Plan 1) outlines land use, zones and reserves applicable within the LSP area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

### 1.5.1 Land Use Permissibility

Land use permissibility within the structure plan area shall be in accordance with the corresponding zone or reserve under the Scheme.

### 1.5.2 Unique Subdivision Requirements

There are some matters for consideration when considering subdivision within the LSP. They are:

- Widening of Trews Road by 10 metres for the eastern section of road that is to remain,
- The closure of the western half of Trews Road,
- Restricted access estate controlled fencing for lots fronting Morris Edward Drive and Great Southern Highway. This will be achieved by restrictive covenants under section 129AB of the Transfer of Land Act 1893.

### 1.5.3 Residential

#### 1.5.3.1 Dwelling Target

a) Objective

To provide for a minimum of 1770 dwellings within the structure plan area.

b) Subdivisions do not have any specific requirements per sub-regional or district structure plans. The only requirement is that zoning and density coding be established through the adoption of an Outline Development Plan.

#### 1.5.3.2 Density

a) Plan 1 defines the broad residential density ranges that apply to specific areas within the LSP. Lot specific residential densities, within the defined residential density ranges, are to be subsequently assigned in accordance with a Residential Code Plan approved by the WAPC.

b) A Residential Code Plan is to be submitted at the time of subdivision to the WAPC and shall indicate the R-Code applicable to each lot within the subdivision and shall be consistent with the Structure Plan, and the Residential Density Ranges identified on Plan 1 and locational criteria contained in Clause 5.3.3.

c) The Residential Code Plan is to include a summary of the proposed dwelling yield of the subdivision.

d) Approval of the Residential Code Plan shall be undertaken at the time of determination of the subdivision application by the WAPC. The approved Residential Code Plan shall then form part of the LSP and shall be used for the determination of future development applications.

e) Variations to the Residential Code Plan will require further approval of the WAPC, with a revised Residential Code Plan submitted generally consistent with the approved plan of subdivision issued by the WAPC. The revised Residential Code Plan shall be consistent with Residential Density ranges identified on Plan 1 and the locational criteria contained in Clause 5.3.3.

f) A revised residential code plan, consistent with Clause 5.3.2 (e) will replace, wholly or partially, the previously approved residential density code plan, and shall then form part of the Structure Plan as outlined in Clause 5.3.2 (d).

g) Residential Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:-

- i) The amalgamation of lots;
- ii) Consolidation of land for "superlot" purposes to facilitate land assembly for future development;
- iii) The purposes of facilitating the provision of access, services or infrastructure; or
- iv) land which by virtue of its zoning or reservation under the Structure Plan cannot be developed for residential purposes.

#### 1.5.3.3 Locational Criteria

The allocation of residential densities on the Residential Code Plan shall be in accordance with the following criteria:

a) R12.5 to R30

i) a base density code of R20 shall be provided for all other residential lots within the Structure Plan.

ii) Medium densities of R20-R25 shall be provided in areas of high amenity including within 800 metres of centres (activity and community), around public open space and adjacent to major public transport or neighbourhood connector routes.

b) R20-R40

i) Higher densities of between R20-R40 shall be provided within 400 metres of arterial roads and major public transport routes.

#### 1.5.3.4 Commercial

No commercial floor space is proposed in the LSP except for a minor provision as part of the Town Centre zone.

#### 1.5.3.5 Public Open Space

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 provided generally in accordance with Plan 1 and Table 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.

Table 2: Strategic Public Open Space Provision

POS SITE	SIZE (HA)
Central west	10.69ha
Central east	1.97ha
Ulster Road	4606m <sup>2</sup>
Trews Road South	6439m <sup>2</sup>

#### 1.5.3.6 Reports/Strategies Required Prior to Subdivision

Prior to the lodgement of subdivision applications to the WAPC, the following management plans have been prepared, as applicable, to the satisfaction of the relevant authority and provided with the application for subdivision:

- a) Local Water Management Strategy (Department of Water),
- b) Landscape Management Plan (Department of Planning), and
- c) Traffic Impact Assessment (Department of Planning).

