

BREMER BAY LOCAL STRUCTURE PLAN

LOT 9500 BORDEN – BREMER BAY ROAD, BREMER BAY



This structure plan is prepared under the provisions of the Shire of Jerramungup Local Planning Scheme No. 2 Local Planning Scheme.

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

.....

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

Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Date Supported by Council	Date approved by WAPC

Part One - Implementation

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Prepared by
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18 Lyall Street
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PART ONE – IMPLEMENTATION

1.0 Local Structure Plan Area

This Part applies to the Bremer Bay Local Structure Plan (LSP), being all land contained within the inner edge of the applicable Structure Plan map (**Plan 1**).

2.0 Structure Plan Content

This LSP comprises:

- a) Part One – Implementation Section
This section contains the LSP map and statutory planning provisions and requirements.
- b) Part Two – Explanatory Section
This section is to be used as a reference guide to interpret and justify the implementation of Part One.
- c) Appendices – Technical reports, supporting plans and maps.

3.0 Interpretation and Relationship with the Scheme

Land use permissibility within the LSP shall be in accordance with the Structure Plan Map and corresponding Zones and Reserves under the Scheme.

4.0 Operation

In accordance with clause 27(1) of the Deemed Provisions, this LSP shall come into operation on the day it is endorsed by the Western Australian Planning Commission (WAPC).

5.0 Subdivision and Development Requirements

5.1 Notifications on Title

In respect of applications for the subdivision of land, the City shall recommend to the Western Australian Planning Commission (WAPC) that, in the instance of a recommendation for approval, a condition be imposed requiring a notification to be placed on the Certificate(s) of Title(s) to advise the following:

1. Lots deemed to be affected by a Bush Fire Hazard as identified in the applicable Bushfire Management Plan prepared by Bio Diverse Solutions at Appendix 4.
2. Lots impacted by a proposed easement pertaining to the provision of a 6m wide Emergency Access Way for the purposes of access in the event of a bushfire.

5.2 Other provisions / standards / requirements

1. This LSP is supported by a Bushfire Hazard Level (BHL) Assessment and a Bushfire Management Plan (BMP). Any land subject to a BAL rating of BAL12.5 or higher may be subject to additional construction standards in accordance with the Building Code of Australia.



Plan 1 – Local Structure Plan

LOCAL STRUCTURE PLAN

Part Two – Explanatory Section

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PART TWO – EXPLANATORY SECTION

1.0 Planning Background

1.1 Introduction and Purpose

This report has been prepared on behalf of Dilate Pty Ltd in support of a Structure Plan for:

- Lot 9500 Borden – Bremer Road, Bremer Bay.
- 1-43 Templetonia Road, Bremer Bay.

The structure plan will provide for residential development that will support the growth and prosperity of the Bremer Bay townsite. The key objectives of the LSP are as follows:

- To provide a statutory framework to guide the use, subdivision, and development of land to create a quality residential estate.
- To ensure future dwellings are free from constraint and will have access to all necessary services.
- Maximise the quality of living for future residents.

The project team involved in delivering the proposed Local Structure Plan (LSP) includes:

- Acumen Development Solutions – Project Manager.
- Dynamic Planning and Development – Town Planning.
- TABEC – Engineering.
- Eco Diverse Solutions – Bushfire & Hydrology.
- Great Southern Geotechnics – Geotechnical Engineering.

1.2 Land Description

1.2.1 Location

The LSP area is located within the Bremer Bay area, within the municipality of the Shire of Jerramungup. The LSP area is located approximately 1.4 kilometres from Bremer Bay Town Centre. With the nearest significant regional centre being Albany, 179 kilometres from the subject site.

1.2.2 Area and Land Use

The LSP area encompasses a total land area of 46.08ha and comprises twelve (12) allotments some of which were established under an earlier subdivision approval. This previous subdivision approval also established the Templetonia Road and Acacia Road reserves.

The balance of the undeveloped land on the site is largely free of vegetation with a portion of the site (currently reserved as Recreation and Open Space) with shrub like vegetation in the southwest corner of the structure plan area. This vegetation is connected to the unconstructed Mary Road reserve through a strip of planted trees which was a condition of the earlier subdivision approval.

Figures 1 and 2 below illustrate the LSP area in the regional and local context respectively.

1.2.3 Legal Description and Land Ownership

The LSP has a total area of 46.08ha. The Certificate of Title & property details are detailed in Table 1 below.

