



POINT GREY  
PENINSULA

Point Grey Development Company Pty Ltd

# AMENDED LOCAL STRUCTURE PLAN

August 2024

# Document Control

<b>Title:</b>	Point Grey Local Structure Plan	
<b>Prepared for:</b>	Point Grey Development Company Pty Limited (PGDC)	
<b>Prepared by:</b>	Hatch	
<b>Project Team:</b>	<b>Planning + Urban Design</b>	Hatch
	<b>Environmental</b>	JBS&G
	<b>Transport</b>	Transcore
	<b>Landscape</b>	Emerge
	<b>Aboriginal Heritage</b>	Ethnoscience
	<b>Coastal</b>	MP Rogers
	<b>Retail &amp; Economic Development</b>	Pracys
	<b>Engineering Servicing</b>	Tabec
	<b>Hydrology</b>	Emerge

Revision	Comment	Author	Approved by	Date Issued
A	Draft for Client Review	AC / LB	RD	
B	Shire of Murray Lodgement	AC / LB	RD	23/08/24

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# Endorsement Page

This Structure Plan is prepared under the provisions of the Shire of Murray Local Planning Scheme No. 4.

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

Signed for and on behalf of the Western Australian Planning Commission:

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an officer of the Commission duly authorised by the Commission pursuant to section 24  
of the Planning and Development Act 2005 for that purpose, in the presence of:

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Witness

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Date

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Date of Expiry

# Table of Amendments

Amendment No.	Description of Amendment	Endorsed by Council	Endorsed by WAPC
01	Amend the Outline Development Plan approved by the WAPC on 28 June 2011 to accord with the State Planning Framework including, but not limited to, policy on planning for school sites, bushfire planning and coastal processes in response to the removal of the marina. Seek approval of the LSP for a period on 10 years.		

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Amendment No.	Description of Amendment	Endorsed by Council	Endorsed by WAPC
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# Executive Summary

This amended Point Grey Local Structure Plan has been prepared to guide the subdivision and development of the Point Grey Peninsula and deliver a new township of lasting value.

The LSP area covers the Point Grey Peninsula, identified within the approved Point Grey Outline Development Plan. It covers a total of 350ha including over the 270ha of 'Urban' zoned land in the Peel Region Scheme (PRS).

The proposed design responds to the unique geography and waterfront aspects of the site, and delivers significant environmental benefits through the protection and enhancement of the unique flora and fauna on the site.

New development will deliver a wide variety of housing types for a diverse community, located within a walkable and well-connected network of streets and public spaces. Supporting the residential and visitor community will be a mixed-use town centre, foreshore park and a range of community and recreation infrastructure.

Ultimately, the new township will deliver over 2,500 dwellings, be home to approximately 7,000 people and deliver new regional open space, local parklands, shops and restaurants and a new primary school.

This LSP is an amendment to the Point Grey Outline Development Plan that was endorsed by the WAPC on 28 June 2011.



## Point Grey Vision

Point Grey Peninsula will inspire its residents to live an active, sustainable, coastal lifestyle. Surrounded by nature with access to pristine water ways and elongated parkland corridors, one will feel naturally connected to and respectful of this place.

Green infrastructure initiatives will encourage residents to leave a lighter carbon footprint and the rehabilitation of wetlands and biodiversity corridors will encourage the wildlife to also call Point Grey Peninsula home.

The vibrant village centre will be the heartbeat of the community. As a regular destination for locals, it will also welcome visitors to experience the Point Grey Peninsula way of life.

No matter one's age, or whether it's home or a short stay, Point Grey Peninsula will be a neighbourhood where every person may learn, grow, feel healthier and that little bit closer to nature.



Item	Data		Structure Plan Ref (section no.)
Total area covered by the structure plan	500 hectares		Section 2.1.5
<b>Area of each land use proposed:</b>	Hectares	Lot yield	Section 5.6
Residential	118ha	2500	
Primary School	6.13ha	1	
Town Centre	4.14ha	4	
Servicing / Community	3.64ha	1	
Total estimated lot yield	2505		Section 5.3
Estimated number of dwellings	2650		Section 5.3
Estimated residential site density	21.70 dwellings per site/ hectare		
Estimated population	Approx 7,000		
Number of high schools	N/A		
Number of primary schools	1 [6 hectares]		Section 5.7
Estimated commercial floor space	7,800 net lettable area		Section 5.6
Estimated area and percentage of public open space given over to:			Section 5.4.0
Regional open space	64 hectares: 18%		
Foreshore reserve	29 hectares: 8%		
Public open space	55 hectares : 16%		
Estimated percentage of natural area	93 hectares 26 %		Section 5.4.2

**Note:**

<sup>1</sup> Based on assumptions contained within the Economic Development Strategy prepare by Pracsys to support Local Structure Plan (2024): Average people per single dwellings 3.0, average people per terrace dwelling 3.0, average person per apartment 2.3.

<sup>2</sup> Based on the residential zoned land (exclusive of roads and public open space) as per definition in Liveable Neighbourhoods (residential density per site hectare)







**Part One**

# **Implementation Section**

## 1.0 Structure Plan Area and Operation

The Point Grey Local Structure Plan (LSP) covers a total of approximately 350ha area of land zoned 'Urban' (270ha) and 'Rural' and reserved as 'Regional Open Space' under Peel Region Scheme (PRS).

The LSP applies to Lots 137-139, 672, 738 and 1132-1133, which is the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map.

This LSP is an amendment to the Point Grey Outline Development Plan that was endorsed by the WAPC on 28 June 2011.

This LSP comes into effect on the date on which it is approved by the Western Australian Planning Commission (WAPC) and is valid for a period of 10 years from that date, or another period determined by the WAPC in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2 – Deemed Provisions.

The Structure Plan is to be given due regard when making decisions on the development and subdivision of land within the Structure Plan area.

## 2.0 Purpose

The purpose of the LSP is to facilitate the subdivision and development of the land for residential and commercial purposes, reservation of land for recreation and provide the overarching principles that guide the future planning and place making efforts. The key project objectives are to:

Deliver community, cultural and recreation spaces and infrastructure to support the community.

- Respond to the unique geography and waterfront attributes of the site.
- Protect, preserve and enhance the flora and fauna of the site.
- Provide a diverse range of lot and building types and support the creation of a new township.
- Prioritise walking, cycling and sustainable transport for local trips.
- Establish a self-sufficient community that is resilient to climate change.

## 3.0 Staging

The development of the Structure Plan area will be implemented in multiple stages. The staging plan identified in Part Two is indicative only, as timing and composition of the future stages will be dependent on market demand.

Development will likely commence centrally within the central area and progress in an orderly sequence to provide essential infrastructure for roads, drainage and utility services.

The following infrastructure items are required prior to development:

- a) The commissioning of the Water and Wastewater Treatment Facility (if required to service the proposed development)
- b) The extension and/or provision of services to the area (if required to service the proposed development)



## 4.0 Subdivision and development requirements

### 4.1 Land use zones and reserves

#### 4.1.1 Zones

- a) Structure Plan Map (Plan 1) designates proposed zones and reserves applicable in the structure plan area.
- b) Land Use permissibility within the Structure Plan area shall be in accordance with Plan 1 and the corresponding Zones and Reserves under the Shire of Murray's Local Planning Scheme No 4 (LPS 4).
- c) Where there is a conflict with the Structure Plan and LPS4, the standards of LPS4 shall prevail to the extent of any inconsistency, in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2 – Deemed Provisions.
- d) In addition to the uses permitted under LPS4, temporary land uses (including, but not limited to: Sales Office, Car Parking, Café) which facilitate the sale of lots within the Structure Plan area are permissible land uses within the 'Residential' zone.
- e) Interim land uses such as Chalet Park, Camping Area and Caravan Park are also permissible land uses within the 'Residential' and 'Town Centre' zone.
- f) In determining the appropriateness of 'interim land uses' and associated development within the Activity:
  - i) The applicant shall demonstrate that any building or structure associated with the interim use is in keeping with the objectives and intended character of the LSP; and
  - ii) Contributes to the public realm; and either
    - Forms part of a large staged proposed built form (whether lodged for development approval or not); or
    - Features an internal floor space and tenancy configuration that is adaptable and capable of accommodating active ground floor uses or more employment generating land uses over time (or otherwise be appropriately adapted to suit an appropriate permanent use); or
    - Be easily removed from the site and the site appropriately remediated to the City's satisfaction.
  - iii) Council may impose a condition stating that the approval period for interim development is to be a maximum of up to 10 years, which may be renewed or extended by a further 10 years where deemed appropriate by Council.

#### 4.1.2 Town Centre Zone

- a) A Town Centre Zone Precinct is identified on Plan 1. The area is envisaged to be a highly functional mixed-use precinct comprising public transport facilities, local retailing, tourist support facilities and mixed-use development (including residential), in a high-quality public domain.
- a) This LSP meets the requirements of Schedule 7 of LPS 4 in respect to the preparation of an Activity Centre Plan to outline the allocation of uses, final design layout, retail floor space and general development standards within the Town Centre Zone.

##### 4.1.2.1 Town Centre Zone - Objectives

- a) The objectives and intended character of the Town Centre Zone Precinct are as follows:
  - Evoke a coastal village atmosphere through the public realm, architecture and land use, providing the opportunity for human interaction and the sense of community connection.
  - Include a diverse mix of uses, including ground floor retail, food and beverage choices, commercial, civic and community spaces.
  - Provide the opportunity for higher density residential and mixed use living as a key pillar of housing diversity, located to promote walkability.
  - Deliver buildings that are articulated, capture interest and frame the public realm with careful use of height, that are capable of easy conversion between uses.
  - Provide for a variety of short stay accommodation, including hotel rooms and self-contained units as well as complementary uses, such as conference and function facilities.
  - Deliver retail sites that are well integrated, with entrances oriented to the public road network and at-grade on-site parking predominantly sleeved behind buildings.

#### 4.1.2.2 Town Centre Zone – Preferred Uses

The following uses represent activities most aligned with the objectives and intended character of the Town Centre Zone and are therefore considered preferred uses. An indicative concept plan demonstrating the potential arrangement of uses within the Town Centre Zone is provided in Part Two of this Report.

Preferred Uses	
<b>Ground Floor</b>	Shop (includes supermarket), Restaurant/Café, Licensed Restaurant, Take Away Food Outlet, Tavern, Shop, Private Club, Office, Health Centre/ Studio, Residential Hotel, Chalet Park, Convention Centre/Reception Centre, Civic Building, Residential (grouped dwelling and single house), Retirement Village
<b>Upper Floors</b>	Office, Residential (Multiple Dwellings), Serviced Apartments
<b>Interim Uses</b>	Camping Area/Caravan Park

#### 4.1.3 Special Use Zone: Servicing and Community

- A Special Use Zone for Servicing and Community is proposed. The Zone is to be used for water and wastewater infrastructure and is proposed to be located centrally within the Structure Plan area. The infrastructure will employ technologies that do not require buffers associated with odour and noise.
- The zone may also be used for community and servicing infrastructure such as a volunteer bushfire brigade building, community centre, community battery, energy storage etc.

#### 4.1.4 Road Reserves

- Road Reserves provided in the Structure Plan have been allocated based upon the projected traffic volumes and as depicted on the Structure Plan Map – Plan 1. The road cross-sections are as detailed below and generally accord with the WAPC's Liveable Neighbourhoods.
- In line with Schedule 7 of LPS 4, the road network is to be highly interconnected and legible, and provide a structure that facilitates the requirements of all users. The street network should also facilitate view corridors to maximize vistas from the project area.
- Upgrade requirements for the access road are to be in accordance with the Access Road Construction Management Plan approved by the Shire of Murray. The implementation of this plan will be subject to an agreement between the proponent and the Shire of Murray including traffic volume triggers for the upgrading as a condition of subdivision approval.
- Emergency road access to the site may be required, subject to the recommendations of an approved Bushfire Management Plan. The proponent may be responsible for the implementation of emergency access as a condition of subdivision approval in accordance with an approved Bushfire Management Plan.

Classification	Location	Design
<b>Neighbourhood Connector</b>	Entry Road (within site) / East-West Neighbourhood Centre	25m reserve width and 2-3m median
<b>Access Street B</b>	Roads adjacent and leading to the Primary School site	20m reserve width
<b>Access Street B - Foreshore Streets</b>	All roads abutting or adjacent to the foreshore or Regional Open Space	20m reserve width
<b>Access Street</b>	Internal subdivisional roads	14m reserve width
<b>Access Road (outside of site boundary)</b>	Extension / realignment of Carrabungup Road	30m reserve width

#### 4.1.5 Public Open Space

- a) The provision of a minimum of 10% Public Open Space (POS) is to be provided in accordance with WAPC's Liveable Neighbourhoods. POS is to be provided generally in accordance with the location depicted on Plan 1 and the POS Schedule provided in Part 2.
- b) In line with Schedule 7 of LPS 4, POS is to be configured as a series of linear vegetation corridors, ensure the retention of significant areas of vegetation and provide parkland linear corridors to facilitate pedestrian and cyclist movement.
- c) An updated POS Schedule is to be provided at the time of subdivision for determination by the WAPC, upon the advice of the Shire of Murray.

#### 4.1.6 Other Reserves

- a) Regional Open Space Reserves are to be provided and transferred to the State Government as depicted on Plan 1. Areas to be provided as Regional Open Space generally align with the Conservation Category Wetland Buffer on the Western side of the Peninsula, which allows for the formation of a vegetated link surrounding the perimeter of the site.
- b) In line with the requirements of State Planning Policy 2.6, a Foreshore Reserve is to be provided as depicted on Plan 1. The foreshore reserve boundary is to be in accordance with the Coastal Processes 2120 setback line, with an additional 20 metre offset to maintain the values, functions and uses of the foreshore reserve into the future.

## 4.2 Density and Development

### 4.2.1 Density and R-Codes

- a) Plan 1 defines the residential density code, or residential density code range, that apply to specific areas within the Point Grey LSP. The LSP shall achieve density targets of 15 dwelling units per site hectare; and 25 to 30 dwelling units per site hectare within 400 metres of the neighbourhood centre.
- b) Except where already specified on Plan 1, lot specific residential densities, within the defined residential density ranges, are to be assigned in accordance with a Residential Density Code Plan approved by the WAPC.
- c) A Residential Density Code Plan is to be submitted at the time of subdivision to the WAPC and shall be consistent with the LSP, the Residential Density Ranges identified on Plan 1 and the locational criteria contained in Clause 4.2.2 (b).
- d) The Residential Density Code Plan is to include a summary of the proposed dwelling yield of the subdivision.
- e) Approval of the Residential Density Code Plan shall be undertaken at the time of determination of the subdivision application by the WAPC. The approved Residential Density Code Plan shall form part of the Point Grey LSP and shall be used for the determination of future development applications.
- f) Variations to the Residential Density Code Plan will require further approval of the WAPC, with a revised Residential Density Code Plan submitted generally consistent with the approved plan of subdivision issued by the WAPC. The revised Residential Density Code Plan shall be consistent with Residential Density ranges identified on Plan 1 and the locational criteria contained in Clause 4.2.2 (b).
- g) A revised Residential Density Code Plan, consistent with Clause 4.2.1 (f) will replace, wholly or partially, the previously approved Residential Density Code Plan, and shall then form part of the Point Grey LSP.
- h) Residential Density Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:
  - i) The amalgamation of lots;
  - ii) Consolidation of land for "superlot" purposes to facilitate land assembly for future development;
  - iii) The purposes of facilitating the provision of access, service or infrastructure; or
  - iv) Land which by virtue of its zoning or reservation under the Point Grey LSP cannot be developed for residential purposes.

