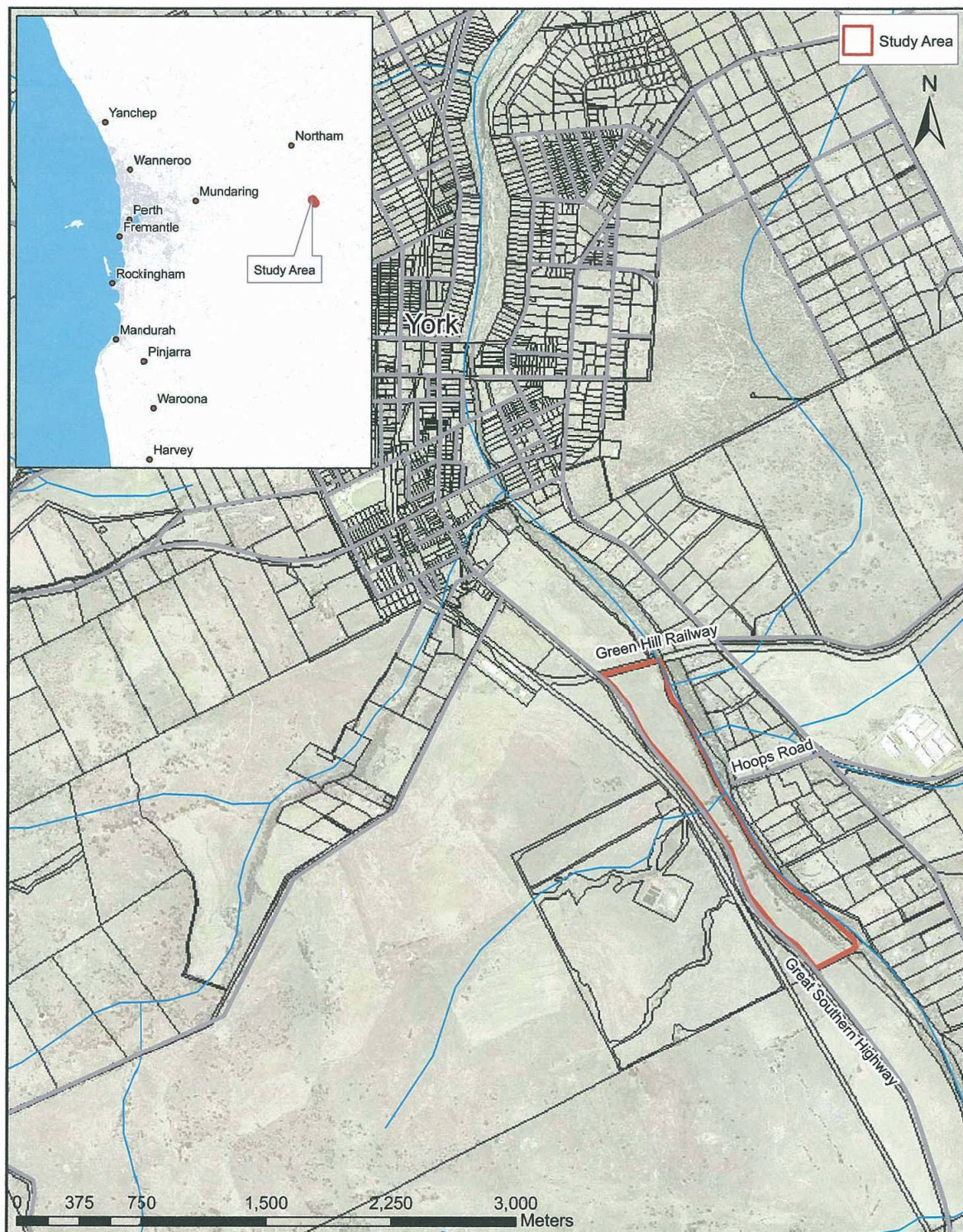


Locality Plan



Job No. J4489

© COPYRIGHT JIM DAVIES &
ASSOCIATES PTY. LTD. 2010

Peter D Webb & Associates
Flood Study - Lot 4 Great Southern Highway, York

Figure 1: Location Plan

Schedule of Submissions

Submitter	Submission Received	Applicant's Comments	Officer's Comments
Water Corporation	The Corporation has no objections to the proposed rezoning, subject to building envelopes on the proposed lots shown on the Outline Development Plan being setback at least 500m from the edge of the wastewater treatment ponds at the York Waste Water Treatment Plant, in accordance with EPA Guideline Statement No. 3 (Separation Distances between Industrial and Sensitive Land Uses).	Noted. All proposed lots are provided with a designated building envelope which provides sufficient land for development outside of the 500m buffer around the wastewater treatment ponds. This buffer is illustrated on the ODP.	Noted. Building envelope to be confirmed on final ODP.
Department of Education	The Department of Education has reviewed the proposal for rezoning and advises that it has no objection to this Amendment.	Noted.	Noted.
Heritage Council	We note the place is adjacent to the Balladong Farm Group (Place No. 2867) which is listed in the State Register of Heritage Places. The development referral has been assessed in the context of the identified heritage significance of the Balladong Farm Group. We advise that the proposed rezoning of the property from 'General Agriculture' to 'Rural Residential' is not considered to have a negative impact and as such, we have no objection to the proposal.	Noted.	Noted.
Department of Mines and Petroleum	Geological Survey of Western Australia, a division of Department of Mines and Petroleum has briefly assessed the area for mineral potential and has no access concerns regarding mineral resources.	Noted.	Noted.
Department of Regional Development and Lands	As the land concerned is freehold, RDL has no comment to make.	Noted.	Noted.
Main Roads	Main Roads WA is not prepared to support a rezoning or subdivision at this location until such time as the location and alignment of future heavy haulage transport corridors are decided. The following have been identified as critical issues for Main Roads WA:	<ul style="list-style-type: none"> At the Ordinary Meeting of Council held on August 18, 2008, Amendment No. 31 was formally initiated. Prior to the Amendment being initiated, the ODP for the land was provided to all relevant government authorities for comment. Main Roads WA (MRWA) provided similar comments to those 	The proposal is consistent with the York Local Planning Strategy and issues raised during assessment of the proposal have been

