DYNAMIC PLANNING
AND DEVELOPMENTS

LOTS 149 (NO. 1) AND 150 (NO. 13) HUNT STREET
NORTH WEST CAPE

PROPOSED SCHEME AMENDMENT

Project No. 252

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1.0 INTRODUCTION

Dynamic Planning and Developments Pty Ltd acts on behalf of Whitegold Corporation Pty Ltd, the registered proprietor of Lot 149 (No. 1) and Lot 150 (No. 13) Hunt Street, North West Cape (herein referred to as the 'subject site'). Dynamic Planning and Developments Pty Ltd have prepared the following report in support of an application to amend the Shire of Exmouth – Town Planning Scheme No. 3 (TPS No. 3).

It is proposed to modify the Shire of Exmouth TPS No. 3 zoning map applicable to the subject site by way of amending the zoning from 'Special Use 5' to 'Tourist'. The purpose of the amendment is to ultimately facilitate the development of the subject site to a short stay accommodation destination focussed towards transient workers including short stay villas, caravan and tent pitches an array of associated uses.

The following report will discuss various issues pertinent to the proposal, such as:

- Site details;
- Statutory and strategic planning considerations;
- Details on the proposal and reasons in support of the scheme amendment; and,
- The Subdivision Guide Plan.

The following sections of this report expand on the proposed Scheme Amendment in greater detail in support of its initiation and future adoption by the Shire of Exmouth and Western Australian Planning Commission (WAPC).

2.0 SITE DETAILS

2.1 Legal Description

Lot 149 (No. 1) and Lot 150 (No. 13) Hunt Street, North West Cape are legally described as;

"Lot 149 on Deposited Plan 50918" contained on Volume 2650, Folio 671.
"Lot 150 on Deposited Plan 50918" contained on Volume 2650, Folio 672.

The subject site has a total area of approximately 6.68ha.

A copy of the Certificates of Title pertinent to the subject site are contained within Appendix 1.

2.2 Regional Context

The subject site is located within the municipality of the Shire of Exmouth which is located approximately 1,250km north of Perth on the North West Cape of Western Australia.

The North West Cape is served directly by the Minilya Exmouth Road which connects directly with the North West Coastal Highway to provide the area with a connection to the north west and south of the State.

The subject site is also located nearby the Cape Range National Park in which the Ningaloo Marine Park is located. The National Park is an excellent asset to the area offering an array of activities including hiking, canoeing, fishing, snorkelling and diving which attracts tourists to the area all year round.

Figure 1 depicts the subject site in its regional context.