#### 4.2.2 Locational criteria

- a) The LSP embodies principles established in the rural-urban transect model. The transect defines a series of areas that transition from rural residential form to a denser, mixed-use urban centre.
- b) The principles of the rural-urban transect have been reflected in the allocation of residential densities, which shall be in accordance with the following criteria:
  - i) R20 applies as the base code except where identified in clauses below.
  - ii) R2-R10 applies to the southern portion of the LSP acting as a transition from surrounding rural land uses;
  - iii) R12.5-R25 applies to a largest component of the LSP area, providing a base code to the LSP and a transition between rural residential areas and the walkable catchment of the Neighbourhood Centre;
  - iv) R30-R40 may be applied to lots that generally comply with the following criteria:
    - a) Lots adjacent to public open space or other amenity;
    - b) Lots within the walkable catchment of the Neighbourhood Centre;
    - c) Lots abutting a laneway;
    - d) Within street blocks to accommodate a wider variety of lot sizes and resultant housing types to facilitate housing diversity.

#### 4.2.3 Development Provisions

##### 4.2.3.1 Town Centre Zone

- a) The following General Planning Provisions apply to Town Centre Precinct

Element	Requirements
<b>Setbacks</b>	<ul style="list-style-type: none"><li>1. Setback requirements for development with a residential land use component shall be in accordance with the Residential Design Codes of WA and/or Design WA where the setback requirement is relevant to the amenity of occupants of dwellings within or adjacent to the development</li><li>2. All areas within the Town Centre Zone shall be characterised as having a mix of 'attached' &amp; 'detached' streetscape patterns, in accordance with the definitions, stipulations and guidance in Design WA.</li></ul>
<b>Heights</b>	<ul style="list-style-type: none"><li>3. Notwithstanding specific height controls, heights for buildings may be varied:<ul style="list-style-type: none"><li>a) On identified sites of building significance; or</li><li>a) Where it can be demonstrated the proposed building height is in keeping with the desired character of the centre</li></ul></li></ul>
<b>Building Orientation</b>	<ul style="list-style-type: none"><li>4. Unless otherwise provided for, buildings shall be oriented to the primary street frontage</li></ul>
<b>Façades and Building Frontages</b>	<ul style="list-style-type: none"><li>5. Blank walls shall not be visible from the public realm, except abutting a side boundary on which it is anticipated that another building will eventually be constructed to screen the wall. In such instances, design features shall be incorporated into the portions of the wall visible from the public domain.</li></ul>
<b>Corner Sites</b>	<ul style="list-style-type: none"><li>6. Buildings located on corner sites shall emphasise the prominence of the street corner via architectural features that may protrude above the normal roof line</li></ul>

Element	Requirements
<b>Access and Car Parking</b>	<p>7. Vehicular access to development sites should be provided via secondary streets or laneways wherever practicable.</p> <p>8. Where vehicular access from primary streets is unavoidable, its impact on the street shall be minimised by:</p> <ul style="list-style-type: none"> <li>a) Encouraging shared access to two or more development sites</li> <li>b) Designing access points and crossovers to be as narrow as possible</li> <li>c) Designing access points to be entered and exited at very low speed</li> <li>d) Managing the design and operation of access points to safeguard pedestrian crossing points.</li> </ul> <p>9. At-grade parking areas shall generally be set away from the street and screened from the street where appropriate.</p> <p>10. At-grade uncovered parking bays shall be landscaped with shade trees at a rate of one tree per four car bays.</p>
<b>Weather Protection</b>	<p>11. Awnings shall be provided wherever a nil setback is proposed.</p> <p>12. Awnings shall have a minimum clearance height of 3.0 metres from the footpath.</p>
<b>Ground Floor and Active Frontages</b>	<p>13. Dedicated entries to commercial, residential, and other non-retail uses on upper floors are to be clearly articulated and incorporated into the design of the ground floor.</p> <p>14. Where possible, building and tenancy entries are to align with pedestrian crossing points.</p>
<b>Amenity (including Occupant Amenity)</b>	<p>15. A waste management and disposal plan may be required for all non-residential and mixed-use developments.</p> <p>16. Bin storage areas shall be screened from the street.</p> <p>17. Loading docks and service areas within development sites shall be screened visually and (where necessary) acoustically from residential units.</p> <p>18. Odour producing servicing elements (for example, waste compactors, extraction vents and storage) shall be suitably located or designed and treated in a manner that does not impact unacceptably on residential amenity in a mixed-use building.</p> <p>19. Developments are to incorporate design principles of Crime Prevention Through Environmental Design (CPTED), including boundary definition, passive surveillance and appropriate use of lighting</p>



#### **4.2.3.2 Town Centre Zone – Parking Controls**

- a) Vehicle parking shall be provided in accordance with Part 7, Table No 2-Non-Residential Development Standards of the LPS 4; and
- b) In calculating parking requirements for development applications, the following additional factors shall be considered:
  - i) Number of on-street parking bays and other publicly accessible parking bays; and
  - ii) Parking bays may be credited to more than one land use where those land uses are complementary, or where hours of operation will not result in undue conflicting demand for parking.

#### **4.2.3.3 Town Centre Zone – Signage**

- a) A signage strategy shall be prepared to cover the Town Centre Zone. The strategy shall provide for the coordination of signage (including, but not limited to advertising signage), to address the following objectives:
  - i) Manage individual and cumulative visual impacts;
  - ii) Maintain and protect amenity; and
  - iii) Ensure appropriate advertising exposure for businesses.
- b) In lieu of a Signage Strategy being finalised and approved by Council, signage may be approved by Council having regard to the relevant objectives of this LSP and the Town Centre Zone, and the orderly and proper planning of the Precinct and street environment.

#### **4.2.4 Local Development Plans (LDP)**

- a) A Local Development Plan (LDP) is required prior to development approval in the following circumstances:
  - i) For all lots within the Town Centre Zone;
  - ii) For mixed use development with a residential component (excluding applications seeking development approval for changes of use of existing buildings);
  - iii) Within the Residential Zone for:
    - Lots with rear-loaded vehicle access;
    - Lots with direct boundary frontage (primary or secondary) to an area of Public Open Space;
    - Lots that proposed grouped or multiple dwellings;
    - Where required to facilitate tree retention;
    - Irregular shaped lots; and/or
    - Lots deemed to be affected by a recognised Bush Fire Hazard;
  - iv) Where identified by the applicant, Shire and/or WAPC at the time of subdivision or required by a condition of subdivision approval, or by the Residential Design Codes.
- b) Local Development Plans within the Residential Zone will generally be prepared to address one or more of the following:
  - Building orientation
  - Building design and setbacks
  - Overlooking and / or privacy;
  - Vehicle access;
  - Car parking;
  - Private open space
  - Interface with POS (fencing, frontage, footpath location);
  - Bushfire protection provisions;
  - Laneway treatments; and
  - Any such information considered relevant by the proponent and/or determining authority to address the requirement of this Structure Plan.

c) Local Development Plans within the Town Centre Zone will generally be prepared to address one or more of the following:

- Vehicular access;
- Car parking;
- Building orientation
- Setbacks and building disposition;
- Built form in respect of bulk, height, scale and architectural expression;
- Landscaping in building setbacks;
- Building entry points; and
- Public interface and relationship with streets and public open space.

d) Local Development Plan(s) within the Town Centre Zone negate the need for the preparation of an Activity Centre Plan in accordance with Schedule 7 (1.14.3) of LPS 4.

## **4.3 Other Requirements**

### **4.3.1 Bushfire Protection**

- e) The Bushfire Management Plan (BMP) identifies the LSP area is bushfire prone, with future lots being subject to low to moderate bushfire risk. A future BMP shall be prepared as part of the subdivision process and will detail the development design response to ensure habitable development achieves a Bushfire Attack Level (BAL) rating of BAL-29 or less.
- f) It is the responsibility of the landowner / applicant to demonstrate compliance with State Planning Policy 3.7 -Planning in Bushfire Prone Areas and associated guidelines for Planning in Bushfire Prone Areas at each stage of subdivision.
- g) Notification on certificates of title will be used to advise purchasers of land affected by a bushfire attack level of 12.5 or more that the lot is located in a bushfire area, may be subject to a bushfire management plan and additional planning and building requirements may apply.

#### 4.3.2 Infrastructure Arrangements

- a) In accordance with Schedule 7 (1.9) of LPS 4, landowners within the LSP area are required to have made arrangements to the satisfaction of the Shire of Murray that provides for identification and equitable sharing of infrastructure costs between landowners for the provision of the necessary urban services to the site.
- b) In accordance with Schedule 7 (1.13) of LPS 4, prior to the commencement of subdivision works the proponent is to confirm with Main Roads WA the extent of any funding contributions, upgrading requirements and timing of works if applicable for the Greenlands Road and Forrest Highway Interchange.
- c) In accordance with Schedule 7 (2.7) of LPS 4, prior to the adoption of the Point Grey LSP, an Access Road Construction Management Plan shall be prepared to the satisfaction of the Shire of Murray to address the alignment, upgrading, staging and speed limit signposting of the access road to the LSP area.
- d) Prior to the approval of a Development Application for the portion of the access road alignment through the Robert Bay wetland, an Access Road Management Plan will be finalised to the satisfaction of the Shire of Murray on advice from the Department of Water. The Access Road Management Plan for the portion of the road alignment through the Robert Bay wetland will address the following:
  - Maintenance of the existing drainage functions of the
  - Robert Bay wetland (where the road transects with the wetland).
  - Road design, construction and engineering.
  - Surface water management

#### 4.3.3 Community Infrastructure

- a) In accordance with Schedule 7 (1.11) of LPS 4, Prior to the submission of the first application for subdivision, a Community Assessment and Infrastructure Study shall be prepared to the satisfaction of the Shire of Murray to measure and monitor the provision of community infrastructure (including the identification of responsibilities and financial contributions where applicable) and shall be subject to 3 yearly reviews by the proponent. The implementation of the recommendations of the approved Strategy and subsequent revisions shall be to the satisfaction of the Shire of Murray and in accordance with State Planning Policy 3 – Developer Contributions for Infrastructure including the establishment of a Development Control Area or voluntary arrangement secured by legal agreement with and to the satisfaction of the Shire of Murray

#### **4.3.4 Environmental / landscape features**

##### **4.3.4.1 Foreshore Management Plan**

- a) In accordance with Schedule 7 (2.3) of LPS 4, prior to final subdivision approval (issue of clearances) a Foreshore Management Plan for the estuary foreshore area adjoining the subject Lots shall be prepared to the satisfaction of the Shire of Murray on advice from the Department of Environment and Conservation to adequately demonstrate protection of the estuary foreshore area. The Foreshore Management Plan will meet the following objectives:
- To maintain and enhance the integrity, functions and values of the Point Grey foreshore;
  - To minimise and mitigate disturbance of the remnant vegetation;
  - To prevent adverse impacts on estuarine processes.

The Foreshore Management Plan shall address –

- Management of public access, vehicle access, parking, fencing, public facilities, signage, rubbish dumping, and weeds;
- Retention of remnant vegetation and the re-vegetation of foreshore buffers with naturally occurring local species; and
- Control of mosquito breeding habitat.

##### **4.3.4.2 Waterbird Management Plan**

- a) In accordance with Schedule 7 (2.4) of LPS 4, prior to final subdivision approval (issue of clearances) a Waterbird Management Plan shall be prepared for important waterbird habitat and adjacent areas, to the requirements of the Department of Environment and Conservation and the Shire of Murray. This plan shall address –
- i) Identification of waterbird utilisation of areas of important waterbird habitat, including patterns of roosting, nesting, feeding and mating;
  - ii) General management measures relating to the management of the impacts on waterbirds after the construction phase, resulting from pedestrians, vehicles and boats, including the following measures –
    - Limitation of human access to sensitive portions of the foreshore;
    - Control of vehicles by physical barriers;
    - Public education to increase awareness of the sensitivity of the conservation area;
    - Adequate sign posting to define exercise areas for dogs; and
    - Control of feral animals where practicable

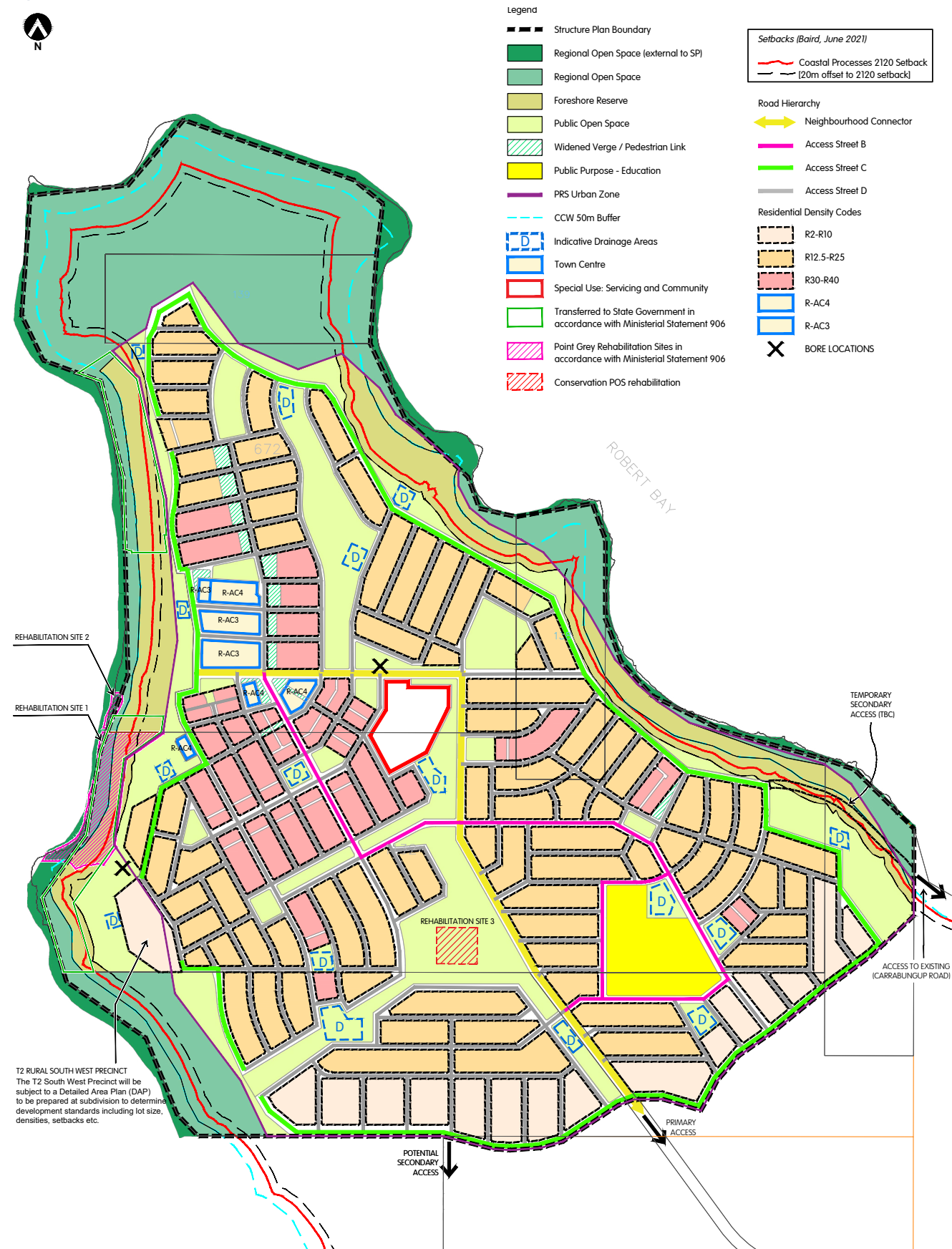
## 5.0 Additional Details

The following additional information is to be submitted with an application:

