

11.2 Sustainable Development and Infrastructure

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11.2 Sustainable Development and Infrastructure

11.2.1 PROPOSED EXTRACTIVE INDUSTRY (GRAVEL AND SAND) – 13242 (LOT 1494) BUSSELL HIGHWAY, KUDARDUP

Attachment 1 – Local Planning Policy – Extractive Industry Assessment

Attachment 2 – Proposed Site and Excavation Plan

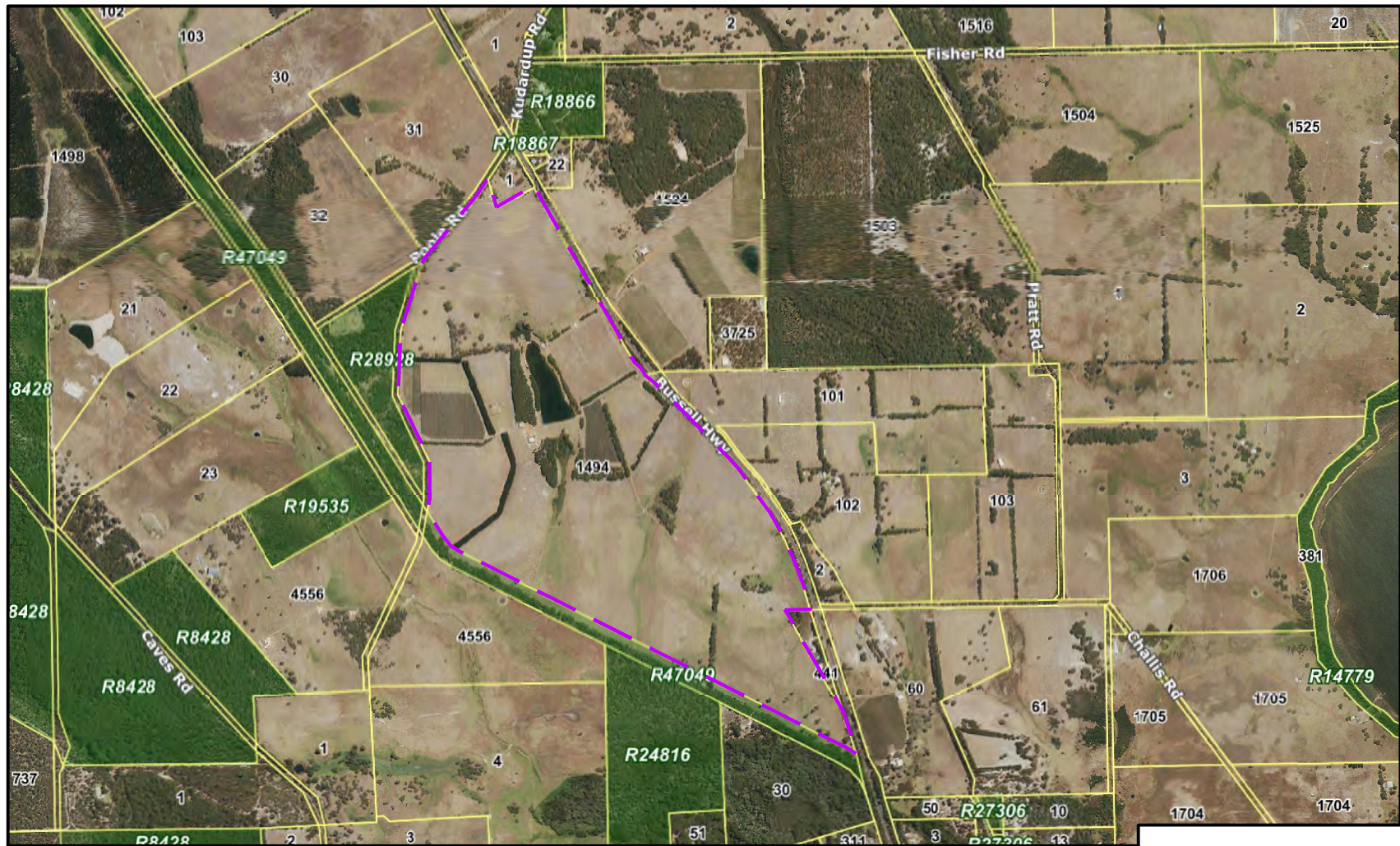
Attachment 3 – Location of Surrounding Dwellings

Attachment 4 – Schedule of Submissions


Local Planning Policy (LPP3)– Extractive Industry Assessment 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand	
Acceptable Development	
Element 1: Amenity	Comment
<ul style="list-style-type: none"> AD1.1.1 Development is located away from sensitive land uses unless appropriate measures can be taken to ameliorate adverse impacts. AD1.1.2 Hours of operation are limited to 7am to 7pm Monday to Friday and 7am to 1pm on Saturday. No operation on recognised public holiday days. AD 1.1.4 Extraction of material occurs from only one site per property at any one time. AD1.1.5 Sites are filled with clean material only 	<p>The site is located within 1km of sensitive land use, the applicant has submitted an Environmental Noise Assessment (ENA) to ensure the impact to the adjoining landowners is acceptable. The ENA is considered acceptable by the DWER Environmental Noise Branch.</p> <p>The proposed operation hours are 7am to 7pm. This is recommended to be secured via a condition of any approval granted.</p> <p>The site has been divided into 9 stages with extraction to occur from only one stage at a time.'</p> <p>It is recommended as part of approval granted that the following is conditioned: No offsite material is permitted onsite at any time.</p> <p>The proposal complies with Element 1 Acceptable Development Standard of LPP3.</p>
Element 2: Environment	
<ul style="list-style-type: none"> AD1.2.1 Development does not prejudicially effect native flora and fauna; groundwater quality, quantity and use; surface drainage and surface water quality including discharge of sediment and sites of cultural and/or historic significance on or near the land. AD1.2.2 Dieback is managed in accordance with Best Practice Guidelines – Management of <i>Phytophthora</i> Dieback in Extractive Industries (2005 – Dieback Working Group). AD1.2.3 Sites can be suitably rehabilitated in accordance with an agreed management plan. 	<p>The proposal does not include the clearing of native vegetation. The DBCA do not object to the proposal.</p> <p>The proposal included a Water (Stormwater) Management Plan, to mitigate impacts of surface drainage, surface water quality and potential discharge.</p> <p>The implementation of the Water (Stormwater) Management Plan is recommended as a condition of any approval granted subject to modifications.</p> <p>The applicant had submitted a detailed Dieback Management, which is considered adequate by Shire officers.</p> <p>The implementation of the Dieback Management Plan is recommended as a condition of any approval granted subject to modifications.</p> <p>The proposal includes rehabilitation of the extractive cells to pasture, with the stockpiled topsoil to be used for this purpose</p> <p>The following is recommended as part of any approval granted:</p>

	<p>Extraction is limited to one cell at a time. Rehabilitation of a cell shall commence prior to moving on to the next cell and shall be completed within a reasonable time to the satisfaction of the Shire.</p> <p>Prior to the commencement of works a Rehabilitation Management Plan shall be submitted and approved by the Shire. Works shall be conducted at all times in accordance with the Rehabilitation Plan.</p> <p>The proposal complies with Element 2 Acceptable Development Standard of LPP3 with conditions.</p>
Element 3: Buffers	
<p>AD1.3.1</p> <p>Quarry of hard rock (including blasting), crushing and screening - requires a buffer distance of 1000m.</p> <p>Quarry (not hard rock). Processing rock ore etc by blasting, grinding and milling works – material processed by grinding, milling or separated by sieving, aeration etc - requires a buffer distance of 1000m.</p> <p>Quarry (no blasting) - material processed by grinding, milling or separated by sieving, aeration etc - requires a buffer distance of 500m.</p> <p>Sand and limestone extraction no grinding or milling works. Requires a buffer distance of 500m.</p>	<p>The proposed Extractive Industry includes the crushing and screening (no blasting) of material (hard rock). Therefore, the site requires a separation distance of 1000m.</p> <p>The sand extraction proposed from cell 7 to 9 achieves the 500m buffer.</p> <p>The performance criteria of LPP3 requires development to be sited in accordance with the principles of SPP 4.1 and Environmental Protection Authority (EPA) Guidance Note 3. The EPA Guidance Note lists the type of industry and potential impacts to inform the recommended buffer. The impacts associated with the proposal are considered to be dust and noise on the basis that no blasting is proposed however, the processing activities involve crushing and screening. As the generic buffer distances cannot be achieved a noise assessment and dust management plan have been submitted to demonstrate how the proposal can be manage risk of noise and dust impact.</p> <p>The proponent has provided an assessment of the predictive modelled noise and an ambient noise assessment for both the extraction and screening/crushing activities proposed. These assessments determine potential noise levels received at the nearest residential properties.</p> <p>The submitted Environmental Noise Assessment (ENA) prepared by Lloyd George Acoustic was reviewed by the Environmental Noise Branch (ENB) of DWER. ENB accepts these noise compliance assessment results. with the following recommendation if additional noise complaints are received:</p> <ul style="list-style-type: none"> • If reversing alarms are deemed necessary, all plant should to be fitted with broadband reversing alarms; and • The road required for loading of trucks should be designed such that the trucks are not required to reverse, this ensures truck reversing alarms are minimised. <p>It is recommended as a condition of any approval granted the DWER recommendations are implemented for the life of the approval.</p> <p>For the above reasons it is considered appropriate to support a reduced buffer distance. The use is required to meet the Environmental Protection (Noise) Regulations 1997. It is also recommended to apply a condition with regards compliance with noise regulations and the proposed use to be operated in accordance with the management measures of the noise assessments.</p>

	The proposal complies with Element 3 Performance Criteria of LPP3.
Element 4: Visual Impact	
<ul style="list-style-type: none"> AD1.4.1 Development is to be visually inevent in the landscape when viewed from major tourist routes. AD1.4.2 Outside of major tourist routes, development is to comply with the visual management guidelines of the Council's Local Planning Strategy and State Planning Policy 6.1 – Leeuwin Naturaliste Ridge (if applicable). 	<p>The site adjoins Bussell Highway, a major tourist route. The proposed pits are located behind significant established landscaping.</p> <p>The applicant has prepared a Visual Impact Assessment which demonstrate the minor area visible on the from Bussell Highway for proposed cell 7 to 9. These are recommended to be screen during operation of 7 to 9.</p> <p>It is recommended as part of any approval granted that a condition for additional Landscape Buffer Plan is prepared and implemented prior to commencing of the use and implantation occur prior to excavating the first cell, and thereafter maintained for the life of the approval.</p> <p>The proposal complies with Element 4 Acceptable Development Standard of LPP3 with conditions.</p>
Element 5: Transport	
<ul style="list-style-type: none"> AD1.5.1 Development is located in proximity to heavy haulage routes. AD1.5.2 Development which does not utilise school bus routes for haulage purposes. AD1.5.3 Development where a road maintenance agreement has been entered into with the Shire prior to operation, or where financial contributions have been made to ensure the upgrading of roads where necessary to improve the standard of access. 	<p>Egress and ingress will be taken from Bussell Highway. Bussell Highway is a primary regional road and under the control of Main Roads Western Australia (MRWA). The application was referred to Main Roads, the received no objection the proposal and recommends the following conditions:</p> <p>"The existing driveway/ crossover to Bussell Highway to be upgraded including bitumen sealing to the specifications and satisfaction of Main Roads".</p> <p>The Shire has no control over Bussell Highway therefore AD1.5.2 School Bus and AD1.5.3 Road maintenance cannot be considered.</p> <p>The proposal complies with Element 5 Acceptable Development Standard of LPP3.</p>



LEGEND :

 SUBJECT AREA
LOT 1494

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Southconsult Pty Ltd
16 SLADE AG TECH
17 Holly Place
Cowanup 6284
W.A.

Mob : +61 0474 203 115
E : info@southconsult.com.au

Drawn : Civil Graphix

Designed : S. Schulz

Date : 02.04.2020

Datum : A.H.D.

Client : LEEUWIN CIVIL PTY LTD

Project Title : Gravel / Sand Extraction Permit - Lot 1494 Bussell Hwy, Kudardup

Drawing Title
LOCATION PLAN
SUBJECT LOT AND SURROUNDS

Project No.

Drawing Number

GEP - LP - 001

Scale



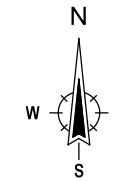
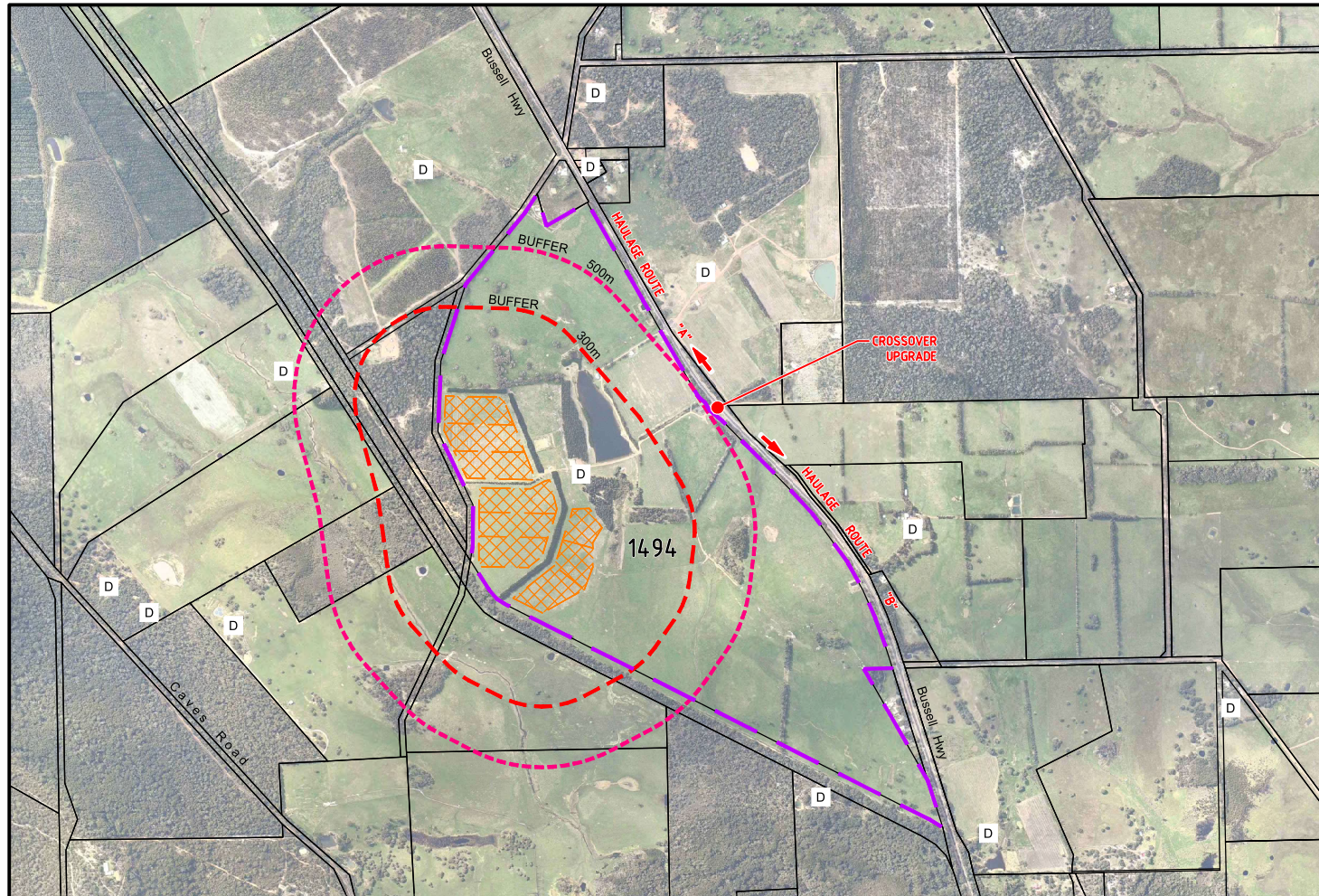
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Sheet Size

A3

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LEGEND :

- SUBJECT AREA
LOT 1494
- BUFFER - 300m
- BUFFER - 500m
- D EXISTING DWELLING
- EXTRACTION AREA

REFER TO DRAWING
GEP-SP-001 FOR SITE PLAN.

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t/a SLADE AG TECH
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Cowaramup 6284
W.A.

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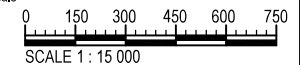
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LOCATION PLAN
SUBJECT LOT - BUFFERS AND EXISTING DWELLINGS

Project No.

Drawing Number

GEP - LP - 002

Scale

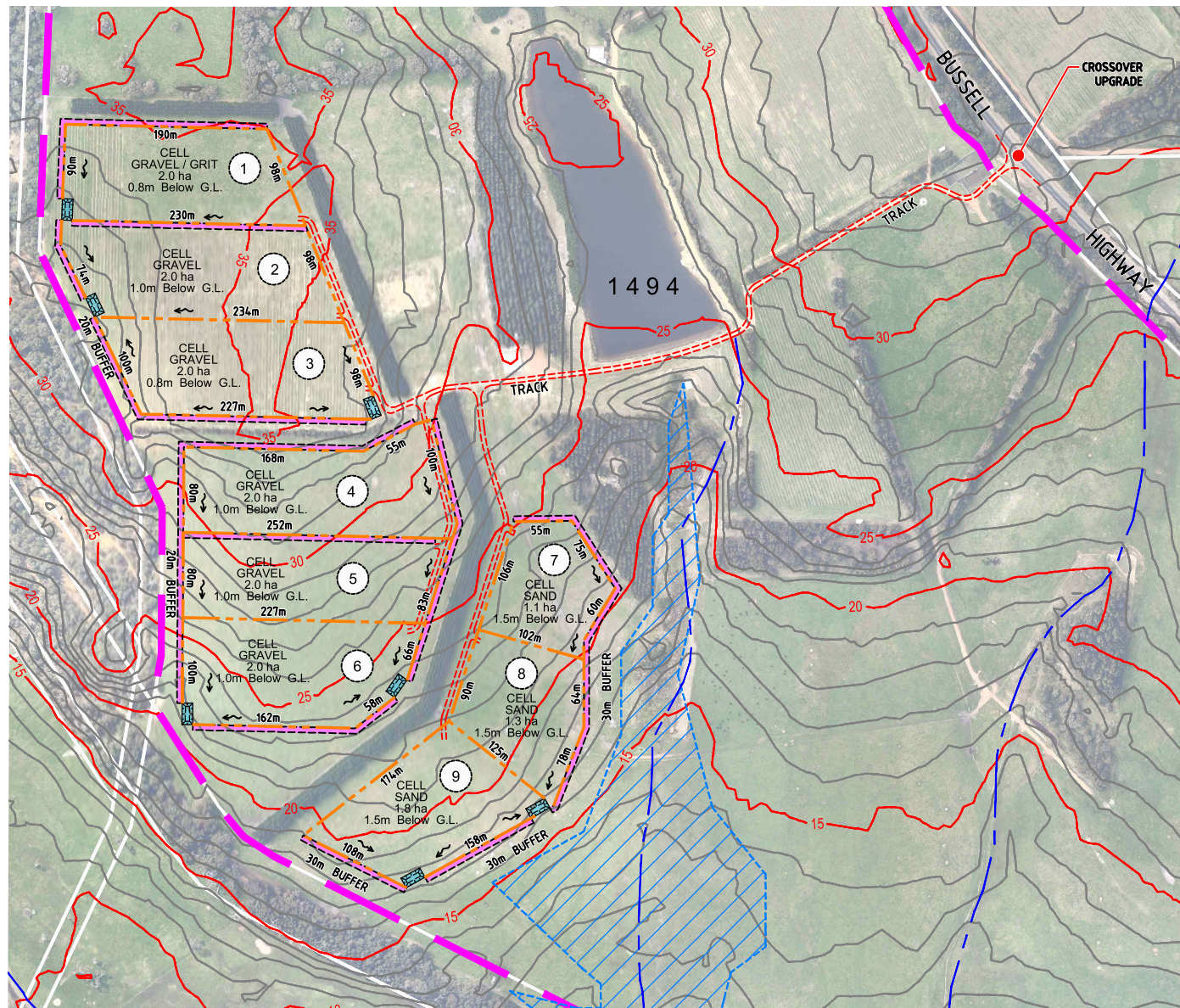


Sheet Size

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LEGEND :

- SUBJECT AREA LOT 1494
- EXISTING GROUND CONTOURS (1m INTERVAL).
- DRAINAGE LINE
- BOUNDARY OF PROPOSED EXTRACTION AREA CELLS.
- STORMWATER RETENTION POND 20m x 10m x 2m DEEP
- TOPSOIL BUND 5m WIDE x 2.5m HIGH Max.
- ACCESS TRACK 4m WIDE COMPACTED GRAVEL
- DRAINAGE SWALE 2m WIDE
- WETLAND AREA

NOTE :

DATE OF AERIAL IMAGE 23 SEPT 2010

REFER TO DRAWING
GEP-LP-001 FOR LOCATION PLAN.

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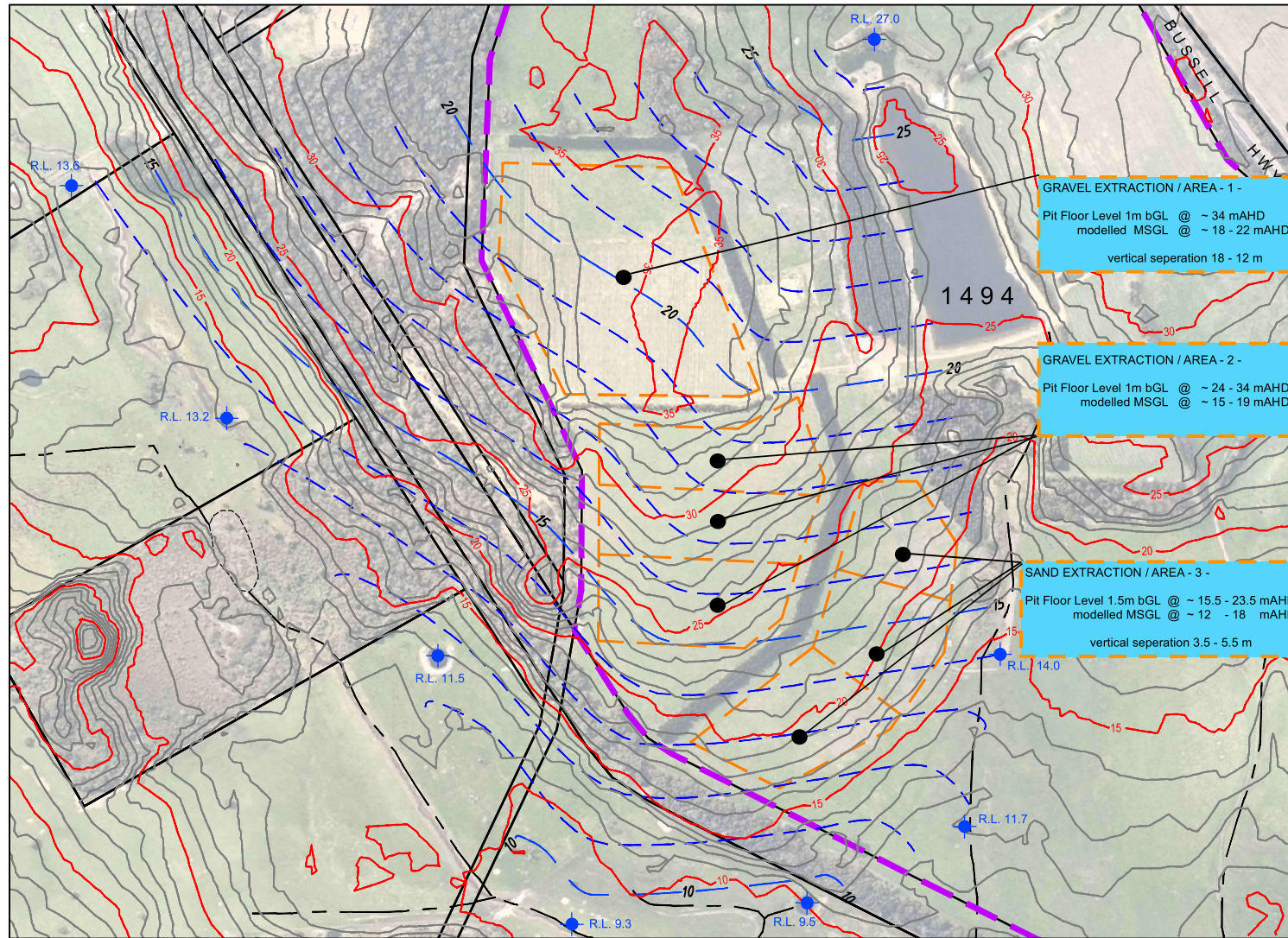


Southcoast Pty Ltd
17 Holly Place
Cowaramup 6284
W.A.

Mob : +61 0474 203 115
E : info@southcoast.com.au

Rev	Date	Description	Drawn	Appr.
A	25.05.2020	ISSUED FOR APPROVAL	C.G.	S.S.

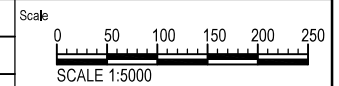
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Date : 02.04.2020	Drawing Title : SITE PLAN	Project No.
Datum : A.H.D.	Drawing Number : GEP - SP - 001	Sheet Size : A3
		Rev No. : A



LEGEND :

- SUBJECT AREA LOT 1494
- EXISTING GROUND CONTOURS (1m INTERVAL).
- DRAINAGE LINE
- BOUNDARY OF PROPOSED EXTRACTION AREA CELLS.
- EXISTING WATER LEVELS | F.S.L. SOAK DAM
- GROUND WATER CONTOURS (1m INTERVAL).

NOTE:
 All levels (RL) are in mAHD



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Southcoast Pty Ltd
 17 Holly Place
 Kudardup 6284
 W.A.