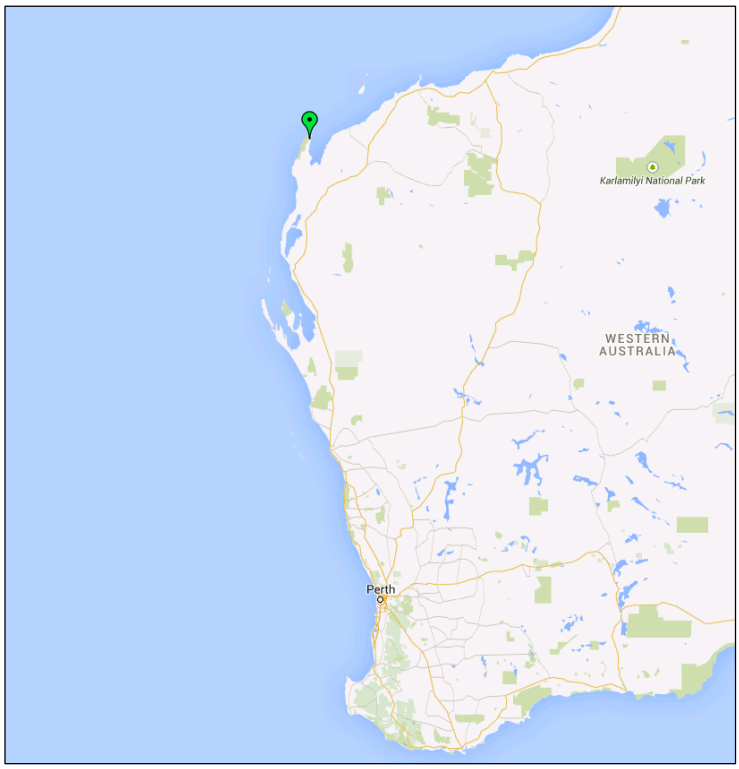

Figure 1: Regional Context

2.3 Local Context

The locality of North West Cape area is predominately characterised by local Recreation and Open Space reservations however, the subject site itself is located immediately south of an established composite industrial area (SU5) which includes an array of industrial warehouses and single houses of each lot.

Locally, the subject site is approximately 10km south of the Exmouth town site and 27 km north of the Learmouth Airport, the two being directly connected to the subject site by the Minilya-Exmouth Road. This location makes the subject site an excellent opportunity to provide accommodation for transient worker.

Figure 2 depicts the subject site in its local context.

2.4 Existing Land Use

The subject site is currently vacant with sparse low lying vegetation spread throughout the site which is significantly degraded.

Access to the subject site is achieved directly from Hunt Street which connects to the Minilya-Exmouth Road.

The topography of the subject site slopes from north-west to south-east a total of 3m towards the coast.

The subject site features a minor network of informal vehicle tracks which provide a connection from Hunt Street in a southerly direction, providing access directly to the coast.

Figures 3 to 8 depict the subject site and surrounds.

