



OUTLINE DEVELOPMENT PLAN  
LOT 200 GREENOUGH RIVER ROAD, CAPE BURNEY

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## I.0 Introduction

Greg Rowe and Associates acts on behalf of the City of Greater Geraldton, the owners of Lot 200 Greenough River Road, Cape Burney.

This report has been prepared in support of an Outline Development Plan ('ODP') for the proposed development of Lot 200 Greenough River Road, Cape Burney (refer Appendix I).

This report includes:

- » Description of the subject site;
- » Overview of relevant town planning considerations;
- » Detailed explanation of the proposed ODP;
- » Overview of traffic, parking, drainage and servicing considerations.

## 2.0 Description of Site

### 2.1 Location

The subject site is located in the Municipality of the City of Greater Geraldton ('City') within the locality of Cape Burney, approximately 10km south of the Geraldton Central Area. Refer to Figure 1 for a depiction of the subject site in its regional location.

The subject site lies along the northern bank of the Greenough River, to the northeast of the river mouth. It has a total area of 7.7188 hectares and is bisected by Greenough River Road, which connects to an established visitor car park to the west. Three smaller roads (Gaskin Drive, Rowing Club Point and Murray Road) are also present on the subject site. The subject site currently contains 23 leasehold cottages and a building utilised as a base for the Greenough River Rowing Club. Various structures (ie. ablution block, barbeque, playground equipment) are also present on the portions of the subject site located along the Greenough River. Refer to Figure 2 for a depiction of the subject site in its local location.

### 2.2 Cadastral Information

The subject site is an irregular, almost triangular shaped site, which has frontage to Reserve 20995, which is adjacent to both the Greenough River and Indian Ocean and contains a Management Order in favour of the Shire of Greenough for the purpose of 'Recreation'.

Lot 200 Greenough River Road has a total area of 7.7188 hectares. Access to the property is presently provided by Greenough River Road which bisects the subject site from east to west and comes to a dead end at the car park approximately 44 metres west of the subject site's western boundary. Within the subject site Reserve 20995 is accessed via Murray Road and Rowing Club Point which both intersect with Greenough River Road. The south west corner of the subject site is also bisected by an unmade road providing access to the river reserve. Running parallel and also accessed via Greenough River Road is an unsealed road known as Gaskin Drive, which provides access to the leasehold cottages currently constructed along the northern boundary of the subject site. Gaskin Drive also provides an access way to Hull Street which is located north of the subject site.

The subject site is held within Certificate of Title Volume 2602 Folio 223 and is located on Plan No. 42657. An easement burden is also registered on the Certificate of Title which relates to a water supply easement by the Water Corporation, which is located on the west side of Murray Road and within the north east section of the subject site north of Greenough River Road. Figure 3 shows a site plan with the location of the easement indicated. The ODP does not propose that any permanent structures be built over the easement.

FIGURE I REGIONAL LOCATION



LOT 200 GREENOUGH RIVER ROAD » CAPE BURNEY » 28 NOV 2012 » GRA REF 6153 » ODP REPORT JUNE 2012

FIGURE 2 LOCAL LOCATION

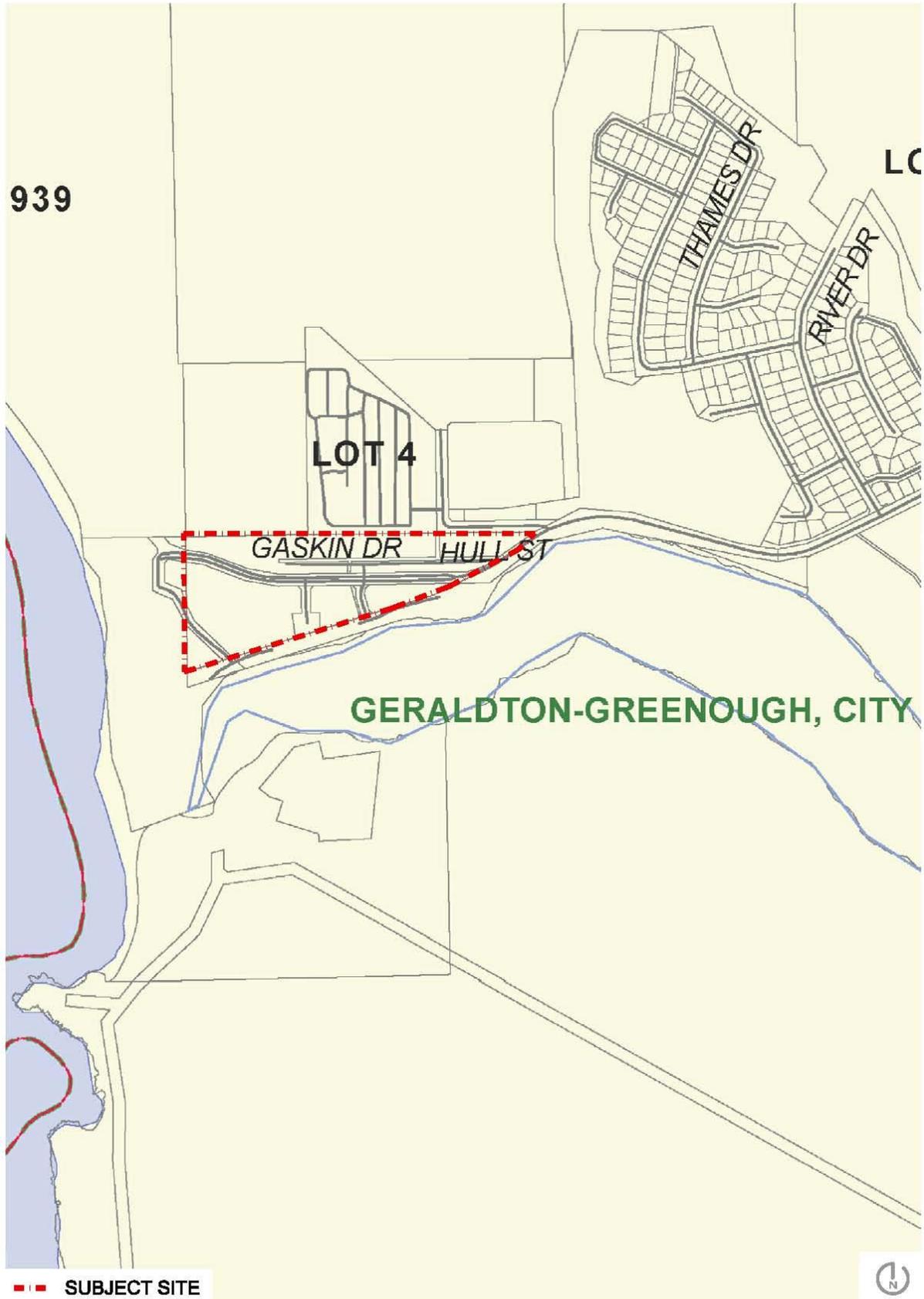
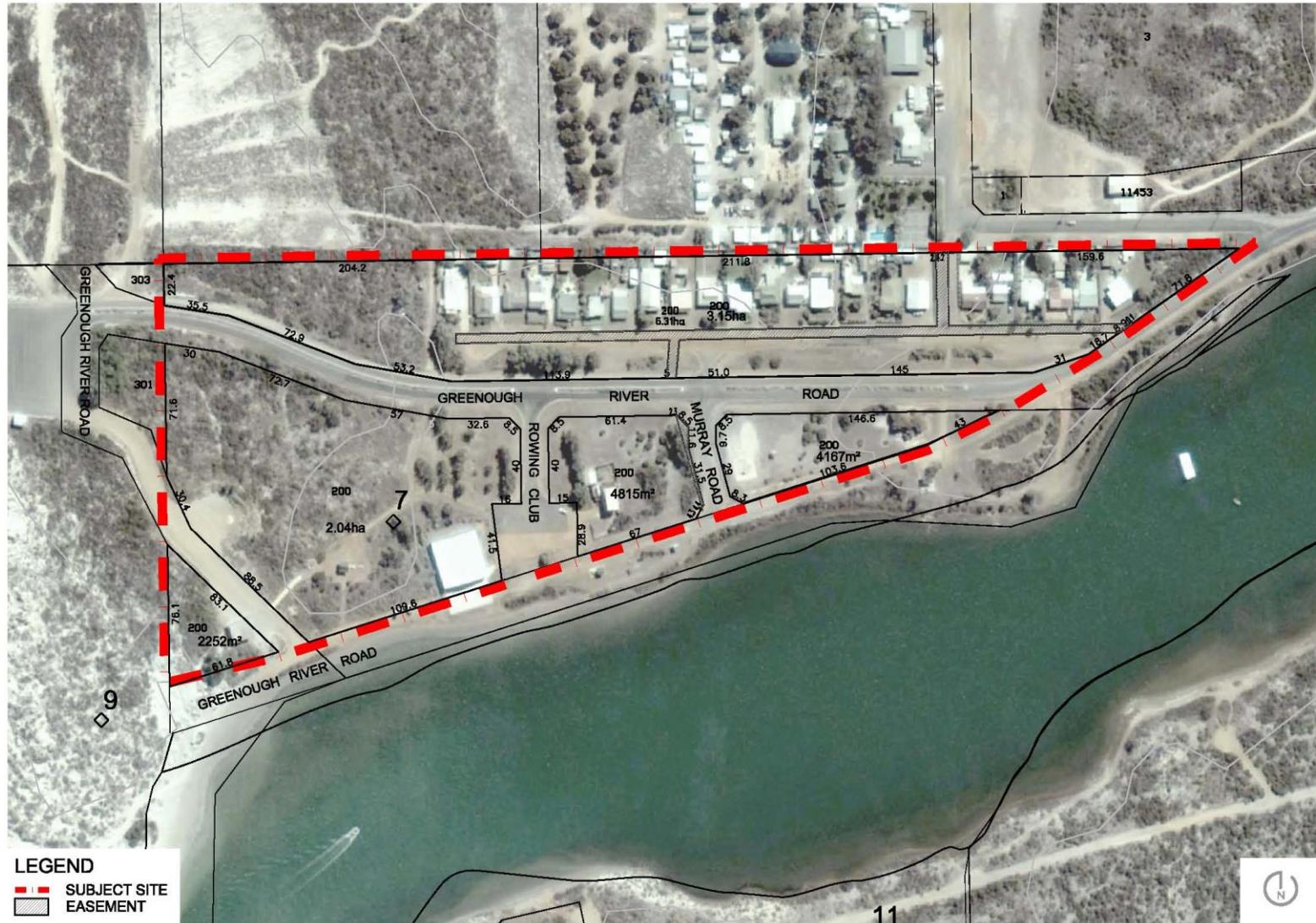