#### 1.5.3.7 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) Widening of Trews Road by 10 metres for the eastern section of road that is to remain.
- ii) The closure of the western half of Trews Road.
- iii) Restricted access estate controlled fencing for lots fronting Morris Edward Drive and Great Southern Highway.
- iv) Bush fire management plan.
- v) The provision of public utility services ie underground power, reticulated scheme water, and a reticulated effluent disposal system.

b) At the time of subdivision the Shire of York shall recommend to the WAPC the implementation of the following strategies which has been prepared and approved as part of the LSP as conditions of subdivision:

- i) Local Water Management Strategy,
- ii) Landscape Management Plan, and
- iii) Traffic Assessment.

## 1.6 DEVELOPMENT

### 1.6.1 Local Development Plans (formerly Detailed Area Plans).

Local Development Plans are to be prepared prior to any subdivision and/or development for the Residential-other zone (proposed retirement village and the mixed use area as shown on Plan 2).

### 1.6.2 Residential Design Code Variations

There are no variations to the *Residential Design Codes* in this LSP.

### 1.6.3 Additional Uses

The Residential-other zone will provide opportunity for a set of additional uses that would otherwise not be permitted in the Residential zone. These uses are as follows:

- Convenience Store
- Shop (with a gross lettable floor area of 300m<sup>2</sup> or less)
- Consulting Rooms
- Office
- Medical Centre

## 1.7 OTHER REQUIREMENTS

Nil

## 2 PART TWO (EXPLANATORY SECTION)

### 2.1 PLANNING BACKGROUND

#### 2.1.1 Introduction and Purpose

The purpose of this document is the creation of a Revised Outline Development Plan, now known as Local Structure Plan, 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 Local Structure Plan (LSP) 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. This is a residential development known as the Daliak Estate (herein known as the Subject site).

Whelans Town Planning act on behalf of the owners York Farm Holdings (WA) Pty. Ltd. This owner has commissioned Whelans on behalf of a group of owners whose details are listed below.

The site currently is 'Development' zone, under the Shire of York Town Planning Scheme No.2 (TPS2)

A previous Outline Development 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 Outline Development Plan until supporting documentation was supplied. This included a:

- Local Water Management Strategy
- Landscape Management Plan
- Traffic Impact Assessment

The requested supporting documentation is annexed and referred to in this LSP.

#### 2.1.2 Land Description

##### 2.1.2.1 Location (location plan)

The subject site is located on the south west boundary of the York townsite within the Shire of York. Please refer to Figure 1 Location Plan, at the end of this report.

##### 2.1.2.2 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 (Public purposes site), is approximately 4.08ha and is located to the south east of the total area with the main site being approximately 110.3ha 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.

An unnamed water course runs eastward through the centre of the main site, draining the surrounding land into the adjacent irrigation reservoir and then into the Avon river. 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 LSP.

### 2.1.2.3 Legal Description and Ownership

Following is the list of the original lots and the associated land owners. These details are listed on Figure 3 Land Holdings Plan found under figures at the end of this report. Refer to the reference number to locate each lot on the figure.

Plan ref.	Lot Number	Certificate of Title	Owner
1	11 Ulster Rd	1264/704	P Lambert & JJ Barnard
2	4 Morris Edwards Drive	1092/252	Peter Bowman Nominees Pty Ltd
3	5 Morris Edwards Drive	1092/253	DN & NB King
4	6 Morris Edwards Drive	1092/254	BJ & CV Wollcock
5	8 Morris Edwards Drive	2/332A	CM King & DN King
6	205 Morris Edwards Drive	1658/169	DA Keating
7	1 Trews Rd	72/19A	PJ & DA Grout
8	2 Trews Rd	1738/955	MT & SL Mckeown
9	3 Trews Rd	72/21A	MR & LV Sherriff
10	1 Trews Rd	1305/524	State of Western Australia
11	123 Trews Rd	13/151A	RC Warr
12	201 Trews Rd	1305/525	RC Warr
13	2 Great Southern Hwy	1446/612	CM King
14	6 Great Southern Hwy	2165/206	LC Carmichael
15	21 Great Southern Hwy	553/118A	Colin Maxwell King & Gerald Neil King
16	22 Great Southern Hwy	1966/591	AJ Karafil
17	200 Great Southern Hwy	1134/424	CM King & DN King
18	340 Great Southern Hwy	1626/922	SM Davies