Lot	Street Address	Ownership	Vol / Folio	Lot Area
9500	Borden – Bremer Bay Road	Dilate Pty Ltd	2882/835	41.339ha
908	2 Templetonia Road	Kenneth & Rhonda Dowdell	2882/824	0.497ha
909	14 Templetonia Road	Brendan & Catherine Axford	2882/825	0.502ha
910	26 Templetonia Road	Gregory & Linda Selleck	2882/826	0.5ha
927	43 Templetonia Road	Liza Murphy	2882/827	0.4ha
928	37 Templetonia Road	Troy Rogers	2882/828	0.4Ha
929	31 Templetonia Road	Marnie & Drew Sebbes	2882/829	0.4Ha
930	25 Templetonia Road	Leonardus Ber van Boxtel	2882/830	0.4Ha
931	19 Templetonia Road	Clayton Tucker	2882/831	0.4Ha
932	13 Templetonia Road	Nicholas Bell	2882/832	0.4Ha
933	7 Templetonia Road	Cort Meakins	2882/833	0.4Ha
934	1 Templetonia Road	Mervyn & Kathleen Reside	2882/834	0.406ha

Table 1 – Certificate of Title & Property details

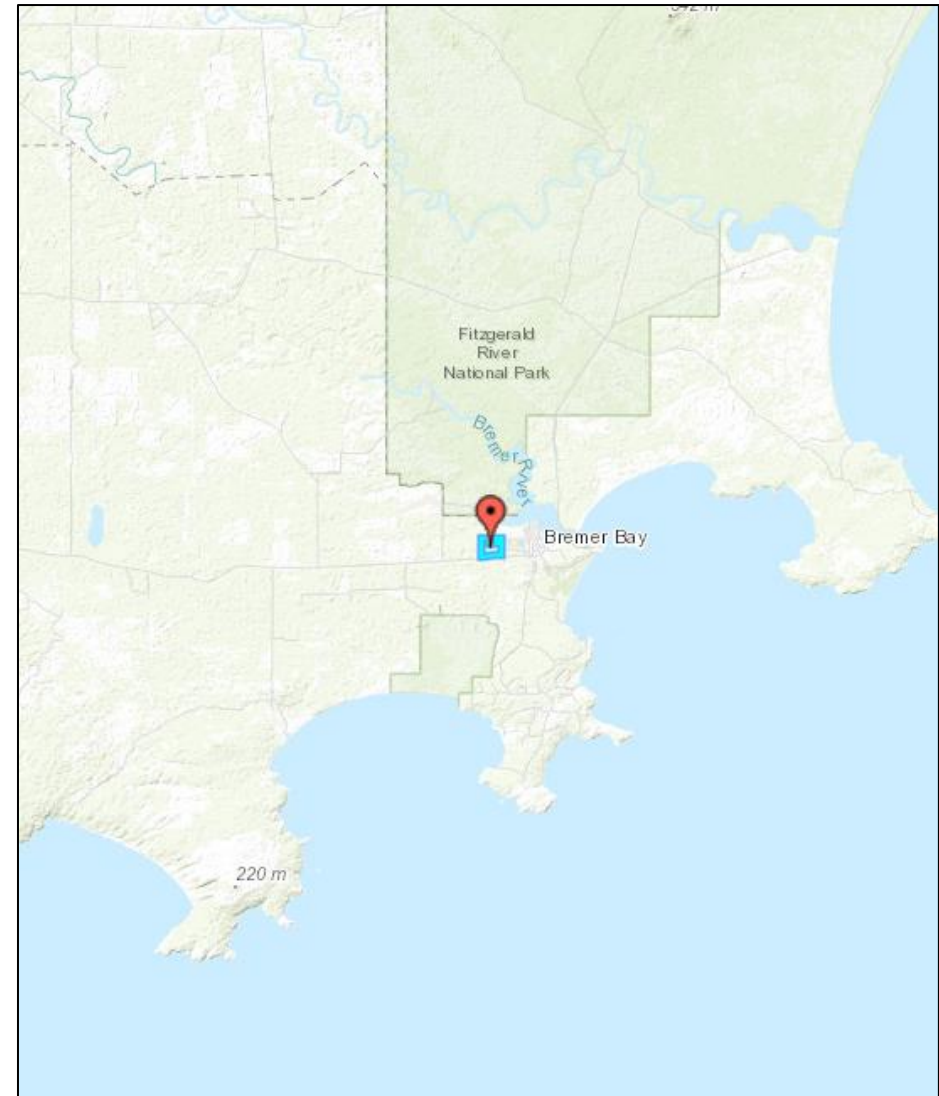


Figure 1 – Regional Context (Source: PlanWA)