Mob : +61 0474 203 115
 E : info@southcoast.com.au

Drawn : Civil Graphix
 Designed : S. Schultz
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Client : LEEUWIN CIVIL PTY LTD
 Project Title : Gravel / Sand Extraction Permit - Lot 1494 Bussell Hwy, Kudardup

Drawing Title
 SITE PLAN
 EXISTING GROUND AND GROUND WATER CONTOURS



Project No.
 Drawing Number
 GEP - GW - 001

Sheet Size
 A3
 Rev No.
 A

Rev	Date	Description	Drawn	Appr.
A	06.04.2020	ISSUED FOR APPROVAL	C.G.	S.S.

Location of Surrounding Dwellings



 <p>SHIRE of AUGUSTA-MARGARET RIVER</p>	<p>The Shire of Augusta-Margaret River does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Shire of Augusta-Margaret River shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.</p>	<p>Legend: D- Dwelling S- Shed/farm building T- Transfer station</p>	<p>23/02/2021</p> <p>1:20000</p>	
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Schedule of Submissions 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand		
Issue	Received by	Comment
Noise (generated from crushing and vehicles).	Petition, Proforma letter 1, Proforma letter 2 and 17 private submissions.	<p>The applicant has submitted an Environmental Noise Assessment (ENA) prepared by Lloyd George Acoustic. The Environmental Noise Branch (ENB) of Department of Water and Environmental Regulation (DWER) reviewed the ENA. ENB accepts these noise compliance assessment results. with the following recommendation if addition noise complaints are received:</p> <ul style="list-style-type: none"> • If reversing alarms are deemed necessary, all plant should to be fitted with broadband reversing alarms; and • The road required for loading of trucks should be designed such that the trucks are not required to reverse, this ensures truck reversing alarms are minimised. <p>The proposed operation complies with the <i>Environmental Protection (Noise) Regulations 1997</i> and is restricted to the operational hours of 7am to 7pm (inclusive of truck movements).</p> <p>The operation time from 7am to 7pm Monday to Friday is recommended to a condition of any approval granted.</p> <p>The proposed noise therefore is considered acceptable within the amenity of the rural area.</p> <p>It is recommended as a condition of any approval granted that the ENA and recommendations are implemented at all times.</p>
Dust (potential dust and concerns regarding the suppressants used and their impacts)	Petition, Proforma letter 1, Proforma letter 2 and 14 private submissions.	<p>The use of chemical suppressant has been agreed to be removed from the Dust Management Plan by the applicant.</p> <p>The applicant has submitted a modified comprehensive Dust Management Plan. The implementation of the Dust Management Plan is recommended as a condition of any approval granted.</p>
Visual impact (the open pits will be unsightly for the adjoining landowners and passing traffic).	Petition, Proforma letter 1, Proforma letter 2 and 8 private submissions.	A Visual Impact Assessment (VIA) has been submitted by the applicant demonstrating the effectiveness of the established visual mitigation on site

Schedule of Submissions 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand		
Issue	Received by	Comment
		<p>including the windbreak landscaping, between the potential cells and Bussell Highway.</p> <p>The proposed cell areas are significantly screened by established landscaping and windbreaks (refer to photos 1-3). Cell 7 to 9 (refer to Figure 3) have portions of that may be viewed momentarily by-passing vehicles on Bussell Highway. The breaks in the visual screening is recommended to landscaped to ensure the passing traffic is screened from the open cells of 7 to 9.</p> <p>The landscaping will be required to be implemented at the commencement of the first cell, this will ensure that the landscaping can establish prior to cell 7 to 9 being excavated.</p> <p>It is recommended as part of any approval granted that a condition for additional Landscape Buffer Plan is prepared and implemented and maintained for the life of the approval.</p>
Impacts to the amenity and character of the area, with the operation conflicting with the established uses (tourism and farming)	Proforma letter 2 and 9 private submissions	This is discussed in detail in the 'Discussion' section of this report.
Impacts to tourism in the area (close proximity to Bussell Highway, the caves, the heritage trails to the west of the property).	Proforma letter 2 and 12 private submissions.	<p>The proposed operation of the site with a Landscape Buffer Plan can adequately mitigate visual impacts to Bussell Highway and the Shire Parks and Recreation reserves for the Wadandi Track.</p> <p>The proposal was referred to the Department of Biodiversity, Conservation and Attractions (DBCA) and the Department of Water and Environmental Regulations (DWER). Neither relevant authorities raised concerns with impact of the Extractive Industry and the Jewel Cave.</p> <p>It is recommended as part of any approval granted that a condition for additional Landscape Buffer Plan is prepared and implemented and maintained for the life of the approval.</p>

Schedule of Submissions 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand		
Issue	Received by	Comment
Excessive operation hours and life of the proposal (ten years).	Proforma letter 1, Proforma letter 2 and 6 private submissions.	<p>The estimated life to the pit is 8 years based on market demand and material and has requested a 10-year approval to include adequate shutdown of the site and rehabilitation.</p> <p>The applicant has agreed to amend the application life for 5 years if required with the ability to apply for an extension of term following demonstrated compliance of the operation.</p>
Road safety (conflict with trucks exiting and traffic on Bussell highway, trucks conflicting with school buses and stops, sight lines on the 110km road, frequency of truck movements)	Petition, Proforma letter 1, Proforma letter 2 and 21 private submissions.	Bussell Highway is under the control of Main Roads Western Australia (MRWA). The Shire has received support of the application from MRWA. Therefore, the Shire has no authority to apply conditions on Bussell Highway including Public Transport Authority (PTA) school bus route.
Impacts to the native flora and fauna.	Proforma letter 2 and 3 private submissions.	<p>The site is an established grazing paddocks for livestock. The proposal does not include any clearing resulting in impacts to native flora and fauna.</p> <p>The application was referred to the DBCA and DWER and no additional concerns raised.</p>
Potential water contamination to water bodies (sediment discharge, hydrocarbons, chemical use for dieback controls, pollution of West Bay Creek).	Petition, Proforma letter 1, Proforma letter 2 and 11 private submissions.	<p>The applicant has submitted an adequate Water (Stormwater) Management Plan including emergency spill kits, limited vehicle maintenance and bunding with addition planting.</p> <p>No further issues were raised during consultation to the DBCA and DWER.</p> <p>The implementation of the Water (Stormwater) Management Plan is recommended as a condition of any approval granted subject to modifications.</p>
Concerns with artificial lighting on site.	Proforma letter 2 and 2 private submissions.	<p>The proposed operation times are 7am to 7pm with no requirement for additional lighting.</p> <p>Operation hours are recommended to be conditioned as part of any approval granted.</p>
Concerns with disturbing Aboriginal heritage sites.	2 private submissions.	The application with referred to the Department of Planning Lands and Heritage – Heritage Operations:

Schedule of Submissions 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand		
Issue	Received by	Comment
		<p><i>A review of the Register of Places and Objects, the Aboriginal Heritage Database and the information provided concludes that Lot 1494 Bussell Highway, Kudardup does not intersect with a Registered Aboriginal Site or other Aboriginal heritage place to which the Aboriginal Heritage Act 1972 (AHA) may apply.</i></p> <p>No further action is required.</p>
Concerns with the proximity to the Environmental Sensitive Area (ESA) on the lot.	2 private submissions.	<p>The site includes an area designated Environmental Sensitive Area (ESA) however the proposed pits are adequately setback.</p> <p>No further issues were raised during consultation to the DBCA and DWER.</p>
Concerns for sourcing water for the development.	1 private submissions.	The Applicant is advised that DWER may require an application for a permit under <i>Rights in Water and Irrigation Act 1914</i> (RIWI Act) if it is proposed to take of water from the gully dam this is reflected in an Advice Note for any approval granted. Additional water carts can be brought on site if required for dust management proposes.
Concerns for disturbing Acid Sulphate soils.	2 private submissions.	<p>The applicant has provided an Acid Sulphate Soils risk map which demonstrates the cell 7 to 9 are in proximity to area identified as 'Medium to Low Risk'.</p> <p>The applicant has agreed to the recommended condition for Acid Sulphate Soils Self-Assessment form and management plan to be completed prior to commencement of cells 7 to 9, if approval is granted.</p>
Concerns for insufficient Die Back and weed controls.	3 private submissions.	<p>The applicant has provided an adequate Dieback Management Plan reviewed by Shire officers.</p> <p>The implementation of the Dieback Management Plan is recommended as a condition of any approval.</p>

Schedule of Submissions 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand		
Issue	Received by	Comment
Concerns the proposal is deceptive and omit details for the proposal (general theme in submission relating to a quarry instead on a scheme land use).	Proforma letter 2 and 2 private submissions.	<p>The proposed land use is considered an Industry – Extractive. The local planning policy describes the land use as quarry; the Local Planning Scheme (LPS1) definition includes quarrying to describe the land use.</p> <p>Industry – Extractive means: <i>“An industry which involves the extraction, quarrying or removal of sand, gravel, clay, hard rock, stone or similar material from the land and includes the treatment and storage of those materials, or the manufacture of products from those materials on, or adjacent to, the land from which the materials are extracted, but does not include industry – mining”.</i></p> <p>A mine is an operation controlled by the Department of Mines, Industry Regulation and Safety (DMIRS) and exempt from requiring a Development Approval as administered under Section 120 of the Mining Act 1978.</p> <p>No further action required.</p>
Concerns for additional clearing of vegetation.	1 private submission.	<p>No additional clearing is proposed as part of this proposal.</p> <p>Native vegetation clearing is controlled through clearing permits approved by the Department of Water and Environmental Regulations (DWER).</p>
Concerns the approval will devalue the surrounding properties and economic loss.	Petition, Proforma letter 1, Proforma letter 2 and 7 private submissions.	The devaluation of property is not a concern that can be considered as part of a Development Approval.
Concerns to the multiple impacts of the accumulative approval for extractive industry in the locality.	Proforma letter 1, Proforma letter 2 and 7 private submissions.	<p>Under the Shire's Planning framework, there is no limit on the number active Extractive Industries.</p> <p>The State Planning Framework including SPP2.5 Rural Planning state that: <i>‘basic raw materials are essential for the construction of buildings, roads and other infrastructure, and also for the sustainability of agricultural production.</i></p> <p><i>Identification of basic raw material sites does not presume that extraction would be environmentally acceptable or that subsequent approval for</i></p>

Schedule of Submissions 13242 (Lot 1494) Bussell Highway Kudardup P220293- Extractive Industry – Gravel and Sand		
Issue	Received by	Comment
		<p><i>extraction would be guaranteed. Nor does it remove the requirement of local government authorities or proponents to meet their obligations to identify those environmental constraints which may determine the extent and/or manner in which a proposal may be implemented.'</i></p> <p>Each application for extractive industries is based on individual site merits and the proposal.</p>
Concerns with the ongoing compliance of the operation (in the event an issue arise's and the proper authorities are not informed e.g. intercepting the water table).	3 private submissions.	<p>Under the <i>Planning and Development Act 2005 (WA)</i>, Shire staff have authorised entry to land to determine non-compliance of Development Approval and/or the Local Planning Scheme and action can be taken.</p> <p>The applicant has confirmed that the:</p> <p><i>"The extractions will not intercept at any time with the groundwater as the depth of the proposed excavation will provide at least >1000mm vertical separation distance to the Maximum Seasonal Groundwater Level (MSGSL). Visual monitoring to detect potential groundwater interception due to unpredictable weather and rainfall conditions will be carried out at any times."</i></p> <p>The following is recommended as a condition of any approval granted:</p> <p>The excavation shall not intercept the water table. Excavation works are to cease immediately in the event the water table is encountered/exposed. The Shire shall be advised within 24 hours that the water table has been encountered and restorative action shall be taken within a timeframe agreed with the Shire and undertaken to the specifications of the Department of Water and Environmental Regulation (DWER).</p>

SUBMISSION - REDEVELOPMENT APPLICATION

Proposed Extractive Industry - Gravel/Sand

13242 (Lot 1494) Bussell Highway, Kudardup

Ref: PTY/6092, P220293. Closing date 6.7.2020

I object to this proposal proceeding on the following grounds:

1. The amenity and environment of the area in general will be adversely affected, especially by noise, dust, visual effect and truck and machinery movements.
2. The site is adjacent to one of the two main tourist and transportation roads servicing Augusta, being Bussell Highway. Tourists and local residents driving into Augusta do not want to be greeted by this extractive industry's visual detriment, noise, dust and vehicle movements.
3. Road safety would be impaired by slow moving heavy machinery (excavators, graders, dozers, front end loaders) and especially semi-trailers, entering and leaving Bussell Highway, which has 110kph speed zone. There is also the concern about distance of clear sight of the entrance to the property.
4. Noise levels (from machinery operation, beeping of trucks etc), would negatively impact on properties in the vicinity. Kudardup is a windy area and the noise would be carried up to several kilometres with the wind. The proposed noise abatement strategy would be ineffective.
5. Considerable dust from the operation's excavations and crushing would be similarly carried by the wind. The proposed suppression strategies would be inadequate.
6. Visual detriment to neighbours and road users.
7. Impairment of natural run-off water flow to nearby West Bay Creek, and potential environmental damage to it by spills, sediment discharge etc.
8. The long hours of operation, twelve hours a day Monday to Friday, and six hours on Saturday, simply magnify the potential detriment, as does the ten years of the length of the operation.
9. Economic and financial loss could well flow to property owners in the neighbouring area if the application proceeds, through reduced property values, loss of tenants, and impairment of farming and grazing activities.
10. There are numerous other gravel and sand extraction sites in the Shire, and another one is not necessary.

Name of Submitter (printed):

Signature of Submitter:

Date:

SUBMISSION - DEVELOPMENT APPLICATION

Shire of Augusta
Margaret River

23 JUL 2020

RE: Objection to Planning Application P220293

Application: Proposed Extractive Industry – Gravel/Sand

Location: 13242 (Lot 1494) Bussell Highway, Kudardup

Ref: PTY/6092, P220293.

Closing Date: 6 July 2020

Preamble

This Submission is an *[Objection]* to proposed planning application that is referenced as; Proposed Extractive Industry -P2202293.

This objection is lodged with genuine '*right of standing*', based on the below listed '*concerns of interest*' that seeks the Shire of Augusta Margaret River to reject this proposal.

This submission is also a notice; that State Legislative authorities will be contacted requesting them to take an Administrative Interest to Policy compliance.

Concerns of Interest

The following list of 'concerns of interest' is what this Objection Submission is based on:

1. Property Devaluation

- a. The immediate economic and financial loss to property and owners in the neighbouring area if the application proceeds.
- b. The proposed Extractive Industry is not conducive or in keeping to the surrounding zoning for Agricultural purposes.
- c. Impairment to farming and grazing activities.
- d. Unsightly visual appearance, noise pollution, dust and vibrations that have the potential to significantly devalue property.

2. Environmental

- a. The amenity and environment of the area in general will be adversely affected based on:
 - i. **Noise;** the operational noise is not acceptable with and constant heavy haulage and 'crushing' plant that has the potential to impact mentally and physically wellbeing.
 - ii. **Dust;** whilst dust suppression is listed in the application, there is no assuredness nor parameters that suitably address dust suppression. The natural wind currents will carry to surrounding properties, wildlife and the Leeuwin Naturalist National Park with the potential to impact native flora and fauna with dust and contaminants.

- iii. **Vibration;** the proposed 'Crushing Plant' and plant machinery, heavy haulage would produce a constant vibration through the ground and have a harmonic affect on property with the potential to place at risk Jewel Cave and its labyrinth stability and delicate natural wonders.
- iv. **Water Contamination;** Impairment of natural run-off water flow to nearby West Bay Creek, and potential environmental damage to it by spills, sediment discharge would likely pollute West Bay Creek that is habitat of the Long Neck Tortoise. Additionally the flow of West Bay Creek into the Blackwood River catchment area has the potential to impact native wildlife and marine habitat.
- v. **Livestock Distress;** Constant noise would distress live stock and potentially affect breeding and livestock wellbeing.
- vi. **Native Animal Disturbance;** Lighting and noise from the plant/operations would affect native animals that include; Bats, Black Cockatoos and Black Swans to mention just a few.

3. Road Safety:

- a. Road safety concern, that heavy machinery (excavators, graders, dozers, front end loaders) and especially semi-trailers, entering and leaving Bussell Highway, which has 110kph speed zone. Traffic Management and Safety planning grossly underestimates the risk and road movements.
- b. Incident rate of frequency, and road design and construction to handle such traffic.
- c. There is also the concern about distance of clear sight of the entrance to the property.

4. Deceptive Proposal Information:

- a. It is believed that the operations are incorrectly referenced on parameters and equipment dubiously disclosed to the reserve; as to avoid the threshold Mining/Quarry requirements.
 - i. The operations as disclosed; are incorrectly referenced and misleading to the point of being deceptive to the true intent of process and crushing; that it is suggested the operation is really a quarry.
 - ii. The reserves as mapped would suggest a greater potential and possible reclassification after the permit was granted.
 - iii. Question the requirement of a Mining/Quarry operations when there are numerous other gravel and sand extraction sites in the Shire. Another one is not necessary or warranted.

5. Tourism Affected:

- a. Augusta Margaret River has been cited as being one of the top tourist destinations in the world, that would without a doubt have a visual and lasting impression on Tourists and local residents driving into Augusta. Significant detriment would be evident by this extractive industry's visual, noise, dust and vehicle movements.
- b. Heritage Trail running adjacent to the proposed site would also be impacted and detract from the natural surrounding and serenity experience walking the Trail.

6. Public Noise:

- a. Noise levels (from machinery operation, beeping of trucks etc), would negatively impact on properties in the vicinity. Kudardup is a windy area and the noise would be carried up to several kilometres with the wind. The proposed noise abatement strategy would be ineffective.
- b. Consistent noise and operations for twelve (12) hours a day would have a negative impact on the lifestyle landholders in the vicinity.

7. Operational Hours:

- a. The long hours of operation is a concern and is fanciful to the applications reference and true intention to the proposals classification. Whereby the operation has been submitted based on a twelve hour (12) day Monday to Friday, and six (6) hours on Saturday suggest the operation is a Quarry.
- b. The tenure of ten years of the length of the operations also too intrusive.

8. Consultation

- a. Dispute letter PTY/6092, P22029, that references this proposal has been advertised or widely circulated for public comment, as the letter does not cite specifically where and when this proposal has been advertised.
- b. Nor has adequate time been afforded to the addressees of the of cited letter to access the information.

Conclusion

This objection is lodged with genuine 'right of standing', based on the above listed 'concerns of interest' that seeks the Shire of Augusta Margaret River reject this proposal and any other application of variance to this proposal.

Name of Submitter (print):

Signature of Submitter:

Petition Cover Page Wording: (777 signatures)

The objection is based on the following grounds:

The proposed site is based between the two main transportation and tourist roads into Augusta. The visual impact, noise and dust would leave a negative impression on tourists visiting the Augusta region.

Impairment of natural run-off water flow to nearby West Creek and potential environmental damage to it by spills and sediment discharge. Pollution from the proposed site into West Bay Creek would affect the habitat of the Long Neck Tortoise. Subsequently the flow of West Bay Creek into the Blackwood River catchment area has the potential to impact native wildlife and marine habitat.

The noise and dust from the site will carry over neighbouring properties, and businesses intruding on their rights to peaceful enjoyment of their own property. The proposed noise and dust suppression methods stated in the submission would be ineffective.

Economic and financial losses to property owners due to decreased property value, loss of tenants, impairment of agricultural activities and potential loss of custom for businesses.

Traffic Management and safety planning grossly underestimate the risk of heavy machinery entering and leaving Bussell highway, which has 110kph speed zone. No consideration has been made for the safety of the children on the school bus routes affected by this submission.

This petition is agreed upon by the following signatories.

11.2 Sustainable Development and Infrastructure

11.2.2 LOCAL PLANNING POLICY UPDATE: LOCAL PLANNING POLICY 1 - OUTBUILDINGS, FARM BUILDINGS AND SWIMMING POOLS, LOCAL PLANNING POLICY 22 - MARGARET RIVER PERIMETER ROAD FUNDING AND IMPLEMENTATION AND LOCAL PLANNING POLICY 23 - RENEWABLE ENERGY SYSTEMS

Attachment 1 – Revised Local Planning Policy 1 – Outbuildings, Farm Buildings and Swimming Pools

Attachment 2 – Local Planning Policy 22 – Margaret River Perimeter Road Funding and Implementation

Attachment 3 – Revised Local Planning Policy 23 – Renewable Energy Systems

Local Planning Policy 1

Outbuildings, Farm Buildings and Swimming Pools



November 2020

This policy was adopted by Council to set governing principles in place that align the strategic direction of the organisation with [insert relevant strategic goal from Corporate Plan]

Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme. In considering an application for planning approval, the local government must have due regard to relevant Local Planning Policies.

1.0 Introduction

~~This Local Planning Policy is to be read in conjunction with the Explanatory Guidelines which support and explain the detail contained in the Local Government's Local Planning Policies.~~

This Local Planning Policy provides a framework for the assessment and determination of applications for farm buildings, swimming pools and for outbuildings on developed land, with regard to the provisions in the R-Codes and in accordance with the purpose and provisions of the Scheme. This policy is created under the Deemed Provisions of *Local Planning Scheme No. 1*.

2.0 Objectives

- (a) Timely processing of applications for planning approval for outbuildings, swimming pools and farm buildings that are in accordance with this Local Planning Policy.
- (b) Buildings located in proximity to, or clustered with, the main/habitable structure(s).
- (c) Buildings constructed in colours and of materials that complement the existing dwelling, the landscape and/or the amenity of the surrounding area.
- (d) Buildings which are ancillary to the main dwelling or principal land use on the site.
- (e) Buildings of a form and scale consistent with the purpose of the zone in which they are located.

3.0 Scope

This Local Planning Policy administers provisions for outbuildings and swimming pools on Future Development, Residential, Rural Residential, **Bushland Protection**, Priority Agriculture and General Agriculture zoned land. This Local Planning Policy also sets out provisions for farm buildings on Priority Agriculture and General Agriculture zoned land.

3.1 Limitations

This Local Planning Policy does not apply to the following:

- (a) Outbuildings equal to or less than ten square metres in size, which are considered below a threshold of 'development' and so exempt from the need to obtain planning approval **where compliant with other relevant requirements of the scheme and R-Codes**; and
- (b) Outbuildings or farm buildings in zones not mentioned in Part 3, which are to be considered on their merit under the general provisions of the Scheme.

3.2 Restrictions

- (a) **The construction of Outbuildings on vacant Future Development, and Residential and Rural Residential zoned land to which a building permit for a dwelling has not been granted will not be supported is only permitted when a dwelling exists, or when an approved dwelling is under construction on the same lot. A building permit for the outbuilding must be issued with, or after, a building permit has been issued for a dwelling on the site; and**
- (b) Outbuildings used or capable of use for permanent occupation, except for an approved home occupation or cottage industry, will not be supported.

4.0 Interpretation

- (a) Land Use Definitions

'Outbuilding' means an enclosed non-habitable structure that is detached from any dwelling and for the purposes of this policy includes a water tank.

'Farm building' means those buildings and structures or parts of buildings and structures that are used for the storage of farm machinery and equipment and agricultural produce grown on the land.

5.0 Policy Measures

Note: Outbuildings, swimming pools and farm buildings that meet the acceptable development criteria of this policy **are** exempt from the need to obtain planning approval - refer to clause 61 of the Deemed Provisions of the Scheme.

Performance Criteria	Acceptable Development
Element: Outbuildings and Swimming pools	
PC1.1 Outbuildings that are/can be adequately screened from view from the street and neighbouring properties , or are otherwise an appropriate form and scale, and in an appropriate location, consistent with the visual management guidelines of the Local Planning Strategy.	Future Development and Residential Zones ¹ AD1.1 Outbuildings consistent with the deemed to comply requirements under clauses 5.4.3 and 6.4.4 of the R Codes, with the exception of wall height and floor area for lots coded R10 and lower . AD1.2 Outbuildings that do not exceed a wall height of 3.1m, measured in
PC1.2 Outbuildings constructed of	

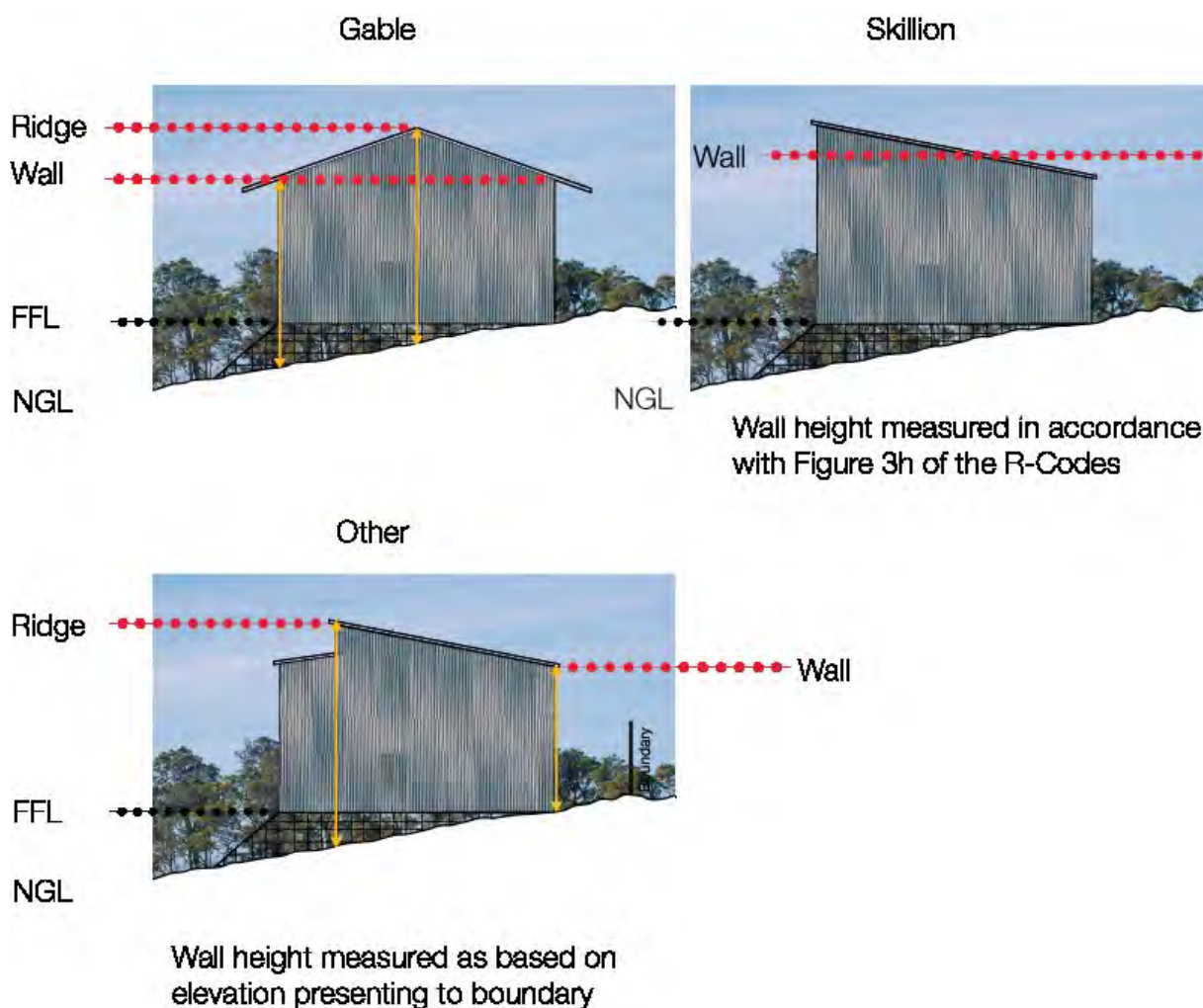
¹ For the Future Development and Residential zones this Local Planning Policy augments the deemed-to-comply standards C3 & C4 provided in the R Codes at clause 5.4.3 **and 6.4.4 in relation to wall height**.