### 2.1.3 Planning Framework

#### 2.1.3.1 Zoning and Reservations

Under the Shire of York TPS2 the zone for the subject site is 'Development'. It is envisaged that this LSP will form the basis of the documentation as an extension to Amendment 29 of TPS2.

#### 2.1.3.2 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 the time of this documents release 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.

#### 2.1.3.3 Planning Strategies

The Shire of York also has a Local Planning Strategy that 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.*

#### 2.1.3.4 Policies

State Government Policies that relate to the LSP include:

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

#### 2.1.3.5 Other Approvals and Decisions

Amendment 29 of the York TPS2 converted the existing zones of the subject site in the Daliak Precinct to one zone that was the precursor to this LSP. Subsequently land previously zoned 'General Agriculture' and 'Public Purposes' were rezoned 'Development Zone'. The Amendment 29 was underpinned by the need for any future development to be managed and set out in an endorsed Outline Development Plan.

## 2.2 SITE CONDITIONS AND CONSTRAINTS

### 2.2.1 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.

### 2.2.2 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) exists for the area.

### 2.2.3 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)

Surface water modelling has been conducted by the Shire of York and Cardno. For the results of these studies refer to the Local Water Management Strategy prepared for this LSP as Appendix 1.

### 2.2.4 Bushfire Hazard

A preliminary assessment of the bushfire hazard of the structure plan area has been undertaken in accordance with the Planning for Bushfire Protection Guidelines Edition 2 (the Guidelines). As the structure plan 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 structure plan 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.

### 2.2.5 Heritage

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

### 2.2.6 Context and other Land Use Constraints

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 Edward Drive. There is no intention to alter the access to York via the Great Southern Highway however several intersections are intended for Morris Edward Drive to allow access into the estate.

A transport assessment was carried out by SHAWMAC on the design of the LSP in December 2012, the results of which can be seen in Appendix 2. The report concluded that the LSP street network provided and 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 Local Water Management Strategy prepared by Cardno in October 2012, (Appendix 1) 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 240mAHD in to 185mAHD 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 of 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 Landscape Management Plan has been prepared by Landscape Planners Pty Ltd. 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 midstorey species to retain semi-rural landscape and ameliorate views into the development from Great Southern Highway.

## 2.3 LAND USE AND SUBDIVISION REQUIREMENTS

### 2.3.1 Land Use

The proposed LSP (Plan 1) is the guide by which further subdivision of the subject land can take reference. The LSP 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 LSP will be low density residential, there will also be homestead lots 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 an 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 to the linear public open space.

Trews Road will be widened to provide an access link between Great Southern Highway and Ulster Road. The portion of Trews Road that extends 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 estate controlled fencing. This will leave Great Southern Highway as a bypass route directly to the York townsite. Restricted access to Morris Edwards Drive with estate controlled fencing will also be used to dictate the frontage of future lots enhancing amenity within the estate and providing several safe entry points onto Morris Edwards Drive.

The centrally located linear public open space (POS) has been created to enhance the already 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 bioretention areas within the detention basins in the POS for

treatment and filtration to ground. This form of management is for all average recurrence intervals (ARI) of 1year/1 hour to 100year, the details of which are explained fully in the Local Water Management Strategy, Appendix 1.

Adjacent to the POS and centrally located is the town centre zone. This will be made up of commercial and high density (R60) zones. 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 town centre 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 town centre zone.