Figure 3 – View along Minilya-Exmount Road abutting the subject site

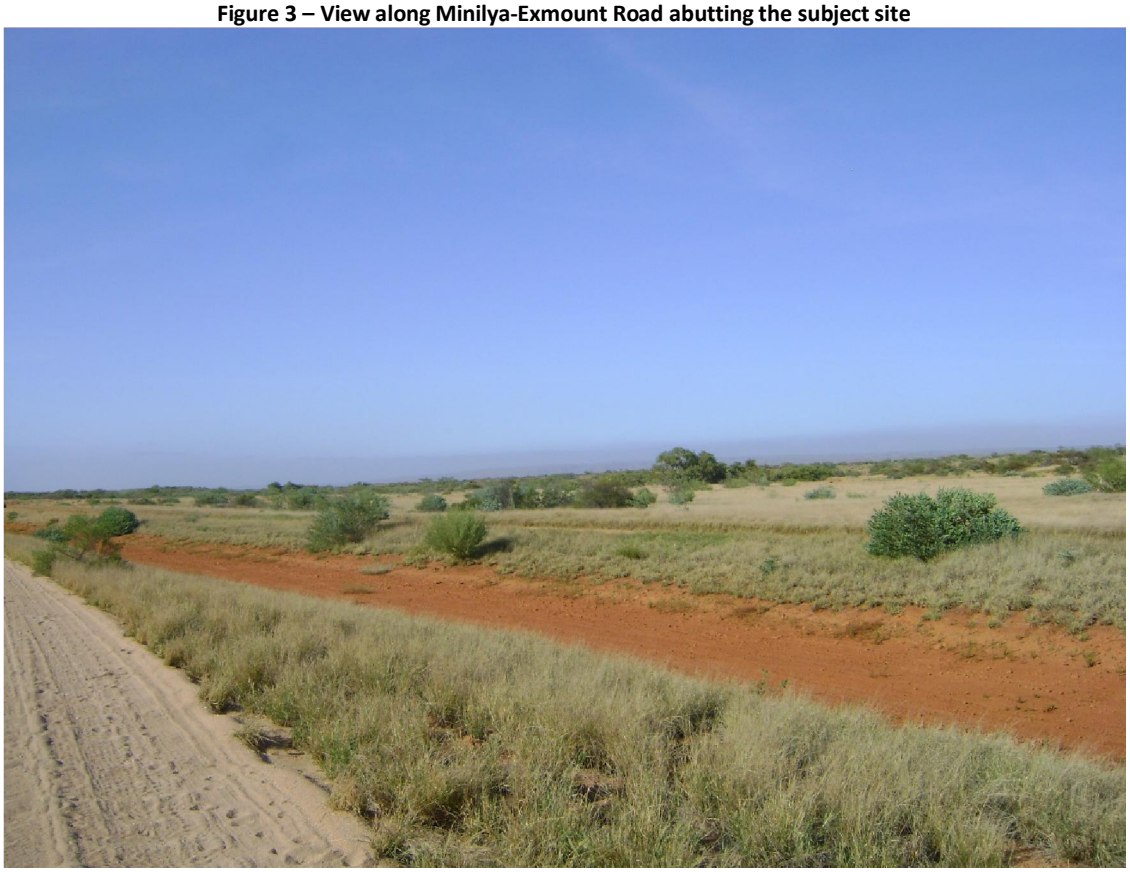

Figure 4 – View south east from the centre of the subject site

Figure 5 – View south from centre of the subject site

Figure 6 –View from the coast looking towards the subject site towards existing vehicle access point

Figure 7 – View north from centre of the subject site

3.0 PROPOSAL

3.1 Scheme Amendment – Rezoning

It is the intention of this report to support a proposed Scheme Amendment to TPS No. 3 to rezone the subject site from its current zoning 'Special Use 5' to 'Tourist'.

The 'Tourist' zone will allow for the future development of the site for a variety of tourist accommodation uses as detailed below in the following section (3.2).

A copy of the proposed Scheme Amendment Map is contained within Appendix 2.

3.2 Development Guide Plan

It is pertinent to highlight that the proposed Scheme Amendment to rezone the subject site to 'Tourist', subject to initiation and gazettal, would facilitate the future development of tourist accommodation (focussed on transient workers) including short stay villas and apartments and camping and caravan sites along with ancillary uses such as a small convenience store.

In support of the abovementioned Scheme Amendment a Development Concept Plan has been prepared which encompasses the following main elements as part of its design;

- 74 villa sites (approximately 200 – 250m²);
- 60 allocated camping / caravan lots;
- A unallocated camping / caravan area;
- A single site (approximately 2,500m²) for studio and single bedroom accommodation, 2 – 3 story's in height;
- A Common Area site for pool, gym and meeting facilities;
- A site for Caretaker's accommodation;
- A small commercial site at the entrance to the development for a local convenience store to serve the future residents and visitors to the subject site.
- Creation of a common property access road centrally through the subject site connecting the entrance to the existing beach access point; and
- A network of pedestrian pathways providing connections throughout the development and to the existing beach access point.

It is important to note that the Shire has previously agreed that no Local Structure Plan is required in support of the proposed Scheme Amendment and that a Development Concept Plan would be considered acceptable, such as that contained in this document.

A copy of the Concept Development Plan is contained within Appendix 3.

4.0 TOWN PLANNING CONSIDERATIONS

4.1 Shire of Exmouth – Town Planning Scheme No. 3 and Subdivision Guide Plan No. 1

The subject site falls within the area covered by the Shire of Exmouth Town Planning Scheme No. 3 (TPS No. 3). Under the provisions of TPS No. 3, the subject site is currently zoned 'Special Use 5' which designates the subject site as a 'Development Investigation Precinct'. Refer Figure 8 below.