	<ul style="list-style-type: none"> • The Department for Planning, together with Main Roads, is investigating options to limit the impact of heavy haulage on York Townsite. • Possible future corridors to re-direct heavy haulage from townsite areas between Great Southern Highway (Northam-Cranbrook & Chidlow-York Roads) and the York-Merredin Road need to be protected. • Development immediately south of York in the vicinity of CBD needs to be restricted until such time as the preferred corridors is defined. • Subdivisions outside of townsites where higher speed zoning is a factor need to include a road system independent of highways or main roads, which preferably connect to local roads. Where local roads are not available then direct connections to highways or main roads should be kept to an absolute minimum. It is not the function of highways or main roads to provide a basis for subdivision. The safety and uninterrupted passage of through traffic must be given highest priority. 	<p>which are provided as part of the recent advertising of this Amendment.</p> <p>The earlier (2008) recommendation to Council in response to the MRWA suggestion that all development in southern York should be delayed until the possible alignment of future heavy haulage transport corridors has been determined is provided below.</p> <p><i>‘...it is considered inappropriate to delay development until such time as the location and alignment of future heavy haulage transport corridors are decided upon, as this has been in progress since 2006. The Local Planning Strategy is flexible and can modified from time to time. It is believed than an indicative 50 metres for each road reserve (Cold Harbour and Hoops Road) can be inserted in the future and that the ODP does not need to be held up at this time.’</i> (Refer to Item 9.1.2, Appendix A of Council Minutes of August 18, 2008.)</p> <p>In order to ensure the option of providing the transport corridor alignment remains viable, the ODP was revised to indicate the possible alignment along Hoops Road, Cold Harbour, as requested by the Shire. This involved the redesign of the Building Envelopes on proposed Lots 5 and 6 to ensure that sufficient land was available for this corridor, should it be required at sometime in the future.</p> <p>It was also resolved by Council that an additional point (No. 13) be added to Schedule 6 to state that:</p> <p><i>‘No residential building may be constructed or occupied within 50 metres of any easement or reservation dedicated to a river crossing to connect to the Great South Highway route as required by Main Roads WA.’</i></p> <p>1. In regard to the MRWA requirement for direct vehicle access to Great Southern Highway to be kept to a minimum, the ODP has been designed</p>	<p>addressed thoroughly to demonstrate that constraints can be managed satisfactorily to mitigate any potential adverse impacts.</p> <p>As indicated in the Council report for the initiation of the scheme amendment, it is considered unacceptable to defer the development of this lot, and any others, until the State Government identifies a route for the realignment of the Great Southern Highway.</p> <p>Main Roads have been requested in writing to provide the status of the planning of the bypass, the proposed route of the bypass and timing for construction. To date, no response has been received.</p>
--	--	--	---