Performance Criteria	Acceptable Development																
<p>colours and materials that complement the landscape, dwelling and/or the amenity of the surrounding area.</p> <p>PC1.3 Outbuildings that will not have an adverse impact to or detract from the streetscape or amenity of neighbouring properties.</p> <p>PC1.4 Outbuildings that, where practical, are grouped with the residence to limit potential adverse visual impacts and are proportionally scaled relative to the dwelling on site;</p> <p>PC1.5 Outbuildings that exceed the following floor areas are unlikely to be supported:</p> <table data-bbox="333 813 732 1433"> <tr> <th>Zone/Density</th><th>Area</th></tr> <tr> <td>Residential R10</td><td>100m²</td></tr> <tr> <td>Residential R5 and lower</td><td>120m²</td></tr> <tr> <td>Rural Residential ≤2ha</td><td>150m²</td></tr> <tr> <td>Rural Residential >2ha Bushland Protection</td><td>180m²</td></tr> </table>	Zone/Density	Area	Residential R10	100m ²	Residential R5 and lower	120m ²	Rural Residential ≤2ha	150m ²	Rural Residential >2ha Bushland Protection	180m ²	<p>accordance with figure 1 or in the case of a skillion roof design, do not exceed a median height of 3.6m;</p> <p>AD1.3 Outbuildings do not exceed the following floor area:</p> <table data-bbox="940 378 1378 577"> <tr> <th>Density Code</th><th>Area</th></tr> <tr> <td>R10</td><td>75m²</td></tr> <tr> <td>R5 and lower</td><td>80m²</td></tr> </table> <p>AD1.3 Where a dwelling does not have an attached garage, the calculation of the total outbuilding floor area will not include the area of any detached garage or carport that is no greater than 45sqm in size nor any water tank.</p> <p>AD1.45 Outbuildings located behind the front of an existing dwelling and where applicable within the prescribed building envelope or clustered with the dwelling.</p> <p>AD1.6 On properties coded R5 and lower, the 5m side setback does not apply to Outbuildings (including water tanks) and swimming pools where located wholly behind the rear elevation of the associated dwelling and where compliant with tables 2a and 2b and clause 5.4.1 of the R-Codes.</p> <p>Rural Residential and Bushland Protection Zone</p> <p>AD1.5 Where a dwelling does not have an attached garage, the calculation of the total outbuilding floor area will not include the area of any detached garage or carport that is no greater than 45sqm in size, nor any water tank.</p> <p>AD1.68 On Rural Residential lots equal to or less than 2ha in area, A single outbuildings or a total of two outbuildings that collectively is are no greater than 80120sqm in size on any one site excluding water tank(s).</p> <p>AD1.69 On Rural Residential lots greater than 2ha in area and Bushland Protection lots A single outbuildings or a total of two outbuildings that collectively is are no greater than</p>	Density Code	Area	R10	75m ²	R5 and lower	80m ²
Zone/Density	Area																
Residential R10	100m ²																
Residential R5 and lower	120m ²																
Rural Residential ≤2ha	150m ²																
Rural Residential >2ha Bushland Protection	180m ²																
Density Code	Area																
R10	75m ²																
R5 and lower	80m ²																

Performance Criteria	Acceptable Development
	<p>80150sqm in size on any one site excluding water tank(s).</p> <p>AD1.7 Outbuildings that do not exceed a wall height of 3.5m</p> <p>AD1.811 Outbuildings that do not exceed a ridge height of 4.5m.</p> <p>AD1.912 Outbuildings ancillary to the residential use of the land.</p> <p>AD1.103 Outbuildings and swimming pools located behind the prescribed street setback front of the dwelling and where applicable within the prescribed building envelope</p> <p>Priority and General Agriculture Zones</p> <p>AD1.11 Where a dwelling does not have an attached garage, the calculation of the total outbuilding floor area will not include the area of any detached garage or carport that is no greater than 45sqm in size, nor any water tank.</p> <p>AD1.124 A total outbuilding floor area that is no greater than 1250sqm on any one site excluding water tank(s).</p> <p>AD1.135 Outbuildings ancillary to the residential use of the land.</p> <p>AD1.146 Swimming pools and outbuildings located behind the prescribed street setback front of the dwelling.</p>
Element: Farm Buildings	
<p>PC1.5 Farm buildings that are/can be adequately screened from view, or are otherwise an appropriate form and scale, and in an appropriate location, consistent with the visual management guidelines of the Local Planning Strategy.</p> <p>PC1.6 Farm buildings constructed of colours and materials which</p>	<p>Priority and General Agriculture Zones</p> <p>AD1.137 A total cumulative farm building floor area no greater than 300 450sqm on any one site.</p> <p>AD1.148 Farm buildings necessary for the management and conduct of rural practices.</p> <p>AD1.19 Farm buildings ancillary to a legally existing rural use.</p>

Performance Criteria	Acceptable Development
<p>complement the landscape and/or the amenity of the surrounding area.</p> <p>PC1.7 Farm buildings that will not have an adverse impact on or detract from the amenity of neighbouring properties.</p> <p>PC1.8 Farm buildings that are of a scale consistent with the size of the lot on which it is proposed.</p>	<p>AD1.20 Farm buildings designed and located to achieve any visual management objectives which apply to the area.</p>

Figure 1 – Measuring Wall and Ridge Height of an Outbuilding



Document and version control table

Strategic outcome	Clearly defined areas for growth renewal and protection		
Responsible Directorate	Sustainable Development and Infrastructure		
Authority of original issue	Council		
Date of original issue	25 September 2013 (decision OM1309/23)		
Contact officer	Planning Services		
Date of next review	[1-3 years from last review]		
Document No.	[Synergy Document No.]	File No.	[Synergy File No.]
Version	Date issued	Brief description	
1.0	24 February 2016	Reviewed (advertised)	
1.1	24 August 2016	Adopted by Council	



Local Planning Policy 22 – Margaret River Perimeter Road Funding and Implementation

AMRShire Policy

May 2014

This Policy was adopted by Council to set out the Council's position on funding and implementation of the proposed Margaret River Perimeter Road. The Policy also serves to help proponents, landowners and the community understand how decisions are likely to be reached. The Policy has been prepared in conjunction with Main Roads WA and the Department of Planning.

1.0 Introduction

This Local Planning Policy (LPP) is to be read in conjunction with the Explanatory Guidelines which are provided to support the Local Government's Local Planning Policies.

Future contribution requirements will be incorporated within a Development Contribution Plan under Part 6.3 of LPS1. The relevant Development Contribution Plans for the Perimeter Road and John Archibald Drive will be completed when greater certainty is available in relation to final costs.

2.0 Objectives

1. To clearly establish that subdivision and development of future Development Investigation Areas are contingent upon implementation of the Margaret River Perimeter Road.
2. To recognise the benefits of the Perimeter Road to the local economy and transport network beyond being essential infrastructure for the establishment of future Development Investigation Areas.
3. To recognise the dual function of the Perimeter Road as serving a regional purpose and addressing local growth related transport issues.
4. To establish a position of the Council that is clear and explicit in assisting the achievement of funding for the Margaret River Perimeter Road.
5. To minimise the cost to all parties of the establishment of the Perimeter Road and balance this against the cost of establishing housing and other development in adjacent Development Investigation Areas.
6. To establish a clear and equitable basis for the collection of developer contributions as a required component of funding for the Perimeter Road.
7. To establish a policy position that is responsive to different funding scenarios and in any circumstance, supports achievement of funding for the Perimeter Road as a priority.
8. To clearly establish contribution requirements for John Archibald Drive as an essential component of the Margaret River Perimeter Road.

3.0 Scope

This LPP details provisions for the funding and implementation of the Margaret River Perimeter Road, including the collection of developer contributions.

Margaret River

Monday to Friday: 9am – 4pm
Phone inquiries: 8am – 4:30pm
Ph: +61 8 9780 5265 or 9780 5270

Augusta

Monday to Friday: 9am – Noon, 1pm – 4pm
Ph: +61 9780 5265 or 9780 5270

PO Box 61, Margaret River WA 6285
www.amrshire.wa.gov.au

This LPP does not address:

- (a) Vehicle access arrangements for future Development Investigation Areas and peripheral development issues, such as location of open space, pedestrian networks and access to recreation areas, which are to be established through preparation of a district level structure plan for East Margaret River;
- (b) The detailed allocation of actual costings and contribution requirements for the Perimeter Road, which will be established when final construction and land acquisition costs are determined and incorporated within a Development Contribution Plan under LPS1.

4.0 Local Planning Policy Area

- 4.1 This LPP includes the policy text and any attached appendices, schedules or figures.
- 4.1 The LPP Area is divided into sub-areas in accordance with Attachment 1. Attachment 1 identifies the two different contribution sub-areas identified as the:
 - (a) Perimeter Road Contribution Area; and
 - (b) John Archibald Drive Contribution Area.

5.0 Interpretation

For the purpose of this Policy terms used have the following meaning:

Portion of Cost of Providing the Perimeter Road

Means the total cost of the aggregate of the following as at the date of construction of the relevant section of the Margaret River Perimeter Road:

- the survey of the land provided as road; and
- design of the road; and
- earthworks for the road; and
- formation, preparation, priming and sealing of one carriageway¹ of the road; and
- the provision of kerbing, drainage and service ducts in connection with the road;

for the approximately 4650 metre section of the Perimeter Road extending from the junction with Bussell Highway to the junction of Margaret River and DIA M1, as identified in Attachment 1.

CPI

Means the Table described as the Consumer Price Index (All Groups Index) for Perth published by the Commonwealth Statistician under the Census and Statistics Act 1905 of the Commonwealth, or if the same is not published, such other similar index that the Council may reasonably determine.

Developable Land

Means the total amount of developable land identified for DIAs M1-M4 inclusive and DIAM6 as designated for those DIAs in the Local Planning Strategy, which is 264ha.

Development Investigation Areas (DIAs)

Means the areas identified for future development as Development Investigation Areas M1 through M6 in the Shire's Local Planning Strategy (2011).

Future Development Areas (FDAs)

Means Future Development Areas FDAM1, FDAM3a, FDAM3b, FDAM3c identified in the Shire's Local Planning Strategy (2011) and the balance of the Brookfield, Rapids Landing and John Archibald Drive Subdivisions as at June 2013.

¹ For the purpose of this definition the term 'carriageway' refers to one lane only given the likely medium term construction of the Perimeter Road as two lanes only.

John Archibald Drive

Means the extent of the proposed road as generally identified in Attachment 1 to this Policy from the junction of Bussell Highway to the alignment of the Margaret River Perimeter Road.

Land Value

Means the cost of land acquired for the road reserve of the Margaret River Perimeter Road.

Margaret River Perimeter Road

Means the proposed road as generally identified in Attachment 1 to this Policy to the east of Development Investigations Areas M1 through M4, and to the west of Development Investigation Areas M5 and M6.

Producers Price Index (PPI)

Means the Table described as the Producers Price Index – General Construction Industry – Road and Bridge Construction, published by the Commonwealth Statistician under the Census and Statistics Act 1905 of the Commonwealth, or if the same is not published, such other similar index that the Council may reasonably determine.

Subdivision

Means subdivision and strata subdivision.

6.0 Policy Measures

Rezoning and Structure Planning

9. Council recognises the essential pre-requisite of the Local Planning Strategy, that funding and implementation of the Perimeter Road is resolved prior to endorsement of any Scheme Amendment or Structure Plan for Development Investigation Areas. This will be given due regard in making recommendations on Scheme Amendments and Structure Plans to the Western Australian Planning Commission. Recognising the time and process of assessment of rezoning and structure planning these processes may commence prior to certainty over funding of the Perimeter Road, however as a minimum, implementation of Development Investigation Areas will be subject to restrictions through Scheme provisions and Structure Plan conditions that require certainty in funding and implementation of the Perimeter Road prior to any subdivision or development.
10. The alignment of the Perimeter Road will be recognised through rezoning and Structure Planning of any Development Investigation Areas by the road being identified as a reserve for Highways and Main Roads. Scheme provisions and Structure Plan conditions will require vesting as road at subdivision if this has not previously occurred.
11. The rezoning of any additional land for development beyond those Development Investigation Areas identified in the Perimeter Road Contribution Area in Attachment 1 will, if identified as contributing directly to the need for the Perimeter Road, be included within the future Development Contribution Area and Plan for the Perimeter Road.

Margaret River Perimeter Road Contribution Requirement

12. Contributions will be required towards the establishment of the Margaret River Perimeter Road from DIAs identified within the Perimeter Road Contribution Area shown in Attachment 1, as identified in Table 1 below:

Table 1: Relevant Land and Contribution Requirement Property (Owner)	Land Area Requirement (approx.)	DIA	DIA Area	Contribution Required
Lot 13 Bussell Highway (Coastview Nominees - Satterley Property Group)	8.56ha	DIAM4 (Residential)	72.07ha	Yes
Lot 21 Darch Road (Twin Ocean Margaret River)	3.12ha	DIAM6 (Industrial)	38.9ha	Yes

Lot 20 Darch Road (Peringillup Nominees)	4.66ha	DIAM6 (Industrial)	32.42ha	Yes
Lot 1 Darch Road (MRWA)	Already acquired.	DIAM4 (Residential)	1.78ha	N/A
Lot 15 Rosa Brook Road (J and R Cooper)	6.28ha	DIAM3 (Residential)	41.72ha	Yes
Lot 16 Rosa Brook Road (Rosabrook Holdings – Stella Bella Wines)	1.11ha	No	N/A	No
Location 2149 Nillson Road (Margaret River Property Holdings)	5.89ha	DIAM5 (Rural smallholdings)	N/A	No
Location 2153 Darch Road (Greendene Development Corporation)	1.67ha (+ John Archibald Drive)	Part DIAM2 (Residential)	64.53ha	Yes
Location 2150 Darch Road (Greendene Development Corporation)	3.46ha	DIAM2 (Residential) , mostly district open space	9.5ha	Yes
Location 2143 Darch Road (Frank Tomasi Nominees)	7.75ha	DIAM1 (Residential)	33.45ha	Yes
Location 2144 Nillson Road (J Nillson-Linne)	840m ²	DIAM6 (Rural smallholdings)	N/A	No
Total	42.58ha		294ha	

13. Where a contribution is payable in accordance with Table 1 above, that contribution will be calculated on the following basis²:

- Where land within the relevant DIA has been provided free of cost through the land acquisition process:

Factor	Description	Value
A	Portion of cost of providing the Perimeter Road/2 ³	TBC ⁴
B	Producer Price Index (PPI) since xx/xx/xxx	TBC
C	Total area of land from which contributions are payable	294ha
D	Amount of land in relevant stage of subdivision/development	TBC
Total Contribution Requirement as at xx/xx/xxxx = (A x B / C) x D = x		\$TBC

- Where land within the relevant DIA hasn't been provided free of cost through the land acquisition process:

Factor	Description	Value
A	Portion of cost of providing the Perimeter Road	TBC
B	Producer Price Index (PPI) since xx/xx/xxxx	TBC

Indicative contribution requirements based on estimated values are included as Attachment 2.

³ Note that the Portion of the Cost of Providing the Perimeter Road (see definition) is reduced by 50% where land has been provided free of cost through the land acquisition process.

⁴ Note that figures will be finally updated in association with a preparation of a development contribution plan under LPS1 following finalisation of costs and the land acquisition process.

C	Total area of land from which contributions are payable	294ha
D	Amount of land in relevant stage of subdivision/development	TBC
E	Construction Contribution Requirement as at xx/xx/xxxx = $(A \times B / C) \times D = x$ per lot	\$TBC
F	Cost of land acquisition for the land area requirement within the relevant DIA	\$TBC
G	Proportion of the DIA being subdivided/developed	x ha
H	Consumer Price Index (CPI) since xx/xx/xxxx	TBC
I	Land Contribution Requirement = $F \times G \times I$	\$TBC
Total Contribution requirement = $E + I$		\$TBC

14. Contribution values will be incorporated within a development contribution plan under clause 6.3 of Local Planning Scheme No. 1 once final costs are determined and certainty is provided to the applicable values for the purpose of formulating the Development Contribution Plan.
15. Contributions will be calculated and payable based on the proportional costs detailed in this policy, with MRWA the clearing authority⁵.

John Archibald Drive

16. Council will actively pursue inclusion of the extension and connection of John Archibald Drive to the Perimeter Road as essential infrastructure for the effective function of the road network. Council will continue to collect contributions from the John Archibald Drive Contribution Area on the following basis:

Factor	Description	Value
	Estimated remaining construction cost from Bussell Highway to the Margaret River Perimeter Road minus contributions held as at xx/xx/xxx.	TBC
B	Producer Price Index (PPI) since xx/xx/xxx	TBC
C	Number of lots outstanding from the John Archibald Drive Contribution Area (Attachment 1)	TBC
Contribution Requirement as at xx/xx/xxxx = $(A \times B) / C = x$ per lot		TBC

*Values to be updated following full assessment of cost of completion of John Archibald Drive and incorporated within a Development Contribution Plan under LPS1.

17. Following construction of John Archibald Drive contribution requirements will be reviewed based on the actual cost of construction with the balance apportioned to any future development from the John Archibald Drive Contribution Area, identified on Attachment 1.

⁵ Indicative contribution calculations for the purpose of describing application of this policy are included as Attachment 2.

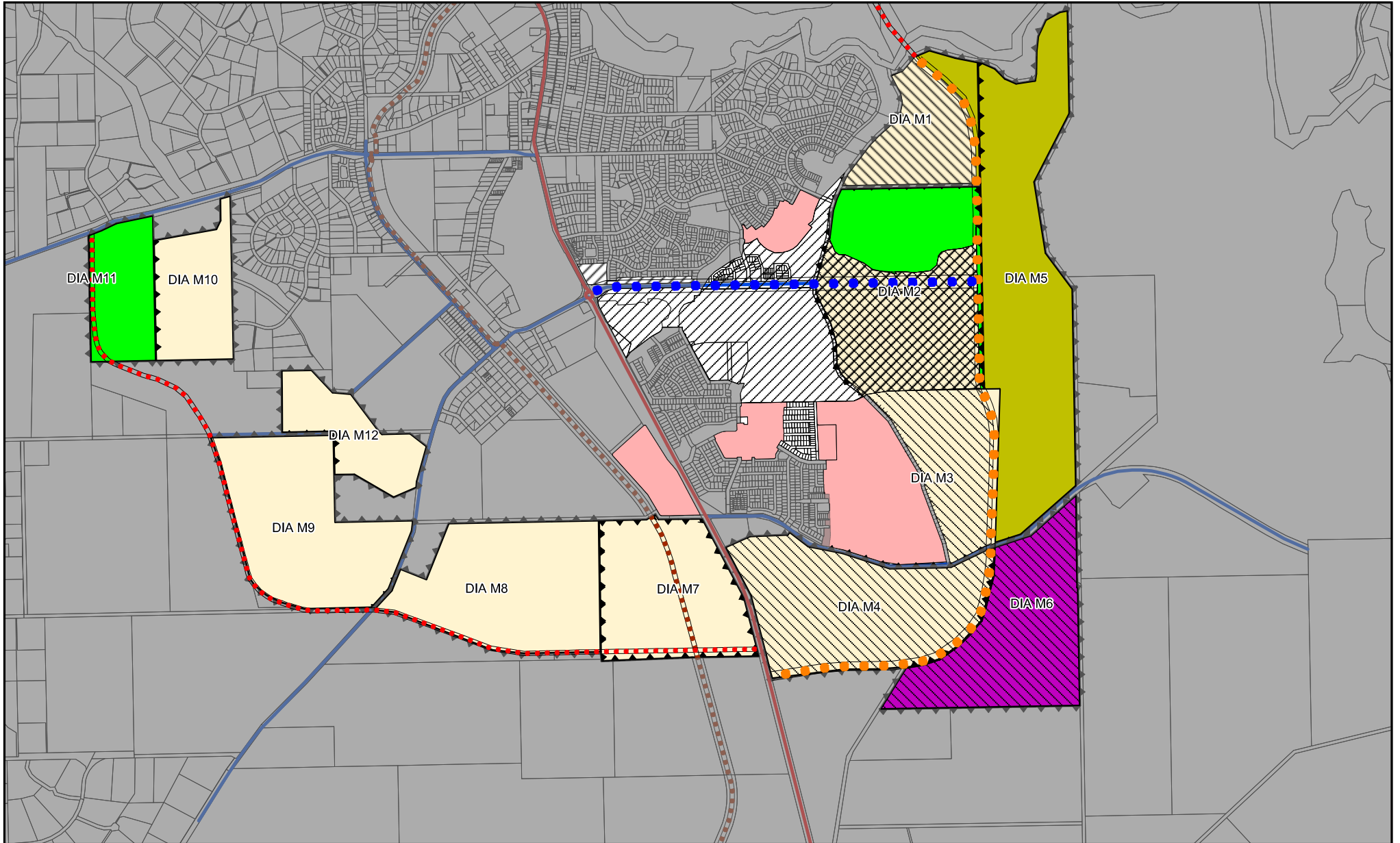
18. For the purpose of contributions towards the Margaret River Perimeter Road and John Archibald Drive, DIAM2 is included in both areas identified in Attachment 1, recognising the direct relationship of DIAM2 to the establishment of John Archibald Drive and the proportionally smaller land contribution from DIAM2 to the alignment of the Margaret River Perimeter Road.
19. In the event that John Archibald Drive is prefunded by the State Government, contributions taken toward the cost of John Archibald Drive will be collected by the Local Government through subdivision and development and the State Government reimbursed for the cost of this road.
20. In preparing a formal development contribution plan consideration will be given to the incorporation of other future development areas within the John Archibald Drive Contribution Area, based on proportional demand generated for this road link that is evident in future traffic modelling.

Consequential Implications




21. Council will proactively seek to address implications of securing access for development, amenity and pedestrian infrastructure opportunities in the implementation of the Perimeter Road through preparation of a district level Structure Plan encompassing DIAs M1-4 inclusive and M6.



Responsible Department:	Sustainable Development
Adopted for Advertising:	14 December 2011
Adopted by Council:	14 May 2014
Production Date:	April 2014

SHIRE OF AUGUSTA - MARGARET RIVER LOCAL PLANNING POLICY 22
PERIMETER ROAD AND JOHN ARCHIBALD DRIVE CONTRIBUTIONS

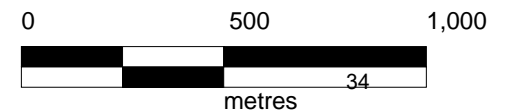


SHIRE of AUGUSTA
MARGARET RIVER

-  Perimeter road contribution area
-  John Archibald drive contribution area
-  Future areas subject to further traffic remodelling

-  John Archibald Drive
-  Relevant section of Perimeter road

NORTH



Attachment 2 – Example Calculation of Applying LPP22

Excerpt from Report:

Costs of Construction, Apportionment of Costs and Timing of Contributions

The current budget estimate for establishment of the Perimeter Road is \$49M, plus a 50% contingency giving a total estimated cost of around \$73.5M. The cost of road construction¹ in the section of the Perimeter Road adjacent to DIAs M1-M4 inclusive and DIA M6 is approximately \$1.9M per kilometre. The entire length of the Perimeter Road is around 7km, with the length of the Road adjacent to the relevant DIAs approximately 4650m, leaving 2407m through State Forest/National Park north of Margaret River. The balance of the cost estimate is incurred mostly through resolution of challenging geotechnical issues (predominantly in the section north of Margaret River), the construction of major intersections (including with Bussell Highway), the bridge crossing over the Margaret River, relocation of services, and land acquisition. The costs of construction for the section of the Perimeter Road adjacent to the relevant DIAs is therefore approximately \$8.835M (without contingency), or around 18% of the total cost.