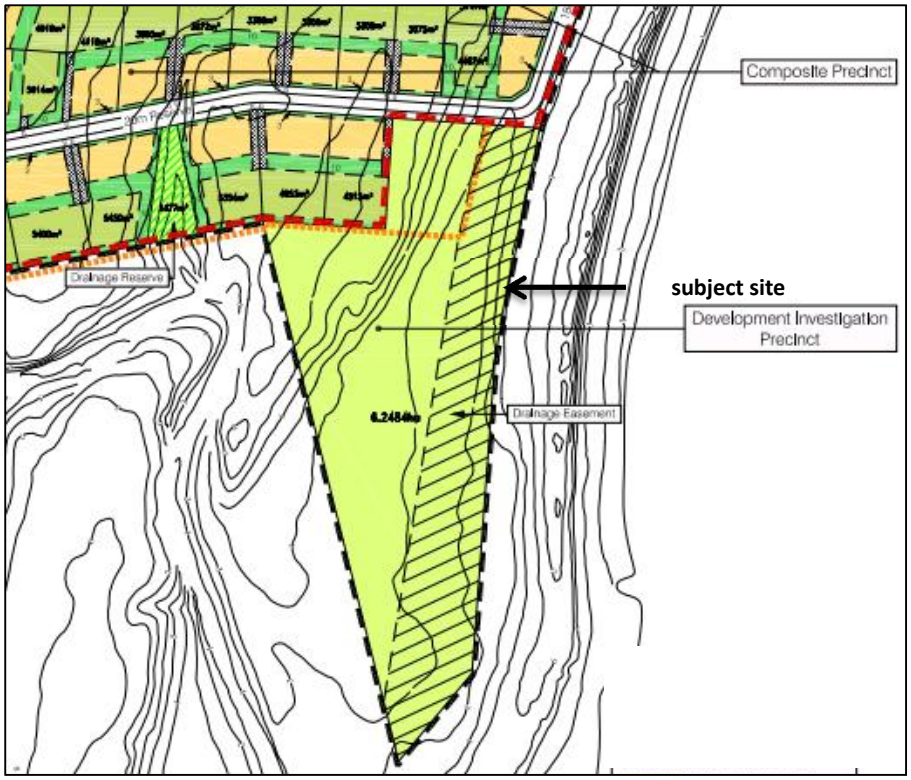

Figure 8 – Extract from Local Planning Policy Map

It is submitted that the proposed Scheme Amendment is the next logical step towards processing the required planning investigations for the subject site and associated desired zoning statutory perspective in line with the strategic intentions for the subject site and surrounding area.

As detailed in the preceding sections above, the intent of the rezoning is to facilitate the development of the subject site for 'Tourist' purposes.

The objectives of the proposed 'Tourist' zone are outlined in Clause 5.4 of TPS No. 3 as follows;

(a) To provide for a wide range of tourist facilities and holiday accommodation.

(b) To protect and wherever possible enhance the special characteristics which attract tourists to the District.

(c) To ensure the town of Exmouth remains the principal place in the District for tourist services and facilities, including holiday accommodation.

(d) To facilitate access, especially within the town, for buses and caravans including provision of suitably located stopping places.

(e) to ensure the Council's facilities for tourists, and related services offered by the Council, are maintained at a high standard.

In addressing the objectives of the 'Tourist' zone in light of the submitted Development Concept Plan, we provide the following commentary.

- The proposed Development Concept Plan provides for a wide range of tourist and workers accommodation contained within the boundaries of the subject site including holiday villas, studios and single bedroom short-stay apartments, caravan and camping lots plus ancillary uses. This will lead to an increase in the range of tourist and transient workers accommodation available within the Exmouth Area.
- The future development of the site in accordance with the Development Concept Plan will maintain and enhance the foreshore area abutting the subject site. Specifically, the details of how this will occur are outlined in the Foreshore Management Plan which is discussed in the following section of the Report (5.3).
- The future development will not detract from the desire to maintain Exmouth town as the primary place for tourist facilities however, will provide tourists and transient workers with an alternative accommodation option. Tourists will still be likely to visit the town centre to fulfil their dining, entertainment and shopping requirements.
- Access for caravans and buses will be considered as part of the future detailed design for the subject site.
- Whilst the management and maintenance of the proposed tourist accommodation will be detailed in future planning stages, it can be noted at this point that this will be overseen by a caretaker who will reside on site in accordance with an approved Management Plan (submitted in support of any future Development Application).

It is also necessary to consider the proposed uses outlined within the proposed Development Concept Plan against the proposed 'Tourist' zone provisions of TPS No. 3. Specifically, the following table outlines the likely proposed uses and their acceptability under Table 1 – Zoning Table of TPS No. 3.