		<p>with access being restricted to service roads combined with shared accesses. The ODP proposes three controlled access points onto Great Southern Highway.</p> <ul style="list-style-type: none"> • Lots 1 to 5 are provided with a service road and one shared access onto Great Southern Highway. • Lots 6 and 7 are provided with a single shared access to the Highway. • Lots 8 to 10 share a single access point onto the Highway. <p>The ODP has been designed to satisfactorily address the matters raised by MRWA to enable the proposed Amendment to be adopted and sent to the Minister for Planning for final determination.</p>	
Department of Water	<p>Thank you for the opportunity to comment on this proposal which is situated adjacent o the Avon River. Several minor non-perennial watercourses flow in an easterly direction through the subject land.</p> <p>The Department of Water (DoW) has considered this proposal and provides the following comments for consideration:</p> <ul style="list-style-type: none"> • DoW requests the submission of a Local Water Management Strategy (LWMS) which contains the level of information that reflects the level of risk to water resources. The LWMS should be approved by the DoW prior to the finalisation of the local planning scheme amendment. Flood management issues, including relevant flood levels and mapping should be included. The impact of development on the downstream receiving environment also should be addressed, including the potential impact upon the Avon River. Flood storage areas should be developed outside the natural watercourse. • The proposal is located within a proclaimed surface water area. In accordance with the <i>Rights in Water and Irrigation Act 1914</i>, extraction of surface water for intensive activities 	<ul style="list-style-type: none"> • A detailed Land Capability Study prepared by Landform Research, further Environmental reporting provided by Land Assessment Pty Ltd and a recent Flood Study prepared by JDA Consultant Hydrologists for the land provides sufficient information regarding water resources together with flood levels and mapping. A Local Water Management Strategy is not considered necessary as part of the Amendment process, given the extensive environmental assessment and studies already undertaken which have already considered the level of impact of the proposed development on the environmental values of the Avon River and concluded that this site is more than capable of supporting residential development. It is considered more suitable that an Urban Water Management Plan be required to be lodged as part of the subsequent subdivision application. • Advice regarding the area being located within a proclaimed surface water area is noted. • DoW recommended floodplain development strategy is noted. These recommendations have been incorporated into the Amendment document. 	Agree with applicant's comments.