The local planning scheme does not provide for a Town Centre zone, which would be the preferred option for this site. However, the Town Centre zone provides for high standard residential and residential mixed use development. Shops and Grouped Dwellings are 'P' and 'AA' uses, respectively.

Therefore, this complex is envisaged to have a mixed use built form, acknowledging the town centre zone permits up to R40, as per the Residential Design Codes.

### 2.3.2 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 3.

### 2.3.3 Residential

All residential development in this LPS shall conform to standards set out in the Residential Design Codes (RCodes) and the Shire of York TPS2.

This LSP has been prepared using Liveable Neighbourhoods as the framework for design decisions. Design aspects of the LSP that are key features are as follow:

- 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, maintaining homestead lots and positioning lower density lots to the periphery of the estate will maintain the character of the area creating 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 access with estate controlled fencing that create safe 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 catchment area.

Dwellings per site hectare have been a major consideration when developing the LSP. Both Liveable Neighbourhoods and more recently Directions 2031 have 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 and Directions 2031 dwellings per site hectare targets.

Table 1 – Dwellings per site hectare LSP outcomes		
Estimated number of dwellings per <i>site hectare</i> <sup>1</sup>	23 dwellings/site ha	Liveable Neighbourhoods 12 – 20 dwellings per site hectare for lots not within 400m of commercial centres
LSP target density per <i>gross urban hectare</i> <sup>2</sup>	15 dwellings/site ha	Directions 2031 15 dwellings per gross urban hectare

<sup>1</sup> Liveable Neighbourhoods definition of *site hectare* is the area available for residential development excluding roads, non-residential uses, public open space and drainage areas.

<sup>2</sup> Directions 2031 definition of *gross urban hectare* is the gross area available for urban development

#### 2.3.4 Movement Networks

The movement network has been created to meet a high level of safety and permeability. The ‘spine’ of the subdivision is the east west POS, the roads adjacent to this create internal avenues connecting to Trews Road and Ulster Road and then onto the existing York town site. The limitation of cul-de-sacs will also create a well linked internal network.

The design calls for limited access to Great Southern Highway by 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 2.

#### 2.3.5 Water Management

The Local Water Management Strategy, under Appendix 1, 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 100m<sup>3</sup>/person/y
  - Minimise the use of portable water within households to meet the target 40-60m<sup>3</sup>/person/yr
  - Minimise water requirements for the establishment of POS
  - Achieve a target of 7,500m<sup>3</sup>/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
  - 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.

### 2.3.6 Education Facilities

As per the existing ODP report, prepared by Hames Sharley in 2008, the existing high school is intended to be upgraded and utilised by 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 – 1 site for between 1500 and 1800 housing units for government schools.*

The LSP is estimated to provide for 1699 dwellings; however this includes the dwellings within the proposed retirement village. Without the retirement village the number of dwellings falls below 1500 and therefore no other primary school facility within the estate is required.

### 2.3.7 Activity Centres and Employment

The Shire of York does not have a commercial strategy under which an activity centre can be assessed.

While the LSP indicates there will be a town centre or mixed use activity centre located centrally in the main site, there is no intention for a proper activity centre in this site. 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).

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.

### 2.3.8 Infrastructure coordination, servicing and staging

Preliminary infrastructure investigations were carried out by McDowall Affleck Pty Ltd as part of the report associated with York TPS2 Amendment 29. Outlined here are the results of those investigations:

- Wastewater (Effluent) Disposal – The existing waste water pump station on the corner of Monger and South Streets could accept flows from this area with the waste water treatment plan capable of accepting the additional flow. There appears to be adequate fall to service the land to the reticulated sewer mains. The design of the sewer extensions to the hospital and school sites may possibly also contribute to servicing the area.
- Water Supply – The limit on gravity water supply is approximately RL220m AHD lots above this level will not be able to get the required minimum pressure. A main could be extended from the existing DN300 in Ulster Road near the corner of Ford Street. Further investigation will be required to establish how water will be supplied to areas above this RL including lots 21, part of 200 and part of lot 8.
- Telecommunications – sufficient infrastructure can be established in the development without any significant constraints
- Underground 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.