Use	'Tourist' Zone
Caravan Park	AA
Caretakers Dwelling	IP
Holiday Accommodation	P
Shop	AA

Table 1 – Excerpt from TPS No. 3 Zoning Table

"P" means that the use is permitted by the Scheme.
"AA" means that the use is not permitted unless the Council has granted planning approval.
"SA" means that the use is not permitted unless the Council has granted planning approval after giving notice in accordance with clause 8.3
"IP" means a use that is not permitted unless such use is incidental to the predominant use as decided and approved by the Council.

Given that the future intended uses for the subject site can be entertained under the provisions of the Scheme, the 'Tourist' zone is considered to be the most appropriate for the future intended use and development of the site.

4.2 Western Australian Planning Commission - State Planning Policy 2.6 – State Coastal Planning Policy

In addition to the above 'Local' level considerations, the proposed Scheme Amendment is also subject to review under State Planning Policy (SPP) including SPP 2.6 – State Coastal Planning Policy.

The overarching objective of SPP 2.6 are detailed below with associated commentary.

> *Ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria.*
>
> *Ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities.*

Through undertaking the appropriate planning investigations required by the Shire of Exmouth – Subdivision Guide Plan No. 1, including an Infrastructure Servicing Report, Flood Risk Assessment, Environmental and Foreshore Management Plan and Transport Impact Assessment and given the location of the subject site abutting an existing industrial area, it is considered that the subject site is an appropriate location for the proposed 'Tourist' zone and associated proposed uses. These investigations have also contributed towards the design of the Development Concept Plan to ensure that the coastal location and limitations associated with this are taken into consideration.

> *Provide for public coastal foreshore reserves and access to them on the coast.*

The Development Concept Plan that has been prepared for the subject site provides direct access from Hunt Street to the coast via a vehicle and pedestrian link.

> *Protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.*

As discussed in further detail in the submitted Environment and Foreshore Management Plan, the presence of significant flora and fauna on the site is unlikely. Furthermore, a review of the Aboriginal Heritage Online Inquiry System confirmed there are no Registered Aboriginal Sites or Other Heritage Places and no European Heritage sites currently listed on the Heritage Council of WA's (HCWA) State Register of Heritage Places. As such, it is not considered that the proposed future development of the subject site will negatively impact upon any significant natural or historical assets.

4.3 Western Australian Planning Commission - State Planning Policy 6.3 – Ningaloo Coast

SPP 6.3 – Ningaloo Coast provides guidance for the acceptable and sustainable development of the Ningaloo Coast. Specifically, the key objectives of this policy are (*inter-alia*);

> *Maintain the Ningaloo coast as an all-seasons recreation and nature-based tourism destination and limit growth with managed staged development, to ensure that the community continues to enjoy a remote and natural experience.*

Through appropriate planning and environmental investigations, the subject site has been confirmed as an acceptable site for future development. It is submitted that the future tourist accommodation at the subject site will provide opportunities for enhancement of existing natural assets whilst providing tourist accommodation within the area to meet the desired demand.

> *Preserve and protect the natural environment and enhance and rehabilitate degraded areas within the environment.*

As noted preciously within this report, the existing vegetation within the subject site is significantly degraded. The Development Concept Plan for the site includes the retention of significant existing vegetation which will be maintained and enhanced as part of the future development of the site.

5.0 OTHER CONSIDERATIONS

5.1 Infrastructure Servicing

An Infrastructure Servicing Report prepared by Serling Consulting has been prepared and submitted in support of the rezoning of the subject site to 'Tourist'.

A copy of the Infrastructure Servicing Report is contained within Appendix 4.

The Report provides the following conclusions/recommendations;