In terms of apportionment of costs the principles of State Government Policy already noted above direct both land acquisition and establishment of the formation and completion of one carriageway of a road of this nature. A reasonable assumption is that this cost component of construction is around 80% of the \$8.835M construction estimate totalling around \$7.068M or 15.7% of the total estimated cost (excluding contingency). Total land value for acquisition of the Perimeter Road alignment where it traverses a site within a DIA, and so is subject to contribution requirements, is significantly less than this figure. It is these figures cumulatively (land acquisition and construction) that provide the best estimate of the likely contribution requirements for each of the relevant DIAs.

As an incentive to resolve the process of land acquisition and make reasonable contribution towards construction of the road, and in the interests of keeping administration of the Policy as simple as possible, the following 'incentive' component has been incorporated into the Policy:

- Where a contribution is payable for land and that contribution is paid at the time of land acquisition, the road construction contribution will be reduced by half of the construction value that would otherwise be payable;*
- Where a contribution is payable for land and compensation is paid at the time of land acquisition, future contributions will equal land value paid (plus CPI), in addition to payment of the construction cost for that land;*
- The construction cost, charged pro-rata on a per ha basis of developable land is equal to the value of:*
 - Earthworks for the road reserve;*
 - Construction of one carriageway;*
 - Drainage; and*
 - Pedestrian infrastructure.*

Example. This example utilises the provisions of LPP22 and current budget estimates. A revision of the policy utilising the actual costs of construction will be undertaken in due course and so this example uses estimates only.

The developers of Location 2143 undertake a subdivision of 12ha (around 70 lots) in DIAM1. These developers have previously provided land free of cost for the Perimeter Road. The following is relevant from the Policy:

- A contribution is payable under Local Planning Policy 22.
- There is no land component that is relevant as land has been provided free of cost at the time of acquisition.
- From providing land at the time of acquisition a 50% discount is applied to the contribution that is the share of the 'cost of providing the Perimeter Road'.
- The cost of construction of the section of the Perimeter Road adjacent to DIAs M1-M4 and M6 was \$7.06M.

¹ Per Comm, MRWA 2013.

- The total amount of developable land is 294ha.
- It has been 8 years with CPI at 2% over that time.

Therefore the contribution required is for construction only and is:

$\$7.06\text{M}/294\text{ha} = \$24,013 \text{ per ha. } \$24,013 \times 12\text{ha} = \$288,163. \$288,163 \times 0.5 \text{ (0.5 being the discount)} = \$144,081. \$144,081 \times \text{CPI}(2\%) \text{ for 8 years} = \$172,190.$

Local Planning Policy 23

Renewable Energy Systems



February 2021

This Policy was adopted by Council to give guidance as to how discretion under a town planning scheme or other regulatory instrument may be exercised. It also serves to help proponents, landowners and the community understand how decisions are likely to be reached.

1.0 Introduction

The purpose of this policy is to provide guidance on the appropriate location, scale and design of renewable energy systems. A renewable energy system for the purpose of this policy include solar PV arrays and wind turbine installations, and describes the Council's position on requirements for planning approval under LPS1. This policy is created under the provisions of ~~Clause 2.2~~ **Part 2 of the Deemed Provisions** of Local Planning Scheme No. 1 (LPS1).

2.0 Objectives

1. To facilitate the introduction of renewable energy technologies on a broad scale and address planning related matters associated with their development.
2. Provide for the protection of the quality of the streetscape, surrounding landscape, and amenity (particularly visual and acoustic amenity) of nearby properties and surrounding areas in the establishment of renewable energy systems.
3. Provide guidance for the development of renewable energy systems on land controlled under Local Planning Scheme No. 1.

3.0 Scope

The policy applies to all zones in the Shire as described in Table 1 and Table 2 of this policy.

3.1 Limitations

This Local Planning Policy does not apply to roof top solar panel systems exempt in accordance with clause 61 of the Deemed Provisions of Local Planning Scheme No.1.

4.0 Interpretations

"Wind Energy System" means equipment that converts and then stores or transfers energy from the wind into usable forms of energy. This equipment includes any base, blade, foundation, generator, nacelle, rotor, tower, transformer, vane, wire, inverter, batteries or other component used in the system.

"Solar Energy System" means a system which converts energy from the sun into useable electrical energy, heats water or produces hot air or a similar function through the use of solar panels, **excluding those systems exempt in accordance with clause 61 of the Deemed Provisions of Local Planning Scheme No.1.**

“Small renewable energy system” means:

- (a) a system of photovoltaic arrays; or
- (b) a wind turbine that does not exceed a blade diameter of 5 metres;

used to either:

- generate power to supply the electricity needs of a single dwelling, grouped/multiple dwellings and ancillary developments with surplus power fed into the integrated power network; or
- provide supply of electricity for small scale commercial/industrial businesses and agricultural uses.

“Large renewable energy system” means:

- (a) a system of photovoltaic arrays; or
- (b) a system of wind turbines;

used to either:

- generate power of a community scale to directly supply the integrated power network; or
- directly supply the electricity needs associated with large scale commercial, industrial and/or agricultural uses;

“Ground mounted system” means any free standing solar energy system or wind energy system.

“Total height” means the vertical distance from natural ground level to the highest point of a wind turbine system. *“R-Codes”* means Residential Design Codes of Western Australia.

5.0 Policy Measures

The Shire shall have regard to the following provisions when assessing applications for renewable energy systems:

1. Renewable energy systems should be designed in a manner that does not result in adverse impacts upon flora and fauna, environmentally sensitive areas, or landscape character and amenity.
2. Renewable energy systems should be positioned so as not to detract from the building itself or impose on the existing streetscape, adjacent properties or the surrounding area.
3. Electrical components and wires associated with wind energy systems should not be visible from public roads or vantage points.
4. Small wind energy systems designed for private use should be neutral in colour, non-reflective and compatible with the building to which it is fixed.
5. Ground mounted renewable energy systems proposed within Residential Zones must be screened from adjacent properties by existing screening or buildings.
6. Height restrictions in the LPS1 may be varied where large wind energy systems are proposed to allow for these systems to function properly. The height and location of these systems will be determined through preparation of a detailed visual impact assessment, consultation with community and key stakeholders and compliance with relevant planning documents. Due regard will be given to LPS1, the purpose of the zone and the provision of this policy when considering any such height variation.

RENEWABLE ENERGY SYSTEMS

6.0 Approval Requirements

1. Renewable energy systems exempt from planning approval under Tables 1 and 2 must comply with the Policy Measures above and other requirements of this policy. Where proposed systems are inconsistent with this policy, planning approval will be required.
2. Larger systems than specified under Tables 1 and 2 below can be approved, provided development meets the Policy Measures and objectives of this policy.

Table 1: Wind energy systems – Design and locational criteria

Exemptions	Small Renewable Energy Systems	Large Renewable Energy Systems
Permitted zones	<p>Areas subject to the R-Codes</p> <p>All Zones</p>	<ul style="list-style-type: none"> • General Agriculture Zone • Priority Agriculture Zone • Southern Ocean Foreshore Protection Zone
Planning Approval	<p>Not required</p> <p>Systems are exempt from planning approval where the purpose is to supply the electricity needs of a private dwelling.</p> <p>Notwithstanding the above, planning approval is required for all systems exceeding a two-meter blade diameter.</p>	Required for all proposals.
Development Standards	Small Renewable Energy Systems	Large Renewable Energy Systems
Blade Diameter	5 metre max. diameter	Unrestricted.
Number of Systems	<p>Residential Zone: One system per dwelling.</p> <p>Other Zones: One system per lot. More than one system may be permitted where it can be demonstrated that the will be no adverse visual or amenity impacts.</p>	Unrestricted.
Total Height	<p><i>Pole mounted:</i> As per height restrictions in the LPS1</p>	Determined on a case by case basis.

	<i>Roof mounted:</i> Discretionary, providing it does not result in adverse visual impacts and is consistent with LPS1.	
Noise	Compliance with the Environmental Protection (Noise) Regulations 1997.	Compliance with an approved noise impact study and Environmental Protection (Noise) Regulations 1997.
Boundary Setbacks	Residential Zone: <ul style="list-style-type: none"> Systems must be setback from a boundary a distance that would apply under Table 2a of the Residential Design Codes. Systems are not to be located between the front of the building and the street alignment. Other Zones: <ul style="list-style-type: none"> Systems are not to be located between the front of the building and the street alignment unless the system is screened by existing vegetation and/or other buildings or structures. 	To be consistent with boundary setbacks set out in LPS1 applicable to each zone.

Table 2: Solar energy systems – Design and locational criteria

Exemptions	Small Renewable Energy Systems	Large Renewable Energy Systems
Permitted zones	All Zones	Considered on a case by case basis in accordance with the objectives of LPS1.
Planning Approval	<ul style="list-style-type: none"> Systems are exempt from planning approval where the purpose is to supply the electricity needs of a private dwelling. Notwithstanding the above, planning approval is required for ground mounted 	Required for all proposals.

	<p>systems exceeding 50m².</p> <ul style="list-style-type: none"> Roof mounted solar energy systems, not otherwise exempt in accordance with clause 61 of the Deemed Provisions of Local Planning Scheme No.1 are exempt from planning approval, unless approval is required under specific zones in LPS1. 	
Development Standards	Small Renewable Energy Systems	Large Renewable Energy Systems
Size	<ul style="list-style-type: none"> Roof mounted: Unrestricted Ground mounted: Proposed systems are to be consistent with the definition of a small renewable energy system. Additionally, these systems must be located within building envelopes (where applicable) and consistent with permitted site coverage and other criteria set out in the R-Codes and LPS1. 	Unrestricted.
Number of Systems	One system per lot, not including a system exempt in accordance with clause 61 of the Deemed Provisions of Local Planning Scheme No.1.	Unrestricted.
Boundary Setbacks	<p>Ground mounted systems:</p> <ul style="list-style-type: none"> Systems located in areas of land subject to the R-Codes must be setback from a boundary a distance that would apply under Table 2a of the Residential Design Codes. 	<p>Ground mounted systems:</p> <p>To be consistent with boundary setbacks set out in LPS1 for each zone.</p>

RENEWABLE ENERGY SYSTEMS

- Systems are not to be located between the front of the building and the street alignment.

7.0 Information to be submitted

1. The applicant should seek advice from the Shire's planning department to determine appropriate information to be submitted with an application for planning approval in a particular circumstance. The following information should be submitted with an application for planning approval.
 - (a) Where a wind energy system is proposed, a statement should be submitted by the installer, demonstrating compliance with the Environmental Protection (Noise) Regulations 1997.
 - (b) Detailed specifications of the renewable energy system to be installed.
 - (c) A streetscape perspective view.
 - (d) The likely effects, if any, on the surrounding area including noise spills, light spill, shadow flicker or glare.
 - (e) Compliance with the Shire's planning approval and checklist form.
2. The following information may also be required to be submitted where planning approval is sought for large renewable energy systems:
 - (a) A traffic management assessment, particularly where wind farms are proposed.
 - (b) Preparation of specific environmental assessments, particularly where the proposal may result in impacts upon flora and fauna.
 - (c) Fire management plan.
 - (d) Visual management assessment.
 - (e) A noise impact assessment.

Document and version control table

Strategic outcome	Clearly defined areas for growth renewal and protection		
Responsible Directorate	Sustainable Development and Infrastructure		
Authority of original issue	Council		
Date of original issue	26 September 2012		
Contact officer	Planning Services		
Date of next review	1-3 years from last review		
Document No.	[Synergy Document No.]	File No.	[Synergy File No.]
Version	Date issued	Brief description	
1.0	23 May 2012	Initial Issue for advertising	
1.1	26 September 2012	Adopted by Council	

11.2 Sustainable Development and Infrastructure

11.2.3 STRUCTURE PLAN MODIFICATION - ECO VILLAGE STRUCTURE PLAN - PARENT LOTS 2807 & 2812 BUSSELL HIGHWAY, WITCHCLIFFE

Attachment 1 – Modified Structure Plan

Attachment 2 – Schedule of Submissions

Witchcliffe Ecovillage

PROPOSED MODIFIED STRUCTURE PLAN

Lot 1500 (formerly 2812 & Lot 2807)
Bussell Hwy, Witchcliffe

Sustainable Settlements Pty Ltd & Perron Developments Pty Ltd

Modification 1

November 2020

Prepared by

Sustainable Settlements Pty Ltd

Sustainable Human Settlement, Design & Development

10437 Bussell Hwy
Witchcliffe WA 6286

Postal address:
114 Ashton St
Margaret River
WA 6285

Ph: 08 9757 6688
Email: jeff@ecovillage.net.au

Structure Plan Modification 1 – Witchcliffe Ecovillage

Structure Plan Modification 1 – Witchcliffe Ecovillage

This structure plan is prepared under the provisions of the Shire of Augusta Margaret River Local Planning Scheme No. 1.

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

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

Date of Expiry: _____

Structure Plan Modification 1 – Witchcliffe Ecovillage

TABLE OF AMENDMENTS

<i>Amendment #</i>	<i>Summary of Amendment</i>	<i>Amendment Type</i>	<i>Date Approved by the WAPC</i>
1	Increase residential density in two areas along Bussell Highway to R30-40, extend Aged and Depending Housing site to include small amount of POS, change land use of 6 sites from R30-40 to Tourism, shift boundary north on lot zoned Special Use Ecovillage Agriculture, and change south portion of Ecovillage Ag lot to Especial Use Ecovillage Commons		

EXECUTIVE SUMMARY

Purpose

The purpose of this Structure Plan amendment is to modify the existing Witchcliffe Ecovillage Structure Plan (Sussex Location 2807 and 2812 Bussell Highway, Witchcliffe WA) to achieve several beneficial outcomes: increase affordable housing, catering to small households, create certainty of tenure for ecotourism investment, retain two existing large trees on the Aged and Dependent housing site, and allow for community ownership of future educational precinct by modifying boundaries between Special Use zones.

First, the amendment allows for increased affordable housing within walking distance of Witchcliffe townsite along Bussell Highway. These built-strata developments will be small versions of the residential clusters dotted throughout the ecovillage but will feature compact terrace dwellings, clustered parking and central veggie gardens. These sites are visually and acoustically buffered from the Highway by 2.5m high planted bunds.

Second, six Cottage Lot clusters originally intended for short-stay accommodation (called 'Cottage / Short Stay' in approved Structure Plan) to be rezoned as Tourism, to be consistent with the current Shire of Augusta-Margaret River LPP7 which wouldn't allow Holiday House uses in a Residential zone in these locations (too far from a townsite).

Third, the amendment proposes to expand the Aged and Dependent site to the west 9.5m to incorporate public open space on the east side of a large swale. This additional east-west lot width allows us to retain two 20-30m tall gum trees as significant natural site features (and habitat for local animals). The strip of POS that is proposed to be incorporated would not be large enough to be usable for any active recreation by the public, and would simply be a maintenance burden on the Shire.

Finally, the boundaries between the two Special Use zones on the east side of the project are proposed to be shifted to allow for community ownership of a future educational precinct by placing it in the Special Use Ecovillage Commons zone (from Special Use Ecovillage Agriculture). The northern boundary of the remaining Special Use Ecovillage Agriculture site extends further north now that the dam is constructed and the survey has been completed.

The amended Structure Plan map is attached for review at **Attachment 1**.

The following report outlines the existing and proposed strategic framework that guides consideration of a structure plan. This influences the layout that will guide subdivision of the land, and introduces relevant mechanisms to be implemented by way of a Scheme Amendment to the LPS No.1.

Structure Plan Modification 1 – Witchcliffe Ecovillage

Executive Summary Table

Item	Data		Structure Plan Ref. (Section No.)
Total area covered by the Structure Plan	119.14ha		
Total area relevant to the proposed modification	7.35ha		
Area of each land use proposed to be modified:	<u>Existing (m²)</u>	<u>Proposed (m²)</u>	
Residential R30-40	52,463	55,902	
Residential R30	27,162	28,256	
Residential R5-10	44,128	17,885	
Tourism	7,076	26,079	
Public Open Space	53,400	54,207	
Special Use: Ecovillage Agricultural Lots	261,435	248,561	
Special Use: Ecovillage Common	279,883	292,757	
Estimated number of dwellings	207	235	
Estimate population (2.5/du)	517	588	
Public Open Space	5.34ha	5.42ha	
Public Open Space %	8.85%	8.98%	

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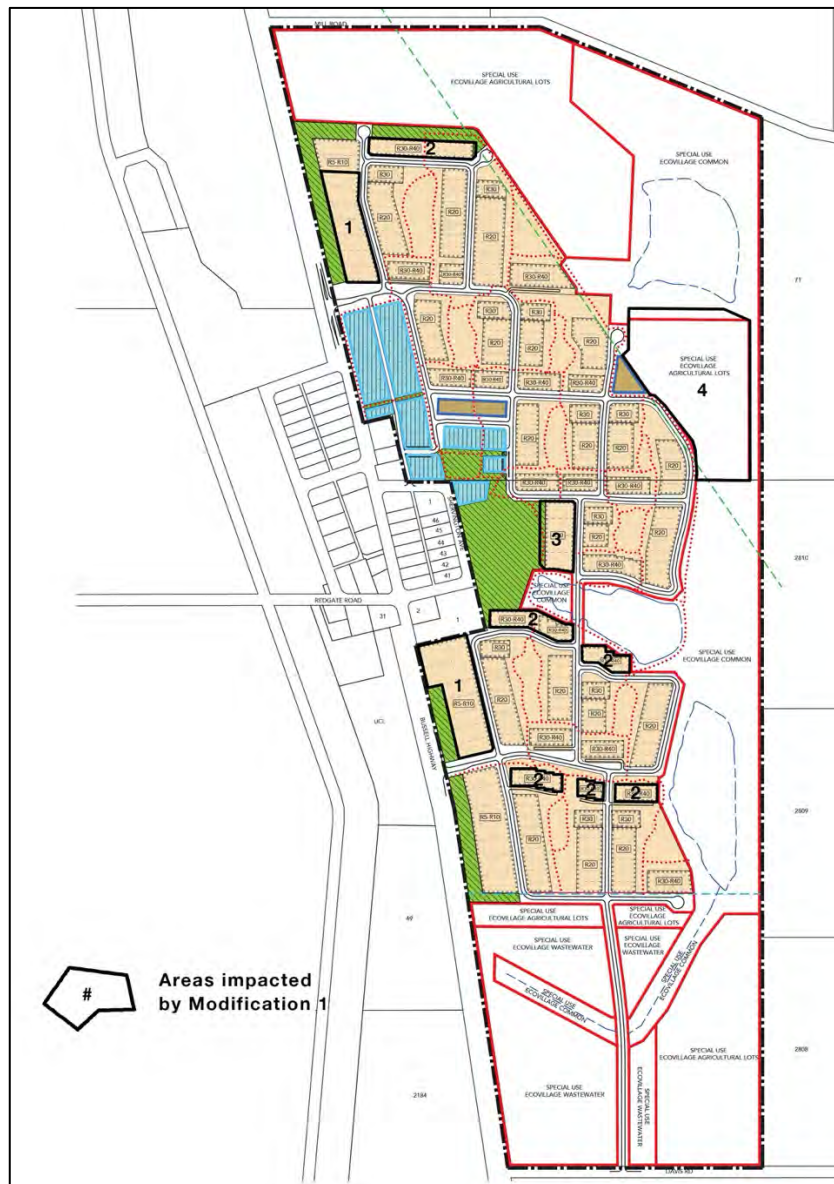
Structure Plan Modification 1 – Witchcliffe Ecovillage

PART 1 – IMPLEMENTATION

1.1 Structure Plan Area

The Witchcliffe Ecovillage Structure Plan covers some 119ha of land, however the modification proposed only impacts on just over 7ha of this land. The areas impacted are shown in black outline on the below Figure 1 and numbered for more specific reference later in the document.

Figure 1 – Structure Plan Impacted Areas



1.2 Operation

This Structure Plan is operational from the date of approval as issued by the WAPC on Page 2 of this report.

1.3 Staging

The proposed changes to the Structure Plan do not impact on the original project staging, which will occur at subdivision level to facilitate the development and creation of POS.

Structure Plan Modification 1 – Witchcliffe Ecovillage

1.4 Subdivision and Development Requirements

The modified Structure Plan is to help guide the future subdivision and development of the land. The modified Structure Plan can be viewed at Attachment 1. As per Figure 1, the proposed amendment will result in:

1. 26,243m² of Residential zoned land along Bussell Highway changing from R5-10 to R30-40 (24,343m²) and Public Open Space (1,900m²)
2. 19,003m² of Residential zoned land (R30-40) changing to Tourism
3. Current Residential R30 Aged and Dependent Housing site increasing in size by 1093m²; and reducing the size of the adjacent POS by the same amount
4. Shifting boundaries between land zoned Special Use: Ecovillage Common and Special Use: Ecovillage Agricultural Lots, with a net increase of 12,874m² going to Special Use: Ecovillage Common.

All existing Structure Plan provisions remain valid as part of this proposed modification.

PART 2 – EXPLANATORY REPORT

2.1 Introduction and Purpose

The endorsed Witchcliffe Village Strategy 2012 (“WVS”) identifies Lot 2812 and Lot 2807 (now amalgamated as Lot 1500) Bussell Hwy, Witchcliffe (“the land”) as Cells 7 - North East and 8 - South East. The Augusta Margaret River Shire Local Planning Scheme No. 1 (“AMRS LPS1”) identifies the land as Structure Plan Area 34 (“SPA 34.”) The WVS and AMRS LPS1 set out the various land use, structure plan, and development requirements that apply to the land.

The Witchcliffe Ecovillage Structure Plan (“the Structure Plan”) was lodged with the Shire on 16th January 2016, and endorsed by the Western Australian Planning Commission (“WAPC”) on 10th January 2018.

The proponent is seeking the following amendments to the endorsed Structure Plan (see Attachment 1):

1. Modify two residential cells directly north and south of the Witchcliffe Townsite from low-density R5-10 to micro-clusters of small dwellings at R30-40 (plus an additional segment of earth bund along the Highway that would become POS)
2. Change zoning on six parcels intended for short-stay accommodation from Residential R30-40 to Tourism
3. Shifting boundary of Aged and Depending housing site zoned Residential R30 west by 9.5m which would reduce the POS by 1093m².
4. Extending the north boundary of a Special Use: Ecovillage Agriculture lot further north, and changing the southern half of this lot to Special Use: Ecovillage Common

The proposed modification to the Structure Plan is generally consistent with the Structure plan/development requirements of the WVS, is consistent with all other relevant planning strategies and policies, and enhances the key principles of sustainability, social responsibility and community development inherent in the endorsed Structure Plan, without impacting on the residential cell layout and servicing arrangements.

2.2 Land Description

The land is located approximately 9km south of Margaret River, and immediately abuts the existing Witchcliffe townsite to the east of Bussell Hwy. The land has been previously cleared and utilised for grazing to the north and organic viticulture to the south, with areas of remnant bushland and creekline vegetation identified for conservation in the endorsed Structure Plan.

2.3 Planning Framework

2.3.1 Zoning

The land is zoned “Future Development” and is designated as SPA 34 in AMRS LPS 1. Schedule 10 of the LPS 1 describes a range of associated provisions and matters to be addressed at structure plan stage.

2.3.2 Structure Plan

The endorsed Structure Plan (10 January, 2018) provides the basis for zoning (including residential density) and subdivision of the land.

Structure Plan Modification 1 – Witchcliffe Ecovillage

2.3.3 Subdivision

Approval for the amalgamation of lots 2807 and 2812 was issued by the WAPC on 29 November 2017 (ref: 155731) and titling for the new amalgamated Lot 1500 occurred on 10 January 2020. Subdivision approval for the creation of Stage 1-3 freehold superlots, Ecovillage common lots and balance lot was issued by the WAPC on 19 February 2018 (ref: 155958), with modifications approved on 3 September 2019. Stage 1 survey strata subdivision approval was issued by the WAPC on 27 July 2018, with modifications approved on 3 September 2019 (ref: 425-18). We received strata-subdivision approval for Stages 2 and 3 from the WAPC on 29 June 2020 (ref: 50-20).

The proponent is currently undertaking civil construction works for Stages 1-3 with a target completion date of January 2020 for Stage 1. Remaining works have been bonded with the Shire and MainRoadsWA, and all clearances have been achieved. The green titles have issued for Stages 1-2 on (DP419344) on 5 November 2020, and we expect the strata-titles to issue for Stages 1-2 by the end of November.

The proponent is seeking endorsement of a Modified Structure Plan to ensure that future subdivision can accommodate the evolving needs of future residents, project opportunities and constraints, and Shire policy.

2.4 Proposed Structure Plan Modifications

The following section provides explanation for the four proposed modifications to the Structure Plan and justification as to how they support strategic planning goals.

2.4.1 Increase in Residential Density along Bussell Highway

2.4.1.1 Proposal

The proponent is proposing to increase the allowed density on two parcels along Bussell Highway from R5-10 to R30-40. All of this land sits east of existing or proposed 2.5m vegetated earth bunds, which assist in reducing noise and visual impacts from Bussell Highway (see Appendix 2). Both sites are within easy walking distance to services and employment in the Witchcliffe Townsite (see Figure 2).

2.4.1.2 Outcomes

The two parcels proposed for increased density are deep enough (east-west) to allow for a variety of cluster-based living configurations. The proponent has tested the northern precinct to understand the opportunity for 'micro-clusters' – arrangements of small dwellings around centralised community gardens, a miniature version of the residential clusters already approved around much of the rest of the project area (see artists impression of this arrangement at Figures 3 and 4 next page).