The staging of the development is set out as per the Hames Sharley ODP report. An updated staging plan reflecting the design of the revise LSP can be found on Figure 4 Staging Plan.

### 2.3.9 Developer contribution arrangements

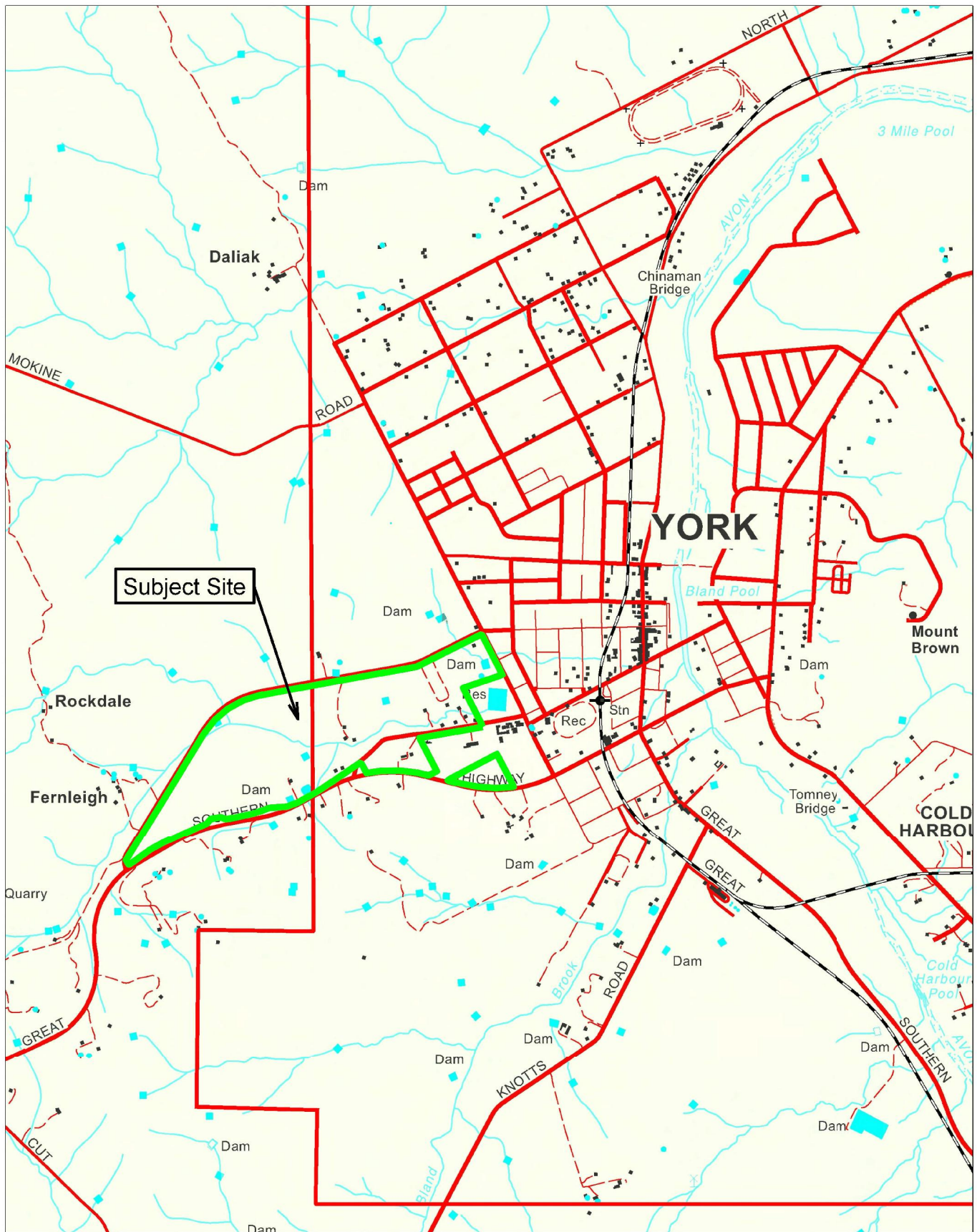
As per the Shire's position, and in conjunction with the WAPC Planning Bulletin No. 41, developer contributions will be established as per conditions of subdivision approval.