Infrastructure	Summary
Sewer Reticulation	No wastewater infrastructure is available, the closest point being 9km away. Onsite treatment plant can be used to treat effluent and the discharge can be used as irrigation water. A Biomax Model C120K would be suitable to cater for this size development.
Water Reticulation	The existing water infrastructure on Hunt Street is sufficient to provide a 40mm water service for the proposed development with a flow rate in the order of 180L/min. This is considered to be sufficient to service the proposed development of the subject landholding.
Power	To service the proposed Holiday Resort would require Horizon Power to terminate a new HV cable to the existing HV aerials on Hunt Street to allow for new 2+2 HV switchgear on site. The HV switchgear will supply the existing 500kVA transformers and the new 1MVA transformer to service the development. A land requirement (to be confirmed with HP) of approximately 6000mm(W) x 6650mm(D) will need to be extended as part of road reserve for the installation of this new substation.
Communications – National Broadband Network	Completion of the NBN national Fixed Wireless network is expected by 2015, so Exmouth surrounds could expect to receive broadband service by 2015 at the latest.
Communications – Telstra	Telstra network is already installed to the area but multiplexing infrastructure may require upgrading to support the additional capacity required at the Holiday Resort.
Gas	There is no gas supply infrastructure within the vicinity of the subject landholding.

Given the above, it is considered that the subject site and intended uses under the proposed 'Tourist' zone can be adequate serviced in respect to required infrastructure. That is , there are no infrastructure constraints that cannot be overcome.

5.2 Flood Risk Assessment

A Flood Risk Assessment has been prepared in support of the proposed rezoning by 360 Environmental (refer Appendix 5).

The existing flood information from Unnamed Creek is based on regional topographic information, and is sufficiently conservative to demonstrate that the site is unlikely to be within the 100yr ARI floodplain. Additional flood modelling, based on detailed survey, should be undertaken to assess a more precise floodplain and areas of high velocity (this is appropriate to undertake at the detailed development application phase). The proposed strategy for floodplain management is to prevent development within the 100yr ARI floodplain, provide minimum habitable floor levels are 0.5m above the adjacent 100yr ARI flood levels and ensure adequate access to the site during flooding events.

Hydrological and hydraulic modelling of the drainage from the Light Industrial Area indicates that the 100yr ARI Event can be contained within a 10m swale. These flows will be conveyed through the drainage corridor and discharged south of the site. Frequent events within the proposed development will be retained through the use of rainwater tanks and basins. Larger events (>1yr ARI) will discharge to the swale within the drainage corridor. The exact configuration of the swale will be determined during detailed engineering design.

5.3 Environmental Management

360 Environmental have prepared an Environmental and Foreshore Management Plan (EFMP) in support of the proposed rezoning of the subject site.

A copy of the EFMP is contained within Appendix 6 and a summary is provided below:

- **Acid Sulfate Soils** (ASS) - a large portion of the site was identified as having a high risk of ASS. This can be investigated further and appropriate management developed during subsequent planning stages prior to final development approval.
- **Hydrology** - Detailed drainage design will address water management as part of a future Development Application phases.
- **Vegetation** - The site was completely cleared and subdivided between 2005 and 2010 with the exception of a small pocket of vegetation in the north-west of the site. Remnant native vegetation will be retained and rehabilitated where possible, which will be confirmed at subsequent planning and design stages of the project.
- **Fauna** - It is unlikely that the development will impact on any conservation significant fauna species. No further surveys or management measures are considered necessary for fauna.
- **Foreshore Vegetation** - Protecting and stabilising the dune system will increase the resistance of the development site to severe storm events, and increase the visual and environmental values of the foreshore. No foreshore vegetation shall be removed during construction, with access provided at existing access points.
- **Shoreline Setback** - The concept plan indicates that development will be approximately 130 metres from the shoreline and is somewhat protected from coastal processes by way of the associated foredune. The current setback is considered sufficient to account for sea level change and eroding processes.
- **Access:**
    - **Vehicle Access** - Appropriate design and management of vehicle access will prevent dune erosion and habitat destruction caused by recreational vehicles.
    - **Pedestrian Access** - The design of pedestrian access points should incorporate maximum retention of natural topography and vegetation; access to sheltered or popular locations; respect historical patterns of access such as existing

tracks (if sustainable); be located on stable landforms; and if possible, be located to encourage regeneration and/or rehabilitation of degraded areas.
  - The final alignment and location of vehicle and pedestrian access, fencing and signage will be determined at subsequent planning stages in consultation and agreement with the Shire.
- **Monitoring & Maintenance** - The proponent will be responsible for monitoring and maintaining the effectiveness of the Foreshore Management Plan during construction and following completion of the development for 1 year, until handover of maintenance to the Shire of Exmouth.