FIGURE 3 SITE PLAN



LOT 200 GREENOUGH RIVER ROAD » CAPE BURNEY » 28 NOV 2012 » GRA REF 6153

## 2.3 Existing Site Conditions

### 2.3.1 Current Use of Site and Surrounding Land Use

The subject site is currently improved with 23 leasehold cottages which are within the ownership of the City of Greater Geraldton. Located along the southern boundary of the subject site fronting the Reserve 20995 is an ablution block, the Rowing Club building and playground equipment. The remainder of the subject site comprises both bitumen and gravel roads, some car parking and grassed recreation areas.

The subject site is bordered to the north by the Cape Burney Caravan Park, which is zoned 'Resort Development' under Town Planning Scheme No. 1A (TPSIA) and vacant land which is zoned 'Residential R20' under TPSIA. Land bordering the remaining boundaries of the subject site is classified as a 'Parks and Recreation' reserve under TPSIA and comprises Reserve 20995, which is vacant and contains remnant vegetation.

### 2.3.2 Topography

The topography of the subject site is characterised as undulating with a nominal RL of 5.0m. Surface levels range from RL 1.0 to RL 6.0. The landform generally falls from north to south throughout the subject site with significant undulating dunes in the western third of the development area.

### 2.3.3 Vegetation, Flora and Fauna

A vegetation, flora and fauna survey was conducted over the subject site in 2010. The survey identified three vegetation types present on the subject site which is consistent with the findings of the Geraldton Regional Flora and Vegetation Survey (2010):

- Type 1: closed Scrubland of *Acacia rostellifera* over weed species;
- Type 2: samphire with *Samolus repens*, *Acanthocarpus preissii* with scattered emergent *Casuarina abesa* fringing the Greenough River; and
- Type 3: cleared / degraded areas dominated by pasture grasses and weeds, with planted ornamental species.

The majority of the subject site is Type 3, with pockets of Type 1 occurring along the western and eastern boundaries of the subject site. Type 2 is located outside the boundary of the subject site on Reserve 20995.

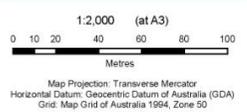
Using the Bush Forever Volume 2 ratings scale, the majority of the vegetation on the subject site is considered to be Condition 6 – Completely Destroyed, with small areas of remnant vegetation which range between Condition 4 – Good and Condition 5 – Degraded.

Development in accordance with the Scheme Amendment will result in the clearing of a portion of Type 1 vegetation, however this is considered to be of low concern from a conservation perspective as the vegetation is in poor condition and well represented throughout the Region. All the significant remnant vegetation which lies outside the boundaries of the subject site on Reserve 20995 will be preserved and this is reflected in the ODP.

Figure 4 shows the existing areas of remnant vegetation on the subject site.

LOT 200 GREENOUGH RIVER ROAD » CAPE BURNEY » 28 NOV 2012 » GRA REF 6153

FIGURE 4 REMNANT VEGETATION ASSOCIATIONS



City of Geraldton – Greenough (CGG)  
Lot 200 Greenough River Road, Cape Burney

Job Number	61-25859-01
Revision	A
Date	06 DEC 2010

Vegetation Type

Figure 3

LOT 200 GREENOUGH RIVER ROAD » CAPE BURNEY » 28 NOV 2012 » GRA REF 6153

There are no Threatened Ecological Communities present on or adjacent to the subject site.