### 2.3.10 Other requirements

Nil

## 2.4 Figures





**FIGURE 1**  
**LOCATION PLAN**  
**DALIAK REVISED OVERALL DEVELOPMENT PLAN**



Plan No. : 11749-11

Revision : REV.1

Scale : 1:30000@A4

0 300 600 900

This plan is not to be reproduced without the permission of WHELAN'S. All dimensions and areas are subject to survey.

Marine Practice Suite 4 First Floor 40 Hasler Road Osborne Park WA 6017 www.whelans.com.au

DATE DRAWN: 10/01/2013  
DRAWN BY: CdeL  
CHECKED BY: SF  
FILE: 120111C Location Plan.dgn  
V DATUM: AHD  
H DATUM: MGA84 (50)



**FIGURE 2**  
**DALIAK REVISED OVERALL DEVELOPMENT PLAN**





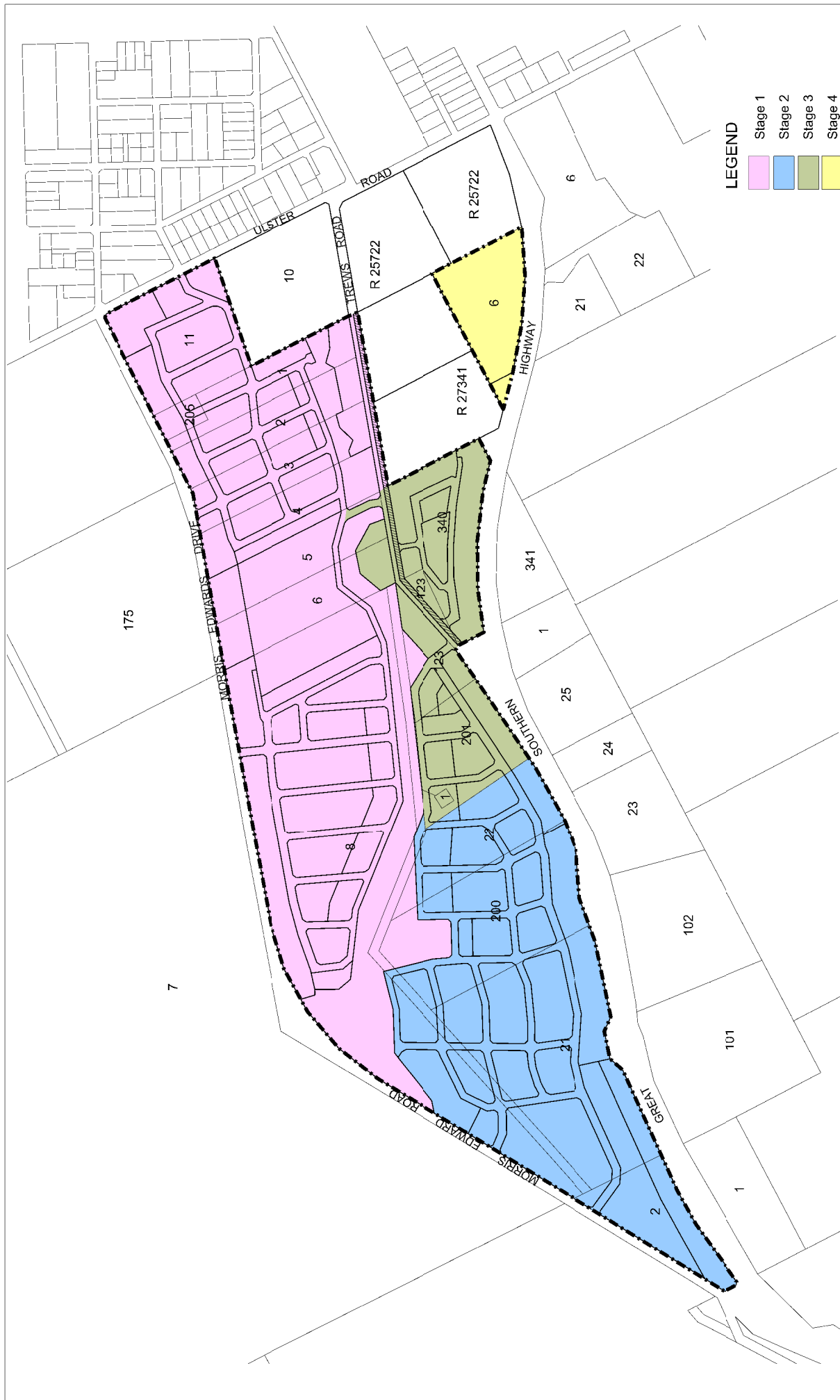
FIGURE 3  
LAND HOLDINGS PLAN  
DALIAK REVISED OVERALL DEVELOPMENT PLAN

FILE 10010 Land Holdings plan.dwg  
DRAWN BY: DAL  
CHECKED BY: SF  
DATE DRAWN: 28/01/2013



Plan ref.	Lot Number	Certificate of Title	Owner
1	111 Ulster Rd	1264/704	P Lambert & JJ Barnard
2	4 Morris Edward Rd	1092/252	Peter Bowman Nominees Pty Ltd
3	5 Morris Edward Rd	1092/253	DN & NB King
4	6 Morris Edward Rd	1092/254	BJ & CV Wallcock
5	8 Morris Edward Rd	2/332A	CM King & DN King
6	205 Morris Edward Rd	1658/169	DA Keating
7	1 Treves Rd	72/19A	PJ & DA Groul
8	2 Treves Rd	1738/955	MT & SL McKeown