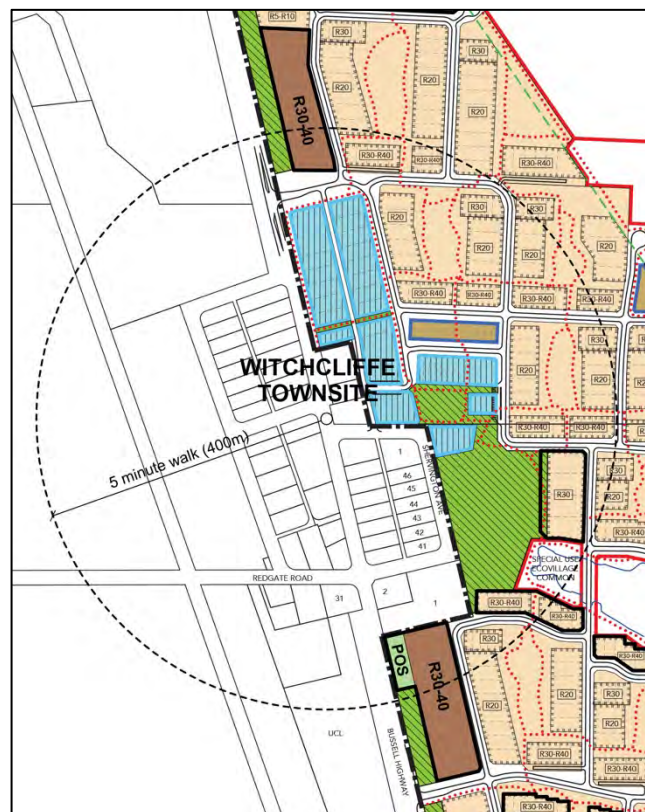


Figure 2 – Walkable Catchment

Structure Plan Modification 1 – Witchcliffe Ecovillage

This clustered arrangement of dwellings allows for excellent solar access and solar panel placement, plentiful external area for food growing via centralised vegetable plots, individual roof catchments and rainwater tanks for potable water storage, and shared areas for carparking and community gatherings. The simple terrace design (attached side walls) and small size 60-70m² should keep these units very affordable, creating a communal, well-located housing option for those who otherwise would be forced into renting.

Figure 3 – Artists Impression of Micro-Cluster Housing

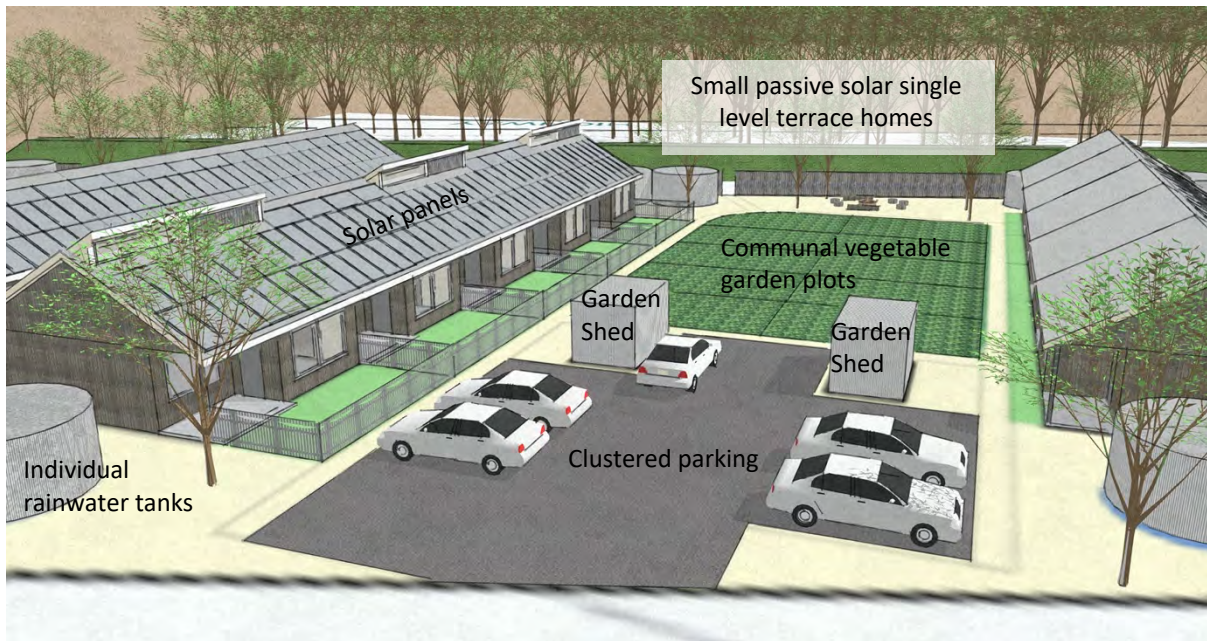


Figure 4 – Aerial View of Micro-Cluster Housing Pattern



Clusters of 9-11 units could work well on parcels of 2600-3000m², with an average site area per dwelling of between 260-280m². This density fits comfortably within the R35 coding (average lot size 260m²), however rather than introducing a new density category in the Structure Plan the proponent is proposing to stick with the R30-40 used elsewhere. The above configuration would

Structure Plan Modification 1 – Witchcliffe Ecovillage

need to be subdivided as a built strata. However, other acceptable configurations may be possible (confirmed via a development approval process) and we would imagine that these sites would be attractive to groups wishing to development cluster-based housing aligned with a cohousing model.

2.4.1.3 Site Conditions and Constraints

Noise

The sites proposed for the increase in density are flat and mostly sit east of a 25m strip of public open space that runs along Bussell Highway. Within this POS land, the proponent has constructed a 2.5m high earth bund for visual screening and acoustic dampening (see Figure 5). Noise modelling was undertaken to ensure that the highway noise adjacent to these parcels could be brought down to reasonable levels through a combination of distance from the highway, earth bund, and solid fencing (see Appendix 2).

Figure 5 – Highway and Bund Cross-Section



Traffic

Given the robust design of the street network and the overall modest population numbers, the additional traffic from the increase in density will be accommodated by the streets and intersections as currently designed. According to our Traffic Impact Statement (Appendix 3), the proposal will increase the daily traffic volumes by 142 movements (northern parcel) and 135 movements (southern parcel). For the northern site, this pushes the total to slightly over the 1500 vpd target capacity, but given a variety of mitigating factors we believe this will not cause any issues (see Traffic Impact Statement). For the southern site, the increased volumes are still well within the nominated 1500 vpd target capacity. The increases in peak trips through the two Bussell Highway intersections

Structure Plan Modification 1 – Witchcliffe Ecovillage

are minor, resulting in an additional 15 peak trips in each location. This additional traffic does not change the requirements for layout and design of either intersection at Bussell Highway.

Aesthetics

The visual impact (viewed from the Highway) from the increased density will be minimal. This is due to the earth bund and associated vegetation, plus the existing line of mature gum trees along the Highway verge. It can be noted from the Figure 5 cross section that glimpses of the tops of some roofs may be visible to drivers, but because of the proposed courtyard configuration only the western end buildings will be visible and there will be large gaps between them. Figure 6 below shows how a similar vegetated bund along Bussell Highway in Cowaramup screens nearly all views of the housing behind.

Figure 6 – Bund and housing adjacent to Bussell Highway in Cowaramup



In addition, the proponent has addressed concerns about maintaining a rural development pattern at the entrances to the Witchcliffe Village by retaining large 2000m²+ Lifestyle Lots on the north and south extremities of the project along the Highway. Thus, the oblique views of drivers as they approach the Village will focus on these larger properties, which will effectively screen the R30-40 micro-clusters from the north and south.

Bushfire Risk

Most of the Witchcliffe Ecovillage site is cleared and thus poses a low risk of bushfire. However, vegetation along the external edges of the project has some impact on a small proportion of the development sites. The subject sites proposed for increased density are two such locations, with at least a portion of each subject to the R12.5 bushfire restrictions (see Figure 7). This is considered to be a low-risk category of BAL and the building requirements for meeting this standard are minor, and do not form a strategic basis to avoid increased density in this location.

Structure Plan Modification 1 – Witchcliffe Ecovillage

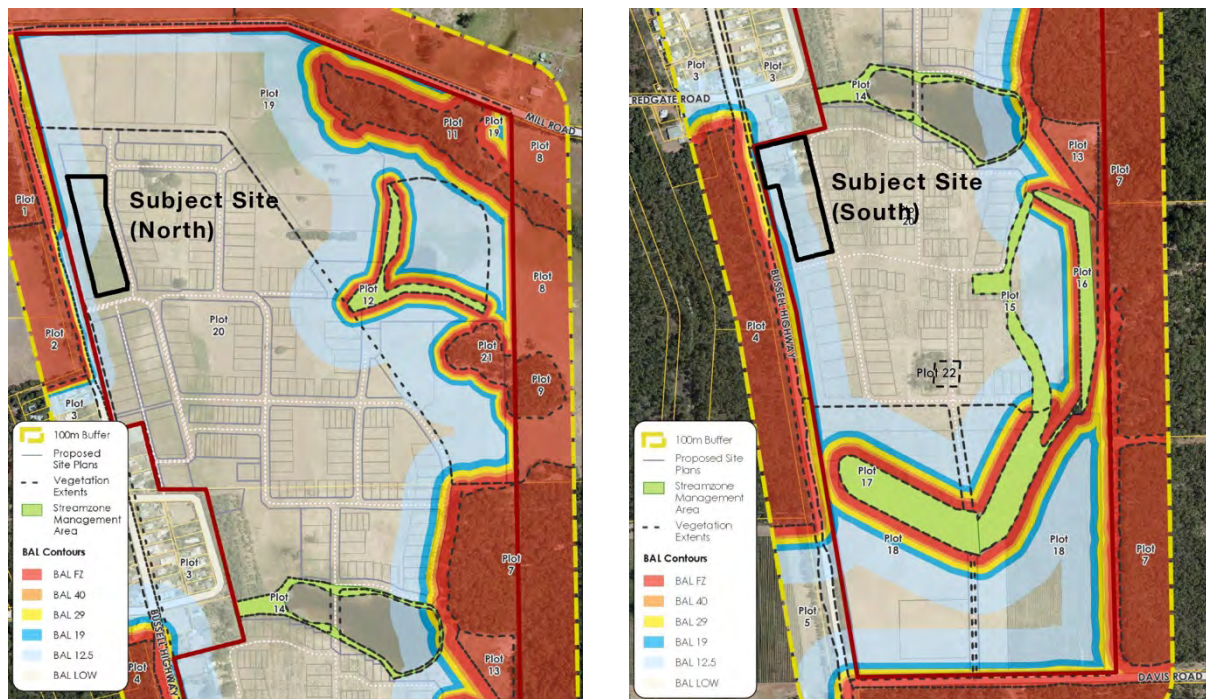


Figure 7 – BAL Ratings for Proposed R30-40 Sites

2.4.1.4 Planning Framework

Augusta-Margaret River Draft Local Planning Strategy 2036 (currently on advertising)

The Shire has recently completed a draft of the new LPS and it is currently being advertised, supported by a range of workshops and community outreach initiatives. This strategy sets the strategic direction of growth for the Shire for the next 16 years. It identifies core principles of: sustainability, access and equity, climate change, social justice and technology / innovation. In general, these themes are very much aligned to the objectives and outcomes sought by the Witchcliffe Ecovillage.

With regard to future development in and around the Witchcliffe townsite, the strategy states that future development west of Bussell Highway is constrained by the lack of available reticulated sewerage. It suggests that the structure plans over these development sites near the townsite should be modified to allow development of larger 'rural residential' sized blocks that can handle wastewater disposal on site. This will lead to many fewer future residents than was anticipated in the previous strategic planning for the town, which will reduce Shire rates and developer contributions to fund local improvements.

This change in strategic direction will also significantly reduce the mix of lot sizes available in Witchcliffe, which limits the housing opportunities for those on lower incomes. This exacerbates the local affordability challenge identified in this document (Shire housing is classified as 'severely unaffordable' at 7.3 times the median income). The document identifies some strategies to address this, including increasing the diversity of housing types available by reducing regulations on Tiny Homes and promoting small secondary dwellings as 'backyard infill.'

Our proposed micro-clusters of compact, passive solar terrace housing around communal vegetable gardens offer another affordable housing option that is perfectly aligned with this objective.

Structure Plan Modification 1 – Witchcliffe Ecovillage

Witchcliffe Village Strategy 2012

The WVS aimed to “create a vibrant rural village within a forest and farm setting, with respect for the physical, environmental and landscape character of the area, diversity in lifestyle choices and facilities, a strong sense of belonging, nurturing and celebrating local talent and industry, providing tourism experiences and promoting human spirit,” as well as “... a vibrant rural village centre together with residential outcomes providing a balance between enclave-style development and consolidated urban form” (WVS, p.1.)

The proposed modification of these two residential cells from R5-10 to R30-40 to provide additional affordable housing within walking distance of Ecovillage community amenities, Witchcliffe town centre, and opposite the WVS identified “Civic, cultural and school precinct,” will contribute positively to the expression of consolidated urban form in the wider Witchcliffe village, and provide increased social diversity and inclusivity in the growing Witchcliffe community.

The proposed modification is compliant with all WVS Structure plan/development requirements for Cell 7 and 8, with the exception of the Cell 7 requirement to provide larger lots adjacent to Bussell Highway to “maintain rural village amenity.” This requirement, however, is no longer necessary, due to the inclusion of a noise attenuation buffer within the landscaped POS 25 m buffer that will visually obscure this area from the highway. In addition, the R30-40 lots will not have direct vehicle or pedestrian access to the highway, as per the requirements of WVS 2.10.

The WVS also requires Cell 7 to respond to the AMRS Rural Hamlet Design Guidelines (2009.) The proposed increase in density is consistent with the urban design objectives of this document, including:

- Encourage variety of household types, groups, ages and ethnicities within communities by allowing for a variety of densities, lot sizes and housing typologies;
- Creation of compact community which avoids unnecessary urban sprawl;
- Higher densities should be associated with a range of uses/activities and amenity areas within walking distances;
- A clustered development with the relevant intensity in order to release the remaining land for productive use; and
- Buildings which are appropriate in scale to their surrounding landscape and Rural function (p.149.)

Augusta-Margaret River Shire Local Planning Scheme 1

The proposed modification is consistent with the requirements of LPS1, 4.21, “Development in the Residential Zone.” All development, built form, fencing and landscaping in the proposed R30-40 cells will comply with the requirements of 4.21.3 (b):

(b) Notwithstanding clause 4.21.3(a), the local government may permit grouped and multiple dwelling developments up to a maximum of the R40 Code where a development addresses the following additional performance criteria to a standard acceptable to the local government:

- (i) Buildings, in terms of the design of the building and the use of external building treatments and colours, are considered to be compatible with existing new development in the same area, or adopted Local Planning Policy;
- (ii) Buildings elevations facing the street or other public places shall contain windows or other major or minor openings so as to present attractively to those streets or public places;

Structure Plan Modification 1 – Witchcliffe Ecovillage

- (iii) Development is to be designed to avoid the need for high screen walls along the street frontage or within the front setback area;
- (iv) Where Screen fencing and retaining walls or any combination thereof are to be provided along boundaries with streets, rights-of-way or pedestrian access ways, and do not comply with the acceptable development criteria of the Residential Design Codes, they shall not exceed a height of 2.4 metres above natural ground level; AMD 1 GG 9/11/12
- (v) Development is to involve the implementation of a plan of landscaping for areas between the buildings and any street or other public place;
- (vi) Security gates and/or walls, if incorporated into any development shall be so sited as to ensure the use of visitor parking spaces are available at any time;
- (vii) Developments are to incorporate sustainable building design, including solar passive and water sensitive design and the use of vegetation to soften the impact of development and to provide shade; and
- (viii) Developments are to be connected to a reticulated sewerage system or an appropriate effluent disposal system for the treatment of effluent and provision of reuse of treated waste water.

Liveable Neighbourhoods

The proposed modification does not effect the compliance of the WESP with Liveable Neighbourhoods 2015 (“LN.”) The proposed R30-40 lots are located within walking and cycling distance of the Witchcliffe town centre, school bus and TransWA bus stops, Witchcliffe Ecovillage commercial lots, Village Square, Community Centre and oval. The northern parcel is located directly opposite the land set aside as a “Civic, cultural and school precinct” in the WVS.

The proposed modification specifically enhances the Structure Plan’s compliance with the following LN principles and objectives:

- To develop a coherent urban system of compact walkable neighbourhoods which cluster around activity centres capable of facilitating a broad range of land uses, employment and social opportunities; and
- Facilitate housing diversity, responsive built form, local employment and amenity within a coherent and efficient urban structure of compact walkable neighbourhoods;
- Provide housing density and diversity to meet the changing community needs (p 5-6.)

2.4.2 Residential R30-40 (‘Cottage Stort-Stay’) parcels changed to Tourism Use

2.4.2.1 Proposal

The proponent is proposing to change the zoning for several parcels from Residential R30-40 to Tourism (see Figure 1). These particular sites are designated as ‘Cottage / Short Stay’ within the approved Structure Plan, and were intended to allow either permanent habitation or short-stay use. In actual fact, we thought most of these would be developed by investors and rented out for tourism accommodation, this change is consistent with our original intent.

In September 2018, Shire of Augusta-Margaret River brought in a LPP7 – Short Stay Accommodation policy (after the WEV Structure Plan was approved) which significantly limits the opportunity for short-stay accommodation in residential areas. Under the policy, most types of short-stay accommodation (aside from bed and breakfast) are not allowed unless within 50m of a Village Centre zone. The subject sites in question cannot meet this criterion. As such, the proponent seeks to change the zoning to Tourism, which would allow the intended short-stay use as planned (land zoned Tourism is not within the scope of the policy).

Structure Plan Modification 1 – Witchcliffe Ecovillage

Given the intended format for this short-stay accommodation is individual dwellings (rather than apartments or a resort complex with central reception) we are prepared to limit the use class allowed on these sites to 'Holiday House'.

2.4.2.2 Outcomes

While the Tourism zoning is less flexible than what was intended in the original concept of 'Cottage / Short-Stay' in that it doesn't allow for permanent habitation, it is very important for the ecovillage that there is sufficient short-stay accommodation provided to cater to what we believe will be significant demand. Changing the zoning to Tourism secures this requirement.

Given the location of the Witchcliffe Ecovillage within the world-renowned Margaret River region (named Top Destination in Asia Pacific in 2019 by Lonely Planet), providing sustainable tourism accommodation has always been a crucial factor in the overall strategy. It allows people living in other locations to get a taste of ecovillage life, perhaps influencing them to eventually decide to live here permanently. For others, the relaxed, natural environment provides a respite from busy city-based life and perhaps inspires them to live more sustainably where they live.

We anticipate significant international demand for tourism accommodation from those who wish to study the ecovillage, as the project is likely to be one of the best built examples of a truly sustainable community in the world. It will be fertile ground for social researchers and sustainability advocates who wish to track and quantify village life and resource use. There will likely be associated sustainable living conferences and workshops, as well as food related events that draw hundreds to the area. Tourism businesses will be required to comply with Eco-tourism certification requirements to maintain Ecovillage sustainability standards.

The proposed Tourism sites have attractive outlooks over agricultural land, the central dam, the sporting field, or lushly landscaped entry road with planted swale. They are all separate to the residential strata clusters, which will reduce any conflicts between permanent residents and holiday-makers. This separation will also ensure that the residential clusters are mostly filled with permanent residents, which is key to developing social bonds within the community.

2.4.2.3 Site Conditions and Constraints

Sustainable Design

The subject sites will be developed as separate dwellings (rather than a large complex), with individual vehicle access from the south which allows for north-facing glazing, courtyards and balconies. As such they should achieve strong passive solar outcomes and need little artificial heating or cooling. They will be subject to the WEV Building Design Guidelines and will be required to undertake a Lifecycle Assessment.

Bushfire Risk

All of the sites proposed to be amended to Tourism are subject to low bushfire risk (BAL-Low).

2.4.2.4 Planning Framework

Local Tourism Planning Strategy (April 2015), Shire of Augusta-Margaret River

Incorporation of tourism sites in the right locations is encouraged in new developments:

"In areas identified for settlement, adequate provision for tourism development should be factored into strategic planning for these areas early in the process." (p.24)

Sustainable tourism is encouraged in the Shire of Augusta-Margaret River:

Structure Plan Modification 1 – Witchcliffe Ecovillage

“The approach to tourism development should give due consideration to the principles of sustainability.” (p.20)

Witchcliffe Village Strategy 2012

Tourism is included in the vision-statement for Witchcliffe:

“Create a vibrant rural village within a forest and farm setting, with respect for the physical, environmental and landscape character of the area, diversity in lifestyle choice and facilities, a strong sense of belonging, nurturing and celebrating local talent and industry, providing tourism experiences, and promoting human spirit”.

This strategy pre-dates the ecovillage approvals and thus does not comment on tourism opportunities east of Bussell Highway, but given the support in the strategy for tourism uses near the Village Centre, it is proposed that tourism sites in the locations proposed is consistent with the strategy:

“Provision has been made for tourist facilities and experiences related to local interest. The key objective is to promote local identity through appropriately scaled tourism rather than introduce major tourist development.” (p.58)

Augusta-Margaret River Shire Local Planning Scheme 1

The Shire’s LPS1 lists the purposes of the Tourism zone as:

“To provide quality tourist accommodation and associated uses that are generally compatible with the surrounding area and generally located within or in close proximity to established settlements.” (p.129)

The proposed sites would be considered ‘close-proximity’ to the Witchcliffe Village, as all are within a 5-10 minute walk, and the area is underserved in tourist accommodation at present.

Local Planning Policy 7 – Short Stay Accommodation, Shire of Augusta-Margaret River

This policy does not apply to land zoned Tourism.

Witchcliffe Ecovillage Approved Structure Plan (January 2018)

Figure 12 Witchcliffe Ecovillage Development Concept Plan (p.48) indicates the subject sites in its legend as ‘Cottage / Short-Stay’, which were intended to specifically allow for short-stay accommodation.

2.4.3 Shifting Boundary between Aged / Depending Housing and Public Open Space

2.4.3.1 Proposal

After preliminary site investigations and creation of initial development concepts, it has become apparent that the existing gum trees on and near the Aged / Depending Housing site create a considerable constraint for development. These large trees are a significant natural feature on the site, and ideally would be retained (see photo of the trees in Figure 8).



Figure 8 – Existing gum trees on Aged / Dependent site

In order to facilitate the intended dwelling yield, we propose to expand the site 9.5m to the west (see Figure 9 next page). This land is currently reserved for public open space, but because of its location west of a large swale, it is physically separated from the adjacent sporting field. As such, it is of limited use for active recreational purposes and adds to the Shire's maintenance burden.

While additional dwellings would not be able to be placed in this expanded section (due to a sewer line running along the current western boundary), the additional land could be used for rainwater tanks, community vegetable gardens, and community meeting space. Shifting these elements off of the primary site would free up area to accommodate the intended Aged / Dependent dwellings and retain two of the trees.

Figure 9 – Aged / Dependent site proposed expansion



2.4.3.2 Outcomes

Our site design testing has shown that we should be able to retain two of the three trees (#1 and #3 in Figure 9) and still achieve the target yield on the site. This is a function of the tree locations as well as preliminary assessment of tree health, which needs to be verified by a qualified arborist.

The current concept in Figure 10 shows how 21 dwellings could be accommodated on an expanded site, each with vehicle access, north facing courtyards, passive solar internal layouts, and attractive aspect to the street, central green space, or to the central dam. This concept is able to retain Tree #1 in POS and Tree #3 in the common open space of the development, with appropriate buffers around them for safety.

Structure Plan Modification 1 – Witchcliffe Ecovillage

2.4.3.3 Site Conditions and Constraints

Tree Retention

The three trees in question appear to be mature Karri trees approximately 20-30m tall, with canopies between 15-20m in diameter. Tree 1 in the POS appears healthy; Tree 2 appears to be in poor health (to be verified by an arborist); Tree 3 appears in reasonable health though structure needs to be verified for safety.

For planning purposes, we have assumed a safety buffer of 5m from the dripline of the two trees we are proposing to keep for any buildings. This is to reduce risk of limb drop damaging buildings. In addition, we have routed pedestrian paths outside of this zone to minimise injury risk to residents.



Figure 10 – Concept Plan for Aged Depending Housing

Bushfire Risk

The Aged / Dependent R30 site is subject to low bushfire risk (BAL-Low), as is the proposed expansion area to the west. Given their number and spacing, the retained trees do not themselves constitute a bushfire risk.

2.4.3.4 Planning Framework

Liveable Neighbourhoods (2015 Draft)

‘When planning and designing POS in regional areas, variations [to the 10 per cent POS requirement] may be considered to take into consideration local climatic conditions and community needs specific to the region.’ (p105).

The current approved Structure Plan has an allocation of 8.85% POS within the project area. This is in recognition of the extensive provision of communal open space throughout the project, the small town setting, and the proximity to beaches, agricultural areas, and National Forest. The proposal would reduce the POS in the in front of the site by 1100m². However, this is counter-balanced by an increase in POS in the new bund along the Highway, resulting in an overall POS percentage increase to 8.98%. This figure is still well within the allowable reduction of 2% that can be approved.

Structure Plan Modification 1 – Witchcliffe Ecovillage

Augusta-Margaret River Shire Local Planning Scheme 1

The Shire's planning scheme has a whole section to specifically protect certain significant trees in the region (5.20.2 Tree Preservation Orders) suggesting a strong intention to retain vegetation on sites where possible. The Shire also has a policy relating to how to assess, manage and potentially remove trees that may be dangerous for various reasons (Infrastructure Policy 31 – Dangerous Trees).

The proponent also would prefer to retain the trees, as they add significant amenity to the project and are important landscape features. However, the efficient development of the land for the intended Aged Depending Housing purpose is also critical to achieve our overall vision for the project. Adding some additional land to the site would assist in balancing these objectives, and reduce the maintenance burden on the Shire for a portion of POS land that is not easily used for active recreation by the public

2.4.4 Modifying Boundaries between Special Use Zones

2.4.4.1 Proposal

The area shown in Figure 11 as 'Impacted Area' is currently approved as a Special Use: Ecovillage Agricultural Lots parcel. The proposal is to extend the north boundary of this area further north to correspond more closely with the bank of the constructed dam, and to shift the south boundary north to reduce its size by about half. This southern section is envisioned as a future private education precinct, to be owned and operated by the Ecovillage residents. As such, it is proposed that this land be zoned Special Use: Ecovillage Commons, which will be owned by Ecovillage Commons P/L, a company that will be owned by residents.