No protected fauna were observed on the subject site during the field survey. A desktop assessment indicated that a number of protected fauna may occur within the subject site, however the likelihood of these protected fauna occurring is in most cases low as the subject site does not contain optimal habitat, with better and larger fauna habitat occurring to the south across the Greenough River (coastal dunes), and east along the river towards Devlin Pool. All habitats within the subject site are severely impacted by weed invasion, grazing by feral fauna (rabbits) as well as disturbance for residential and recreational purposes.

#### 2.3.4 Acid Sulfate Soils

Department of Environment and Conservation's Acid Sulfate Soils risk mapping indicates that sediments associated with the Greenough River are of high to moderate potential of being Acid Sulfate Soils. The risk is shown as occurring within the Greenough River only and not extending to adjacent landholdings.

Whilst not included in the risk mapping, based on the results of the investigations into the subject site Douglas Partners concluded that Acid Sulfate Soils above the adopted action criterion were encountered at depths of between 0.5 m and at least 2.5 m within the subject site. However, Douglas Partners considered that given the reported neutralising capacity of the soils that specific management action is not warranted for small-scale soil disturbances based on the following limitations:

- Excavations for site development are less than 2.5 m depth; and
- Dewatering is not required.

Based upon the Infrastructure Due Diligence Report prepared by JDSi excavation for the sewer reticulation will require depths greater than 2.5 m from the natural surface and therefore dewatering will be required to be undertaken on the site. The following licences for dewatering will be required from the Department of Water prior to commencement of works:

- 5C Licence to take Groundwater;
- 26D Licence to Construct or Alter a Well.

Given the above, it is considered that prior to subdivision Douglas Partners will conduct a more in depth investigation of the subject site and if required will provide an Acid Sulfate Soil Management Plan for the subject site.

#### 2.3.5 Contaminated Sites

A search of the Department of Environment and Conservation's Contaminated Sites Database does not indicate the presence of site contamination. The subject site is not therefore constrained in this regard.

#### 2.3.6 Wetlands and Water Courses

There are no surface water features within the subject site although the subject site is located within the vicinity of the Greenough River and Indian Ocean.

#### 2.3.7 Cultural

##### 2.3.7.1 Aboriginal Heritage

A desktop search using the Aboriginal Heritage Inquiry System of the Department of Indigenous Affairs revealed that two Aboriginal sites have been previously recorded within or close to the subject site,

namely the Greenough River (Site Number 24761) and Greenough River Well (Site Number 1067). There are a further 19 Aboriginal sites registered with the Department of Indigenous Affairs within a five kilometre radius of the subject site.

Based on this information, an archaeological investigation was undertaken by Quartermaine Consultants over the subject site and surrounds in 2010. This investigation revealed that four of the archaeological sites and one ethnographic site appear to be within one kilometre of the subject site although no sites appear to be within the boundaries of the subject site. A field survey was undertaken and confirmed that no archaeological sites were located within the subject site.

An ethnographic survey was also undertaken by R. & E. O'Connor Pty. Ltd over the subject site. This consisted of a field survey which involved representatives of the Amangu, Naaguja and Mullewa Wajari native title claimant groups. During the field survey, members of the Naaguja group located a historic well in proximity to the Rowing Club building. The well is believed to be of European origin and some members of the group posited that it was constructed by the Military Post which guarded the Greenough River Mouth in World War II.

The ethnographic survey revealed that the Greenough River site includes the river itself and a buffer zone which extends thirty metres from the high water mark. The ODP proposes a new jetty which will be constructed within the river and small portions of development, such as the car park in the western-most area of Public Open Space, the edge of the commercial site, and the southern-most portion of the eastern tourist side will intrude into the buffer zone. For this reason, an Application under Section 18 of the Aboriginal Heritage Act 1972 will be required to be lodged prior to development.

Ultimately, all three native title claimant groups gave approval for the proposed development of the subject site to proceed although upon the condition that the historic well site is preserved and that access for Aboriginal people is allowed to the area. It was also requested that monitors be on site when works are taking place on areas not subject to previous ground disturbance. The ODP shows the location of the well site and notes that it is to be preserved.

#### 2.3.7.2 European Heritage

A desktop search of the Heritage Council of WA database, indicates that the subject site is not identified as a site of European, National or State Heritage significance. The Greenough River however, is listed as an 'Indicative Place' on the Register of the National Estate and has been classified by the National Trust as having landscape value.

The subject site is located within proximity to the Greenough River and river mouth, however it is separated from the Greenough River by Reserve 20995, which will remain as a buffer between the river and the subject site.

#### 2.3.8 Transport Network and Access

The subject site is currently bisected by Greenough River Road with the leasehold cottages accessible via Gaskin Drive which is a gravel access road. The existing Greenough River Road will require demolition and realignment, which will be further discussed in Section 4.7 of this report. Other access ways and networks lead to car parking along the Greenough River and a western car park near the beach.

## 3.0 Town Planning Considerations

### 3.1 City of Greater Geraldton Town Planning Scheme No. 1A

The subject site is current zoned a combination of “Residential R20”, “Resort Development” and “Parks and Recreation” Local Scheme Reserve under City of Greater Geraldton Town Planning Scheme No. 1A (‘TPSIA’).

The subject site is currently in the process of being rezoned to “Resort Development” in its entirety zone by virtue of Amendment No. 6 to TPSIA (Amendment No. 6). Amendment No. 6 was initiated by the City of Greater Geraldton Council in March 2012 and was thereafter referred to the Environmental Protection Authority (‘EPA’) for assessment under Section 48(A) of the Planning and Development Act 2005. The EPA responded that it did not wish to formally assess the Amendment, and Amendment No. 6 was advertised for public comment in accordance with the Town Planning Regulations 1967.

Whilst the uses proposed over the subject site will be largely the same as what is permitted under the current combination of zonings, the Scheme Amendment will allow for greater flexibility in terms of development.

Clause 6.1.1 of TPSIA states, with respect to development in the “Resort Development” zone:

*A person who desires to subdivide or commence development of land for any purpose shall before making applications to the Council for Planning Consent or applying for a Building Licence submit an Outline Development Plan of the proposed development for the whole of the Resort Development Zone, Residential Development Zone, or the Residential Zone in which the land is situated..*

The proposed ODP has therefore been prepared to satisfy the requirements of TPSIA for the “Resort Development” zone. Whilst TPSIA does not require that ODPs be publicly advertised, it is anticipated that the ODP will be advertised concurrently with the Scheme Amendment to clarify the intention behind Amendment No. 6.

The zoning table of TPSIA identifies the following land uses that can be considered in the “Resort Development” zone.