The Development Concept Plan has been carefully designed to ensure the environmental factors relevant to the subject site have been taken into consideration with the future detailed design and subsequent Development Application to be ensure the above factors are taken into consideration.

5.4 Transport Impact Assessment

KC Traffic and Transport have provided a Transport Impact Statement (TIS) based on the Concept Development Plan in support of the Proposed Scheme Amendment at the subject site. A copy of the TIS in contained within Appendix 7 and summarised below

- **Collation of Traffic Data**

The daily peak hours (AM and PM) have been determined according to Transport Assessment Guidelines for Developments, Volume 5 – Technical Appendix. (The AM peak hour usually occurs within the 8:15am to 9:15am period and the PM peak hour within the 12:00pm to 1:00pm period, coinciding with current flight timetables to and from Learmonth Airport).

No historical crash data has been collated from the Main Roads WA website as no records were available.

- **Traffic Attraction, Distribution & Parking Requirements**

The subject site requires a total of 368 parking bays, inclusive of 5 bus parking bays and 13 ACROD bays. The site is likely to generate around 663 vehicle movements per day based on the current development configuration. This is a conservative estimate given the TIS has scaled development areas from conceptual design drawings.

The traffic from the proposed development will be distributed onto the adjacent road network as follows:

- 30% right turn onto Minilya - Exmouth Road and further north toward the Exmouth Town Centre.
- 70% left turn onto Minilya - Exmouth Road and further south toward the Learmonth Airport.

The TIS therefore recommend that the traffic from the proposed development site will not impact the function of Ingram Street or the Minilya - Exmouth Road. The future traffic counts are within the theoretical capacity of 3,000 VPD for Ingram Street and well within the theoretical capacity of 7,000 VPD for Minilya – Exmouth Road.

- **Traffic Management**

The internal roadways should be designed with a main access way of 7.2 metres width and all other roadways a minimum of 6.0 metres wide. Vehicle turning circles should be checked for 4WD's and an appropriate area of the site should be designed for boat trailer parking and vehicle movements.

The Concept Development Plan provides main accessways of 8.0 metres and minor accessways of 6.0 metres.

5.5 Acoustic

An Acoustic Analysis detailing the impact of the abutting industrial area to the north on the proposed 'Tourist' zone has not be undertaken at this juncture of the planning process. It is submitted that this can be adequacy dealt with as part of a future subdivision application for the subject site. Furthermore, the location of the adjacent composite industrial area to the north of the subject site would strongly suggest that the levels from the industrial component are not having any detrimental impacts upon the residents occupying the residential component of the area.

5.6 Fire Management Plan

No Bushfire Risk Assessment has been undertaken in support of the proposed Scheme Amendment however, it is submitted that this can be adequacy dealt with as part of a future subdivision application for the subject site.

The only vegetation in close proximity to the subject site which may result in a BAL rating to the future built form is the Foreshore vegetation located abutting the eastern boundary of the subject site.

6.0 CONCLUSION

The proposed Scheme Amendment and Development Guide Plan, for reasons outlined in the preceding sections of this report is deemed to warrant favourable consideration and support based on its planning merits.

In summary, the following key reasons are reiterated:

- The proposal is consistent with the objectives and provisions of the Shire of Exmouth Town Planning Scheme No. 3;

- The proposal has undertaken the necessary planning investigations required under the provision of the Shire of Exmouth – Subdivision Guide Plan No. 1 to allow for the future development of the subject site;

- The proposal is consistent with the objectives of the Western Australian Planning Commission's relevant Development Control and State Planning Policies; and

- The proposal has necessarily taken into consideration core infrastructure servicing, foreshore management and traffic principles to allow for further detailed site planning to occur at appropriate future planning phases.

On the basis of the above, it is respectfully requested that the Shire initiate an amendment to its Town Planning Scheme No. 3 to rezone the subject site from 'Special Use 5' to 'Tourist' and consider the associated Development Concept Plan which shall guide the future development of the land.