Figure 2 – Local Context (Source: MNG Access)

1.3 Planning Framework

1.3.1 State Planning Policies

State Planning Policy 2.9 – Planning for Water

A portion of the subject site is impacted by a Priority 1 and 2 protection area in accordance with State Planning Policy 2.9 which is currently a draft document. The proposed structure plan has been prepared with the protection of these areas in mind, with the following being of relevance:

- Drainage across the site has been designed to ensure nutrient export is away from the Priority 1 and 2 areas and any contaminants are managed appropriately. Further, stormwater will be managed in accordance with *Decision process for stormwater management in Western Australia, Stormwater Management Manual for Western Australia and the Australian Rainfall and Runoff Guidelines*.
- The LSP area will be connected to a reticulated water supply ensuring a high quality potable water supply to any future development.

Ultimately the future subdivision and development within the LSP area will feature best practice management of stormwater, potable water and waste water and consequently it is considered to comply with State Planning Policy 2.9.

State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy No 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) applies to land identified and designated by the Fire and Emergency Services Commissioner under the *Fire and Emergency Services Act 1998 (as amended)*. Such areas are identified on the Map of Bush Fire Prone Areas.

Designation of an area as being bushfire prone reflects the potential of bushfire to affect that site.

Under the provisions of SPP 3.7, strategic planning proposals are to be accompanied by the following information:

- a) *The results of a BHL assessment determining the applicable hazard level(s) across the subject land, in accordance with the methodology set out in the Guidelines. BHL assessments should be prepared by an accredited Bushfire Planning Practitioner; or*
- b) *Where the lot layout of the proposal is known, a BAL Contour Map to determine the indicative acceptable BAL ratings across the LSP area, in accordance with the Guidelines. The BAL Contour Map should be prepared by an accredited Bushfire Planning Practitioner; and*
- c) *The identification of any bushfire hazard issues arising from the relevant assessment; and*
- d) *Clear demonstration that compliance with the bushfire protection criteria in the Guidelines can be achieved in subsequent planning stages.*

Further detail on bushfire planning for the proposed LSP is contained under Section 3 of this report. Ultimately the proposed LSP and subdivision has been designed in a way to ensure compliance is achieved with State Planning Policy 3.7.

1.3.2 Shire of Jerramungup Local Planning Scheme No.2

Under the provisions of the Shire of Jerramungup Local Planning Scheme No. 2 (LPS2), the LSP area is predominantly zoned 'Residential Development' with a portion of the site reserved as 'Recreation and Open Space'. The LSP area is also impacted by the Public Drinking Water Source Area Special Control Area which is discussed with reference to draft State Planning Policy 2.9 above.

An extract of LPS 2 with respect to how it applied to the LSP area is included in Figure 3 below.