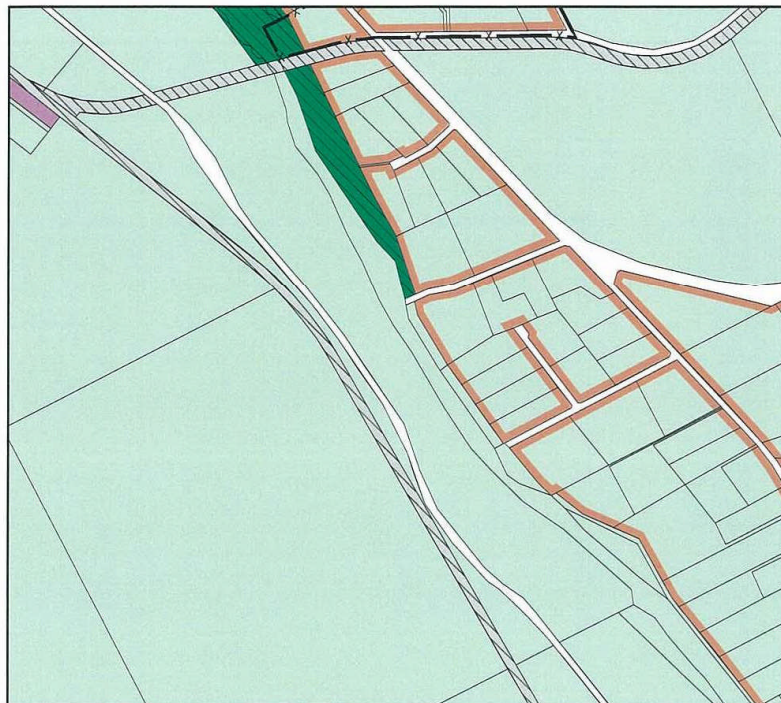
	<p>including dust suppression may require a licence. Modification to a watercourse, its bed or banks requires a permit from the Department of Water.</p> <ul style="list-style-type: none">The Avon River Flood Study shows that Lot 4 Great Southern Highway in York is affected by flooding during major river flows with the flood levels estimated to be: <table><tr><td></td><td>Upstream boundary (south)</td><td>Downstream boundary (north)</td></tr><tr><td>10 year ARI</td><td>175.20m AHD</td><td>173.90m AHD</td></tr><tr><td>25 year ARI</td><td>175.90m AHD</td><td>174.70m AHD</td></tr><tr><td>100 year ARI</td><td>177.20m AHD</td><td>175.90m AHD</td></tr></table> <p>Please note that the flood level of 172.12 AHD quoted in the amendment document is incorrect.</p> <ul style="list-style-type: none">DoW's recommended floodplain development strategy is outlined below:<ul style="list-style-type: none">Proposed development (ie filling, building, etc) that is located outside the floodway is considered acceptable with respect to major flooding. However, a minimum habitable flood level of 0.5 metre above the appropriate 100 year ARI flood level is recommended to ensure adequate flood protection.Lot specific comments are:<ul style="list-style-type: none">Lots 1-5 will experience floodwaters to a depth of 0.5m on access tracks, this should be taken into consideration when considering evacuation from the lots in the times of major river flooding.For the purposes of minimising isolation on lots 6 and 7, it is recommended that proposed dwellings are located on the western side of the lots.		Upstream boundary (south)	Downstream boundary (north)	10 year ARI	175.20m AHD	173.90m AHD	25 year ARI	175.90m AHD	174.70m AHD	100 year ARI	177.20m AHD	175.90m AHD	<ul style="list-style-type: none">The advice regarding harvesting water and the need to alert prospective purchasers to the requirements has been incorporated into the Amendment document.The Amendment document has been updated to include the additional information provided to the EPA and DoW, including the requirement for each lot to be serviced by ATUs.	
	Upstream boundary (south)	Downstream boundary (north)													
10 year ARI	175.20m AHD	173.90m AHD													
25 year ARI	175.90m AHD	174.70m AHD													
100 year ARI	177.20m AHD	175.90m AHD													