Additional Information / purpose	Approval stage	Responsible agency (consultation required)
Economic Development Strategy addressing the economic potential of the site. The study shall be subject to 3 yearly reviews undertaken by the proponent.	Prior to the adoption of the LSP	Shire of Murray
A Community Assessment and Infrastructure study as outlined in Clause 4.3.3 (a) above.	Prior to submission of the first application for subdivision	Shire of Murray
An Environmental Sustainability report providing a framework for the implementation of environmental sustainability initiatives and shall be subject to 3 yearly reviews by the proponent.	Prior to adoption of the LSP	Shire of Murray
Waterbird Management Plan as outlined in Clause 4.3.4.2 above.	Subdivision clearance	Shire of Murray (Department of Water and Environmental Regulation)
A Mosquito Management Plan to adequately identify mosquito nuisance, public health risks and management strategies.	Subdivision clearance	Shire of Murray (Department of Water and Environmental Regulation)
A Construction Management Plan to adequately demonstrate protection of remnant vegetation to be retained within the Regional Open Space and Public Open Space reservations, fauna and their associated habitat during construction.	Prior to commencement of subdivision works	Shire of Murray (Department of Water and Environmental Regulation)
Foreshore Management Plan as outlined in Clause 4.3.4.1 above.	Subdivision clearance	Shire of Murray (Department of Water and Environmental Regulation)
Access Road Construction Management Plan as outlined in Clause 4.3.2 (c) above.	Prior to adoption of LSP	Shire of Murray
Access Road Management Plan as outlined in Clause 4.3.2 (c) above.	Prior to Development Application for the portion of access road alignment within the Roberts Bay wetland.	Shire of Murray (Department of Water and Environmental Regulation)
Bushfire Management Plan as outlined in Clause 4.3.1 above.	Prior to adoption of LSP	Shire of Murray (Department of Fire and Emergency Services Authority)
Bushfire Attack Level Assessment	Subdivision application / condition of subdivision for identified lots	Shire of Murray (Department of Fire and Emergency Services)
Urban Water Management Plan	Condition of Subdivision	Shire of Murray
Local Development Plan	Condition of Subdivision	Shire of Murray
Density Code Plan	Subdivision Application	WAPC
Public Open Space Schedule	Subdivision Application	WAPC
Landscape Plan	Condition of Subdivision	Shire of Murray



Figure 1 - Structure Plan Map





## Part Two

# Explanatory Section

# Executive Summary

Point Grey is a unique opportunity. Positioned at the half-way point between Perth and the South West, within proximity to strategic employment opportunities and transport connections, and holding an enviable peninsula location providing sweeping views of the Peel Inlet and Harvey Estuary, it offers unique potential to create a self-sustaining new township and tourism destination.

The unique opportunity presented by Point Grey has been recognised for over 30 years. Investigations into the area's development has occurred since 1994, with concept planning, collaborative design forums, ongoing stakeholder engagement and formal public advertising resulting in urban zoning (2009), the approval of an Outline Development Plan (2011) and State and Federal Environmental Approvals (2012, 2014 and 2017).

This amended Local Structure Plan has been prepared in response to the removal of the proposed 300-berth marina and 2.5km navigation channel. The marina site has been replaced with a traditional village centre to cater for future residents and visitors. The removal of the marina has also provided opportunities to reconfigure the open space network to provide for increased landform and tree retention.

The establishment of the Point Grey Township will deliver on best-practice sustainable development principles to create value centred around social wellbeing, economic prosperity, environmental resilience and lasting liveability.

Through the support of and collaboration with key project stakeholders, the development will also deliver on the intent of all major strategic planning documents including the Shire of Murray's Strategic Community Plan and the Peel Development Commission's Investment Blueprint.

The landowners are committed to delivering a development of exceptional quality and look forward to working closely with key stakeholders, authorities and the community to create a new township of lasting value. To facilitate the delivery of this project, it is proposed that the LSP be approved for 10 years.



# 1.0 Introduction and Purpose

This report constitutes an amended Local Structure Plan (LSP) pursuant to Schedule 7 of the Shire of Murray of Town Planning Scheme No. 4 (TPS4).

The LSP area covers the Point Grey Peninsula identified within the approved Point Grey Outline Development Plan, which cover a total of 500ha including over the 270ha of 'Urban' zoned land in the Peel Region Scheme (PRS).

The purpose of the amended LSP is to provide a guiding framework for development at Point Grey. It will facilitate the subdivision and development of the land for residential and commercial purposes, reservation of land for recreation and provide the overarching principles that guide the future planning and place making efforts.

In regard to the proposed residential densities it is intended that the amended LSP provides an updated indicative outline for future densities, retaining the flexibility for final definition to be determined at subdivision application stage.

## 1.1 Project Team

The LSP area will be developed by 'Point Grey Development Company Pty Ltd', being the registered landowner.

The members of the project team that have contributed to this report and the associated technical appendices include:

- **Hatch** - Statutory Planning, Urban Design, Community Assessment
- **TABEC** - Civil Engineering
- **JBS&G** - Environment, Sustainability and Bushfire
- **Ethnoscience** - Indigenous Heritage
- **Transcore** - Transport
- **Pracsys** - Retail Analysis and Economic Modelling
- **Emerge** - Hydrology and Landscape Architecture
- **MP Rogers** - Coastal Engineering



## 1.2 Project Vision and Guiding Objectives

Point Grey Peninsula will inspire its residents to live an active, sustainable, coastal lifestyle. Surrounded by nature with access to pristine water ways and elongated parkland corridors, one will feel naturally connected to and respectful of this place.

Green infrastructure initiatives will encourage residents to leave a lighter carbon footprint and the rehabilitation of wetlands and biodiversity corridors will encourage the wildlife to also call Point Grey Peninsula home.

The vibrant village centre will be the heartbeat of the community. As a regular destination for locals, it will also welcome visitors to experience the Point Grey Peninsula way of life.

No matter one's age, or whether it's home or a short stay, Point Grey Peninsula will be a neighbourhood where every person may learn, grow, feel healthier and that little bit closer to nature.

This vision will be achieved through a strategic focus on the following core principles:

- **Equity:** Point Grey can deliver a wide range of community, cultural and recreational elements responding to the setting or adding layers of meaningful activity.
- **Identity:** Point Grey can acknowledge, respect and respond to the deep connection to country of the Traditional owners. It can also shape a vernacular built and landscape form to reflect the character of the site.
- **Greenery:** Point Grey can bring access and presence of nature and the natural environment to every street, whilst protecting, conserving and enhancing the flora and fauna of the site.
- **Urbanity:** Point Grey can create an authentic village experience through responding to its different 'quarters' by adapting buildings, streets, parks and landscape according to context and traditional 'DNA'.
- **Mobility:** Point Grey can prioritise walking and cycling to support health, wellness and social interaction, whilst acknowledging the needs of the vehicular movement network.
- **Wellness:** Point Grey can provide a wide range of community infrastructure to support health, wellbeing and social interaction, from immersion in nature to practical services and facilities.
- **Resilience:** Point Grey may be able to function self-sufficiently and adapt to its location by the logical and innovative integration of crucial service infrastructure within the site, which in turn will encourage residents to lower their carbon footprint.

The above Seven Essential Elements of Great Places rationalises the UN New Urban Agenda and Sustainable Development Goals into a simple, immutable framework to define great places. These Elements have been adopted at Point Grey Peninsula to shape this township into a respectful, responsive and lasting locality – to help shape it into the greatest place it can be.



### 1.3 Project History

The Point Grey site has been identified as having potential for urban development and tourism uses through a number of strategic planning studies over the last 40 years, including the Peel Inlet Management Program 1992, Peel Regional Strategy 1994, State Planning Strategy 1997, Inner Peel Region Structure Plan 1997, Network City 2004; and South Metropolitan and Peel Sub – Regional Structure Plan 2009.

Investigations into the area's suitability for urban development commenced in 1994 with the preparation of a Concept Plan that integrated tourist, residential, rural-residential and recreational activities over a larger 1200 hectares site at Point Grey. The Concept Plan objectives gained general support from the Shire of Murray and a detailed Outline Development Plan (ODP) and Town Planning Scheme Amendment No. 104 to rezone the land from 'Rural' to 'Special Development' zone were lodged in August 1996. The amendment included a marina, residential and rural-residential lots to support a population of around 6,500 people.

Following environmental assessment, Amendment No.104 was granted environmental approval by the Minister for the Environment subject to Ministerial Conditions (Ministerial Statement 519), relating to the requirement for management plans. The approval excluded the marina area, which was identified as requiring separate referral to the EPA under Section 38 of the Environmental Protection Act to ensure a separate formal assessment.

Concurrently during this time, the Western Australian Planning Commission (WAPC) commenced work on the Inner Peel Region Structure Plan (IPRSP) to provide the framework for the preparation of the Peel Region Scheme (PRS). The IPRSP was compiled in 1997 and identified Point Grey as a future major 'Tourist' area, with a population of approximately 4000 people. When the PRS came into effect in 2003 it delineated the northern portion of the site as 'Urban Deferred' (approximately 270 hectares) and the balance of the land originally identified in the ODP and Amendment No. 104 was zoned 'Rural' or reserved as 'Regional Open Space'.

Application was made to the WAPC in 2008 seeking the lifting of the Urban Deferred zone and this was concluded in April 2009 with the land's transfer to the Urban Zone in the PRS. The subject site was rezoned to 'Special Development' zone in the Shire of Murray Town Planning Scheme No 4 (TPS 4) in August 2011.

The Point Grey Outline Development Plan (ODP) was endorsed by the WAPC in November 2011. In accordance with Clause 28 of the Planning and Development (Local Planning Schemes) Regulations 2015, the ODP remains in effect until October 2025. The ODP provides the framework for the future development of the site. The overall design was configured around a 300-boat berth regional marina facility incorporating a village centre and boat ramps supported by approximately 3000 dwellings with an ultimate population of approximately 6500 and a range of facilities and services to meet the needs of residents and visitors to Point Grey.

The State and Commonwealth Governments assessed and provided environmental approval for the development of a marina on the subject site as well as an entrance and navigation channel within the adjacent Harvey Estuary.

A development application was lodged to commence the construction of the marina, however this application was not approved. The Shire of Murray instead initiated an amendment to TPS4 (Amendment 314) with a purpose to modify the Special Provisions for the Point Grey Special Development zone set out in Schedule 7 of the TPS4 to remove discretion for planning approval of a marina, to amend or remove other provisions relating to a marina and to make consequential changes to reflect this.

When the WAPC Statutory Planning Committee considered this amendment is resolved to:

Advise the Shire that the Point Grey Structure Plan requires amendments, limited to those required, to align it with:

- b) The State Planning Framework including, but not limited to, policy on planning for school sites, bushfire planning and coastal processes; and
- c) Subject to the Minister granting final approval to Amendment No. 314, the changes to LPS 4 resulting from Amendment No. 314; and
- d) That the amendments to the Point Grey Structure Plan should not provide for additional dwelling yields or density beyond that considered in the current approved structure plan.

Amendment 314 was gazetted on 21 January 2021. The LSP has now been amended to address the resolution of the WAPC Statutory Planning Committee.

## 1.4 Amendments to Local Structure Plan

The Point Grey LSP (previously Point Grey ODP) has been amended in response to the resolution of the WAPC Statutory Planning Committee referred to in section 1.1.3 of this report and to address planning and environmental matters that have arisen since the original ODP was endorsed by the WAPC. Except for the amendments below, the LSP will retain the township, community development and ecological principles of the original ODP.

### Removal of Marina

As the use of 'Marina' is an 'X' use in TPS4 it has been removed from the LSP and replaced with a Neighbourhood Centre and foreshore park. The Neighbourhood Centre will include retail, food and beverage, medical, commercial and tourism accommodation uses that will cater for Point Grey residents and visitors. The foreshore park will be a regional destination and will provide 'light touch' access to the estuary.

Importantly, the removal of the marina also includes the removal of the 2.5km dredging channel through the estuary.

### Bushfire Planning

The amended LSP is supported by a Bushfire Management Plan that has been prepared in accordance with both the current and draft versions of State Planning Policy 3.7 and the Planning for Bushfire Guidelines.

### Coastal Processes

The amended LSP includes the 2120 coastal processes line and inundation areas identified in the Shire of Murray Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) that endorsed by Council on 27 June 2024. A site specific CHRMAP has also been prepared to support the amended LSP.

### Planning for School Sites

A primary school site is proposed for the amended LSP is the same location as the current approved ODP and lapsed subdivision 152093. The indicative area for the primary school site is 6ha to accommodate a senior sized oval and to allow for temporary buildings to accommodate additional students, if required.

### Dwelling Yields

The current approved ODP has an indicative dwelling yield of 3,400. The amended LSP has an indicative dwelling yield of 2,650. This yield accords with Part (c) of the resolution of the WAPC Statutory Planning Committee.

### Federal and State Government Environmental Approvals

The various Federal and State Government Environmental approvals include conditions for land to be protected/ reserved and for areas to be rehabilitated/revegetated. Refer to Appendix A & B for further details. The amended LSP has regard to these conditions.

### Special Use: Servicing and Community Site

The water and sewer treatment plant is already constructed within the central area of the site. It is proposed to create a Special Use site to accommodate this plant in addition to other servicing and community infrastructure, including volunteer bushfire brigade station and potential community battery.

### Approval Timeframes

As the amended LSP has been prepared in accordance with the WAPC WA Planning Manual Guidance for Structure Plans Structure Plan Manner and Form and the relevant technical reports have been updated (e.g. Bushfire Management Plan, CHRMAP, LWMS) it is proposed that the LSP be approved for 10 years.