Use	Permissibility of Use
Automotive and Marine Sales	SA
Boarding House	P
Car Park	AA
Caravan Park	AA
Caretaker Dwelling	P
Civic Building	AA
Consulting Rooms	AA
Club Premises	AA
Eating House	P

Fast Food Takeaway	P
Hospital	AA
Hotel	P
Industry, Service	SA
Marina	AA
Motel	P
Office	P
Public Recreation	AA
Public Utility	AA
Residential – Single House	P
Residential – Grouped Dwelling	AA
Restaurant	P
Service Station	AA
Shop	P

*P – Permitted*  
*AA- Permitted at the discretion of Council*  
*SA- permitted at the discretion of Council subject to public advertising*

The uses proposed under the ODP are either “P” or “AA” uses under the zoning table, as outlined in greater detail in Part 4 of this report.

## 3.2 State Planning Considerations

### 3.2.1 State Planning Policy No. 2 – Environment and Natural Resources Policy

State Planning Policy No. 2 – Environment and Natural Resources Policy (‘SPP2’) was designed to integrate environmental and natural resource management with broader land use planning. The general measures of SPP2 encourage decision-makers to take account of the availability and condition of natural resources prior to approving development, and to actively seek opportunities for improved environmental outcomes, including development that provides for environmental restoration or enhancement. SPP2 further identifies several key natural resources, including water, air quality, soil and land quality, and biodiversity.

The ODP has closely considered the environmental implications of development of the subject site and has incorporated the advice of technical experts whose investigations formed part of the documentation for Amendment No. 6. Notable elements include:

- » The preservation of good condition remnant vegetation along the Greenough River foreshore within Reserve 20995 which adjoins the subject site;

- » Restriction of vehicle access to the Reserve 20995 to the east of the pontoon/jetty, which will lead to a more sustainable outcome than what occurs at present and will assist in the preservation of the samphire; and
- » Stormwater management in accordance with Water Sensitive Urban Design Principles.

### 3.2.2 State Planning Policy 2.6 – State Coastal Planning Policy

The primary objective of State Planning Policy 2.6 – State Coastal Planning Policy (SPP 2.6) is to protect development from coastal processes by establishing a formula for calculating an appropriate coastal setback distance. The formula is based upon a combination of factors, being the distance required to absorb acute erosion (extreme storm sequence), the distance to allow for historic trend of erosion or accretion, and the distance to allow for sea level rise. Traditionally, using the ‘default values,’ development on a sandy shore with no evidence of historic erosion or accretion was required to have a setback of approximately 100m from the Horizontal Setback Datum, using a value of 0.38m for predicted sea level rise.

A review of SPP 2.6 is currently being undertaken, with the objective to increase the default value for sea level rise from 0.38m to 0.9m, in accordance with current Intergovernmental Panel on Climate Change predictions. Should this take place, the ‘default’ setback for development on sandy shores will increase to 150 metres.

GHD undertook a coastal study of the subject site as part of the Scheme Amendment No. 6 investigations, and utilised the default value of 0.9m for sea level rise, which led to a setback distance of 150m and an incursion of 12m into the north western section of the subject site and 43m into the south-western end. In accordance with these findings, the original Concept Plan was modified to show the ceding of all areas falling within the 150m coastal setback to the Crown for the purpose of ‘Parks and Recreation’ Reserve. This reserve category was applied to maintain consistency with adjoining reservations under TPSIA. The extension of the coastal reserve has been shown on the ODP.

With respect to the required setback from the Greenough River, SPP 2.6 does not apply to estuaries that are predominantly riverine in nature. However GHD conducted a desktop analysis to determine the appropriate riverine setback, taking into account the level of inundation experienced during a 1 in 100 year storm event. This level is shown on the ODP. No new buildings or structures are proposed within the 1 in 100 year inundation area.

### 3.2.3 State Planning Policy 2.9 – Water Resources

State Planning Policy 2.9 – Water Resources (SPP 2.9) is intended to provide guidance to the protection of water sources (including surface and groundwater) and the management of wetlands and water ways and their buffers. The Policy establishes a framework for the various planning processes to address the issue.

The objectives of the Policy are to:

- » *Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;*
- » *Assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and*

- » *Promote and assist in the management and sustainable use of water resources.*

As part of the Scheme Amendment investigations, GHD prepared a Local Water Management Strategy ('LWMS') which details recommended best management practices for water conservation, water quality and water quantity management on the subject site. The LWMS is designed to meet the objectives of SPP 2.9 as well as other relevant state policies, guidelines, and standards and has been reviewed by the Department of Water prior to inclusion.

The ODP takes into account how stormwater will be managed and shows three bio-retention basins located in areas of Public Open Space to capture and infiltrate stormwater runoff for a 1 in 100 year event.

It is anticipated that an Urban Water Management Plan, which elaborates upon the recommendations of the LWMS, will be required at the subdivision stage.

### 3.2.4 State Planning Policy No.3 Urban Growth and Management

State Planning Policy No.3 Urban Growth and Management (SPP 3) revisits the theme of sustainable development advocated in SPP2, with a focus on urban growth and settlement. Four of the key requirements for sustainable communities under SPP3 are addressed by the ODP:

- » *Variety and choice in the size, type, and affordability of housing to support a range of household sizes, ages, and incomes which is responsive to housing demand and preferences;*
- » *Supporting higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks;*
- » *Good urban design which creates and enhances community identity, sense of place, liveability and social interaction in new and existing neighbourhoods; and*
- » *A positive planning framework which seeks to actively facilitate and promote good quality development, rather than overly focussing on regulation and controls, in ways which contribute to economic growth, support safe, sustainable and liveable communities, and improve the quality of life, with community involvement appropriate to the level of planning.*

The ODP will adhere to these tenets of sustainability, as it will lead to a variety of housing choice and higher residential density adjacent to a high amenity area. Additionally, development in accordance with the proposed ODP will lead to economic growth, particularly in the tourism sector.

### 3.2.5 State Planning Policy No 3.1 – Residential Design Codes of WA

Future development of land identified for housing at a density of R60 provides sufficient lot depth and width to accommodate the requirements of the Residential Design Codes.

### 3.2.6 Development Control Policy 2.3 Public Open Space in Residential Areas

Development Control Policy 2.3 (DC 2.3) was developed in order to establish the minimum amount of Public Open Space which is required as part of residential subdivision. However, it also has the objective 'to protect and conserve the margins of wetlands, water courses, and the foreshores adjacent to residential development.'

DC 2.3 states that as a general rule the appropriate width for a river or lake foreshore reserve is 30 metres from the high water mark, however each case should be considered on its merits.

As previously discussed, the subject site abuts Reserve 20995, which varies in width along the Greenough River foreshore from 24.8 metres to 62.3 metres adjacent to the subject site. Although this means that portions of the subject site will be set back less than 30 metres from the river, based on previous specialist investigations this setback distance is considered to be sufficient and will not lead to development on the subject site being subject to inundation. The Department of Water has advised that they are supportive of the proposed setback as long as all remnant vegetation within the foreshore is preserved. The ODP reflects this.