9	3 Treves Rd	72/21A	MR & LV Sherriff
10	1 Treves Rd	1305/524	State of Western Australia
11	123 Treves Rd	13/151A	RC Warr
12	201 Treves Rd	1305/525	RC Warr
13	2 Great Southern Hwy	1446/612	CM King
14	6 Great Southern Hwy	2165/206	LC Carmichael
15	21 Great Southern Hwy	553/118A	Colin Maxwell King & Gerald Neil King
16	22 Great Southern Hwy	1966/591	AJ Karail
17	200 Great Southern Hwy	1134/424	CM King & DN King
18	340 Great Southern Hwy	1626/922	SM Davies

**FIGURE 4**  
**DALIAK REVISED OUTLINE DEVELOPMENT PLAN**  
**STAGING PLAN**

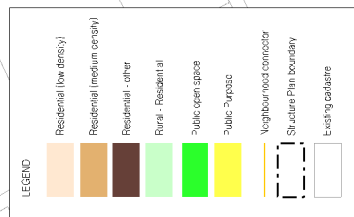


- LEGEND**
- Stage 1
  - Stage 2
  - Stage 3
  - Stage 4

## 2.5 Plans

**PLAN 1**  
**DALIAK - LOCAL STRUCTURE PLAN**  
**(REVISED OUTLINE DEVELOPMENT PLAN)**  
**MORRIS EDWARDS DRIVE AND**  
**GREAT SOUTHERN HIGHWAY YORK**

DATE DRAWN: 24/12/13  
DRAWN BY: DAL  
CHECKED BY: BS  
FILE Y:\MORRIS\2013\128.dgn  
J:\C:\MORRIS\2013\128.dgn







### 3 PART THREE (TECHNICAL APPENDICES)

Technical appendices index

Appendix no.	Document title	Nature of document	Referral/approval agency	Summary of document modifications
1	Local Water Management Strategy			
2	Traffic Impact Assessment			
3	Landscape Management Plan			