## 2.0 Site Context and Analysis

### 2.1 Physical and Community Context

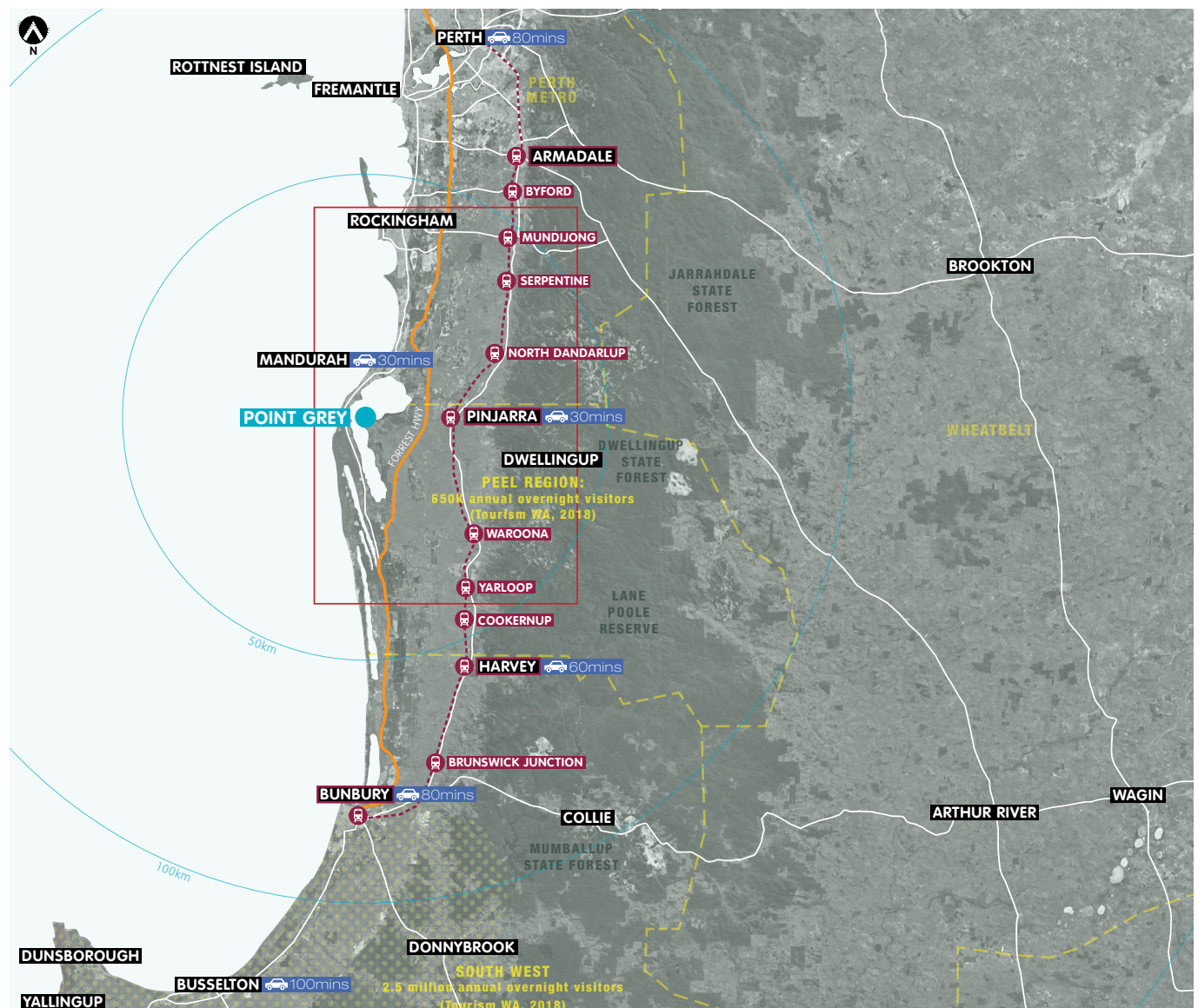
#### 2.1.1 Regional Context

Point Grey has the opportunity to provide housing and tourism infrastructure to the Peel Region, leverage its unique qualities to become a destination and provide amenity, services and facilities to a unique residential community.

Point Grey LSP area is located within the Peel Region and the Shire of Murray and holds a strategic location being adjacent to the Forrest Highway and the half-way point between Perth and the Southwest.

More specifically, it is located approximately 75 kilometres south of the central Perth, 75 kilometres north of Bunbury and 18 kilometres west of the Pinjarra Townsite and the Australind Rail Station Stop.

Figure 1 - Regional Context



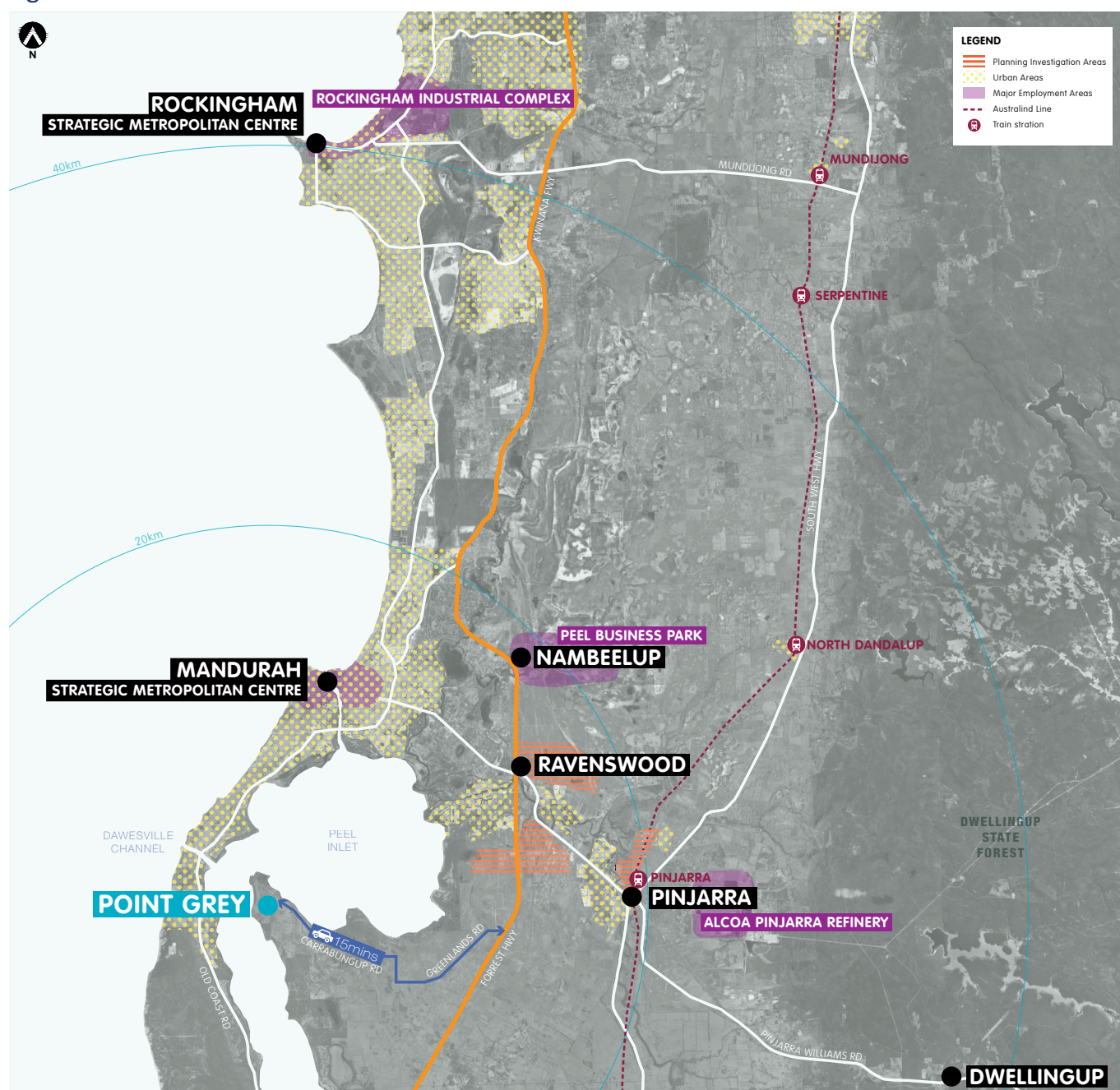


## 2.1.2 District Context

With a 'reason for being' beyond traditional suburban development, Point Grey has the opportunity to create a model 21st century development in close proximity to strategic employment opportunities.

The Point Grey site is located in close proximity to strategic employment opportunities within the region including being 30 kilometres south-west of the Strategic Metropolitan Centre of Mandurah, 23 kilometres west of the Alcoa Pinjarra Refinery and 18 kilometres south-west of the Nambeelup Peel Business Park. Access to these opportunities is provided by Forrest Highway, which is approximately 10 kilometre east of the site. The Pinjarra-Ravenswood Urban Growth Corridor is also located approximately 15 kilometres North-East of the site.

**Figure 2 - District Context**



### 2.1.3 Local Context

Surrounded by the Peel Inlet and Harvey Estuary Point Grey offers an outlook and amenity that is unmatched within the region.

The Point Grey Peninsula, which is located directly adjacent to the Peel Inlet and Harvey Estuary, provides water view and vistas from many locations on the site.

### 2.1.4 Area and Land Use

The site subject of the amended LSP has a total land area of 500ha, 270 hectares of which is Urban zoned land. The land is currently used for farming, including hay cropping and pasture for sheep and cattle grazing. It will continue to be used for this purpose until development commences.

### 2.1.5 Legal Description and Ownership

The LSP is located in the Shire of Murray. The legal description of the subject land is provided in Table 1.

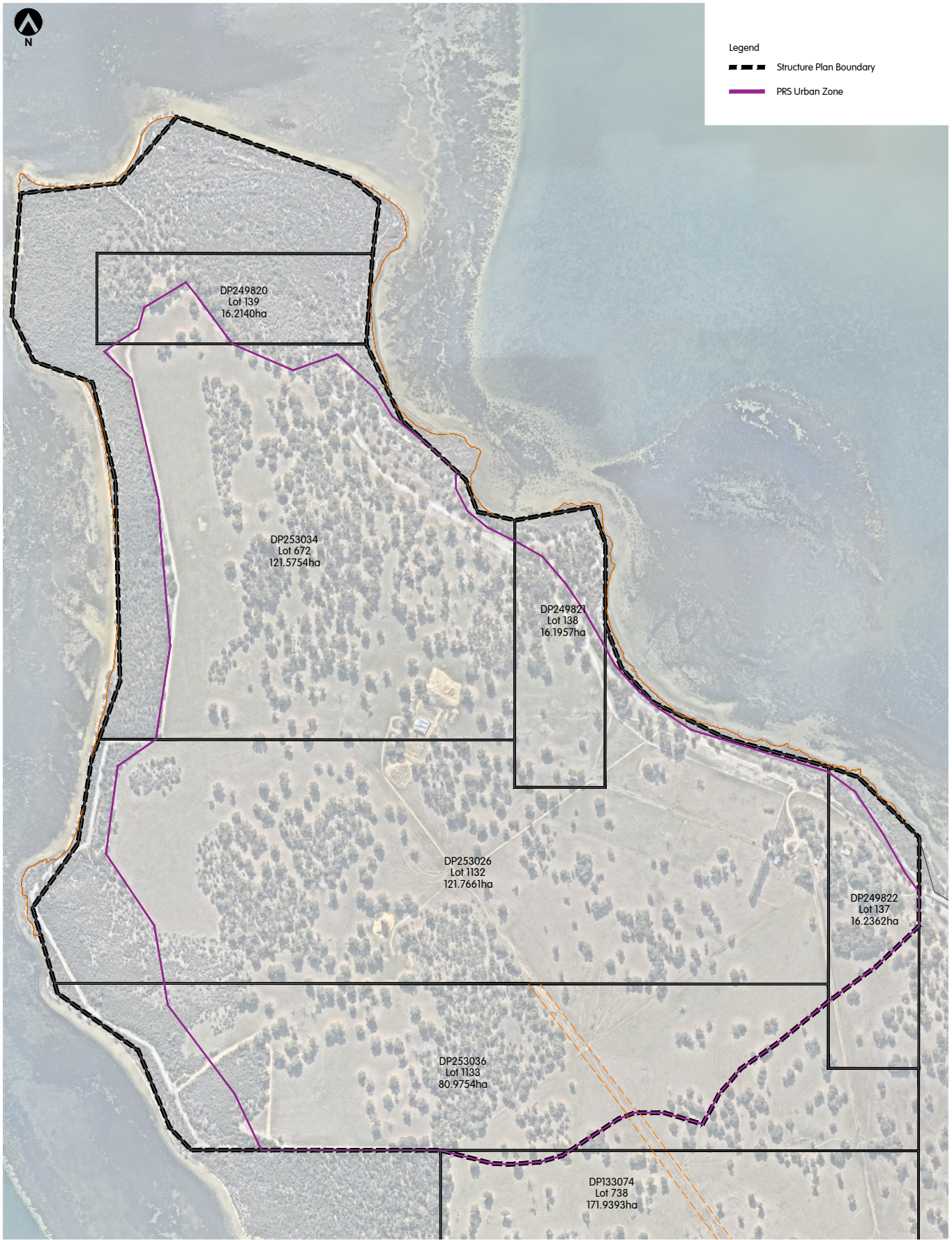
Lot Number	Certificate Of Title	Area (Ha)	Landowner
138	Vol 1136, Folio 137	16.1874	Point Grey Development Company Pty Ltd
139	Vol 1136, Folio 137	16.1874	Point Grey Development Company Pty Ltd
672	Vol 1136, Folio 137	121.4057	Point Grey Development Company Pty Ltd
1132	Vol 1136, Folio 137	121.4057	Point Grey Development Company Pty Ltd
<b>TOTAL</b>		<b>275.1862</b>	<b>Point Grey Development Company Pty Ltd</b>
1133	Vol 1136, Folio 136	80.9371	Plunkett Properties Pty Limited
738	Vol 1136, Folio 136	171.9914	Plunkett Properties Pty Limited
137	Vol 2655, Folio 387	16.1874	Plunkett Properties Pty Limited
<b>TOTAL</b>		<b>269.1159</b>	<b>Plunkett Properties Pty Limited</b>

Whilst the above landholdings total over 500ha, only approximately 270ha of this land is zoned 'Urban' under the Peel Region Scheme (PRS). Of this portion of 'Urban' zoned land, Point Grey Development Company Pty Ltd is the landowner of approximately 205ha, with Western Stud Farms Pty Ltd being the owner of the balance of the area.

The remainder of the subject land is zoned 'Rural' and reserved 'Regional Open Space'.