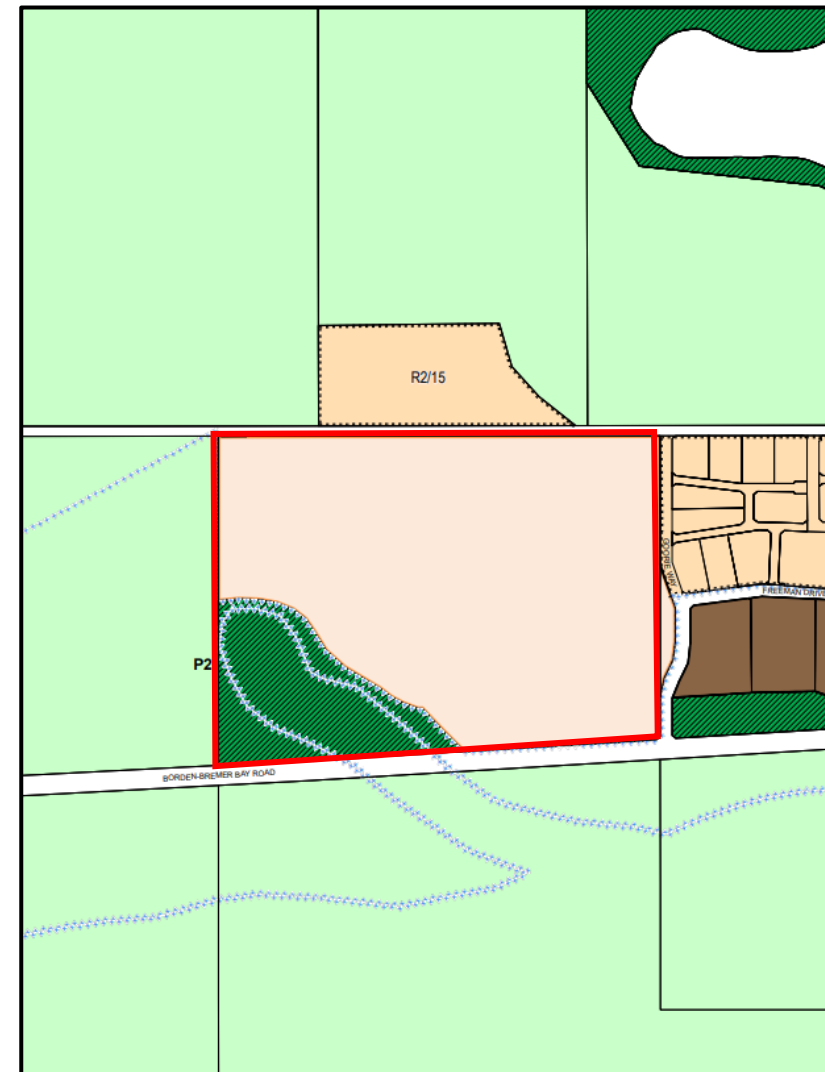


Figure 3 – Extract of LPS 2

In accordance with LPS 2 and the requirements of the 'Residential Development' zone outlined in Clause 5.28, a Local Structure Plan is required in order to guide subdivision and development. Further, Clause 5.29 of LPS 2 outlines the requirements for structure plans to conform with, which was considered in the preparation of this LSP.

Upon adoption, development within the LSP area will conform with the requirements for the 'Residential' zone under LPS 2 as well as the assigned density coding.

1.3.3 Local Government Planning Strategies and Policies

Shire of Jerramungup Local Planning Strategy

The Local Planning Strategy (LPS) has been prepared to set out the long-term planning directions for the Shire and to guide land use planning within the Shire. The Local Planning Strategy identifies the subject site as 'Area 11' and 'Area 6' with the intent for these areas being:

- Area 6 – Short to Medium Term Residential
 - Currently zoned R2/15 and Rural Residential (zoning not applicable anymore).
 - Maintain potential for urban corridor to west and future infill subdivision.
 - SGP/ODP required with water management strategy.
 - Vegetation corridor linking the national park may be required.
- Area 11 – Short to Medium Term Rural Residential
 - Currently zoned 'Residential Development' with a portion reserved for 'Recreation and Open Space'.
 - Structure Plan required for the overall area.
 - Potential ecological corridor and revegetation along the western boundary.

It is also commented that to the west of the site (Area 8) is planned for long term residential development.

Whilst the 'Rural Residential' development intent under the LPS is acknowledged the proposed LSP and subdivision concept plan is considered to achieve an appropriate balance between a residential and rural residential development with lot sizes consistent with that of an urban centre that are likely to support the development of the Town Centre. Further, the LSP also provides for a road connection to 'Area 8' to assist in the delivery of residential development to the west, should it eventuate.

Ultimately, given the date of the LPS, it is considered that the proposed LSP better reflects the current day planning intent for the site.

2.0 Site Conditions and Environment

2.1 Bushfire Hazard

A Bushfire Management Plan has been prepared to accompany the proposed LSP in order to address the requirements of SPP3.7 as the subject site is identified as being located within a bushfire prone area. Details on how the Bushfire Management Plan impacts the LSP are addressed in Section 3.7 with the report included in Appendix 4.

2.2 Borden Bremer Bay Road

The LSP area is bound to the south by Borden Bremer Bay Road which is a key regional road providing access to the Bremer Bay Townsite and is the only route into and out of Bremer Bay. Borden Bremer Bay Road also provides connection to South Coast Highway which is a key regional route around Australia and provides connection to the closest regional centre of Albany.

How the LSP interacts with and connects to Borden Bremer Bay Road has been discussed in Section 3.4 below and also the Traffic Impact Assessment included in Appendix 6.