	<ul style="list-style-type: none"> ○ It is recommended that proposed dwellings on Lots 8 & 9 be located to the west of the drainage line that flows across the lots as dwellings to the east of this line will become seriously isolated during times of major flooding with floodwaters being approximately 1 metre deep. For Lot 10, it is recommended that a proposed dwelling is located on the western side of the lot (close to the Great Southern Highway). ○ Proposed development (ie, filling, building, etc) that is located within the floodway and is considered obstructive to major flows is not acceptable as it would increase flood levels upstream. No new buildings are acceptable in the floodway. ○ Please note that a failure to properly adhere to these recommendations will result in a greater exposure to risks of flood damage. It should be noted that this advice is related to major flooding only and other planning issues, such as environmental and ecological considerations, may also need to be addressed. ● The proposal suggests landholders will be self suppliers with respect to harvesting their own water. Prospective purchasers should be aware that, in an average rainfall year of 426mm, each individual in a household needs approximately 132 sq m of roof space (ie 528 sq m for 4 people) for harvesting of domestic water only (based upon 150 L/person/day, and 98% of rainfall harvested). This is before considerations are given for fire fighting, garden and stock water requirements. Note that the abovementioned roof space per capita is inadequate in below average rainfall years. This is based on the 		
--	--	--	--

	<p>assumption that no other water resources are available on site.</p> <ul style="list-style-type: none"> • Inadequate capacity of households to harvest water is likely to result in additional pressure on scheme water supplies (via cartage contractors). • The Amendment makes reference to the use of traditional on site sewerage disposal. It is noted that in correspondence to the Shire of York dated 29 November 2010. Peter D Webb and Associates indicate that Alternative Treatment Units (ATU's) should be used. Note that ATU's should not be located within the 1:10 year Average Recurrent Interval flood levels (map supplied) in accordance with the draft Country Sewerage Policy. 		
Department of Health	<p>The proposal meets the criteria to warrant consideration for exemption from the mandatory sewer condition of the Country Sewerage Policy. However, the proposal is next to a river system where the land could be subject to a high winter water table. Therefore a geotechnical report is required to demonstrate that the land can achieve the minimum clearance to the winter water table and other site requirements for an unsewered subdivision under the Country Sewerage Policy.</p> <p>The geotechnical report should include the following information:</p> <ul style="list-style-type: none"> • Soil profile to a depth of at least 2.0 metres • Soil permeability • Water table encountered to a depth of 2.0 metres • Site topography and any other features such as rock outcrops and water courses. <p>A site specific geotechnical report of the site under later winter conditions (July/August) will need to be submitted.</p> <p>The site investigation shall be undertaken by a qualified consultant and tests performed to the procedures laid out under Australian Standard 1547</p>	<ol style="list-style-type: none"> 1. We note the Department's confirmation that the proposal is exempt from the mandatory sewer requirements of the Country Sewer Policy and is therefore able to be serviced by alternative treatment units (ATUs). 2. The Land Capability Assessment prepared by Landform Research Pty Ltd has concluded that the site is highly capable of supporting Rural Residential development. The Assessment includes a detailed description of the soil and hydrology characteristics of the site. The Assessment also identifies areas of surface waterlogging which are illustrated on the Outline Development Plan (ODP). The areas which have the potential for water logging are completely contained outside of the building envelopes shown on the ODP. Given that the Land Capability Assessment details the characteristics of the site and has concluded that the land is well suited for Rural Residential subdivision, it is more appropriate that any requirement for a geotechnical investigation to determine the exact position for ATUs within building envelope areas on each of the proposed lots be imposed as a condition of subdivision 	Agree with applicant's comments.