### 3.2.7 Liveable Neighbourhoods

Liveable Neighbourhoods is a State Government operational policy guideline for the design and assessment of structure plans and urban subdivisions. The philosophy of Liveable Neighbourhoods is based on increasing residential densities within walkable catchments of both neighbourhoods, and district centres, and to increase the connectivity between centres by situating them in areas of high accessibility and along key transport routes. The ODP proposes an increase in residential densities in highly accessible areas that are located in proximity to high amenity areas, and the inclusion of a local centre which will cater to the needs of residents, therefore it is considered to be consistent with the objectives of Liveable Neighbourhoods.

The design standards of Liveable Neighbourhoods have been utilised to create the ODP, as discussed in subsequent sections of this report.

### 3.2.8 Planning Bulletin 83/2009 – Planning for Tourism

Planning Bulletin 83/2009 ('PB83') was released in 2009 and sets out the interim policy of the WAPC to implement the recommendations of the Tourism Planning Taskforce ('Taskforce'). It is anticipated that the recommendations of the Taskforce will ultimately be formalised as a State Planning Policy, however this has not occurred to date.

Section 4 of PB83 includes the following recommendations to assist local authorities in incorporating strategic planning for tourism into their Local Planning Strategies:

*'The aim of a tourism component of a Local Planning Strategy is to provide the local government and the community with direction of tourism development by establishing a land use planning framework for tourism. The tourism component of a local planning strategy will need to address current and future demand, identify tourism sites and provide guidance on tourism development zones and infrastructure needs.'*

The Shire of Greenough Local Planning Strategy does contain a section on tourism which lists Cape Burney / Greenough River Mouth as a major tourism node, however site-specific guidance with respect to demand, zoning, and infrastructure needs is not provided. For that reason, it is considered that Cape Burney can be considered a 'non-strategic tourism site' according to PB83. The distinction between strategic and non-strategic sites predominantly impacts whether or not permanent residential occupancy is permitted within tourism zones. For a 'non-strategic tourism site,' PB83 states:

*'Where a site is identified as a non-strategic tourism site in a WAPC-endorsed local planning strategy or local tourism planning strategy or an amendment report, or the strategic sites committee has assessed it*

*as such, the WAPC will generally only support the amendment if permanent residential development (occupancy restriction) is limited to a maximum of 25 per cent of the area.'*

The ODP allows for a component of residential housing on the subject site separate to areas for tourism use. The two proposed sites designated for tourism are considered to be adequate for the surrounding area and are located with high amenity to the river and ocean access. The surrounding residential area is considered to complement the tourism sites as per PB83 recommendations, and will have the potential to be developed with holiday home accommodation should the need for additional tourist accommodation arise.

The ODP recommends that Detailed Area Plans be prepared for the two tourism sites and when this is undertaken the matter of permanent residential occupancy within these sites can be further addressed.

## 4.0 Outline Development Plan

### 4.1 Objective

The objective of the ODP is to guide the development of Lot 200 Greenough Road, Cape Burney for a range of residential, tourism, commercial and recreational uses which will lead to the creation of a vibrant tourist node adjacent to the Greenough River. The ODP is generally in accordance with a Concept Plan prepared for the subject site and given 'in-principle' support by the City of Greater Geraldton in May 2010.

The ODP seeks to establish a mixed use precinct which is accessible from the regional and local road network and provided a high level of internal connectivity for vehicles, pedestrians, and cyclists. It further seeks to enhance the recreational facilities provided in the locality to benefit residents and visitors.

The ODP is contained in Appendix I.

### 4.2 Residential

The ODP proposes 29 residential lots ranging in size from 621m<sup>2</sup> to 1128m<sup>2</sup> along the northern boundary of the subject site with frontage to the proposed realigned Greenough River Road. 23 of the lots are currently constructed and developed with leasehold cottages, which will be converted to freehold title upon subdivision. The six additional lots will extend the existing development pattern to the west.

R60 is proposed as the density coding for the residential lots, which will allow for development of grouped or multiple dwellings. It is envisaged that some of these dwellings may serve as short-stay accommodation should additional tourist accommodation be required in the locality. Whilst the increased density coding allows for this flexibility in terms of future development, it is envisaged that in the short term most owners in this area will continue to occupy the existing single dwellings.

The ODP also allows for 20 smaller "townhouse" lots south of Greenough River Road, to be situated to the west of Murray Road. These lots will range in size from 245m<sup>2</sup> to 280m<sup>2</sup>. R40 is proposed for the density coding for these lots commensurate with their size. These lots will be provided with rear access in the form of a 6m wide laneway. Two storey residential development is anticipated.

The mixture of lot sizes provided within the ODP creates greater choice and diversity for prospective purchasers, contributes towards more varied lot sizes within the locality and is generally consistent with the recommendations of the Liveable Neighbourhoods. Lot design has been based on a north-south/east-west axis where possible given the dimensions and alignment of the subject site to maximise energy efficient design.

### 4.3 Tourism

The ODP contains two dedicated tourism lots, of 7962m<sup>2</sup> and 8748m<sup>2</sup>, respectively. As discussed in 'Town Planning Considerations' above, there is a range of potential tourism uses permitted under the 'Resort Development' zone in TPSIA, including 'hotel,' 'motel' and 'restaurant.' In order to provide prospective purchasers with the greatest amount of flexibility to cater to market demand and provide high quality development, the ODP recommends that a Detailed Area Plan be undertaken prior to development of these lots.

### 4.4 Commercial

The ODP contains one commercial site with frontage to the Greenough River foreshore, to be located between Murray Road and Rowing Club Point. The site will have a total area of 3343m<sup>2</sup>. It is envisaged that this site will support a Local Centre that will comprise a café/restaurant and small retail and office tenancies to cater to the day to day needs of residents with a maximum Net Lettable Area ('NLA') of 1000m<sup>2</sup>. It is anticipated that the local centre will also be utilised by residents in adjacent areas, as there is limited commercial development in Cape Burney at present.

It will be necessary for the commercial site to provide sufficient on-site car parking. TPSIA does not contain car parking standards, and as car parking standards vary depending on land use it is difficult to ascertain a precise number of parking bays to be supplied at this stage. The City of Greater Geraldton Interim Commercial Activity Centres Strategy provides general guidance on acceptable parking provision for particular uses, such as:

- » 2-3 bays / 100m<sup>2</sup> for offices; and
- » 5 bays / 100m<sup>2</sup> for shops.

This shall be used in the assessment of future Development Application(s). The ODP shows a total of 30 on-site bays. Assuming the maximum NLA is realised, this will allow for 3 bays for each 100m<sup>2</sup> of floorspace. This is considered reasonable to cater for an array of uses, however it will be necessary to formalise the parking allocation at the Development Application stage.

### 4.5 Public Open Space

The residential component of the subject site under the ODP has a total area of 2.56 hectares, which would lead to a total of 2,560m<sup>2</sup> (10%) being required to be provided for Public Open Space ('POS'). This requirement is in accordance with the provisions outlined in Liveable Neighbourhoods and the WAPC's Development Control Policy 2.3 – 'Public Open Space in Residential Areas' (DC 2.3). The ODP provides the following areas of POS:

- » 694m<sup>2</sup> in the north-eastern corner, which will be used primarily for drainage;

- » 1,324m<sup>2</sup> in the south eastern corner, which will bill used for cark parking adjacent to the river foreshore and drainage;
- » 553m<sup>2</sup> to the west of Murray Road, which contains the existing Water Corporation easement, for passive recreation; and
- » 6,080m<sup>2</sup> to the west of the commercial site, which will be used for a combination of car parking, passive recreation, and the preservation of the existing Greenough River Rowing Club building.