2.3 Water Protection Areas

In the south west corner of the LSP area is a Priority 1 and Priority 2 Water Protection Area associated with the Bremer Bay water reserve. The protection of this water resource will be paramount and this has ultimately guided the management of water generally within the LSP area which is discussed in more detail in Section 3.6 below, the Local Water Management Strategy in Appendix 7 and the Infrastructure and Servicing Report in Appendix 5.

3.0 Structure Plan

3.1 General

The LSP proposes low density residential development (R2.5, R5 and R10) with an associated portion of Public Open Space (POS). The proposed POS is intended to be a low management area of POS that aligns with the 'Recreation and Open Space' reserve.

Further to the above, the proposed LSP includes a safe and efficient road network that will connect seamlessly to the existing road network and the broader Bremer Bay townsite.

3.2 Land Use

The LSP proposes residential development on the subject site with the land use permissibility to be consistent with the 'Residential' zone under LPS2. The proposed residential densities of R2.5, R5 and R10 are considered to be 'low density' and appropriate to meet market demands in the area.

A copy of the relevant LSP is illustrated in Figure 4 below. An overview of the key elements of the LSP is provided in Table 2 below.

Item	
Total area covered by the structure plan	46.08Ha
Area of specified land use	Residential: 32.0653Ha <ul style="list-style-type: none"> • R2.5: 18.048Ha • R5: 10.1055Ha • R10: 3.9118Ha POS: 8Ha Road Reserve: 2.0147Ha
Estimated Lot Yield	121
Estimate Number of Dwellings	121
Estimated Population	254*
Number of high schools	n/a
Number of primary schools	n/a
*Based on the 2021 census data of 2.1 people per household	

Table 2 – Structure Plan Summary



Figure 4 – Proposed Local Structure Plan

3.3 Residential

The residential densities proposed in the LSP (R2.5, R5 and R10) are considered to be appropriate for the LSP area as:

- The LSP will ensure consistency with the existing R2.5 residential subdivision that has occurred to create the existing 4,000sqm to 5,000sqm lots along Templetonia Road. These lots will abut similar sized lots within the R2.5 area which will ultimately ensure a consistent streetscape outcome in this portion of the LSP area.
- Additional density and smaller lots are proposed in the south east corner of the LSP area in order to provide a greater density along the higher order roads (Goorie Way and Borden Bremer Bay Road) which are the key connections back to the Town Centre.
- The proposed density, whilst not necessarily consistent with the ‘Rural Residential’ intent under the Shire’s Local Planning Strategy, is considered to meet market demands in the area and will provide additional population that will support the growth and prosperity of the Town Centre and Bremer Bay more generally.

Ultimately the proposed LSP and associated subdivision concept plan in Appendix 3 will facilitate the creation of lots that are desirable to the local market with houses set on larger lots with a shed or similar to store boats or caravans and the like.

3.4 Movement Network

The proposed street network within the LSP area has been guided by the provisions of Liveable Neighbourhoods and is considered to provide a permeable road network that will facilitate ease of movement through the Structure Plan Area. There will be no access/egress directly to and from the

proposed lots and Borden Bremer Bay Road with the primary point of access to the existing road network occurring from the partially constructed Goorie Way. The Borden Bremer Bay Road and Goorie Way intersection has been addressed in the Traffic Impact Assessment and will be the subject of further consultation with Main Roads and the Shire as the subdivision process progresses.

By virtue of the LSP location, there will be very limited traffic through the area with the proposed road network only to be accessed by residents of the LSP area and their visitors. In this regard all LSP roads have been designed to be consistent with an Access Street C classification as outlined in Liveable Neighbourhoods (see Figure 5 below). We understand that this is consistent with the established road network in the area i.e. Templetonia Road which was constructed as part of an earlier subdivision application.