Figure 3 - Site Plan





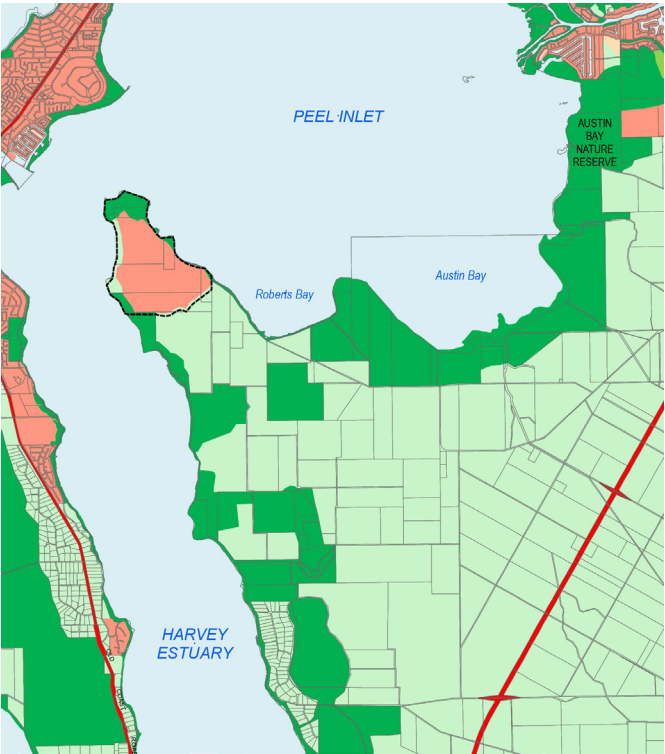
## 2.2 Planning and Governance Context

### 2.2.1 Zoning and Reservations

#### Peel Region Scheme (PRS)

The site is zoned Urban under the PRS, with an area on the western portion of the site zoned ‘Rural’. To the north and south of the site are areas reserved for Regional Open Space. The Point Grey peninsula is surrounded by ‘Waterways’ Reservation associated with the Peel Inlet and Harvey Estuary.

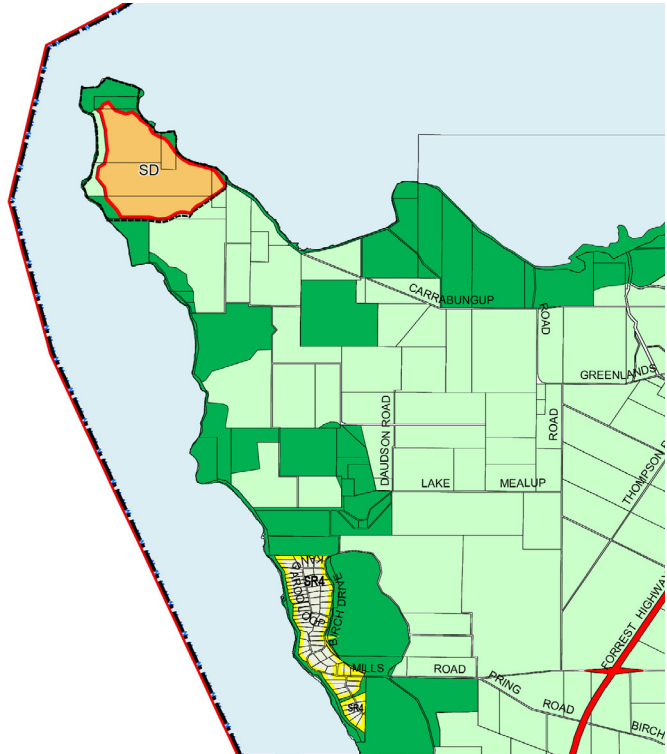
Figure 4 - Peel Region Scheme Zoning



#### Legend

- Scheme Boundary
- Reserved lands**
  - Regional open space
  - Waterways
- Reserved roads**
  - Primary regional roads
- Public purpose reserves**
  - Public purposes-denoted as follows:
- Zones**
  - Urban
  - Urban deferred
  - Rural
  - Private recreation

Figure 5 - Shire of Murray TPS 4 Zoning



#### LEGEND

- REGION SCHEME RESERVES (PRS)**
  - Regional Open Space
  - Primary Regional Roads
  - Waterways
- LOCAL SCHEME ZONES**
  - Rural
  - Special Rural
  - Special Development
- OTHER CATEGORIES**  
(see scheme text for additional information)
  - Scheme Area Boundary
  - Local Government boundary
  - SR1 Special Rural Area

#### Shire of Murray Town Planning Scheme No. 4 (TPS 4)

The site is zoned 'Special Development' and 'Rural' in TPS 4, mirroring the associated zoning classifications in the PRS.

As per the Special Development Zone–Schedule 7, the following studies and plans need to be prepared/implemented as part of the project:

Additional Information / purpose	Approval stage	Responsible agency (consultation required)
Economic Development Strategy addressing the economic potential of the site. The study shall be subject to 3 yearly reviews undertaken by the proponent.	Adoption of the LSP	Shire of Murray
A Community Assessment and Infrastructure Study	Prior to submission of the first application for subdivision	Shire of Murray
An Environmental Sustainability report providing a framework for the implementation of environmental sustainability initiatives and shall be subject to 3 yearly reviews by the proponent.	Prior to adoption of the LSP	Shire of Murray
Waterbird Management Plan	Subdivision clearance	Shire of Murray (Department of Water and Environmental Regulation)
A Mosquito Management Plan to adequately identify mosquito nuisance, public health risks and management strategies.	Subdivision clearance	Shire of Murray (Department of Water and Environmental Regulation)
A Construction Management Plan to adequately demonstrate protection of remnant vegetation to be retained within the Regional Open Space and Public Open Space reservations, fauna and their associated habitat during construction.	Prior to commencement of subdivision works	Shire of Murray (Department of Water and Environmental Regulation)
Foreshore Management Plan	Subdivision clearance	Shire of Murray (Department of Water and Environmental Regulation)
Access Road Management Plan	Adoption of LSP	Shire of Murray

## 2.2.2 Existing Plans

### 2.2.2.1 Point Grey Approved Outline Development Plan

The Point Grey Outline Development Plan (ODP) was endorsed by the WAPC in November 2011. The ODP provides the framework for the future development of Point Grey, with the design configured around a 300-boat berth regional marina facility incorporating a village centre and boat ramps supported by approximately 3600 dwellings. An ultimate population of approximately 6500 and a range of facilities and services to meet the needs of residents and visitors to Point Grey were envisaged.

The Marina Village Precinct was identified on the endorsed ODP with the principles of it becoming a highly functional mixed-use precinct comprising transport facilities, local retailing, tourism facilities and high-quality public domain.

As outlined in the Section 1.1.4 of this report, the use of 'Marina' is now an 'X' use therefore the ODP requires amending in accordance with the resolution of the WAPC Statutory Planning Committee as part of its recommendation on Amendment 314.

**Figure 6 - Endorsed Point Grey ODP**

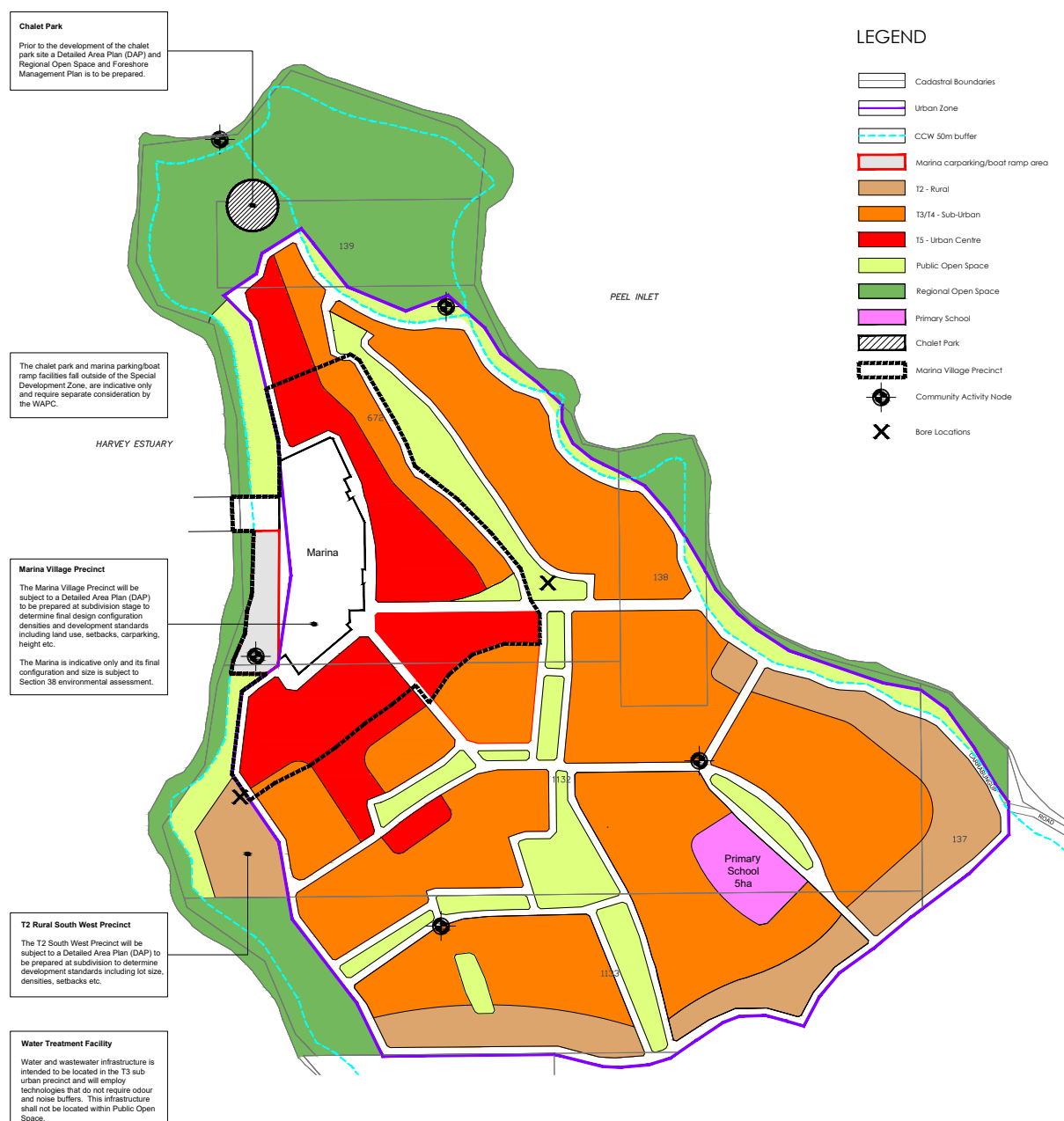
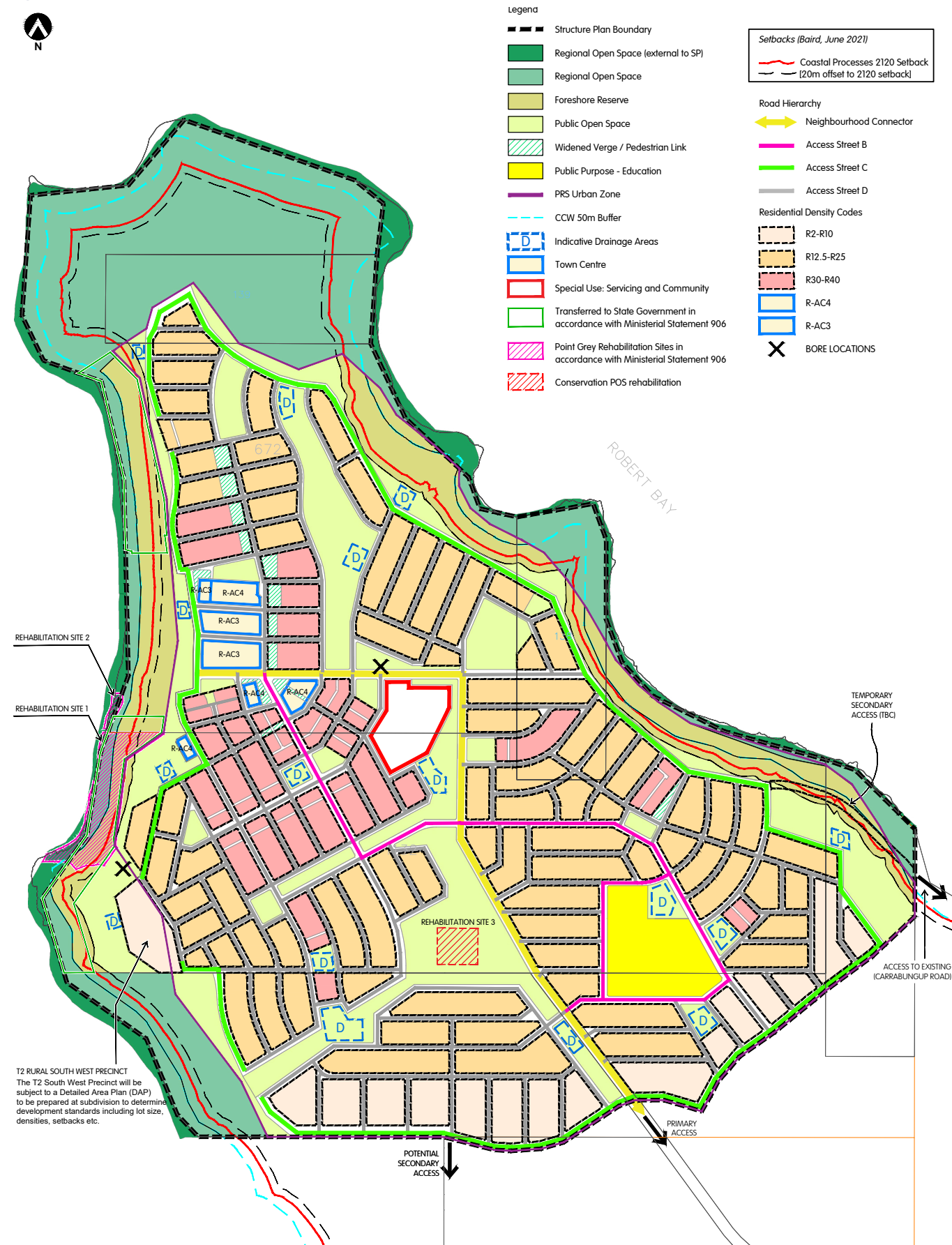


Figure 7 - Point Grey Amended LSP



## 2.2.3 Strategic and Statutory Planning Framework

### 2.2.3.1 Strategic Alignment | Peel Development Commission Investment Blueprint

#### Progressive, prosperous and dynamic

The Peel Development Commission Investment Blueprint recognises that the Peel region is expected to be one of the most populated regions outside of Perth with a projected population of 444,000 by 2050. The Commission has embraced this challenge, working closely with more than 200 stakeholders to create a shared vision for 2050 through the Peel Investment Blueprint.

The Blueprint provides a roadmap and strategic framework to facilitate economic and regional development in the region, and will be used to communicate with all levels of government, the private sector and the community about what will be required to deliver the vision.

The Point Grey LSP can deliver on the key goals of the policy, underscoring the development's unique potential to assist with the ongoing transformation of the Peel Region. Through collaboration, the development can generate unprecedented value for the community and unlock the broader potential of the region, aligned with the following:

- **THRIVING INDUSTRY** | The Peel's industries and businesses are diverse and globally competitive and part of an economy that has raised incomes and living standards for all.
- **AGRICULTURE AND FOOD INNOVATION** | The Peel's agriculture and food production sectors will be enhanced through continued innovation, investment and research.
- **TOURISM EXCELLENCE** | The Peel's tourism and related businesses will be diverse, competitive and sustainable, creating economic growth and jobs through hit value products and services.
- **CAPABLE PEOPLE** | The Peel's workforce will be highly skilled and adaptable to structural and technological change to support an economy that is strong, diverse and high performing
- **STRONG AND RESILIENT COMMUNITIES** | The Peel will be a strong, vibrant and resilient community underpinned by best practice social services and infrastructure.
- **ENVIRONMENT** | Driving wise use of our environmental to ensure social and economic development balanced with conservation.