This equates to a total of 8651m<sup>2</sup> of POS, which represents 34% of the residential area and well in excess of the minimum 10% POS requirements. All areas of POS are proposed to be classified as 'Parks and Recreation' Local Scheme Reserve under the ODP.

The westernmost area of the site will likely be required to be ceded to the Crown as coastal reserve as part of a Subdivision Application over the subject site, therefore it will not technically comprise POS. The ODP proposes that the dunes in this area be revegetated with low native coastal plant species in accordance with the Landscape Concept Plan. This area will also contain a bio-retention basis for to capture stormwater runoff. The existing ablution block in this area is proposed to be retained.

There is also a need and demand for the existing recreation reserve and areas of POS servicing the wider locality to be upgraded and improved. A Landscape Concept Plan was prepared by Emerge Associates for the subject site in conjunction with Amendment No. 6 which demonstrates how the POS in the subject site and the adjacent foreshore reserve can be developed for a range of active and passive recreation, conservation and drainage purpose to provide a high level of functionality and amenity. The ODP reflects the Landscape Concept Plan. It is noted that the ODP also shows new infrastructure within Reserve 20995 to enhance recreational use, namely a pontoon / jetty, a formalised boat launch area, boardwalk path and viewing platform. These improvements will benefit not only residents of the subject site but all users of this recreational space.

## 4.6 Movement Network

### 4.6.1 Vehicle Access

The ODP proposed the realignment of Greenough River Road to the current location of Gaskin Drive. The realigned Greenough River Road will continue to provide direct access to the subject site from the Brand Highway to the east and access to the coastal reserve and car park to the west. The proposed road alignment under the ODP will require portions of the existing Greenough River Road to be closed and amalgamated into adjoining lots. The ODP proposed the realigned Greenough River Road have a road reserve width of 19.4 metres with a road pavement width of 11.2 metres which is commensurate with the requirements for a 'Neighbourhood connector B' under Liveable Neighbourhoods.

Murray Road and Rowing Club Point will remain in their present locations, although the apron at the end of Rowing Club Point will be closed and amalgamated into the commercial site to the east and the 'Parks and Recreation' Reserve to the west. The loop portion of Greenough River Road which currently runs south east from the car park west of the subject site is also proposed to be closed and located within the coastal reserve. It is proposed that the area of this road be revegetated, although the ODP shows a pedestrian path running from the car park to the river foreshore to provide a less intrusive means of access.

The ODP shows a new road generally running north-south to be constructed west of Rowing Club Point. This road will provide secondary access to the westernmost tourism site, as well as to the rear laneway servicing the townhouse lots and the proposed car parking and boat launch area surrounding the Rowing Club. It is envisaged that this new road will have a road reserve width of 14.2m and a road pavement width of 6m, consistent with the requirements for an 'Access Street D' under Liveable Neighbourhoods.

The rear laneway servicing the townhouse lots is proposed to have a road reserve width and pavement width of 6m to meet with requirements for 'Laneways' under Liveable Neighbourhoods.

The ODP further shows a road connection running north between the residential lots in the north western portion of the subject site. It is intended that this road will ultimately join with the road proposed for an approved residential subdivision to the north of the subject site.

The ODP proposes that vehicle access to the Greenough River mouth continue to the west of the proposed jetty, but be restricted to the east of the jetty. This will assist in the conservation of fringing riverine vegetation.

It is noted that a Traffic Impact Assessment has not been undertaken as part of this ODP given the relatively small number of lots created in the context of the locality.

#### 4.6.2 Cycle and Pedestrian Access

The ODP has been designed to provide a high level of pedestrian and cycle connectivity. An on-road cycle lane and line marking is proposed for the realigned Greenough River Road and it is anticipated that cyclists will be able to share Murray Road, Rowing Club Point and the proposed western most road with vehicles given the low volume of traffic anticipated along these roads.

The ODP shows paved areas depicting the primary pedestrian movement system. A pedestrian path is provided along both sides of the realigned Greenough River Road, with the northern path extending north along both sides of the proposed road connection to the adjoining site and future road. Pedestrian paths are further provided along Murray Road to provide access to the commercial site, as well as along the proposed western road to provide access to the river foreshore. The ODP also shows a series of paths traversing the eastern portion of Reserve 20995 in accordance with the Landscaping Concept Plan.

All pedestrian paths are to have a minimum width of 2.5 metres. The design of all pedestrian areas, including paving, kerbs, hand rails and wheelchair access ramps, will be detailed at the time of construction, in accordance with relevant applicable standards.

The ODP further shows a Pedestrian Access Way ('PAW') in the north eastern portion of the subject site, to connect the subject site to Hull Street to the north. An informal PAW is already proposed in this location. The PAW is proposed to have a width of 8m.

#### 4.6.3 Car and Bicycle Parking

All of the residential lots in the ODP will have on-site vehicle parking commensurate with the requirements of the R-Codes.

Parking for the proposed commercial site has been discussed in Section 4.4 above. It is noted that parking requirements for this site will be finalised at the Development Application stage.

Parking for the tourism sites will be addressed during the preparation of the Detailed Area Plans.

The ODP proposes several areas of car parking within road reserves and areas of POS. A total of 29 on-street embayments are shown on the southern side of Greenough River Road, to cater for visitors parking for the eastern tourism site, townhouse lots, and potential grouped dwelling development on the former leasehold lots.

Within the south-eastern POS, a 33 bays car park is proposed. This will cater to users of the active recreation and foreshore area and potentially can be used for overflow parking from the tourism site and/or future grouped dwelling developments.

The south western POS has two distinct areas of car parking. The ODP shows 15 angled bays to the west of the Rowing Club building. It is envisaged that these bays will be 11m long to allow for vehicles with trailers to park in proximity to the boat launch area.

To the north of the Rowing Club, the ODP shows a car parking area with 18 90 degree bays, 6 parallel bays and 10 additional long vehicle bays, which could also be utilised by 20 standard sized vehicles. It is envisaged that this parking area will be utilised by visitors to the foreshore, as well as for overflow parking for the commercial site.

With respect to bicycle parking, under the City of Greater Geraldton's 'Green Travel Plans' Local Planning Policy, a travel plan is required to accompany larger scale Development Applications, including (among other things), provisions for bicycle parking and end of trip facilities for cyclists such as showers and change rooms. The LPP requires travel plans for:

- » Retail premises of 1000m<sup>2</sup> GFA or more; and
- » 20 or more tourist or short stay accommodation units.

Given this, bicycle parking will need to be address at the Development Application stage for the commercial and tourism sites.

It is recommended that the areas of POS be provided with a bicycle rack(s) close to the vehicle parking area, however given the scale of the ODP this is not shown.