	<p>(2000) or Schedule 8 of the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974.</p> <p>Proposed lots No 6 and 7 do not appear to be outside the minimum buffer zone from the Eastern edge of the sewerage ponds, the Department of Health cannot support this proposal unless the minimum buffer distance to dwellings can be achieved or are deemed acceptable by the Department of Environment and Conservation.</p> <p>Lots 8 and 9 are split with water courses between which are not desirable as it increases the potential to develop on the smaller portions of the lot. It would be more desirable if these lots were modified.</p> <p>Until such time the geotechnical report is received and considered, this Department is not prepared to support the proposal.</p>	<p>approval.</p> <p>3. In response to the Department's comments regarding Lots 6 and 7, we advise that the 500m buffer zone of the sewerage ponds is illustrated on the ODP. The building envelope for Lot 7 is located entirely outside of the buffer zone. It is recognised that a small section of the western edge of the building envelope on Lot 6 is located within the buffer zone. However, the majority of the building envelope on Lot 6 is located outside of the buffer zone, with approximately 7422m² of land area being available for development outside of the buffer zone. It is therefore apparent that future dwellings on both of these lots are able to be developed to meet this minimum buffer distance requirement.</p> <p>4. In regard to the Department's comments regarding Lots 8 and 9, we advise that the ODP includes a notation (No. 5) which refers to the Department of Water recommendation for the dwellings on Lots 8 and 9 to be located to the west of the drainage line. The western portion of the building envelope on Lot 8 has a land area of 2934m²; and the western portion of building envelope on Lot 9 has an area of 1239m². Therefore, it is evident that there is more than sufficient land within the western portions of the building envelopes on these two lots for residential development.</p> <p>5. The Department has confirmed that the proposal meets the requirements for exemption from the mandatory sewer condition of the Country Sewerage Policy. The Amendment is supported by technical studies which confirm that this site is more than capable of being subdivided and developed as Rural Residential development. Any requirement for a geotechnical investigation is best undertaken as a condition of subdivision approval.</p>	
--	--	--	--

Scheme Maps




EXISTING ZONING

LEGEND

York Z 2

 GENERAL AGRICULTURE

 RAILWAY


 RECREATION AND OPEN SPACE

 RURAL RESIDENTIAL

 INDUSTRIAL

 ROAD

 LPS Town Bdy Land Act - Enquiry data

 LPS Cadastre - Capture data



Government of Western Australia
Department for Planning and Infrastructure

SHIRE OF YORK

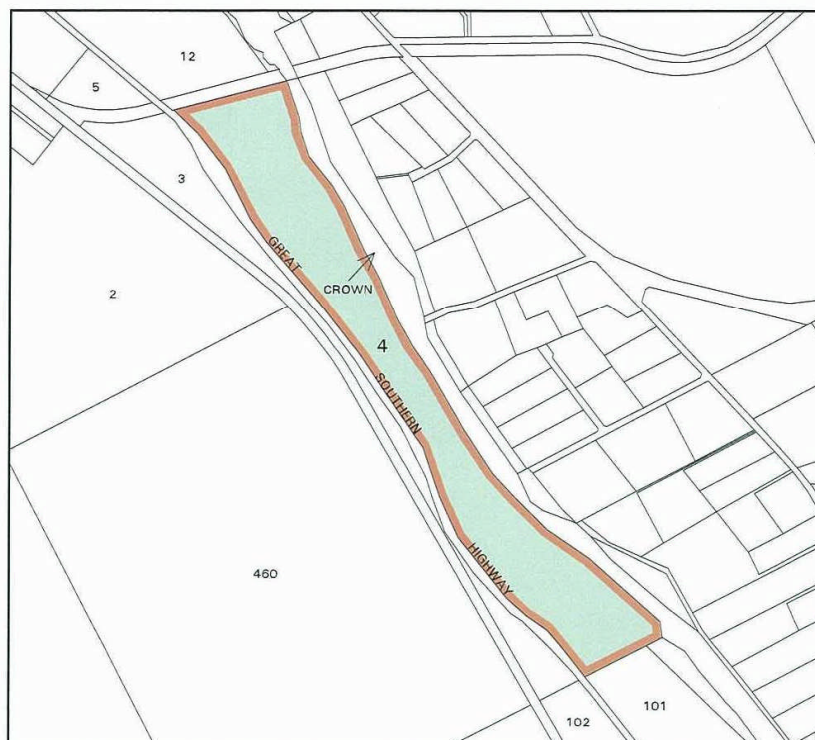
TOWN PLANNING SCHEME NO 2

AMENDMENT NO. 31




Scale 1:20000

0  250 m



SCHEME AMENDMENT MAP

LEGEND

 LPS Cadastre - Capture data

York Z 2

 RURAL RESIDENTIAL



Government of Western Australia
Department for Planning and Infrastructure

SHIRE OF YORK

TOWN PLANNING SCHEME NO 2

AMENDMENT NO. 31



Scale 1:20000

0 250 m