Street type and function	Street characteristics	Street name	Max design speed/ target operating speed (km/hr)	Indicative volume range* (vehicles per day)	Indicative street reserve width (metres)+	Indicative road pavement width (metres)
Access streets Access streets are to accommodate shared pedestrian, bike and vehicular movements. The requirements of adjacent land uses should be supported through street design.	Varied formats to suit a range of typical conditions in predominantly residential areas at different densities, and with different traffic volumes. An avenue access street (Access street A) with median is particularly suited to incorporation of a drainage swale. Access street B is a wider undivided street for situations with increased parking and/or traffic demand. The most typical and most common residential street will be Access street C – Yield street. Access street D is for short, low volume and low parking demand streets. In addition, a comprehensively designed variant with 3.5 m travel lane with indented parking, is also specified for very low volume short streets.	Access street A – avenue	50/40	3000	20-24	2 x 3.5 (or 2 x 3.6 under some conditions) plus indented parking.
		Access street B – wider street	50/40	3000	16.5-18	9.7
		Access street C – yield or give way street	50/40	3000	15.4-16	7.2 (7-7.5)
		Access street D – narrow yield or give way street	50/30	1000	14.2	5.5-6
			50/20	150	14.2	3.5 (plus parking indents)

Figure 5 – Access Street C Requirements

We understand that as part of the subdivision process it will be required that the unconstructed section of the Goorie Way road reserve will need to be constructed in order to enable the creation of lots and roads that intersect with this road reserve.

3.5 Public Open Space

The location and size of the proposed public open space (POS) simply aligns with the existing 'Recreation and Open Space' reserve under the Shire's Local Planning Scheme. We understand that there isn't a strong desire from the Shire to assume the management of an 8Ha area of public open space and as such the vast majority of this area will remain untouched and allowed to occur in its natural state.

A portion of the POS along the proposed road reserve will be managed to a low threat state in order to reduce the bushfire threat whilst also providing the ability for some passive recreation to occur i.e. walking the dog or similar.

The LSP provides a total of 8Ha of POS which equates to a total of 17.47% of the total gross subdividable area. Table 4 below provides a schedule of POS within the Structure Plan Area.

PUBLIC OPEN SPACE SCHEDULE		
LSP Site Area		46.08ha
Less		
- Environmental protection policy areas Wetlands to be ceded	n/a	
- Protected bushland site	n/a	
- Unrestricted public open space sites not included in public open space contribution	n/a	
- Foreshore reserves to be ceded	n/a	
Total		0.00 ha

Net site area		46.08ha
DEDUCTIONS		
Primary School	n/a	
Town Centre and commercial	n/a	
Dedicated drainage reserve	n/a	
Transmission corridors	n/a	
Road Widening	n/a	
Gross Subdivisible area		46.08ha
Public open space @ 10 per cent		4.608ha
Public open space contribution		
May comprise:		
- Minimum 80 per cent unrestricted public open space	3.6864 ha	
- Minimum 20 per cent restricted use public open space	0.9216 ha	
Unrestricted public open space sites		
- POS	8 ha	8 ha (17.36%)
Restricted use public open space sites		
Total restricted use public open space	0 ha	0ha
Public Open Space provision		8 ha (17.36%)
Note: Gross subdivisible area includes house lots, access roads, and any land incidental to the subdivision. The gross subdivisible area does not include areas for schools, shopping centres, infrastructure (e.g. land required for sewer pump stations), dedicated drainage sites not having a recreational function and land set aside for arterial roads and other non-residential uses.		

Table 3 – Public Open Space Schedule

3.6 Infrastructure Coordination, Servicing and Staging

An Engineering Servicing Report has been prepared by TABEC Consulting Engineers which details that the proposed LSP will have no servicing impediments to the future intended residential development. A copy of

the Engineering Serving Report is included in Appendix 5 with a summary of the findings below.

Earthworks

Given the lot sizes and desire to have development that sitx appropriately within the landscape, the re-grading of the site to support the development will be limited to road reserves with encroachments into the residential lots only for the proposed extent of earthworks batters with no retaining being proposed. It is expected that future lot owners may re-grade building pads as necessary to accommodate house construction.

Water

There are existing Water Corporation assets in proximity to Lot 9500 along Mary Road and Goorie Way. Water Corporation has advised that water mains can be extended from existing reticulated infrastructure to service Lot 9500 which would involve connections and extensions from the existing water mains in Goorie Way.

Wastewater

The nearest Water Corporation reticulated sewer is located approximately 600m to the east of Lot 9500, with DN150 gravity mains in Mary Road, McGlade Close and Barnes Drive. These sewers service existing development, which falls into a catchment serviced by the Bennett Street waste water pump station (WWPS) located adjacent the Bremer Bay Jetty at the Devil Creek foreshore. That existing pump station generally services the northern areas of the existing townsite and discharges through a pumped pressure main to the treatment ponds located off Frantom Way at the south of the townsite.