#### 4.6.4 Public Transport

There is currently no public transport existing for the Cape Burney locality, although it is anticipated that this will be addressed as the population grows.

### 4.7 Signage

All Applications for signage within the subject site must comply with the City of Greater Geraldton 'Signage' Local Planning Policy.

### 4.8 Landscaping

Landscaping of POS and road reserves is to be generally in accordance with the Landscape Strategy and Concept Plan prepared by Emerge Associates which is included as Appendix 2 to this report.

## 4.9 Urban Water Management

A LWMS was prepared by GHD with input from both JDSi Consulting Engineers and Emerge Associates and formed part of the Amendment No. 6 documentation.

The LWMS recommends that the 1 in 5 year ARI storm runoff be detained within a stormwater retention system to maximise infiltration. The 5 year ARI runoff will be collected via a pit and pipe network to discharge into bio-retention basins within the POS areas. The ODP shows the location of the bio-retention basins.

The same method will be employed for 100 year ARI storm runoff, with overland flows in excess of pre-development flows directed to the Greenough River. Currently the stormwater runoff infiltrates through the ground with the overland flow directed towards the Greenough River.

It is anticipated that an Urban Water Management Plan further detailing drainage specifications will be required as a condition of subdivision approval.

## 5.0 Conclusion

This report describes the Outline Development Plan proposed to guide the development of Lot 200 Greenough River Road, Cape Burney.

The ODP is intended to satisfy the requirements of TPSIA, which require the endorsement of an ODP prior to subdivision and / or development within the 'Resort Development' zone.

The objective of the ODP is to provide for a range of residential, tourism, commercial and recreational uses which will lead to the creation of a vibrant tourist node adjacent to the Greenough River.

The ODP seeks to establish a mixed use precinct which is accessible from the regional and local road network and provided a high level of internal connectivity for vehicles, pedestrians, and cyclists. It further seeks to enhance the recreational facilities provided in the locality to benefit residents and visitors. The ODP is generally based upon a Concept Plan which received in-principle support from the City of Greater Geraldton Council in 2010.

Although public advertising is not required for an ODP under TPSIA, it is envisaged that the ODP will be advertised concurrently with the Scheme Amendment that is currently being undertaken to rezone the subject site to 'Resort Development.'

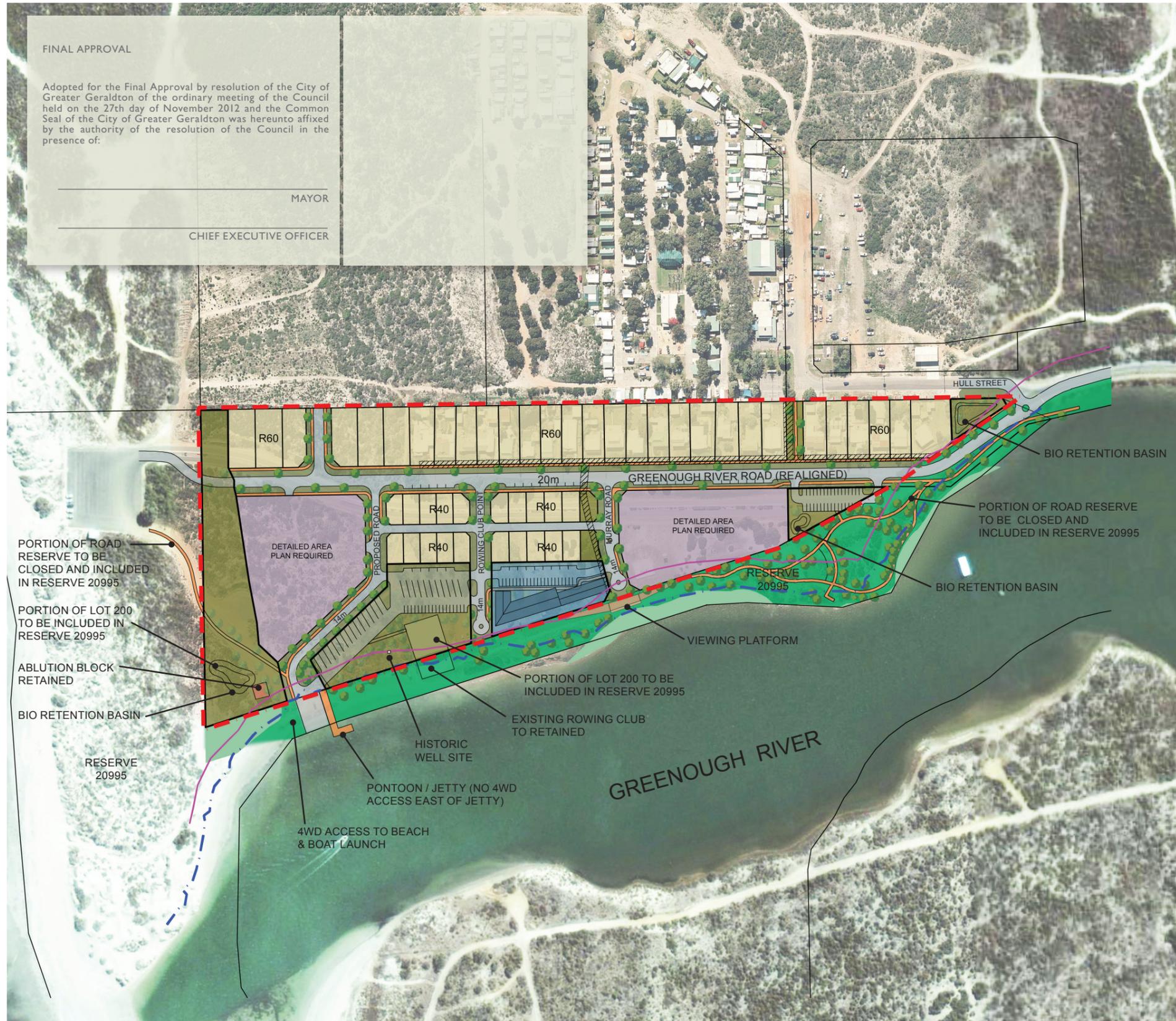
The ODP will ensure the subject site is developed in an orderly and proper manner.

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# APPENDIX I

## OUTLINE DEVELOPMENT PLAN

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FINAL APPROVAL

Adopted for the Final Approval by resolution of the City of Greater Geraldton of the ordinary meeting of the Council held on the 27th day of November 2012 and the Common Seal of the City of Greater Geraldton was hereunto affixed by the authority of the resolution of the Council in the presence of:

\_\_\_\_\_ MAYOR

\_\_\_\_\_ CHIEF EXECUTIVE OFFICER

- LEGEND**
- — — Outline Development Plan site area
  - Residential (R60 - Residential Design Code)
  - Tourism
  - Commercial
  - Parks and Recreation (Public Open Space)
  - Foreshore Reserve
  - Remnant vegetation to be retained in foreshore reserve
  - Water Corporation easement
  - Footpath
  - 1-100 Year Flood Level
  - Buffer to Greenough River Aboriginal heritage site

**Aboriginal Heritage**

Any development within the 30m buffer north of the Greenough River will require a Section 18 Application to be lodged in accordance with the Aboriginal Heritage Act.