### 2.2.3.2 Strategic alignment | Shire of Murray Council Plan for the future 2023-2033

The Shire of Murray exists to meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity.

In 2023, the Shire of Murray Council endorsed an updated version of the Council Plan which combined their Strategic Community Plan and Corporate Business Plan, providing a blueprint to guide decision making and ensure alignment with long term strategic aspirations of the Shire.

The Strategic Community Plan which laid the foundation for the Council Plan was informed by a district wide resident and ratepayer survey, with almost 10,000 surveys distributed to provide community feedback and allow their aspirations for the future to input into the strategy. More recently in October and November of 2022, an independent review was conducted by the Shire to understand local needs and priorities with 1,476 community members completed a MARKYT® Community Scorecard.

The Strategy recognised that the Shire's population was expected to grow manifold over the next thirty years, and with this growth comes significant opportunities for tourism, commercial investment, employment and education -key attributes that will enhance the lifestyle of existing residents, whilst also encouraging new people to call the Shire home.

The strategy also recognised the need to protect and enhance the unique attributes of Murray, and build upon its character, heritage and qualities. With the top priority of locals being followed by the river and waterways, public transport, seniors' services, youth services, health and community services, and local roads.



5 five core performance areas were identified by the Shire including people, planet, place, prosperity and performance. Given the scale, qualities and attributes of the Point Grey site, its development represents a unique opportunity to bring the vision articulated in the Council Plan for the Future to life. The following demonstrates the amended Local Structure Plan's alignment with 4 key focus areas of the plan, and the associated benefits to the existing and future community.



## People

In 2033, Murray will have a community who enjoys excellent health, wellbeing and quality of life.

### Point Grey will deliver:

- A neighbourhood-scale activity centre
- Foreshore park and regional playground
- Village primary school
- Aged care / lifestyle living
- Approximately 2,075 low-density single dwellings, 425 medium-density single dwellings and 150 high-density apartment / townhouse dwellings
- Bushfire prevention and preparedness



## Planet

In 2033, Murray will have natural environments that have been cared for and appreciated with a shared responsibility to combat climate change.

### Point Grey will deliver:

- Extensive open space networks providing for fauna corridors and retention of existing trees
- Regional and foreshore reserve
- Rehabilitation of 4.76ha of vegetation across three sites
- Land offset purchase
- Wastewater treatment and re-use
- Coastal resiliency
- Replanting a minimum of 1,100 trees on site.



## Place

In 2033, Murray will have a rural charm which has been preserved while the community grows by embracing innovative urban design ideas.

### Point Grey will deliver:

- Aboriginal heritage / education opportunities
- Cultural interpretation signage
- Cycling and walking routes and infrastructure
- Community infrastructure and cultural facilities
- Access to the estuary
- Space for community events



## Prosperity

In 2033, Murray will have an economy that is thriving with diverse business, tourism and job opportunities.

### Point Grey will deliver:

- A neighbourhood centre with 5,200 m<sup>2</sup> of Convenience Retail, 1,100 m<sup>2</sup> of Comparison Retail and 1,500 m<sup>2</sup> of Food and Beverage floorspace
- Attracting approximately 16,500 visitors per annum, growing to 27,700 by 2051
- Over 240 local jobs in the retail, hospitality and entertainment sectors
- Resort, hotel and conference centre
- A new tourism destination

### **2.2.3.3 State Planning Strategy**

The State Planning Strategy was prepared by the WAPC as a whole of government approach to guide sustainable land use planning throughout the State up until 2050. The Strategy is aimed at developing a land use planning system to help the State achieve a number of key goals. These include generating wealth, conserving and enhancing the environment and building vibrant and safe communities for the enjoyment of this and subsequent generations of Western Australians. The Strategy was last updated in 2021.

### **2.2.3.4 Perth and Peel @3.5million**

The Western Australian Planning Commission has created a series of planning frameworks, with a unified, long-term growth strategy for land use and infrastructure for the Perth and Peel regions. The Perth and Peel@3.5million strategic suite of documents has been developed to the future of the metropolitan region, and how to accommodate a substantially increased population.

The frameworks provide guidance on the location of future sustainable areas, to ensure the impact of urban growth on areas of heritage and environmental significance is minimised while ensuring infrastructure and urban growth is efficiently coordinated.

Point Grey is located in the South Metropolitan Peel Sub-Region and is identified as 'Urban Zoned – Undeveloped'.

### **2.2.3.5 South Metropolitan Peel Sub-Regional Planning Framework**

The sub-regional planning framework provides further detail for implementation of the principles outlined in Perth and Peel@3.5million. At the sub-regional scale, specific future sites for urban expansion and investigation are identified, along with infrastructure to ensure integrated planning.

Point Grey is identified as 'Urban' in the Planning Framework Plan.

### **2.2.3.6 State Planning Policy No. 2.1 – Peel-Harvey Coastal Plain Catchment (SPP 2.1)**

The objectives of SPP 2.1 are to improve the social, economic, ecological, aesthetic and recreational potential of the Peel-Harvey Coastal Plain Catchment and ensure changes in land use within the Catchment are controlled to balance environmental protection and economic viability.

The policy provisions are aimed at reducing excessive nutrient export into the drainage system, through ensuring reticulated sewerage and retention and replanting of vegetation for residential development.

Vegetation retention, replanting obligations associated with State and Federal Environmental Approvals, sustainable stormwater management and servicing considerations have all had due regard to SPP 2.1.

### **2.2.3.7 State Planning Policy No. 2.6 – Coastal Planning (SPP 2.6)**

The purpose of this Policy is to provide guidance for decision-making within the coastal zone including managing development and land use change; establishment of foreshore reserves; and to protect, conserve and enhance coastal values.

It aims to that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards and climate change.

The amended LSP includes the 2120 coastal processes line and inundation areas identified in the Shire of Murray Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) that endorsed by Council on 27 June 2024. A site specific CHRMAP has also been prepared to support the amended LSP. Refer to Appendix G.

#### **2.2.3.8 State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)**

SPP 3.7 provides for risk assessment and management in planning and designing settlements in areas at risk of bushfire. The policy enables the creation of a framework to ensure bushfire risk is well managed through strategic planning, structure planning and detailed planning processes.

The policy enables areas of higher and lower risk to be identified and provides guidance on standards to apply to development depending on the identified risk for a site.

Given the site's location, proximity to regional bushland reserves and priority to retain vegetation, a thorough bushfire assessment has been undertaken and the formulation of an extensive management strategy. Refer to Appendix F.

#### **2.2.3.9 State Planning Policy No. 7.0 – Design for the Built Environment (SPP 7.0)**

This policy elevates the importance of design, establishes 10 key principles and provides a framework for design review in the evaluation of proposals. The key principles have been used as a framework to guide design development of the Masterplan.

##### **2.2.3.10 Liveable Neighbourhoods**

Liveable Neighbourhoods is an operational policy been prepared to implement the objectives of the State Planning Strategy in urban and suburban settlement patterns. It has been adopted by the WAPC for the design and assessment of structure plans and subdivision for new urban areas and large brownfield or urban infill sites in the metropolitan area and country centres.

#### **2.2.3.11 Shire of Murray Local Planning Policy – Biodiversity Protection**

The policy applies to all planning proposals that are likely to impact on local natural areas within the Shire of Murray. A number of natural areas are identified in the Shire of Murray Local Biodiversity Strategy 2013 on Point Grey, with a large proportion of these areas proposed to be located within foreshore reserves and retained vegetation within POS systems.

All proposals for clearing of local natural areas will require planning approval prior to the commencement of works.

#### **2.2.3.12 Shire of Murray Local Planning Policy – Water Sensitive Urban Design**

With a view to converting the depth of information available into the best possible outcomes, the Shire of Murray prepared this policy to ensure that all development occurs with a focus on total water cycle management for the region and not just localised 'end of pipe' drainage solutions. A Local Water Management Strategy has been prepared for the site and an Urban Water Management Strategy will be required as a condition of subdivision. The UWMS will be prepared in accordance with the requirements of this policy.

#### **2.2.3.13 Shire of Murray Local Planning Policy – Caravan Park, Camping Ground, Park Home Parks and Retirement Villages**

This policy sets out provisions relating to the location and design of caravan parks and camping grounds within the Shire of Murray. Part 1 of the ACP provides for the opportunity for this land use as a temporary use to encourage the site to develop over time.

The siting and design of the Point Grey Caravan Park (if progressed) will have due regard to this policy.

#### **2.2.3.14 Shire of Murray Local Planning Policy – Natural Landscape in Urban Areas**

This Policy aims to protect and enhance the highly valued natural landscape and facilitate the retention and enhancement of trees and native vegetation.

## 3.0 Site Opportunities and Constraints

### 3.1 Biodiversity and natural assets (JBS&G)

#### 3.1.1 Climate

The region has a similar climate characteristic to Perth, being classified as a Mediterranean Climate with hot dry summers and mild wet winters. Average temperatures in summer range from 19 degrees minimum to 27 degrees maximum, with average winter temperatures from 9 degrees minimum to 18 degrees maximum.

Seasonal weather patterns in the Mandurah region are largely controlled by the position of the Subtropical High-Pressure Belt.

In winter this ridge lies between 25° to 30° S, to the north of Mandurah (located at 32° S). Consequently, the migrating low-pressure systems which exist to the south of the High Pressure Ridge, bring a westerly wind regime to the Mandurah region. During summer, the ridge moves south and the Mandurah region comes under the influence of the high pressure cells. At Mandurah, these winds arrive from the west and southwest.

In addition to these regional scale effects, seasonal variations produce easterly breezes that are experienced in the morning which swing around to the southwest and south in the afternoon.

#### 3.1.2 Landform and soil

The geomorphic setting of the Point Grey area is characterised by the Cottesloe Association within the

Spearwood dune system (McArthur and Bettenay 1960). The Point Grey landform is a remnant of the late Pleistocene dunes, comprised of wind-blown and marine sediments, overlying what is now recognised as the Tamala Limestone Formation (Playford et al. 1976).

This results in a landform that ranges from 0.5-1.5m AHD adjacent to the Estuary, with ridgelines forming to the east and south of the marina village neighbourhood centre area, up to 12m AHD.



### 3.1.3 Flora and Fauna

The vegetation of the site falls within the Cottesloe Complex – Central and South (Heddle et al., 1980), which is described as a mosaic of woodland of *Eucalyptus gomphocephala* and open forest of *Eucalyptus gomphocephala* – *Eucalyptus marginata* and closed heath on the Limestone outcrops.

The majority of the site has previously been cleared for grazing. Some parts of the site, predominantly the fringing estuarine vegetation and upland vegetation surrounding the peninsula, remain uncleared.

A number of vegetation surveys have been undertaken over the site to inform environmental approvals as well as the overarching LSP design response. The predominant tree species found are Peppermints, Jarrah, Marri, Tuart and Flooded Gum specimens. Other species noted throughout the site, were the Common Sheoak and Stinkwood as well as *Banksia* species (Arbor Logic, 2007).

In line with the approved ODP, of particular relevance to the amended LSP design is the retention of remnant vegetation within both the adjacent foreshore reserves and the north-south linear ridgeline POS.

Important elements of habitats and fauna populations remain within the remnant bushland strips along the coastal boundary providing habitat for a range of bush birds (Bancroft and Bamford, 2007). Tuart and Flooded Gum are also used by a number of bushland bird species for shelter and feeding (Ninox Consulting, 1996).

### 3.1.4 Ground water and surface water

Groundwater levels at the site range between -0.4 mAHD to 0.8 mAHD. The small range in groundwater levels is consistent with the site being located on a peninsula, and average water levels across all bores is calculated as being 0.01 mAHD i.e. equivalent to the levels in the surrounding estuary.

Groundwater is typically at its highest level in the winter months (June to October), coincident with winter rainfall recharge.

There is little naturally occurring surface water within the site. The vast majority of the site comprises elevated, gently undulating sandy terrain which has no effective run-off and therefore does not create any significant surface drainage.



### 3.2 Aboriginal Heritage

The Point Grey LSP area has been subject to a series of Aboriginal heritage investigations over the past 33 years.

As a result of the previous heritage studies and reports by the members of the local Aboriginal community, several heritage places have been reported on the Point Grey peninsula. DPLH's online ACHIS reveals that there is one registered Aboriginal site: ID 17212, Point Grey Camping Area) and five (5) Other Heritage Places (OHPs) overlapping the Point Grey.

In February 2010, two s18 Notices were submitted by Dortch & Cuthbert Pty Ltd, heritage consultants, on behalf of the PGDC, to the DAA in respect of the proposed Point Grey development. The first, covered the proposed residential development and the second, the proposed marina development.

Ministerial consent, with conditions, for the proposed residential development and associated infrastructure was granted to the PGDC on April 23, 2010.

Further information on Aboriginal Heritage is provided in Appendix E.

### 3.3 Regional Transport and Access

Access to the site is currently from Greenlands Road and Carrabungup Road. A new access road will be constructed to the site in line with the Shire of Murray approved Access Road Construction Management Plan.

The existing standard of intersection of Greenlands Road (west)/ Forrest Highway provides a wide median along Forrest Highway allows for right turn movements out of Greenlands Road to occur in two stages. Separate left and right turn lanes are provided on Greenlands Road and appropriate turn lanes are also in place on Forrest Highway at the intersection.

It has been advised that this intersection will require upgrading due to regional increases in traffic. According to the information obtained from Main Roads WA, the intersection of Forrest Highway/ Greenlands Road is "ultimately planned to become a 4-way grade separated interchange (likely dumbbell layout) however the timing to secure funding to finalise the designs and construct this intersection is currently not clear and subject to future state and federal budgetary processes.

Further information on existing transport network is provided for in Appendix C.





### 3.4 Coastal Processes (MP Rogers)

Given the coastal frontage of Point Grey Peninsula, the risks posed to the site from coastal hazards need to be considered both now and into the future. Specialist coastal engineers, MP Rogers & Associates Pty Ltd (MRA) have undertaken coastal hazard risk in line with SPP2.6 to assess the potential extent of coastal hazard impacts, as well as for the development of a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). The study was guided by the following key objectives:

- Inform the development by providing appropriate guidance to the development proponent and key stakeholders with respect to the management of coastal hazards.
- Ensure the proponent and key stakeholders understand the potential coastal hazards in relation to the Point Grey Peninsula development.
- Outline the required coastal adaptation approach in a project specific implementation plan for the proponent and that is acceptable to key stakeholders.

The CHRMAP provides guidance on the management of coastal risks with the potential to affect the Point Grey Peninsula development over the planning timeframe of 100years. Intermediate planning horizons were also considered in order to assess how risk profiles may change in the future and to inform the requirement for adaptation strategies.