Given the separation from the existing sewer infrastructure the large northern lots subject to the R2.5 density could be serviced by onsite treatment and disposal facilities. The balance of the LSP area will be serviced by new Type 10 Pump Station 'C' which is proposed to be located

in the reserve adjacent to the Goorie Way and Borden Bremer Bay Road intersection.

Stormwater Drainage

Management of stormwater through the LSP area is proposed by a piped drainage system and as a result formalised drainage basins will be required as part of the civil works to receive and capture flows. In order to establish the size of the necessary stormwater drainage facilities a Local Water Management Strategy was prepared (Appendix 7) which determined that two catchment areas were appropriate with Catchment A flowing to a low point within the POS area and Catchment B flowing to an adjoining Shire reserve to the south east of the LSP area.

Electrical

There is existing three-phase power below-ground in Mary Street to the north-east of Lot 9500, which services existing development. There is also power in both sides of Goorie Way to the immediate east which connects to Freeman Drive. There is an existing ring-main unit and transformer at Lot 934 Goorie Way, connecting to the above existing power supplies.

Given the area has 3-phase power, it is intended that additional development within Lot 9500 will also have 3-phase available at the pillar for each new lot.

Communications

The proposed subdivision falls within NBN's rollout footprint, indicating NBN Co would be the infrastructure provider of last resort. However, given the proximity of the nearest fibre ready technology, which is too far for practical backhaul for this subdivision, it is proposed that Lot 9500 would be serviced by NBN satellite technology. There may be an alternate option with another provider such as Opticomm and various options shall be considered further at later design stages.

Notwithstanding, it is anticipated that appropriate communications asset installation such as fibre-ready pit and pipe be installed, consistent with the Commonwealth Telecommunications Act, regardless of the agreed service provider. This has recently become an advice note on WAPC subdivision approvals, though exemptions can be sought for certain types of development.

3.7 Bushfire Management

As the subject site is designated as a bushfire prone area, consideration of State Planning Policy 3.7 – Planning in Bushfire Prone Area (SPP3.7) is warranted. In accordance with SPP3.7, Bio Diverse Solutions have prepared a BHL Assessment and Bushfire Management Plan (BMP) to demonstrate how the ultimate development will comply with the provisions of SPP3.7. A copy of the relevant BMP is included in Appendix 4 with the findings relevant to the LSP noted below:

- The BMP has assumed that future lots can and will be maintained in a low threat state as per the WAPC Asset Protection Zone Standards.
- The removal of native vegetation in the LSP area is not proposed with the majority of the vegetation being grassland vegetation with a portion of scrub in the south west corner of the LSP area which is proposed to be retained in the POS.
- The outcome of the BHL assessment is illustrated below in Figure 6 with the majority of the site subject to a moderate rating with a small portion associated with the scrub vegetation subject to an extreme rating.

Plot Number	Vegetation Type (Table 2.3)	Effective Slope (Table 2.4.3)	BHL Allocation
1	Excluded 2.2.3.2 (a)	N/A	Low
2	Excluded 2.2.3.2 (e)	N/A	Low
3	Excluded 2.2.3.2 (f)	N/A	Low/Moderate
4	Grassland Type G	Upslope/flat	Moderate
5	Grassland Type G	Downslope >0-5 degrees	Moderate
6	Scrub Type D	Upslope/flat	Extreme
7	Scrub Type D	Downslope >0-5 degrees	Extreme
8	Forest Type A	Upslope/flat	Extreme
9	Forest Type A	Downslope >0-5 degrees	Extreme
9	Shrubland Type C	Downslope >0-5 degrees	Moderate

Figure 6 – BHL Ratings

- The BHL Assessment has also included in the required separation distances in order to achieve a BAL-29 rating or lower and with respect to the vegetation being retained it is commented that all residential lots will have a sufficient portion of the lot area able to achieve a BAL-29 rating or lower.
- In order to comply with the access requirements outlined in SPP3.7, an emergency access way is required to be constructed along the western boundary of the LSP area connecting to the unmade Mary Road.

Appendices

APPENDIX 1

Certificate of Title – Lot 9500

APPENDIX 2

Local Structure Plan

APPENDIX 3

Subdivision Concept Plan

APPENDIX 4

Bushfire Management Plan

APPENDIX 5

Engineering and Servicing Report

APPENDIX 6

Traffic Impact Assessment

APPENDIX 7

Local Water Management Strategy