**Landscaping and Height**

Landscaping of Public Open Space and road reserve is to be generally in accordance with the Landscape Concept Plan prepared by Emerge Associates.

**Commercial Site**

A maximum NLA of 1000m<sup>2</sup> is permitted for the commercial site with the permitted land uses to include a restaurant/cafe, retail and office. Other land uses consistent with the Zoning Table of TPS1A may be permitted at Council discretion. Parking requirements for vehicles and cyclists are to be determined in conjunction with the City of Greater Geraldton at the Development Application Stage, with all parking to be contained on site.

**Detailed Area Plans**

Detailed Area Plans ("DAP"s) are required to be prepared and endorsed prior to any development of the tourism sites. The DAP shall address:

- Proposed land uses;
- The location, orientation and design of buildings and the space between buildings;
- The interface of the buildings with foreshore areas and adjoining development;
- Vehicular access, parking, loading and unloading areas, and rubbish collection enclosures;
- Advertising signs, lighting and fencing; and
- Landscaping.

**Water Management**

The approved Local Water Management Strategy shall be implemented by the subdivider and subsequent landowners.

**Flood Risk**

The Finished Floor Level of all buildings is to be a minimum of 2.5m AHD to mitigate the risk of flooding.

# Outline Development Plan

Lot 200 Greenough River Road, Cape Burney



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# APPENDIX 2

## LANDSCAPE STRATEGY AND CONCEPT PLAN

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ROAD VERGE LANDSCAPE TREATMENT WITH STREET TREE PLANTING OF NATIVE COASTAL LOW SHRUBS & GROUNDCOVERS

POS B - OPEN SPACE ON WEST & EAST SIDES OF ROWING CLUB ACTS AS INFORMAL GATHERING & OVERFLOW SPACE. PREDOMINANTLY OPEN TURF WITH SHADE TREES & NATIVE PLANTING

FORMAL PLANTING BEDS OF NATIVE WATERWISE SPECIES CREATING ENTRY & ENHANCING ROAD FRONTAGE TO PRIVATE TOWNHOUSE LOTS

DUAL USE PATH TO BE INSTALLED ON ALL STREETS IN ACCORDANCE WITH LIVEABLE NEIGHBOURHOODS & ENGINEERING DESIGN DRAWINGS

PEDESTRIAN LINK FROM HULL ST TO FORESHORE PLANTED WITH NATIVE SPECIES TO MAINTAIN SIGHTLINES & PASSIVE SURVEILLANCE

POS A - BIO-RETENTION BASIN PLANTED WITH NATIVE RUSHES & SEDGES. CATERS FOR 1 IN 100 YR EVENTS

BUFFER PLANTING & SCREENING OF EXISTING LOTS

POS D - BIO-RETENTION BASIN PLANTED WITH NATIVE RUSHES & SEDGES. CATERS FOR 1 IN 100 YR EVENTS



ACTIVE TURF KICK-ABOUT SPACE WITH TURF MOUNDING FOR VISUAL INTEREST AND INFORMAL SPECTATOR SEATING. POS LINED WITH SHADE TREES & FEATURE WATERWISE PLANTING

PASSIVE RECREATION AREA WITH TURF & SHELTER FACING RIVER

BIO-RETENTION BASIN PLANTED WITH NATIVE RUSHES & SEDGES. CATERS FOR 1 IN 100 YR EVENTS  
 FORESHORE REVEGETATION WITHIN 150m COASTAL SETBACK  
 EXISTING TOILET BLOCK TO BE RELOCATED

PROPOSED PONTOON / JETTY  
 BOAT LAUNCH AND 4WD DRIVE BEACH ACCESS AREA TO BE FORMALISED AND RESTRICTED TO WEST OF PROPOSED JETTY ONLY

FORESHORE REVEGETATED WITH LOCAL ENDEMIC SPECIES FOR STABILISATION & CREATION OF HABITAT  
 EXISTING ROWING CLUB BEACH ACCESS TO BE MAINTAINED AND FORMALISED

PROPOSED VIEWING PLATFORM  
 PROPOSED BOARDWALK / PROMENADE IN FRONT OF COMMERCIAL LOT TO PROVIDE FORMAL EDGE WITH BENCH SEATING FACING VIEWS TO RIVER

ACTIVITY HUB WITH PLAYGROUND, SHELTER & PICNIC AREA  
 FORESHORE REVEGETATED WITH LOCAL ENDEMIC SPECIES FOR STABILISATION & CREATION OF HABITAT

LEGEND

- |   |  |   |                          |   |                                     |
|---|--|---|--------------------------|---|-------------------------------------|
| ① NEW FREE HOLD TITLE LOTS (R60)  | ⑥ SHORT STAY TOURISM ACCOMMODATION (2 STOREY FRONTING GREENOUGH RIVER ROAD, 1 STOREY FRONTING FORESHORE) | ⑩ NEW CARPARK (11 BOAT TRAILER BAYS) 15 90° ANGLE BAYS, 6 PARALLEL BAYS PROVIDED BY DEVELOPER | ⑭ EXISTING BEACH CARPARK | STREETScape PLANTING  | SECONDARY STREET TREE               |
| ② EXISTING LEASEHOLD LOTS - PROPOSED CONVERSION TO FREEHOLD TITLE (R60) | ⑦ 1 STOREY COMMERCIAL CENTRE WITH SHOP / CAFE / RESTAURANT OVERLOOKING FORESHORE                         | ⑪ NEW CARPARK - INDICATIVE ONLY. TO BE DEVELOPED BY COMMERCIAL LOT OWNER                      | STANDARD CONCRETE PATH   | INFORMAL NATIVE GARDEN BEDS - DROUGHT TOLERANT NATIVE SPECIES | FEATURE TREE                        |
| ③ 5 STOREY SHORT STAY / RESIDENTIAL APARTMENT BUILDING SITE             | ⑧ EXISTING ROWING CLUB   | ⑫ NEW CARPARK (32 BAYS) TO BE PROVIDED BY DEVELOPER   | FEATURE SHELTER          | FORESHORE REVEGETATION  | FEATURE POS TREE                    |
| ④ 2 STOREY SHORT STAY / RESIDENTIAL APARTMENTS                          | ⑨ NEWBOAT TRAILER PARKING (19 BAYS) PROVIDED BY DEVELOPER  | ⑬ EXISTING VEGETATION TYPES TO BE RETAINED, PROTECTED AND REHABILITATED                       | PLAYGROUND               | OPEN TURF AREA - FOR PASSIVE & ACTIVE RECREATION PURPOSES     | FORESHORE NATIVE TREE PLANTING      |
| ⑤ 2 STOREY TOWN HOUSE LOTS  |  |   | BOARDWALK                | PRIMARY STREET TREE   | POS / DRAINAGE NATIVE TREE PLANTING |
|   |  |   |                          |   | 150m COASTAL SETBACK                |