To inform coastal hazard zones and setbacks, data was used from the Shire of Murray CHRMAP and associated informing studies such as the Coastal Hazard Assessment undertaken by Seashore (2021). These coastal setbacks are identified on the Structure Plan Map, and have been used to inform the proposed Foreshore Reserve width.

With regards to the CHRMAP, assets located within the coastal hazard zones have been considered, which is largely limited to recreational infrastructure such as paths, turfed areas, playgrounds and carparks. The general proposed coastal management approach for any vulnerable assets in Point Grey is Managed Retreat. Please refer to Appendix G for further information.

### 3.5 Servicing (TABEC)

An engineering servicing report has been prepared by Tabec (Appendix K) to review the servicing requirements of the proposed development. The report confirms that the servicing requirements for the site can be addressed through the orderly design and construction / installation of infrastructure services. Key requirements as they relate to servicing are outlined below:

#### **Water Supply and Wastewater:**

PGDC through associated company, Peel Water have been granted a license by the Economic Regulatory Authority to operate a water supply and wastewater scheme at Point Grey. PGDC commenced installation of the water treatment facility in 2011 by constructing the earthworks, building and partial fit out. The facility is located to the east of the village centre.

As part of the implementation of development at Point Grey, construction of the remainder of the treatment facility works will need to be completed in a staged manner in order to supply potable water to the development, in addition to treating effluent.

To ensure continuity of supply, the treatment facility will include redundancy in it's power supply system, such as generators or the like. The water supply network throughout the development will be designed to a standard that is consistent with Water Corporation criteria that is commonplace throughout Western Australia.

Maintenance of the water supply and wastewater system will be undertaken by Peel Water, with funds raised through an annual levy for consumers in addition to consumption charges for potable water supply. The annual levy will be similar to the rate system that Water Corporation use for properties within their own licence areas.

### **Power Supply:**

At the present time, there is a 10kVa, low voltage power supply servicing the property. This supply as it currently stands, is insufficient to support development on the property. The nearest point of power supply that would be sufficient to service early stages of development is located on Greenlands Road, approximately 200m east of March Road which is approximately 15km from the Point Grey site.

As the initial demand for power at Point Grey will be relatively low, it is intended that alternative power supply options will be utilised in the first instance. This could include solar power and a battery storage system with a diesel or gas powered generator backup.

As the power demand increases as the development proceeds over time, a High Voltage feeder line from the location at Greenlands Road outlined above would be constructed. Further on in the project life, and as the demand for power increases, a secondary feeder, from the Pinjarra zone substation would be required to service the development.

### **Telecommunications**

In 2011, then owner of PGDC entered into an agreement with NBNCo for the provision of telecommunications infrastructure for the development. A requirement of NBNCo is that PGDC install a network of pipes and pits within future road reserves within the development, including the MVP to enable NBNCo to populate the network with their fibre infrastructure.

## **3.6 Economics (Pracsys)**

A Retail Needs Assessment has been prepared to support the amended Local Structure Plan and in particular the role and function of the Neighbourhood Activity Centre in Point Grey.

The study provides an understanding of the current and future retail environment in the Activity Centre Catchment and provide quantified estimates of retail and non-retail commercial floorspace requirements.

The study confirmed the following key opportunities for the site:

- 5,518sqm of resident supported retail floorspace by 2051
- A further 2,282sqm of visitor supported retail and food and beverage floorspace by 2051, totalling 7,800sqm.
- Potential for 150 short stay accommodation units
- 269 full time equivalent employment opportunities, including 132 direct jobs and 137 indirect jobs in the wider economy.

These findings support the assessment of the commercial viability of developing a neighbourhood centre as part of the development project. Floorspace demand have been incorporated into the concept plan supporting the amended LSP. Further information on retail needs is provided for in Appendix I.

### 3.7 Bushfire Hazard (JBSG)

A Bushfire Management Plan (BMP) has been prepared by JBS&G to address requirements under Policy Measures 6.2 and 6.3 of State Planning Policy 3.7 Planning in Bushfire-Prone Areas (SPP 3.7; WAPC 2015) and Guidelines for Planning in Bushfire-Prone Areas Version 1.4 (the Guidelines; WAPC 2021) and in accordance with AS 3959-2018 Construction of Buildings in Bushfire-Prone Areas (AS 3959; SA 2018).

The report provides an assessment of the proposed development, bushfire risk context, and required bushfire mitigation measures and includes:

- A review of existing and anticipated post-development vegetation class and effective slope.
- The results of pre and post-development Bushfire Hazard Level (BHL) assessments to inform the suitability of land for future subdivision and development.
- The results of an indicative Bushfire Attack Level (BAL) contour assessment to conceptually demonstrate how the anticipated development and landscaping design can achieve a suitable and compliant BAL outcome, based on worst-case post-development vegetation assumptions.
- Consideration of staged subdivision of the LSP area, including an indicative BAL contour assessment for the early stages and nomination of appropriate risk management strategies to address the temporary bushfire risk within undeveloped stages.
- An analysis of bushfire risk context and identification of associated bushfire hazard issues.
- The development of a suite of risk mitigation measures designed to reduce the bushfire risk and ensure an appropriate bushfire risk management outcomes.
- A compliance assessment to demonstrate the proposed development can comply with the bushfire protection criteria of the Guidelines at subsequent planning stages.
- Due consideration has been given to draft policy and guidelines prepared as part the 2019 Bushfire Policy Framework review.

The report concludes that land proposed for development of lots will be within areas of Low or Moderate BHL post-development and future maximum BAL ratings will be BAL-29. This will be achieved through a range of mitigation and management measures outlined within the Bushfire Management Plan. Please refer to Appendix F for further information.

### 3.8 Community Facilities (Hatch)

A Community Infrastructure Strategy has been prepared to outline the objectives and guiding principles for the delivery of community infrastructure at Point Grey.

It has been informed by the expected demographic profile of the new town-site, and the programming, management and potential funding mechanisms to implement the plan.

Key features of the proposed community facilities include:

- A primate school sized at 5.0 hectares, allowing co-location of senior sized sports oval
- Extensive green spaces covering over 25% of the site
- A multi-purpose community hall coupled as a fire refuge facility
- A fire station / emergency services building
- Village centre including supermarket, speciality retail, health / medical, child care, offices and a gym
- Holiday / resort accommodation with approximately 150 keys.

Space for these facilities have been embedded into the masterplan concept. Further information on Community Infrastructure is provided at Appendix J.

### 3.9 Hydrology (Emerge)

As part of the approved Outline Development Plan, a Local Water Management Strategy (LWMS) was prepared by RPS in 2011.

To support the amended 2024 Structure Plan, an LWMS addendum has been prepared by Emerge Associates. Notwithstanding that the reference to a marina has been removed, the LWMS does not alter the principles outlined in the LWMS.

These principles involve collection of stormwater from road reserves in a network of pits and pipes, and conveying that stormwater to one of a number of bio-retention basins or swales located in POS around the site. The LWMS provided sizing of basins and swales that are appropriate to the catchment area and the hydraulic conductivity of the soils at the basin location.

A key principle of the LWMS is that there will be no direct discharge from roads or development lots into the surrounding foreshore.

The LWMS forms a framework for future design of the drainage system for the development, and at that time Urban Water Management Plans will be prepared in accordance with Department of Water requirements, to support the detailed design submissions. Further information on drainage and hydrology is provided for in Appendix L.

### 3.10 Sustainability (JBS&G)

An Environmental Sustainability Framework has been prepared to support the proposed urban development of Point Grey.

The Framework is largely informed by the technical standards from the EnviroDevelopment program offered by the Urban Development Institute of Australia (UDIA), and its structure is based on the six elements of the program. This findings and recommendations apply to both the neighbourhood centre, as well as the broader LSP area.

Key findings from this report include are included within the concept plan (where relevant), the informing technical studies (i.e. LWMS, servicing reports) and / or will be implemented throughout the progressive construction and development of the Peninsula. Further information on the sustainability strategy for Point Grey is provided for in Appendix B.

### 3.11 Environmental Impact Report (JBS&G)

An Environmental Impact Report has been prepared by JBS&G (refer Appendix A) to summarise the extensive environmental approvals and ongoing management requirements relating to the development at Point Grey. These obligations relate to the following approvals:

- Marina and Navigation Channel:
  - State Ministerial Statement 906 (August 2012); and
  - Federal EPBC approval 2010/5515 (June 2014)
- Residential Component:
  - State Ministerial Statement 519 relating to TPS Amendment No. 104 (July 1999);
  - Federal EPBC approval 2011/5825 (April 2012)

The report summarises the technical surveys, studies, or management plan (in addition to proposed management measures) to be undertaken to respond to the conditions of the abovementioned approvals.

The key spatial components of these obligations include:

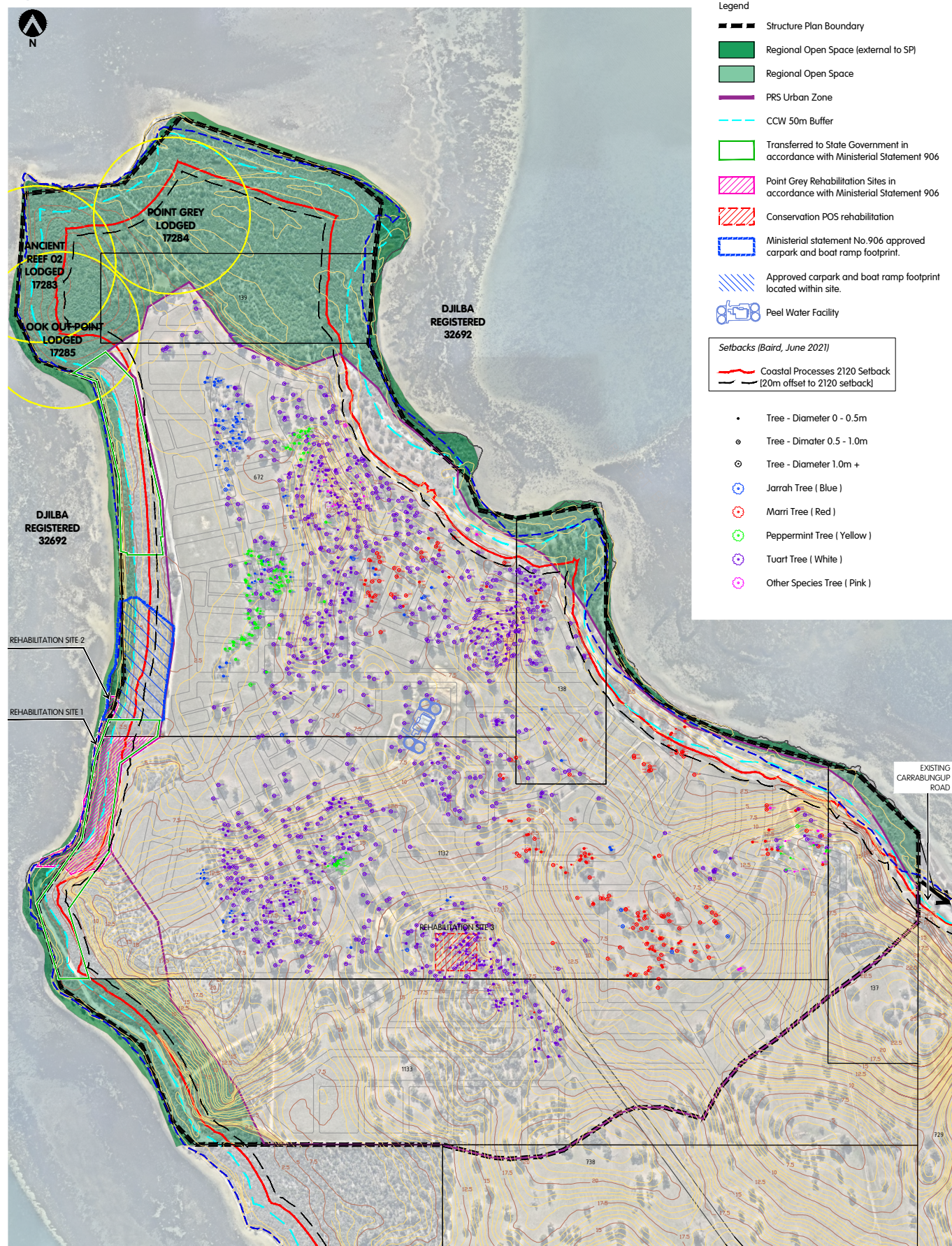
- Transfer of 10.6 hectares of foreshore vegetation zoned rural to the State of WA for conservation and recreational purposes
- Rehabilitation of 4.76 ha of vegetation across three sites
- Fauna linkage corridor, particularly in a north-south direction allowing for the retention of significant trees / fauna habitat and
- Replanting of a minimum of 1,100 trees within the POS areas / road reserves

These requirements are identified spatially on Figure 8, with the concept design and LSP plan responding to these key considerations.

It should be noted that the Proponent is currently in the process of applying for a Section 45C and Section 46 amendment to proposal and associated ministerial conditions. This application aims to remove construction of a marina from the approval and any associated approval conditions (eg. Removal of any dredge monitoring conditions as there is no longer any dredging being proposed).



**Figure 8 - Opportunity & Constraints Plan**





## 4.0 Stakeholder Engagement

The current approved ODP design evolved through a comprehensive design process commencing in 2007 with a Planning Design Forum (PDF). The PDF was held over three days and involved key local and State Government stakeholders during which time a conceptual design was prepared. The resultant Concept Plan took consideration of those matters raised in the PDF and then provided the structural framework to support the lifting of the Urban Deferred zone.

Following the gazettal of Amendment 314 and the resolution of the WAPC Statutory Planning Committee to prepare an amended LSP there has been consistent engagement with the Shire of Murray and DPLH. This engagement included discussions relating to bushfire, coastal processes, the new vision for the project and the design changes required by the removal of the marina.