2.4.4.2 Outcomes

The benefit to changing the north zone boundary is a more efficient use of land next to the dam (now that we can confirm the precise location of the bank). The proponent has previously left a large buffer south of the

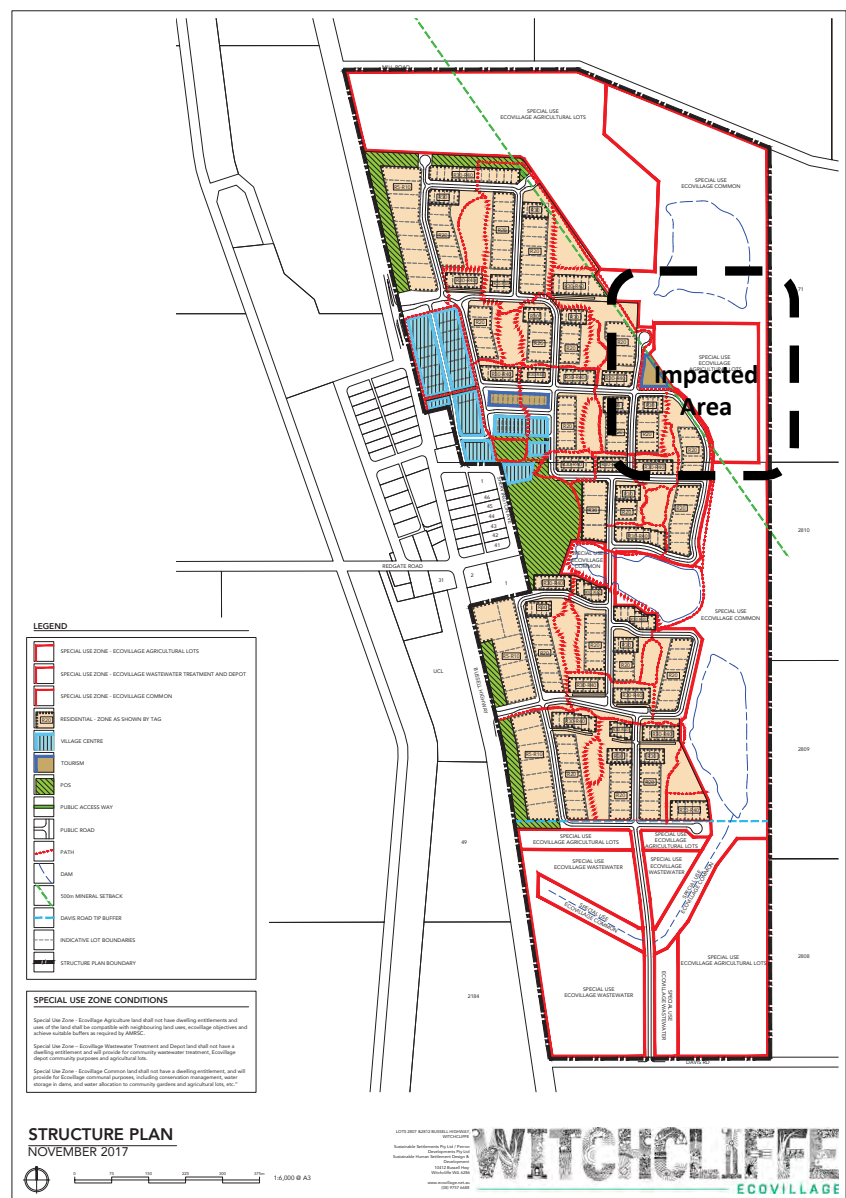


Figure 11 – Location of Proposed Special Use Boundary Modifications

Structure Plan Modification 1 – Witchcliffe Ecovillage

dam to ensure that there was sufficient space for battering and a communal foreshore. However, now that it is constructed, it is clear that the allocated amount is excessive. As such, a portion of it (0.4ha) is proposed to be allocated to the Special Use: Ecovillage Agriculture Lots parcel to the south.

The benefit of shifting the south boundary of the Special Use: Ecovillage Agriculture Lots parcel to the north and reducing it by about half is that it creates the opportunity for the ecovillage residents to own a share of the intended (future) educational precinct that is envisioned to be located there. This education precinct is still undefined, but early ideas include a private high school based on the Bali Green School, an adult education precinct, or a communal wood workshop.

2.4.4.3 Site Conditions and Constraints

Bushfire

There is an existing stand of trees located on the Special Use: Ecovillage Agricultural Lot, which will remain on this land after the boundary adjustment. These trees create a high bushfire risk to the immediate surrounds, which is partly why this area was reserved for agriculture. The southern half of the current parcel – the area we are considering as an education precinct – is subject to much lower bushfire risk, ranging from BAL-LOW to BAL-12.5 over most of the site. The edges of the precinct are subject to higher bushfire contours, and this would need to be assessed and addressed in the concept design stage of any future proposal seeking development approval.

2.4.4.4 Planning Framework

The proposed boundary adjustments are not considered to have strategic planning implications.

2.5 Village Centre Refinements

While not requiring any amendments to the Structure Plan, it should be noted that there have been some modifications to the street network in and around the Village Square (compared to the approved Structure Plan). These changes have been picked up on the most recent conditionally approved subdivision (WAPC: 155958), approved in September 2019 (see overlay on Figure 13). This revised road layout has been updated on the Revised Structure Plan map in Appendix 1.

From discussions with the Shire of Augusta-Margaret River regarding future commercial activity in the Village Centre area, it was suggested that a Parking Strategy should be developed for the precinct in order to coordinate provision of parking on private lots and on public streets and public

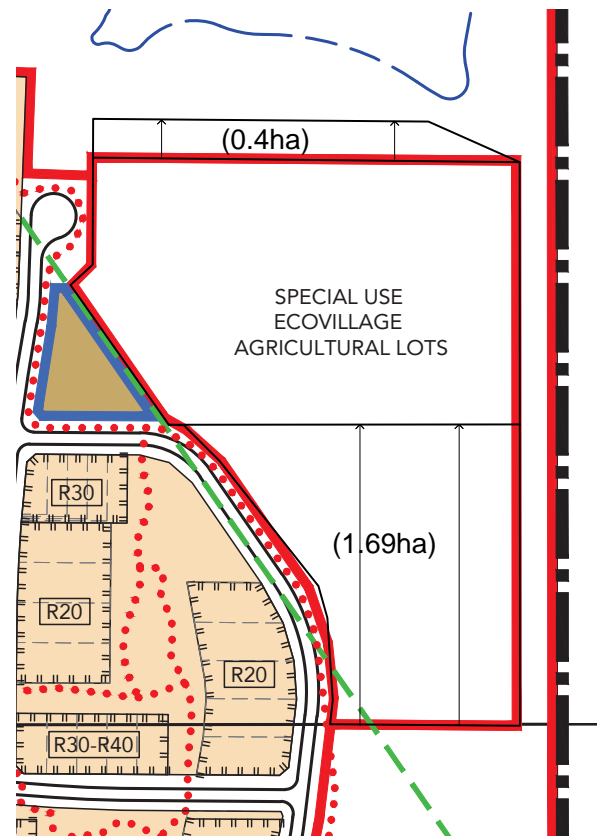


Figure 12 – Detail of Special Use Boundary Modifications



Figure 13 – Village Centre Road Changes

Structure Plan Modification 1 – Witchcliffe Ecovillage

open space. Key considerations in this strategy would be providing for sufficient parking for commercial and public uses but not overproviding carparking. This assumes that many people will access the precinct by car, but that they will generally circulate by foot between commercial establishments.

Building on the recent experience in drafting a parking strategy for the Margaret River townsite, the Shire suggested that the Witchcliffe Ecovillage Village Centre parking strategy contain the following elements:

- Quantify proposed on-street and public carparking to be provided
- Estimate parking demand based on currently planned commercial establishments and generic assumptions for the balance of the commercial land in the precinct.
- Allow a parking credit for private developments based on the public parking available on-street and in public open space (develop fair allocation method)
- Establish a consistent parking rate for all commercial development to facilitate future changes in land use
- Set parking provision at 85th percentile of demand (same as what the Margaret River townsite), which has worked well
- Account for the project high rate of walking and cycling that will occur in the ecovillage as a function of the careful design of streets and footpath network, and the close proximity to daily services
- Allow for reciprocal parking between sites or uses where it can be justified
- Allow for cash-in-lieu of up to 25% for larger developments
- Investigate time limiting parking to ensure that key parking areas are retained for high-turnover businesses
- Provision of wayfinding signage
- Allow for motorcycle parking

The proponent is happy to work closely with the Shire to develop such a strategy for the Village Centre to facilitate future development applications and ensure that the right amount of parking is provided to allow the precinct to function properly.

2.6 Conclusion

The Structure Plan modification has been prepared with careful consideration given to the planning framework, the objectives of the project, and the required elements for consideration.

In summary, the proponent requests that following changes be approved to the Witchcliffe Ecovillage Structure Plan:

- Allow for the development of small dwelling micro-clusters (likely single level 2BR terraces with separate clustered parking) at R30-40 density along Bussell Highway behind the bund. This will facilitate small groups coming together (or organisations) to develop co-housing projects similar in scale to Decohousing in Denmark. The dwellings mimic the format of the larger clusters with vegetable growing areas in the middle only on a much smaller scale. These dwellings are envisioned to be offered to market at a very affordable price point. The proposed locations - north and south of the Village - allow easy walking to shops and services, and are a more efficient use of land than larger Lifestyle Lots, which are well catered for in developments west of the Highway.

Structure Plan Modification 1 – Witchcliffe Ecovillage

- Change the zoning on several sites from the originally intended 'Cottage Short-Stay' Residential R30-40 to Tourism to allow for the intended use but to avoid contravening the current Shire of Augusta-Margaret River Short Stay accommodation policy.
- Extend the Aged Dependent Housing (R30) site west to allow more flexibility in retaining several large Karri trees on site. This would slightly reduce the POS west of the site, but would not impact on the area available as a sporting field / kick about area.
- Modify boundaries between Special Use zones at the eastern edge of the project area to facilitate community ownership via Ecovillage Commons P/L of a future private education precinct.

APPENDIX 1 – Modified Structure Plan Map

LEGEND

	SPECIAL USE ZONE - ECOVILLAGE AGRICULTURAL LOTS
	SPECIAL USE ZONE - ECOVILLAGE WASTEWATER TREATMENT AND DEPOT
	SPECIAL USE ZONE - ECOVILLAGE COMMON
	RESIDENTIAL - ZONE AS SHOWN BY TAG
	VILLAGE CENTRE
	TOURISM
	POS
	PUBLIC ACCESS WAY
	PUBLIC ROAD
	PATH
	DAM
	500m MINERAL SETBACK
	DAVIS ROAD TIP BUFFER
	INDICATIVE LOT BOUNDARIES
	STRUCTURE PLAN BOUNDARY

SPECIAL USE ZONE CONDITIONS

Special Use Zone - Ecovillage Agriculture land shall not have dwelling entitlements and uses of the land shall be compatible with neighbouring land uses, ecovillage objectives and achieve suitable buffers as required by AMRSC.

Special Use Zone – Ecovillage Wastewater Treatment and Depot land shall not have a dwelling entitlement and will provide for community wastewater treatment, Ecovillage depot community purposes and agricultural lots.

Special Use Zone - Ecovillage Common land shall not have a dwelling entitlement, and will provide for Ecovillage communal purposes, including conservation management, water storage in dams, and water allocation to community gardens and agricultural lots, etc."

STRUCTURE PLAN

APRIL 2020



1:6,000 @ A3

LOTS 2807 & 2812 BUSSELL HIGHWAY,
WITCHCLIFFE

Sustainable Settlements Pty Ltd / Perron
Developments Pty Ltd
Sustainable Human Settlement Design &
Development
10412 Bussell Hwy
Witchcliffe WA 6286
www.ecovillage.net.au
(08) 9757 6688



APPENDIX 2 – Acoustic Report



**Residential Subdivision Development
Lots 2807 & 2812 Bussell Highway
Witchcliffe**

Acoustic Report

29 June 2020

Report Number: 20040847-01a

www.ecoacoustics.com.au

ACN 135 697 095
10 Alyxia Place
Ferndale WA 6152
Telephone: (08) 9367 1555



Report: 20040847-01a

EcoAcoustics Pty Ltd

ATF Ireland Family Trust ABN: 26 450 946 619

KEY PERSONNEL



Contacts	Rebecca Ireland	Francis Prendergast
Phone:	+61 8 9367 1555	+61 8 9367 1555
Email:	rebecca@ecoacoustics.com.au	francis@ecoacoustics.com.au
Mobile:	0427 388 876	0409 686 492

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Document Information

Author:	Rebecca Ireland	Verified:	Francis Prendergast
Position:	Company Director	Position:	Senior Consultant
Signature:		Signature	
Date of Issue:	29 June 2020		

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Executive Summary

EcoAcoustics Pty Ltd was commissioned to conduct a road traffic noise assessment on a proposed subdivision development located at Lots 2807 & 2812 Bussell Highway, Witchcliffe. This road traffic noise assessment has been completed to support the proposal, as part of the Structure Plan modification. It assesses future road traffic noise levels in accordance with *State Planning Policy SPP 5.4 Road & Rail Transport Noise & Freight Considerations in Land Use Planning*.

With the inclusion of the constructed 1.5 metre high earth bunds and the location of the commercial premises fronting Bussell Highway, the analysis has shown that the site can comply with the target in *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning*.



1 Introduction

EcoAcoustics Pty Ltd was commissioned to conduct a road traffic noise assessment on a proposed subdivision development located at Lots 2807 & 2812 Bussell Highway, Witchcliffe. This road traffic noise assessment has been completed to support the proposal, as part of the Structure Plan modification. It assesses future road traffic noise levels in accordance with *State Planning Policy SPP 5.4 Road & Rail Transport Noise & Freight Considerations in Land Use Planning*. It is important to note that EcoAcoustics Pty Ltd completed an assessment of stage 1 of this development previously, ref: 18o6o6o4-o1 dated 4th October 2018.

Appendix A contains a description of some of the terminology used throughout this report.

1.1 Site Locality & Design

The site is located at Lots 2807 & 2812 Bussell Highway, Witchcliffe, within the Shire of Augusta Margaret River. The structure plan is located in a predominantly rural-residential area, however it is zoned future development. It is bordered by Bussell Highway on the western boundary, rural properties on the eastern boundary, Mill Road to the north and Davis Road to the south. The site and its surroundings are shown in Figure 1.1. Figure 1.2 shows the Structure Plan.

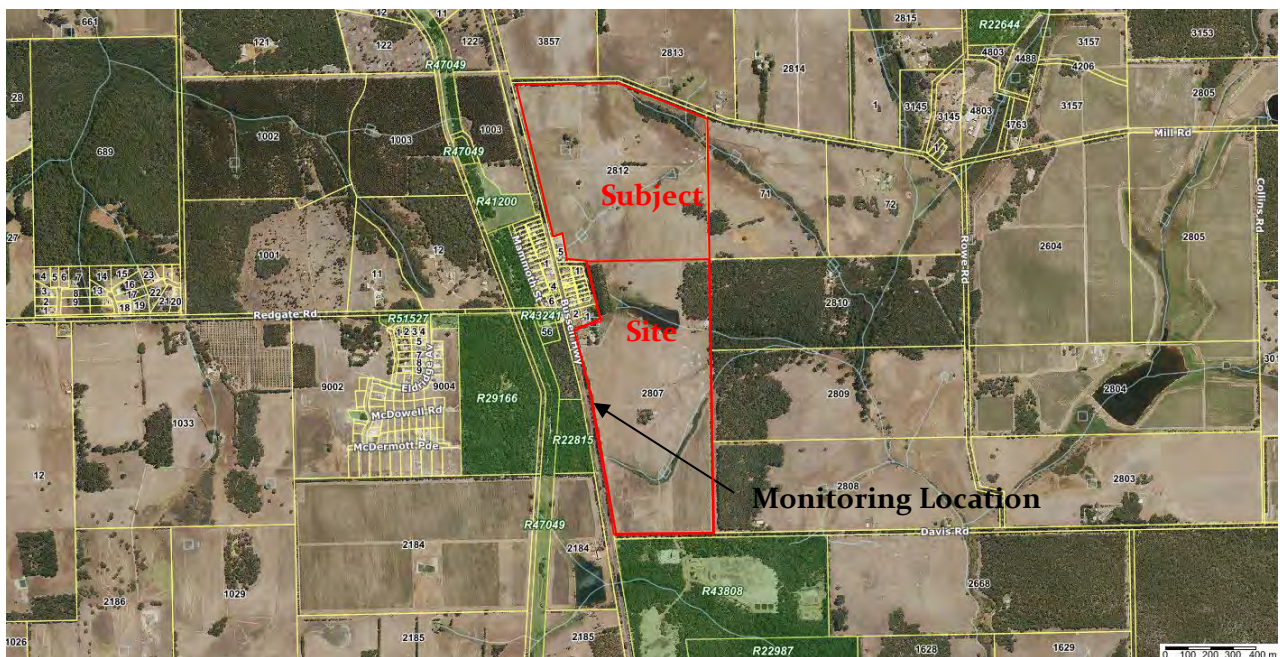


Figure 1.1 Site and surroundings (Source Intramaps.)

The site is to be subdivided over a staged plan, with commercial/mixed business lots located adjacent to the existing town centre of Witchcliffe and small, affordable lots (Residential Code R30-40) located directly north and south of the townsite. Larger lots (R5-10) are located fronting Bussell Highway at the extreme north and south ends of the development site.

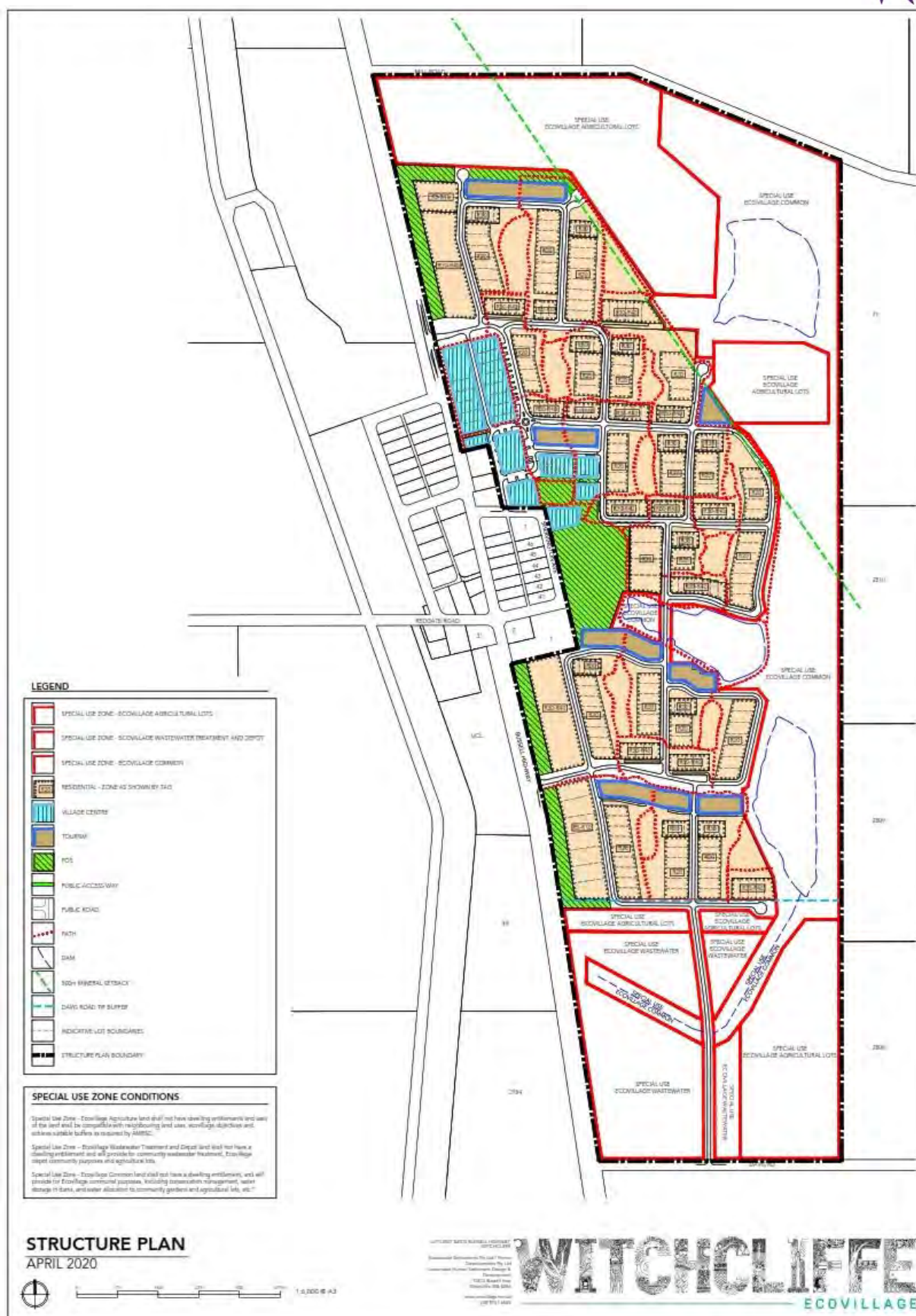


Figure 1.2: Proposed Modification to the Approved Structure Plan (Source: Sustainable Settlements Pty Ltd)



2 Road Traffic Noise Criteria

In Western Australia *State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning* (the Policy), produced by the Western Australian Planning Commission, provides the relevant assessment criteria for transportation noise.

The Policy objectives are to:

- *Protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;*
- *Protect major transport corridors and freight operations from incompatible urban encroachment;*
- *Encourage best practice design and construction standards for new development proposals and new or redevelopment transport infrastructure proposals;*
- *Facilitate the development and operation of an efficient freight network; and*
- *Facilitate the strategic co-location of freight handling facilities.*

The Policy sets out trigger distances and transport corridor classifications in Section 4.1.2. this site is located within 200 metres of Bussell Highway, which is classified as “other significant freight/traffic routes” therefore requires a road traffic noise assessment.

Section 6.2 of the Policy outlines the noise level criteria applied at 1 metre from the façade of habitable noise sensitive premises, and in one outdoor living area associated with the dwelling. These criteria are shown in *Table 2.1*.

Table 2.1: Road Traffic Noise Criteria

Time of Day	Noise Target	Indoor Noise Target
Day (6am to 10pm)	$L_{Aeq} (Day) = 55 \text{ dB(A)}$	$L_{Aeq} (day) = 45 \text{ dB(A)}$ living & work areas
Night (10pm to 6am)	$L_{Aeq} (Night) = 50 \text{ dB(A)}$	$L_{Aeq} (Night) = 35 \text{ dB(A)}$ bedrooms



3 Noise Monitoring

Noise monitoring was conducted as part of the earlier assessment report. Attended noise monitoring was completed using a Rion NL21 noise logger (S/N 00409175), set to record in 5 minute intervals in the parameters, L_{A1} , L_{A10} , L_{A90} and L_{Aeq} parameters to allow for the removal of any adverse events during the monitoring. The noise logger complies with the requirements for instrumentation detailed in *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The logger was field calibrated before and after the measurement session and found to be accurate to within ± 0.2 dB. This meter has been subject to a laboratory calibration within the last two years (calibration certificate available on request).

As shown on *Figure 1.1*, the noise monitoring location was located just south of the Witchcliffe township, approximately 10 metres from the nearest running edge of the Bussell Highway. Measurements were completed in accordance with *Australian Standard 2702-1984: Acoustics - Method for Measurement of Road Traffic Noise*, with the logger positioned in a free field position on the site with the microphone height at 1.4 metres above ground height. *Figure 3.1* presents photos of the noise logging location.



Figure 3.1: Noise Logger Bussell Highway, Witchcliffe



3.1 Road Traffic Noise Monitoring

The results of the noise logging are summarised in *Table 3.1*.

Table 3.1: Measured Average Noise Levels

Wednesday 12 th September 2018	Measured Noise Level, dB L_{A10}
12pm	68
1pm	64
2pm	66
3pm	67
L_{A10} 3 hour	66
L_{A10} 18 hour	65

Owing to the rural nature of the site, it is likely that there is a large difference between L_{Aeq} (Day) and L_{Aeq} (Night). As such, it is the day time noise levels that will dictate compliance.



4 Road Traffic Noise Modelling

Noise modelling was completed using based on the *Calculation of Road Traffic Noise* (CoRTN) algorithms. The CoRTN algorithms used to predict road traffic noise levels were developed to calculate the L_{A10} (18 hour) noise level. The Policy requires that predictions are based on the L_{Aeq} (Day) and L_{Aeq} (Night) parameters. The relationship between the L_{A10} (18 hour), the L_{Aeq} (Day) and L_{Aeq} (Night) parameters has been determined from EcoAcoustics measurement data for similar road sites within Perth and the south west region. Based on this, the following relationships have been used:

$$L_{Aeq \text{ day}} = L_{A10 \text{ 18 hour}} - 3 \text{ dB}$$

$$L_{Aeq \text{ night}} = L_{A10 \text{ 18 hour}} - 8 \text{ dB}$$

Various input data are included in the modelling such as ground topography, road design, traffic volumes and are discussed in the following Sections.

4.1.1 Ground Topography, Road Design & Cadastral Data

Existing ground heights, including site and surroundings were determined based on terrain data provided by Sustainable Settlements and from map imaging sources.

The noise model included the surrounding buildings adjacent to the site, as the buildings can provide barrier attenuation when located between a source and receiver, in much the same way as a hill or wall provides noise shielding. Noise modelling across the site also assumes that all houses are constructed.

4.1.2 Road Traffic Data

The noise relationship between different road surface types is shown in *Table 4.1*.

Table 4.1: Noise Relationship Between Different Road Surfaces

Road Surfaces						
Chip Seal			Asphalt			
14mm	10mm	5mm	Dense Graded (DGA)	Novachip	Stone Mastic	Open Graded (OGA)
+3.5 dB	+2.5 dB	+1.5 dB	0.0 dB	-0.2 dB	-1.0 dB	-2.5 dB

Traffic data used in the modelling is shown below in *Table 4.2*. The existing and future traffic volumes were obtained from MRWA and Move Traffic Consultants.



Table 4.2: Traffic Data Used in the Modelling

Parameter	Scenario – Bussell Highway	
	Existing	Future 2040
Speed	80 km/hr Reducing 60km/hr through township	80 km/hr Reducing 60km/hr through township
24 Hour Volume	3,552 vpd	5,500 vpd
Heavy Vehicle Component	12%	12%
Road Surface	10mm Worn Chip Seal	



5 Road Traffic Noise Modelling Results

Road traffic noise modelling from the Bussell Highway has been conducted across the structure plan. The predicted noise levels based on 2040 future traffic movements are shown as a contour plot on *Figure 5.1*. In accordance with standard procedures, modelling includes buildings located adjacent to the site, including buildings on the proposed lots. It is important to note that the commercial/mixed business village centre zoned lots include a Bussell Highway commercial frontage to 80% at a 2m front setback, with residential premises located to the rear of the block. This allows the commercial building to screen the noise from the highway to the residential component.

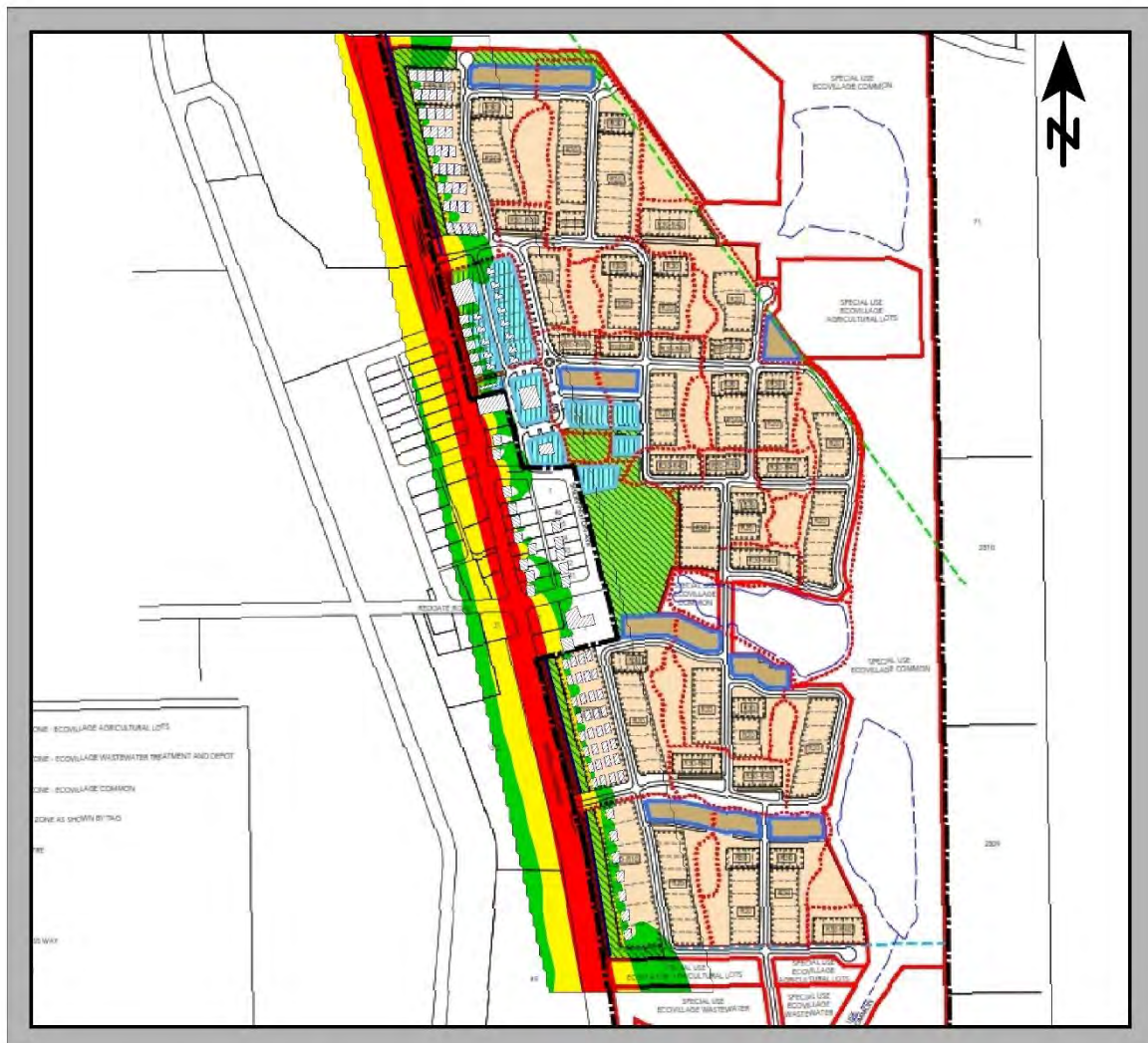
The results of the predictions show that all lots comply with the noise target with the inclusion of the 1.5 metre high earth mound for residential and assumed building frontage for commercial. No further noise amelioration is required however the bund is discussed further in *Section 6.0*.



Figure 5.1: Witchcliffe Structure Plan

Project No. 20040847

Predicted L_{Aeq} Noise Level Contour Plot to 1.4m AGL



Signs and symbols

- Main building
- Wall
- Berm

Levels L_{Aeq} in dB(A)

- = 50
- = 55
- = 60

Customer:
Sustainable Settlements Pty Ltd

EcoAcoustics Pty Ltd

10 Alyxia Place
Ferndale WA 6148
Ph: 08 93671555



Length scale 1:9018

0 50 100 200 300 400
m

Date: 22/05/2020
Project engineer: Rebecca Ireland



6 Road Traffic Noise Amelioration Strategy

From the results presented in *Figure 5.1*, with the inclusion of the constructed 1.5m high earth bunds and the future commercial buildings adjacent to Bussell Highway, the lots fronting Bussell Highway (and all lots further east away from the highway) are predicted to comply with the Policy target criteria. The bund height is based on a recent site feature survey, with *Figure 6.1* showing the location of the 1.5m high earth bunds located along the site boundary. The modelled 80% building frontage on the commercial lots along Bussell Highway will be implemented through Local Development Plans that will apply to these lots. The LDPs will set development standards that will require that proposed buildings adhere to this standard. This requirement will be enforced through the Development Approval process that each of these lots will need to undertake prior to development with the Shire of Augusta-Margaret River.



Figure 6.1: Witchcliffe Structure Plan

Project No. 20040847

Location of 1.5m High Earth Bunds

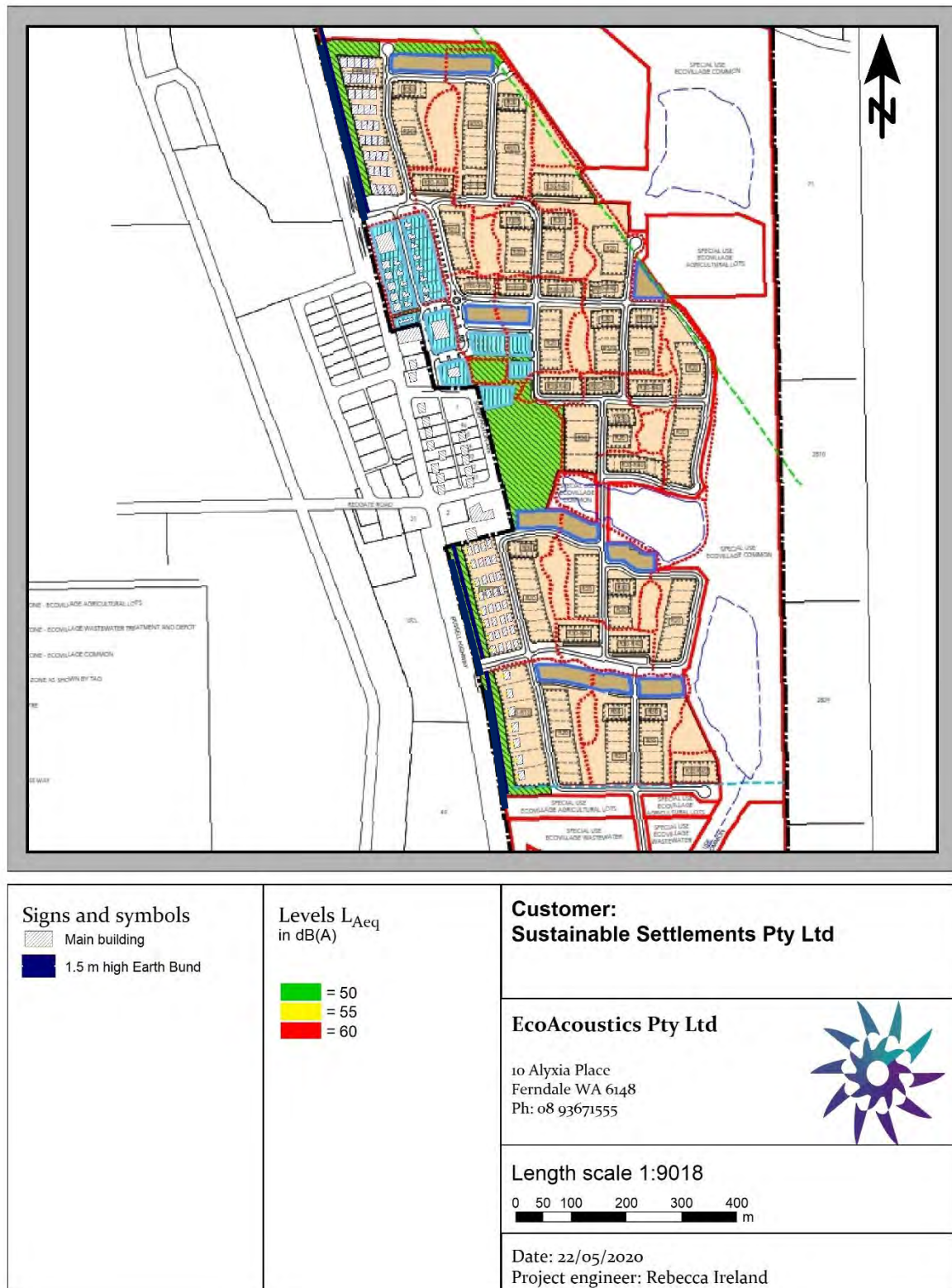


Figure 6.1: Location of 1.5 metre High Earth Bunds



7 Conclusion

With the inclusion of the proposed 1.5 metre high earth bunds and the location of the commercial premises fronting Bussell Highway, the analysis has shown that the site can comply with the target in *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning*.



Appendix A

Terminology





Terminology

Ambient Noise

Ambient noise refers to the level of noise from all sources, including background noise as well as the source of interest.

A-Weighting

An A-weighted noise level is a noise level that has been filtered as to represent the way in which the human ear distinguishes sound. This weighting indicates the human ear is more sensitive to higher frequencies than lower frequencies. The A-weighted sound level is described as L_A dB.

Background Noise

Background noise is the noise level from sources other than the source of interest. Background may originate from such things as traffic noise, wind induced noise, industrial noise etc.

Decibel (dB)

The decibel is the unit that characterises the sound power levels and sound pressure of a noise source. It is a logarithmic scale with regard to the threshold of hearing.

Impulsive Noise

An impulsive noise source is a short-term impact noise which may originate from such things as banging, clunking or explosive sound.

Influencing factor

$$= 1/10 (\% \text{ Type } A_{100} + \% \text{ Type } A_{450}) + 1/20 (\% \text{ Type } B_{100} + \% \text{ Type } B_{450})$$

Where:

% Type A_{100} = The percentage of industrial land within a 100m radius of the premises receiving noise

% Type A_{450} = The percentage of industrial land within a 450m radius of the premises receiving noise

% Type B_{100} = The percentage of commercial land within a 100m radius of the premises receiving noise

% Type B_{450} = The percentage of commercial land within a 450m radius of the premises receiving noise

+ Traffic factor (maximum 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 450m



L_{A1}

An L_{A1} level is the A-weighted noise level which is overreached for one percent of a measurement period. It represents the average of the maximum noise levels measured.

L_{A1} assigned level

An assigned L_{A1} level which is not to be exceeded for more than 1% of a delegated assessment period.

L_{A10} assigned level

An assigned L_{A10} level which is not to be exceeded for more than 10% of a delegated assessment period.

L_{A10}

An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

L_{A90}

An L_{A90} level is the A-weighted noise level which is overreached for 90 percent of the measurement period. It represents the “background” noise level.

L_{Aeq}

L_{Aeq} refers to the comparable steady state of an A-weighted sound which, over a specified time period, contains the same acoustic energy as the time-varying level during the specified time period. It represents the “average” noise level.

L_{AFast}

The noise level in decibels, obtained using the A frequency weighting and the F time weighting as specified in AS1259.1-1990. L_{AFast} is used when examining the presence of modulation.

L_{Amax}

The L_{Amax} level is the maximum A-weighted noise level throughout a specified measurement.

L_{Amax} assigned level

The L_{Amax} assigned level describes a level which is not to be exceeded at any time.

L_{APeak}

The L_{APeak} level is the maximum reading (measured in decibels) during a measurement period, using the A frequency weighting and P time weighting AS1259.1-1990.



L_{ASlow}

A L_{ASlow} level is the noise level (measured in decibels) obtained using the A frequency weighting and S time weighting as specified in AS1259.1-1990

Major Road

A Major road has an estimated average daily traffic count of more than 15,000 vehicles.

Maximum Design Sound Level

Maximum Design Sound Level is the level of noise beyond hearing range of most people occupying the space start, become dissatisfied with the level of noise.

Modulating Noise

A modulating source is an audible, cyclic and regular source. It is present for at least 10% of a measurement period. The quantitative definition of tonality is:

a fluctuation in the discharge of noise which;

- a) is more than 3 dB $L_{A Fast}$ or is more than 3 dB $L_{A Fast}$ in any one-third octave band;
- b) is present for at least 10% of the representative

One-Third-Octave Band

One-Third-Octave-Band are frequencies that span one-third of an octave which have a centre frequency between 25 Hz and 20 000 Hz inclusive.

Representative Assessment Period

Representative Assessment Period describes a period of time not less than 15 minutes, and not surpassing four hours. It is determined by an inspector or authorised person to be suitable for the assessment of noise emissions.

Reverberation Time

Reverberation time refers to an enclosure for a sound of a specified frequency or frequency band as well as the time that would be necessary for the reverberantly decaying sound pressure level in the enclosure to decrease by 60 decibels.

RMS

The root mean square level is used to represent the average level of a wave form such as vibration.

R_w

R_w is the weighted sound reduction index. It is a single number rating characterising the sound insulation of a material or building element over a range of frequencies. The higher the R_w rating, the better the acoustic performance of the material or building element.

Satisfactory Design Sound Level

Satisfactory Design Sound Level refers to the level of noise that has been found to be acceptable for the environment in question, which is also to be non-intrusive.



Secondary / Minor Road

A Secondary / Minor road has an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Sound Pressure Level (L_p)

Sound Pressure Level refers to a noise source which is dependent upon surroundings, and is influenced by meteorological conditions, topography, ground absorption; distance etc. Sound Pressure Level is what the human ear actually hears. Noise modelling predicts the sound pressure level from the sound power levels whilst taking into account the effect of relevant factors (meteorological conditions, topography, ground absorption; distance etc).

Sound Power Level (L_w)

A sound power level of a noise source cannot be directly measured using a sound level meter. It is calculated based on measured sound pressure levels at recognised distances. Noise modelling includes source sound power levels as part of the input data.

Specific Noise

Specific Noise relates to the component of the ambient noise of interest. It can be specified as the noise of interest or the noise of concern.

Tonal Noise

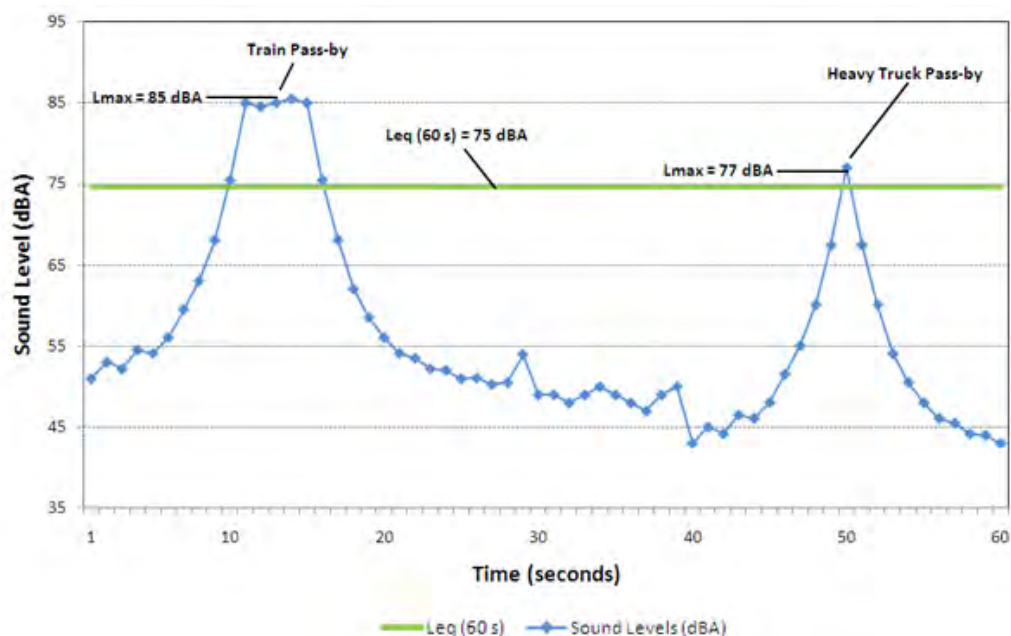
A tonal noise source can be designated as a source that has a specific noise emission over one or several frequencies, such as droning. The quantitative definition of tonality is:

the presence in the noise emission of tonal characteristics where the difference between —

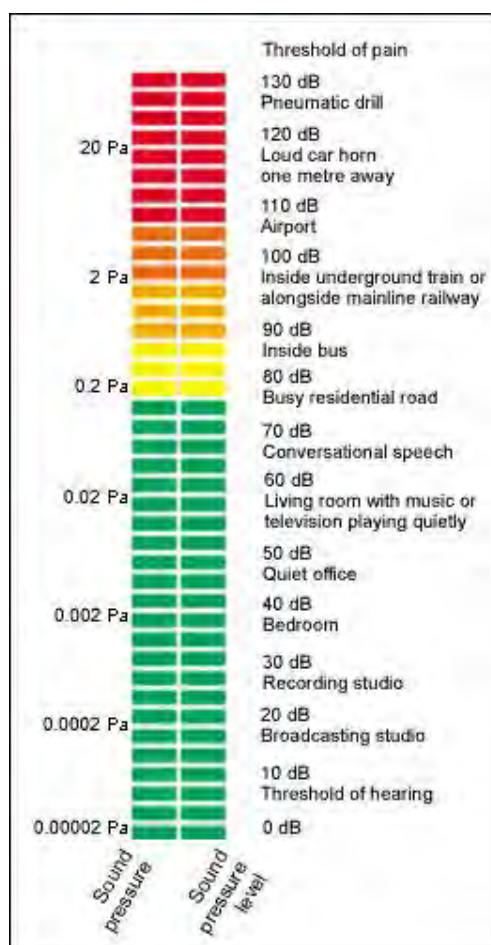
- a) the A-weighted sound pressure level in any one-third octave band; and
- b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.



Chart of Noise Level Descriptors



Typical Noise Levels



APPENDIX 3 – Traffic Impact Statement



Traffic Statement
Structure Plan Modification - Proposed R30-40 Lots
Rev B
April 2020

Background

The traffic management plan for the Witchcliffe Ecovillage was endorsed by the Shire of Augusta Margaret River and the Department of Planning as part of the adoption of the Witchcliffe Ecovillage Structure Plan in 2017. This traffic statement considers the traffic impacts from changing 2 parcels within the structure plan area from R5-10 to R30-40 to enable creation of additional affordable housing.

Proposal

The parcels shown on the following diagram along the Bussell Highway boundary of the Witchcliffe Ecovillage are proposed to be changed from R5-10 to R30-40 increasing the existing number of dwellings from 15 to 82. Plans showing the indicative lot layout of the R30-40 clusters are included in the Structure Plan Amendment report (April 2020), Figures 3 and 4.

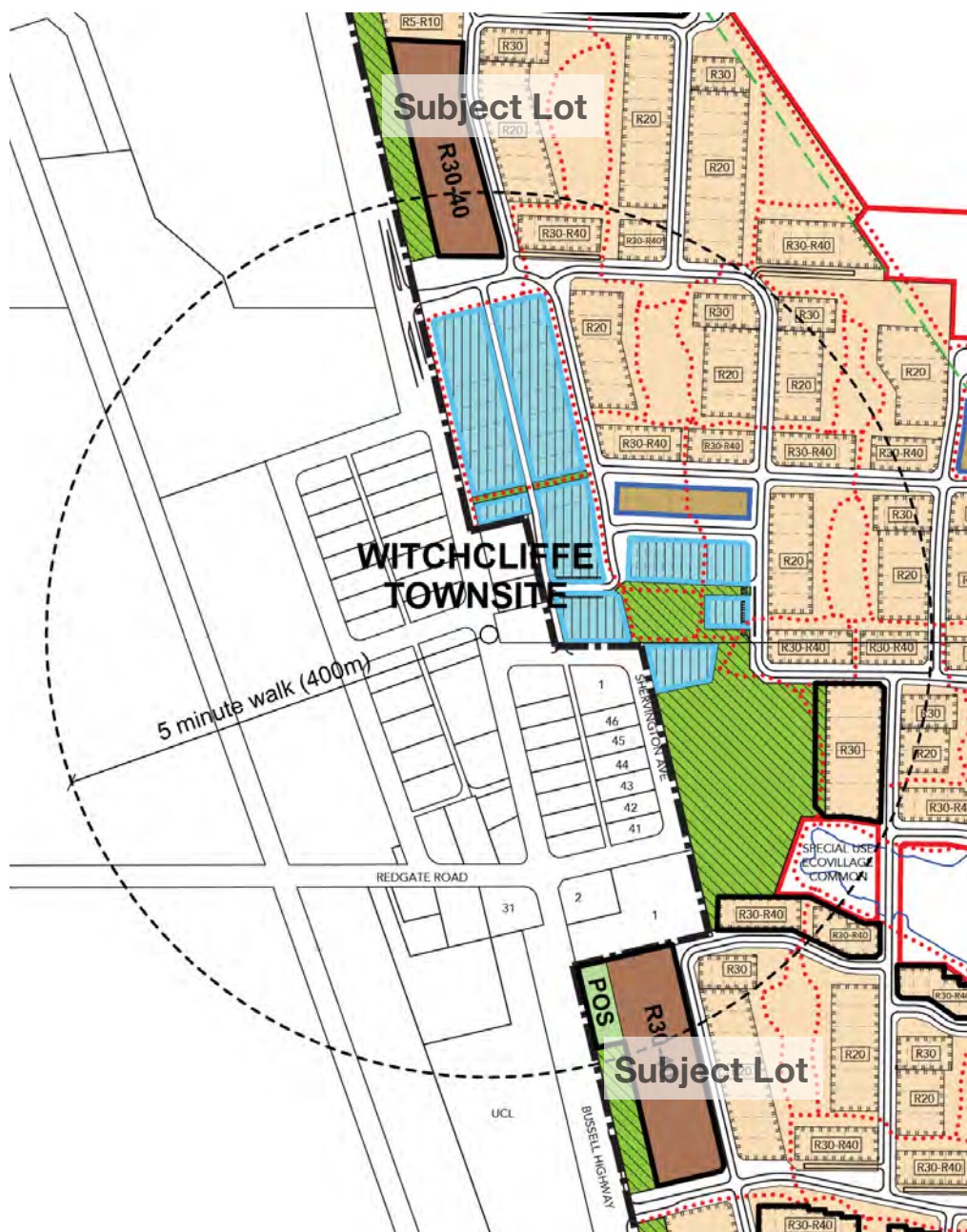


FIGURE 1 - LOCATION OF PROPOSED INCREASES IN DENSITY

Traffic Generation

Traffic generation rates used for the July 2017 Witchcliffe Ecovillage Traffic Management Plan are:

*Transport Assessment Guide for Developments, Western Australian Planning Commission
2006*

Residential Dwellings

0.8 trips per dwelling peak hour, 9 trips per dwelling per day

AM 25% in and 75% out

PM 67% in and 33% out

RTA Guide to Traffic Generating Developments

Smaller Units and Flats up to 2 bed

0.4 - 0.5 trips per dwelling peak hour, 4 - 5 trips per dwelling per day

Traffic generation for the current structure plan together with the proposed changes has been determined based on these traffic generation rates and is summarised in Table 1 and Table 2. Traffic generation for the northern and southern groups of lots are considered separately as these lots will impact traffic predominantly on the road immediately abutting those lots and the adjacent access road onto Bussell Highway.

The total increase in traffic across the development of 257 trips per day represents a 11.2% increase in total traffic generation based on the total traffic generation of 2300 vehicle trips per day as per the July 2017 Witchcliffe Ecovillage Traffic Management Plan. The overall impact of traffic generation from these lots is considerably lower than the change in the number of lots because the proposed lots are small lots with lower traffic generation rates than the lots they replace and lower traffic generation rates than other lots within the Witchcliffe Ecovillage which includes a range of residential lot sizes, tourist, mixed use and commercial land uses.

Table 1 - Traffic Generation Northern Lots

	Northern Lots	Northern Peak Hour Trips	Northern Lots Daily Traffic
Current Structure Plan R5-10 lots (impacted)	7	6	63
Proposed Amendment R30-40 Lots	41	21	205
Proposed Increase	34	15	142

Table 2 - Traffic Generation Southern Lots

	Southern Lots	Southern Peak Hour Trips	Southern Lots Daily Traffic
Current Structure Plan R5-10 lots (impacted)	10	8	90
Proposed Amendment R30-40 Lots	41	21	205
Proposed Increase	31	13	115

Impact of Traffic on Surrounding Area

The primary impacts from additional traffic arising from the proposed change in lots are:

- Additional traffic on internal roads abutting the subject lots
- Additional traffic on the entry road and intersections
- Regional traffic impacts

Internal Roads Abutting the Subject Lots

The traffic model provided in the July 2017 Witchcliffe Ecovillage Traffic Management Plan identified traffic volumes on the internal roads providing property access to the subject lots would have daily traffic less than 200 vehicles per day. The additional traffic generation for the northern lots of 142 vehicles per day and southern lots of 115 vehicles per day will be adequately catered for by the existing access roads which have been identified as access streets in the existing Witchcliffe Ecovillage road hierarchy and have a nominal capacity of 500 vehicles per day.

Entry Roads

The property access roads connect directly to the development entry roads. The entry roads have been identified as access streets in the development road hierarchy with a capacity of 1500 vehicles per day.

The additional northern lots are estimated to increase traffic on the northern entry road from 1460 vehicles per day to 1602 vehicles per day.

The additional southern lots are estimated to increase traffic on the southern entry from 677 vehicles per day to 792 vehicles per day.

While the additional traffic at the northern intersection increases the daily traffic volume marginally in excess of the nominal road capacity of 1500 vehicles per day, is not a precise limit to the traffic which the road is able to carry, rather traffic volumes in excess of this are likely to experience some reduction in service levels during peak traffic periods and further consideration of factors that affect roadway capacity is warranted.

The nominal capacity of an access street of 1500 vehicles per day includes allowance for factors such as property access and parking. In this situation the nominal capacity of 1500 vehicles per day is only marginally exceeded and the entry road does not have property access or on street parking, thus the existing road network will be adequate to cater for the required roadway capacity with the proposed increase in lots.

The additional traffic on the southern intersection is well within the nominal capacity of the proposed road network.

Bussell Highway Intersections

Intersections are designed for peak hour traffic volumes and design capacities for intersection types may be based on Austroads intersection warrants for unsignalised intersections. Additional traffic from the proposed lots results in an increase in the peak hour traffic volume of 7.2% for the northern intersection and 16% for the southern intersection (though still very low volumes at 97 peak trips per day). Figure 2 shows intersection design traffic volumes from the July 2017 Witchcliffe Ecovillage traffic management plan together with traffic volumes including additional traffic for the proposed R30-40 lots.

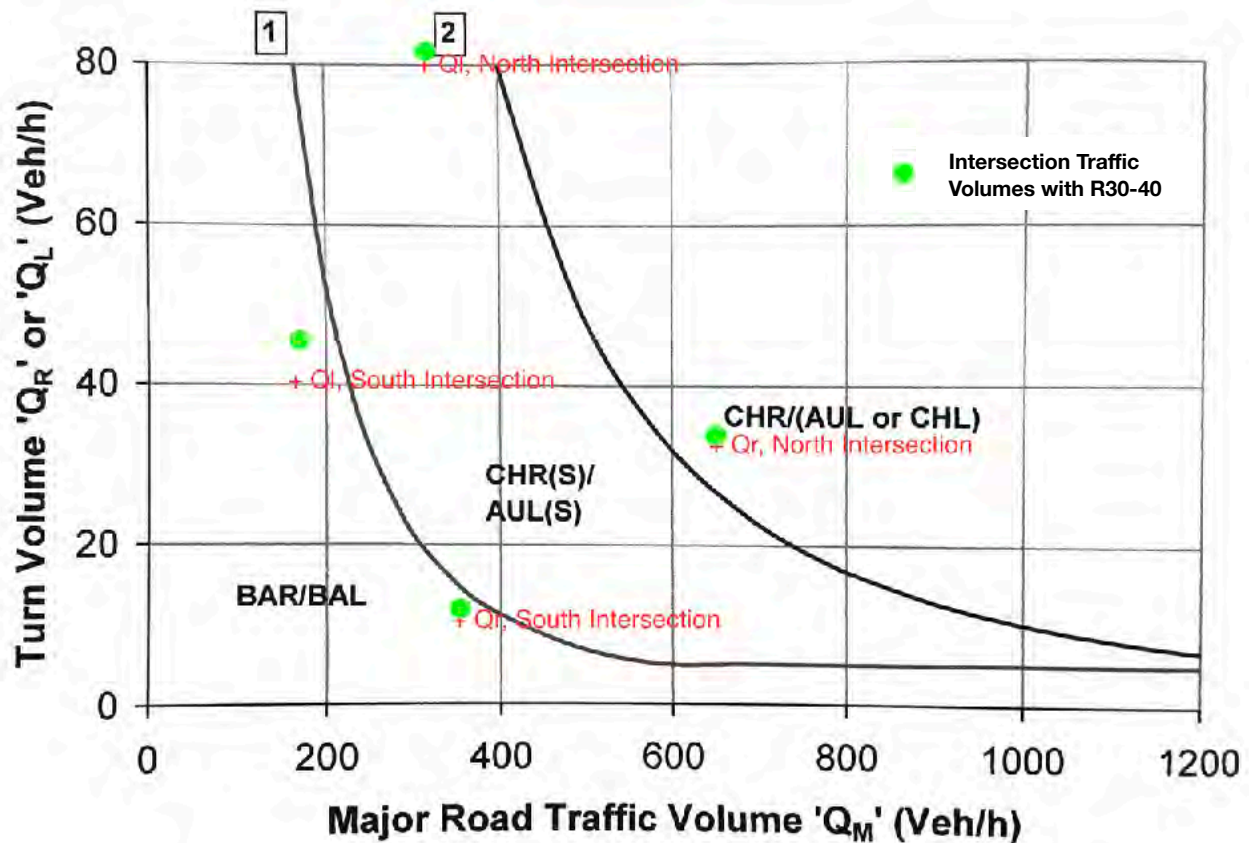


FIGURE 2 - AUSTROADS INTERSECTION WARRANTS FOR UNSIGNALISED INTERSECTIONS <100KM/H

Regional Impacts

Regional impacts relate to an increase in traffic on Bussell Highway. The increase in traffic on Bussell Highway is minor and accommodated within existing observations of growth in traffic volumes.

Pedestrians and Cyclists

The existing traffic management plan shows a proposed recreation trail providing access to R5-10 lots alongside Bussell Highway. With the increase of density and lots created by the proposed change to R30-40 there will be greater pedestrian and cycle activities. In addition the lots are proposed as affordable lots and will attract residents with lower car ownership rates and greater reliance on walking and cycling to services in the Witchcliffe village centre. The recreational trail could be upgraded to a path connecting the proposed lots to the village centre.

Conclusion

In the context of the entire project and the approved street network, we can conclude that the additional traffic movements from the proposed increase in density on the two subject sites can be easily accommodated by the existing designs for street cross sections and intersections.

Submission	Response
<p>Submission 1 We have reviewed the proposed modifications to housing density and rating of properties and make the following comments.</p> <ol style="list-style-type: none"> 1. Parking Strategy. <ol style="list-style-type: none"> a. We are in agreement that a parking strategy is required to ensure adequate parking within Witchcliffe. In recent times, we have noted that Highway street parking in Witchcliffe has been at capacity with parking spill over into side roads including Redgate Road. We are mystified by this amount of parked vehicles as there are a limited number of current businesses in the townsite. b. We further suggest that the parking strategy needs to include sufficient parking space in the affordable housing clusters to allow for in-home medical service vehicle parking as well as allowance for emergency service vehicles as required. 2. Traffic on Redgate Road. We are residential property owners on Redgate Road. In previous submissions to Council in relation to the development of Lot 1032 Redgate Road and other developments, we have raised concerns about the increase in traffic, speed of travel, together with the number of people / pedestrians on the road, including schoolchildren. The increase in dead and dying wildlife (e.g. kangaroos) from vehicle impact has been noted. 3. Beach parking. The impact of the proposed increase in local population will exacerbate an already impossible situation regarding parking at Redgate Beach particularly during tourist holiday periods. 	<p>The parking strategy proposed will only apply to 'village centre' zone within the Ecovillage and address existing parking shortfalls within the Witchcliffe village centre.</p> <p>The Residential Design Codes require two bays per dwelling in most cases. Additional parking is at the discretion of the developer and cannot be mandated by the Shire.</p> <p>The proposal has been referred to the Shires Infrastructure staff and Main Roads to assess traffic impacts of the proposal on the immediate and broader road network. The relatively small increase in dwellings is not anticipated to exacerbate this issue.</p> <p>As the subject development will not contribute to this issue in isolation this is not able to be addressed through the structure plan process.</p>
<p>Submission 2 Strongly object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40). Small roofs collect less water.</p>	<p>Water collection requirements will be consistent with other R30-40 lots within the subdivision (a minimum of 37,500L water supply). This is based on previous studies that informed the original structure plan.</p>

<p>Increased number of residents present problems with vehicular movement and amenity.</p> <p>Strongly object to Part 2 of the proposal (changing lots from Residential to Tourism) Tourism lots do not equate to eco village concept. There are sufficient tourism accommodation venues at present in Witchcliffe.</p> <p>Object to Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space). Public open space is most valuable for young families and in my opinion one oval for 1000 residents would appear to be insufficient space for team games.</p> <p>Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>In my opinion water will biggest problem associated with this project. The sinking of dams has already affected neighbouring properties through stream flow and lowering the water table. This will continue in years to come, bores may need to be used to augment supplies thus making the situation worse.</p> <p>The proponent is quite confident that the project will be of providing sufficient water for domestic use but if the predictions of environmental scientists are correct and the south west rainfall continues to decrease this may not always be possible, Perhaps the growing of summer crops will need to be curtailed.</p>	<p>This influences the number of dwelling that can be proposed spatially in order to provide sufficient roof catchments and space for rainwater tanks, as well as managing the demand on the water supplies.</p> <p>Refer to the discussion on the Tourism zoning in the report. The parcels were proposed for short stay use in the original concept plan, so is not a new proposal. The outright change of zoning to Tourism is not supported, but allowance for the use of dwellings as holiday homes will be provided should landowners pursue this. The extent of tourism development (or otherwise) within Witchcliffe or across the Shire is not a relevant planning consideration.</p> <p>Refer to the discussion in the planning comment section of the report. The amount of public open space provided is close to the required 10%, balanced by the large agricultural and community purpose areas. The area of POS to be changed will contain drainage infrastructure and minor changes to the number of aged dependant dwellings.</p> <p>Noted.</p> <p>Refer to the comments above on water. Dam approvals for the site have been subject to the installation of low flow bypasses in order to maintain environmental flows.</p> <p>Refer to the comments above on water. The proponent has advised that studies looked at worst case scenario data to ensure supply will be adequate with lower rainfall. The dams will have sufficient water for agricultural operations, and this will also provide a reserve supply should this be required.</p>
Submission 3	

<p>I am a future resident of the Witchcliffe Eco Village and will be hopefully constructing a home there this year. I saw their announcement that they have submitted some changes to the original structure plan and I'd like to forward my feedback/thoughts on the matter to you, as summarised below.</p>	<p>Noted.</p>
<ul style="list-style-type: none"> • I do not agree with the current changes to increase the density of housing, the resizing of the aged care facility or to change the residential zones to Tourism. • I believe that the development should be continued as originally planned until it can demonstrate success in its proposed ideas before adjusting the zoning. Only after the implementation and construction of the proposed development should changes to the development be made as this will allow appropriate detailed planning to be made on how the changes will affect the Eco Village residents as well as the broader Witchcliffe community. • I feel the increased density of living along Bussell Hwy and revisions to the agricultural lots does not fit into the Eco Village model and aesthetic which was originally advertised to me. Nor does high density apartment living necessarily fit into the existing Witchcliffe character. 	<p>Noted.</p> <p>Noted.</p> <p>The density change will result in 65 additional dwellings, multiple dwellings (apartments) have not been proposed. A number of visual management measures have been put in place to reduce the visual impacts from the highway, namely:</p> <ul style="list-style-type: none"> • Use of a 25m wide vegetated bund; • Retention of lower density lots on the northern and southern approaches to the site; • Integration of community gardens into the design which will break up the appearance of the development and reduce its mass and bulk.
<ul style="list-style-type: none"> • I'm not sure if the existing infrastructure of Witchcliffe and that of the Eco village can support such a large increase in local residents. Further consideration needs to be made to public open space, shops and the local roads. 	<p>The ecovillage will have its own water treatment plant for reticulated sewerage, and urban water management plans have been prepared to deal with stormwater. See above comments regarding public open space. The structure plan includes an expansion to the Witchcliffe Village Centre which will provide space for additional shops and other commercial uses.</p>

<ul style="list-style-type: none"> • There may not be enough room to promote or allow for self-sufficiency which is the core value of the Eco village. i.e.. is there enough space for water tanks, or roof area for solar panels, garden space? <p>Whilst the above summarises a few of my key concerns, I do not necessarily disagree with the changes in the long term. In general I feel the proposed changes are rushed (possibly fuelled by the push to make the most of the current building bonus initiatives?) and may not be properly considered. Happy to reconsider my opinion in a few years once the Eco Village is up and running.</p>	<p>See response to submission 2 regarding water. As is the case with water, ensuring sufficient space for solar arrays will be a constraint on the eventual design of the development of these areas.</p> <p>Noted.</p>
<p>Submission 4 Proposed Modification 1 to Approved Structure Plan (2017) Witchcliffe Ecovillage</p> <p>We write to you to express our support for the proposed modification 1 to the approved structure plan (2017) for Witchcliffe Ecovillage.</p> <p>Witchcliffe Ecovillage is regarded as a global leader in sustainable development. The current structure plan is the result of years of thoughtful and dedicated work.</p> <p>We believe the proposed modifications will further strengthen and support the environmental and sustainable outcomes of the project. In particular, the expansion of the Aged Dependent Housing site will allow retention of existing trees and more effective use of POS land. Furthermore, the rezoning to higher density will result in much needed affordable and secure housing for the Shire, and increase the POS.</p> <p>We trust the Shire will consider the proposed changes favourably.</p>	<p>Noted.</p>
<p>Submission 5</p>	

<p>Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40). More and more houses, more and more people, more use of water in this time of climate change and drying environment means there must be tapping into other water resources. Not a good idea from my point of view. Scheme water will be necessary before too long.</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism). How the concept of an eco community can be maintained when such a large group of housing is up for rent /visitors/possibly people who do not hold the same environmental concepts as those who bought in believing it would be such a community.</p> <p>Object to Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space). Specifically, this appears to be good and generous idea – but the bottom line is just another ploy to get more money from people and more revenue for the shire and more and more people to live in what was a quiet, rural community, the reason I wanted to live here!</p> <p>Object to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots). Having had specific examples shown as to what happens with community common use in the Boranup community, I know that it won't be long before a few will be coming and taking responsibility for the many.</p>	<p>Refer to the response to submitter 2 in regard to water.</p> <p>Refer to the response to submitter 2 regarding the proposed Tourism zoning.</p> <p>Noted. The proposal is assessed on its planning merits, the economic outcomes of the proposal for the Shire are not a relevant consideration from a planning perspective.</p> <p>Noted. Management arrangements are the responsibility of the developer and strata/body corporate who manage the areas of common property.</p>
<p>Submission 6</p> <p>Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40). Drying climate = decreased water supply, provision inadequate because increased population density.</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism). Highway traffic dangerous – people vs vehicles.</p>	<p>Refer to the response to submitter 2 in regard to water supply.</p> <p>Refer to the response to submitter 1 in regard to traffic.</p> <p>Refer to the response to submitter 2 in regard to public open space.</p>

<p>Object to Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space). Inadequate provision of public open space as it is.</p> <p>Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots). Any net increase in public usage helpful.</p> <p>This project is a marketing exercise. Potential massive Shire bailout inadequate infrastructure to support people living there. Inadequate recreation access including local beach parking facilities. Potential slum of Witchcliffe because of inadequate H2O, population density and lot sizes.</p>	<p>Noted.</p> <p>The issues raised here have been addressed in response to previous submitters.</p>
Surveys Completed on Your Say	
<p>Submission 7</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>The submitter is talking to the developers about these two blocks of land. If successful with R30-40 zoning, there is an opportunity to develop a staff housing concept that would meet an urgent and long term need in the region.</p> <p>Support Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Having tourism accommodation will enable economical opportunities and offer an alternative tourism experience that is not currently available in the immediate area, but being limited, should not adversely impact residents.</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

<p>I understand that increasing space for aged and dependent housing will help meet future needs for the region.</p> <p>Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>Noted.</p>
<p>Submission 8</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>There is not enough affordable housing available in the shire of AMR.</p> <p>Indifferent to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>I'm in support if the tourism zoning is necessary to for example have a tiny house lot.</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 9</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>We are in dire need of affordable accommodation in the area. As with most tourism driven areas of the world, those people on low wages who keep essential services going are being priced out of the market.</p>	<p>Noted.</p>

<p>Support Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>If that is what it takes to provide affordable accommodation.</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Otherwise families will be separated.</p> <p>Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>Again, if it's necessary to provide amenity for affordable housing</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 10</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>The developers' proposal to build compact, affordable rental housing around community gardens and open space will help to address the critical shortage of rental property in the MR region. I think it's a far better idea than adding more enormous blocks.</p> <p>Indifferent to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>There is a great need for decent, well-managed aged care. There is plenty of POS in the Ecovillage apart from what will be lost by increasing the size of the aged & dependent housing site as proposed.</p>	<p>Noted</p> <p>Noted</p> <p>Noted.</p>

Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).	Noted.
<p>Submission 11</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>Affordable rental housing is in very short supply everywhere. As a Social Worker I have frequently struggled to find my clients housing in the general rental market that they can afford. The ability to 'belong' to the Ecovillage will be a positive too!</p> <p>Support Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>COVID has made many people consider how we live on this planet and what is important. Having the ability to stay in an Ecovillage and experience first hand what living this lifestyle means is something many people will be interested in doing.</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>We believe it is very important for people living in the aged/dependent housing site to have space around them. Expanding the site and preserving existing trees is a positive for all.</p> <p>Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>I think the generous proportions of Ecovillage Common will be beneficial for all.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
Submission 12	

<p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>I am very supportive of any development that helps to reduce the low cost housing and rental crisis in Margaret River and surrounds</p> <p>Indifferent to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>I do think there is sufficient tourism accommodation however this development is likely to have a number of visitors who come to see how it all works and so it may be good to have on site tourism options.</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>I agree with the reasoning to keep the trees and so increase the size of this site is sensible.</p> <p>Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 13</p> <p>Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>While I support the need for more affordable properties/rentals I feel the density of the micro clusters is too high as per the artists impressions of Figure 3 & 4.</p> <p>Indifferent to Part 2 of the proposal (changing lots from Residential to Tourism).</p>	<p>Despite the increased density coding, water collection, communal gardens and energy generation requirements will influence the number of dwellings that can be proposed spatially. The resultant density (337m² average lot size) is closer to a R25 than R30. The visual impacts associated with this type of development is discussed further in response to submission 3.</p> <p>Noted.</p>

Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).	Noted.
Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).	Noted.
<p>Submission 14</p> <p>Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>Too higher density</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>See response to submission 13 on density.</p> <p>See response to submitter 2 on the Tourism zoning.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 15</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>As a future Ecovillage resident, I think that I this change will allow a greater number and diversity of people to be able to experience life in the Ecovillage. It certainly shouldn't be a place just for those financially better-off.</p> <p>Indifferent to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).	Noted.
<p>Submission 16</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>I think it's a great idea to increase the availability of affordable housing.</p> <p>Support Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Increasing aged and dependent housing would seem to match current population trends.</p> <p>Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>The commons are a central part of the ecovillage design and are a good thing to increase.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 17</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>This change, in a small way, furthers Shire objectives. It also improves the distribution of lot sizes, layout and integration of the village.</p>	Noted.

<p>Indifferent to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>The reasons advanced by the proponent are clearly valid and will much improve the viability of the Aged and Dependent housing within the Village.</p> <p>Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>Too many imponderables and unknown to make a judgement. It all depends on future plans and any costs/benefits of this proposed change could well alter in future.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 18</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>Before Covid19, there was already significant pressures on long term rentals in the AMR Shire and a shortage of affordable long term rentals for the local population. This has been exacerbated by the pandemic. This proposal will help address the situation</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>I think this would be ok if it provides housing for long-term rentals (for people living here permanently), short-term stays and/or holiday homes. If this zone is only used for tourism accommodation then it won't help address the rentals shortage</p>	<p>Noted.</p> <p>See response to submitter 2 on the Tourism zoning.</p>

<p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>The impact on the Public Open Space is minimal and won't make much of a difference to that space, while increasing the size of the Aged and Dependent Housing site will be beneficial to provide housing for an ageing population.</p> <p>Object to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>COVID19 has put unprecedented stresses on food supply chains, creating new challenges for food production, processing, and distribution, and changing demand patterns. For the Shire to be resilient, local food production should be prioritised and maximised</p>	<p>Noted.</p> <p>The subdivision maintains a substantial area of agricultural land for food production which far exceeds that provided within other subdivisions within the Shire. The change would not prevent agricultural use of the ecovillage common area should this be pursued, and garden areas for resident's food production, provided in close proximity to the dwellings will not be impacted by the proposed change.</p>
<p>Submission 19</p> <p>Support Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>Increasing the density will help solving a shortage of residential homes for locals within the AMR shire.</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Given the situation that many locals in the AMR shire find themselves in a situation where they cannot find long term accommodation and are currently staying in caravan parks, the priority should be given to "residential" and not "tourism" lots.</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p>	<p>Noted.</p> <p>See response to submitter 2 on the Tourism zoning.</p> <p>Noted.</p>

<p>Given that the impact on the community grounds is minimal this makes sense in order to support more aged and dependant housing for an aging population in the AMR shire</p> <p>Object to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>The pandemic has highlighted the risk of food shortages and food supply interruptions. It has also led to a major trend in city dwellers wanting to move to the AMR shire. Agricultural lots should be prioritised for resilience and to ensure sufficient food.</p>	<p>See response to submitter 18 on food production.</p>
<p>Submission 20 Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>Additional R30-R40 development incompatible with surrounding developments. MISLEADING Figures - actually extra 168.5 people in 82 Micro Clustered buildings. Excessive traffic. Insufficient POS & no proof of resource allocation for increase population.</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Potential for massive increase in Absentee ownership. Stated avoidance of Shire policy 50m rule. Noise issues in proximity of high density residences. Resultant waste and resource competition for parking & access increasing traffic.</p> <p>Indifferent to Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Object to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>See response to submission 13 on density, submission 1 on traffic impacts, submission 2 on public open space, submission 2 regarding water and submission 3 regarding solar energy.</p> <p>See response to submitter 2 on the Tourism zoning. If holiday homes are approved there are management requirements that the use has to adhere to, as well as specific conditions around noise and factors which may lead to detrimental impacts on the amenity. Refer to submission 1 on traffic impacts.</p> <p>Noted.</p> <p>Noted. The Shires response is limited to the planning implications of the proposal.</p>

<p>This bizarre proposal seeks to overturn previous approved agricultural lots to an area owned by as yet non-existent residents. Obvious marketing potential.</p>	
<p>Submission 21 Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>Additional R30-R40 development incompatible with surrounding developments. MISLEADING Figures - actually extra 168.5 people in 82 Micro Clustered buildings. Increased COVID risk.</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Potential for massive increase in Absentee ownership. Stated avoidance of Shire policy 50m rule. Noise issues in proximity of high density residences. Resultant waste and resource competition for parking & access increasing traffic.</p> <p>Indifferent to Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Object to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p> <p>This bizarre proposal seeks to overturn previous approved agricultural lots to an area owned by as yet non-existent residents. Obvious marketing potential.</p>	<p>See response to submission 13 on density</p> <p>See response to submission 20 on this matter.</p> <p>Noted.</p> <p>See response to submission 20 on this matter.</p>
<p>Submission 22 Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>While I agree with the proposal to include more affordable housing</p>	<p>Noted. These dwellings are referred to as affordable by virtue of them being an alternative and smaller option when compared to the remainder of the housing stock in Witchcliffe. It is not proposed that these will be operated by a social housing provider.</p>

<p>within the ecovillage but I don't agree with the implementation of 'micro-clusters' based on affordable housing only. Residential areas should be mixed to avoid pitfalls of social housing.</p> <p>Support Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>Support Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>Support Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p>Submission 23</p> <p>Object to Part 1 of the proposal (changing the density code of residential land from R5-10 to R30-40).</p> <p>I don't agree with changing the plan mid way through the development. There have been numerous meetings to get us to where we are today.</p> <p>Object to Part 2 of the proposal (changing lots from Residential to Tourism).</p> <p>I object to changing the short stay to tourism as it depreciates the short term use of my own house as a means of income.</p> <p>Indifferent to Part 3 of the proposal (increasing Aged and Dependant Housing and reducing area of Public Open Space).</p> <p>If it saves the 3 beautiful trees then I would consider this change, but am not in favour of the POS being reduced.</p> <p>Indifferent to Part 4 of the proposal (shifting boundaries between Ecovillage Common and Ecovillage Agricultural lots).</p>	<p>Noted. The applicant is able to pursue modification to a structure plan in accordance with the requirements of the Local Planning Scheme provided due process.</p> <p>The extent of tourism development (or otherwise) within Witchcliffe or across the Shire is not a relevant planning consideration.</p> <p>A requirement for the retention of the three trees is being included as a requested modification to the structure plan.</p> <p>Noted.</p>

Don't fully understand this change without visiting the Shire to speak to someone.

I was unable to make any additional comment about the Witchcliffe Development as there was nothing asking for additional comments. I am unhappy that these changes were up for comment over the Christmas period. The old one two when on holidays/Christmas.

Noted. When proposals are advertised over this period additional time is added to the consultation period to account for people being away. Additional time was added to the consultation in this case to account for the time of year that the proposal was advertised.