**Table 1 - Stakeholder Engagement Summary**

Date of consultation	Agency	Method of Consultation	Summary of Consultation
12 May 2020	Department of Planning, Heritage and Lands	Microsoft Teams	Meeting to discuss Shire of Murray Scheme Amendment, preparation of the Marina Village Precinct ACP and supporting technical documentation being prepared.
2 June 2020	Department of Planning, Heritage and Lands – Bushfire	In person	Meeting to discuss approach / strategy relating to Bushfire Management Plan
2 June 2020	Department of Transport	In person	Introductory meeting and overview of preliminary marina design and environmental approvals / studies
11 June 2020	Shire of Murray	Microsoft Teams	Update on Marina Village ACP and concept design
12 June 2020	Department of Planning, Lands Heritage – Land Use Management Team	Microsoft Teams	Introduction to the project and discussion relating to approval process for Marina Access Channel / Unallocated Crown Land
24 June 2020	Shire of Murray	Microsoft Teams	Overview of community assessment and infrastructure study approach and methodology
18 June 2020	Department of Education	Microsoft Teams	Discussion relating to the Outline Development Plan School site and potential for early delivery within shop / housing model
10 July 2020	Department of Planning, Lands and Heritage	In person	Update briefing on ACP and marina
31 July 2020	Department of Planning, Lands and Heritage / Shire of Murray	In person	Update briefing on Draft Part One ACP, concept design and lodgment timing.
12/03/21	Department of Planning, Lands and Heritage and WAPC	In person/online meeting	Meeting with WAPC Chairman and DPLH officers to discuss Amendment 314, the removal of the marina and amended Local Structure Plan
26/05/21	Shire of Murray	In person	Meeting to discuss Amendment 314 and amended Local Structure Plan

Date of consultation	Agency	Method of Consultation	Summary of Consultation
20/02/23	Shire of Murray	In person meeting	Project update meeting and presentation of vision.
20/02/23	Department of Planning, Lands and Heritage	In person meeting	Meeting with DPLH Coastal Planning Branch on CHRMAP and development within/adjacent to coastal processes line
21/02/23	Department of Planning, Lands and Heritage	In person meeting	Project update meeting and vision presentation with DPLH officers
30/11/23	Department of Planning, Lands and Heritage, DFES and Shire	In person meeting	Present draft Bushfire Management Plan and seek comments
24/01/24	Shire of Murray	In person meeting	Project update meeting with Shire President and Shire officers
15/02/24	Department of Planning, Lands and Heritage and Shire	In person/online meeting	Meeting with DPLH Coastal Planning Branch and Shire officers on CHRMAP and development within/adjacent to coastal processes line
16/02/24	Department of Planning, Lands and Heritage and WAPC	In person/online meeting	Project update meeting with WAPC Chairman and DPLH officers
22/05/24	Department of Planning, Lands and Heritage	In person/online meeting	Project update meeting with DPLH and Shire officers
18/06/24	Department of Education	Email	Advising the DoE that an amended LSP was being prepared and that the primary school was in the same location as the previously approved.

In respect to Traditional Owner engagement, whilst a Section 18 consent has already been issued for the development of the site, it is considered necessary to undertake additional consultation due potential development adjacent to and within the Peel-Harvey Estuary (Djilba) (e.g. jetties), which is now a Registered Site (ID 32696). An Activity Notice has been issued pursuant to Clause 8.2 of the Noongar Standard Heritage Agreement to commence engagement with the Traditional Owners nominated representatives. Note that this will provide an opportunity to present the amended LSP to the nominated Traditional Owners to seek their feedback.

# 5.0 Local Structure Plan Design Response

## 5.1 Community Design

### 5.1.1 Structuring Walkable catchments

The LSP design is structured around four principal walking catchments. Each 400-450m catchment is centred on a discernable local node, and in most cases, will have well defined edges. These nodes comprise:

- The village centre (western foreshore)
- The primary school
- An eastern foreshore node
- A southwestern hilltop node

Hierarchically, the village centre situated at the western foreshore will comprise a neighbourhood centre and associated retail, tourism, recreational and cultural facilities. The remaining nodes are expected to be defined with additional density, public realm treatments and potential mixed uses. Accordingly, each node is situated on a significant local street which supports its viability and access.

### 5.1.2 Responsive to surrounding context

The LSP design carefully considers context, particularly adjacent sites, and long views from external locations such as Dawesville. Being a new community situated within an agricultural context on a peninsula, the LSP does not abut existing settlement with which it should integrate. However, it demonstrates consideration of foreshore edges, coastal processes, and conservation areas.

Moreso it considers its relationship to external sites by:

- Depicting a planning layout within the “Point Grey South” landholding, with which it is highly connected,
- Provides for bushfire access via adjacent sites, and
- Protects views from external settlements such as Dawesville, by preserving skylines and heights.

### 5.1.3 Responsive to landform

The LSP has been designed to acknowledge and respond to landform and environment through the following measures:

- By retaining principal ridgelines and associated tree canopy, thereby retaining the major skyline of the site and environmental corridors, and
- By responding to the site’s foreshore characteristics and coastal processes.

### 5.1.4 Local identity

Overall structuring of the LSP gives consideration to preserving, incorporating or responding to features which help to build a sense of place and identity. These responses include:

- Orientating street grids to provide long views to the estuary
- Retaining significant knolls and rock outcrops
- Using open space corridors and associated tree canopy to help define neighbourhood increments, and provide a stronger visual character.

### 5.1.5 Street networks

The perception and legibility of the movement network will be heavily influenced by its response to topography, not only through its structure and orientation, but also its syntax and serial image.

The street network has been carefully designed to provide a logical visual sequence when navigating the network, supported by a discernable hierarchy and function of thoroughfares.

### 5.1.6 Mix of uses

Informed by the principles of transect design, the LSP acknowledges the predominantly single residential medium density character proposed for Point Grey, as well as allowing for an increase in densities and mixed use in closer proximity to the catchment nodes. In particular, the frame area surrounding the local centre will accommodate a wider range of residential, commercial, tourist and civic typologies.



Figure 9 - Community Design



## 5.2 Movement Network

### 5.2.1 Overall Hierarchy and Legibility

The LSP movement pattern is designed to support active movement, focussing on pedestrian and cyclist movement in the first instance, whilst accommodating higher orders of traffic movement. The overall structure is anchored by a 'backbone' Neighbourhood Connector, supporting a site-responsive structure of local access streets.

In order to strengthen legibility and 'serial image' (eg., A logical and memorable sequence of images when travelling a route to help understand context and way-finding), the local street design is adapted to respond to the proposed finished topography of the site. A regular pattern can easily become illegible when draped over complex topography, whereas in an undulating site, legibility becomes closely associated with views/landmarks to support legibility (eg, following ridges, valleys, or memorable long-vistas).

### 5.2.2 Pedestrian and Cyclist Movement

The LSP supports a framework of pedestrian and cyclist infrastructure, including:

- Urban trails and nature trails, situated in foreshores, abutting conservation areas and in parklands
- Shared paths situated on key roads
- On-road cycle lanes, as per Liveable Neighbourhoods street typologies
- On-street cycling in low order access streets (Access B, C and D)
- On-street footpaths and sidewalks.

### 5.2.3 Local Streets

The LSP depicts a framework of local streets which generally comprise:

- Access D streets in most low/medium density residential areas,
- Access C streets adjacent to the foreshore reserve as well as higher density/higher volume locations (primarily to accommodate on-street parking), and
- Access B street, primarily leading to the activity centre and adjacent to high parking demand areas such as the Primary School.

Local streets comprise highly connected and walkable grids, generally orientated to maximise access to destinations (such as nodes, the school or open space), and also maximise street views to reinforce a sense of place.

### 5.2.4 Connectors

A 'backbone' of Neighbourhood Connectors provides a central spine and armature for traffic movement and potential public transport. These will comprise either:

- Neighbourhood Connector A streets, or
- Neighbourhood Connector B streets, according to projected volumes.

Street profiles shall be consistent with Liveable Neighbourhoods typologies, adapted where necessary for site conditions.

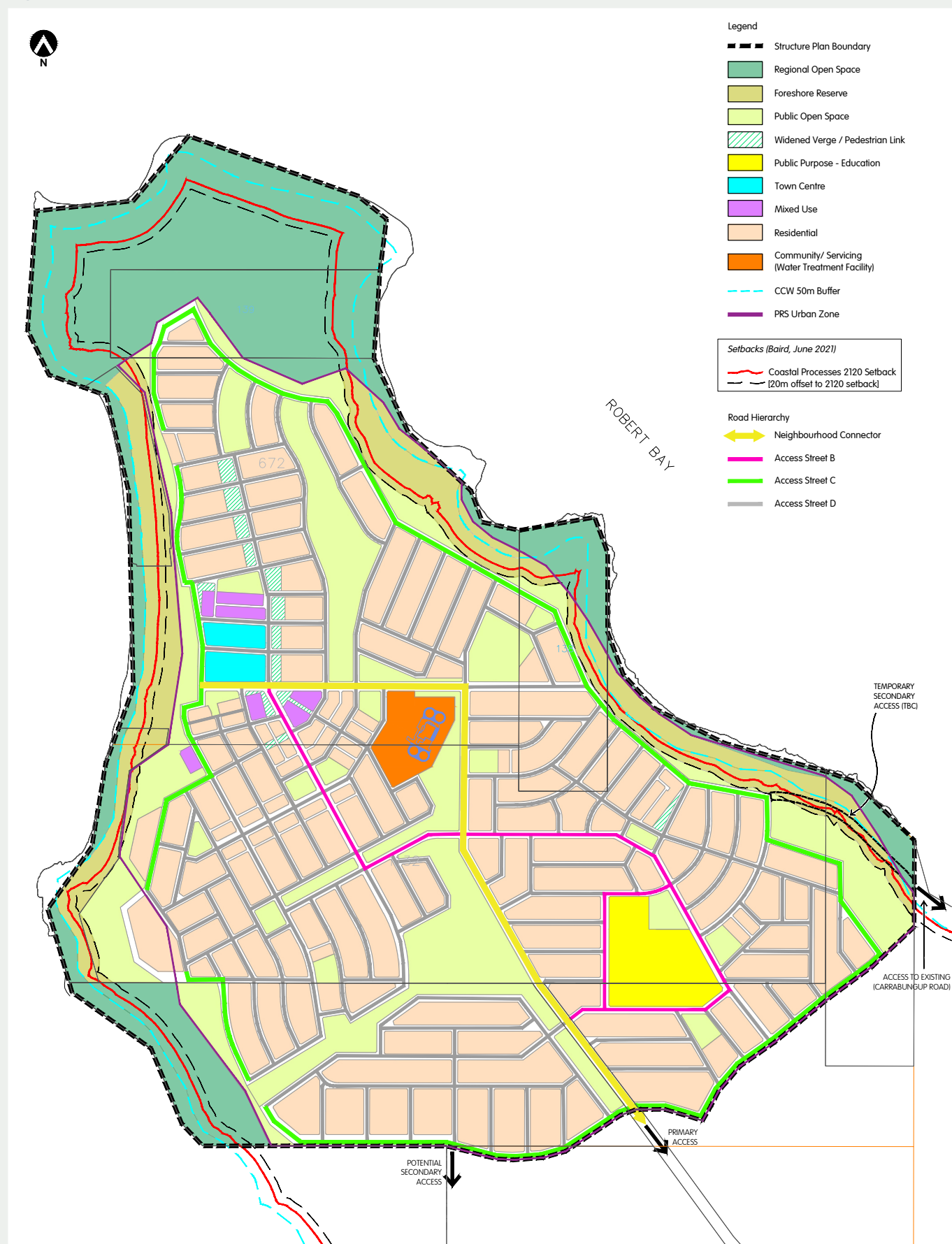
### 5.2.5 External Access

The LSP area will be accessed by a new primary access road situated centrally within the peninsula, and ultimately connecting with Greenlands Road.

Bushfire access and evacuation is accommodated by:

- A secondary access route through adjacent holdings and road reserves to the southwest, and
- Temporary access via Carrabungup Road along Roberts Bay. (Note that Carrabungup Road is forecast to be impacted by coastal process erosion/inundation, and may be ultimately decommissioned.)

Figure 10 - Movement Network





## 5.3 Lot Layout

### 5.3.1 General Lot Layout Principles

Although the LSP does not address lot layout at a granular scale, the proposed design has given consideration to a range of lot design principles. These include:

- Responsiveness to density and variety
- Responsiveness to Landform, and
- Bespoke, detailed site responses.

### 5.3.2 Responsiveness to Density and Variety

Although street grid dimensions remain generally consistent throughout the plan, more compact lots (cottage, squat, flute and terraced dwellings) are generally anticipated in proximity to nodes. In addition, a number of multiple dwelling sites to accommodate apartments may be situated within or adjacent to the local centre.

The LSP also provides for rear loaded cottage lots or terraces to directly abut local parks in proximity to neighbourhood nodes.

Consistent with transect principles, built form and lot configurations towards the periphery of neighbourhood catchments will grade to larger lot sizes, thereby supporting a diversity of housing choices and building typologies.

Based on the proposed design, the plan has the ability to deliver approximately 2,600 dwellings and a population of approximately 7,000 residents. An indicative dwelling breakdown table is provided below:

Total residential dwellings	2650
Dwelling Type	
Single Dwelling	2,075 (77%)
Terrace/Villa	425 (17%)
Apartment	150 (6%)

### 5.3.3 Responsiveness to landform

Given the undulating character of the site, the LSP configures street grids to address slopes in perpendicular direction to the contours. This orientation enables lot retaining to be undertaken on side boundaries rather than rear boundaries, thereby reducing earthworks and retaining heights.

### 5.3.4 Detailed Site Responses

As detailed lot design for the LSP progresses in subsequent planning phases, lot configuration will address surveillance (CPTED) and streetscape by ensuring lots orientate toward key public realm, and obstructive fencing is minimised. Design will also consider appropriate treatment of street corners and access (driveway) location.



Figure 11 - Lot Layout





## 5.4 Public Parkland

### 5.4.1 Hierarchy of Open Space

Point Grey accommodates a wide range of open space types, ranging from conservation areas and foreshores, through residential parkland, to civic squares and urban parks near neighbourhood nodes.

A high-level concept masterplan has been prepared by Emerge to provide an indication to the type of spaces and facilities that will be delivered. Key components of this plan include:

- A destination Foreshore Park
- A central linear open space network allowing for landform and tree retention, as well as active transport links
- More formal areas of parkland providing neighbourhood activity nodes

More detailed landscape plans will be prepared for each open space area at Development Application stage.

### 5.4.2 Conservation areas and Foreshores

The LSP acknowledges the conservation area at the head of the peninsula at the northern portion of the site. This area is proposed to be subject to environmental management and protection, and where acceptable, be utilised for cultural education and interpretation purposes.

The extensive foreshore area reflects the Shire of Murray coastal process mapping, accommodating anticipated 100 year erosion and/or inundation. The proposed foreshore also allows for additional land-side open space for preserved recreation purposes (post erosion), and drainage where required.

In the case of the western foreshore, carefully managed parkland clearing is proposed within the reserve opposite the local centre, thereby allowing public access from tourist facilities to the western beach environment. The parkland-cleared portion of the western foreshore may also accommodate community related water based uses such as sea scouts, kayak hire, tea-rooms, a jetty and picnic areas.

### 5.4.3 Linear and Neighbourhood Parkland

A range of 'suburban' residential parks are distributed throughout the LSP for a range of functions:

- Neighbourhood play and recreation
- Landform protection (eg, preserving rock outcrops)
- Linear open space

A fundamental driver in the arrangement of open space within the LSP has been the protection of ridge landforms, tree canopy and visual skylines. The plan therefore allocates linear open space corridors along ridgelines which also provide spaces for recreation (play, exercise, passive use), cycling and walking with vantage points for lookout in numerous locations. Connected with the foreshore reserves, the open space network provides the opportunity for continuous and multiple trail loops and forms an important secondary active movement network.

Other local open space is distributed to accommodate local recreational use, and frequently accommodates shallow drainage swales for multiple use.

### 5.4.4 Civic Spaces

Open Space areas in close proximity to nodes may also be designed as civic spaces ('village greens' or 'village squares') for a wider range of urban uses such as events, recreation and community gatherings. Consequently, the design of civic spaces should be more urban, incorporating functional paved areas, shelters, facilities and a more 'formal' design style. Collectively, the diversity of open space typologies and treatments will help to reinforce a definitive sense of place for Point Grey.

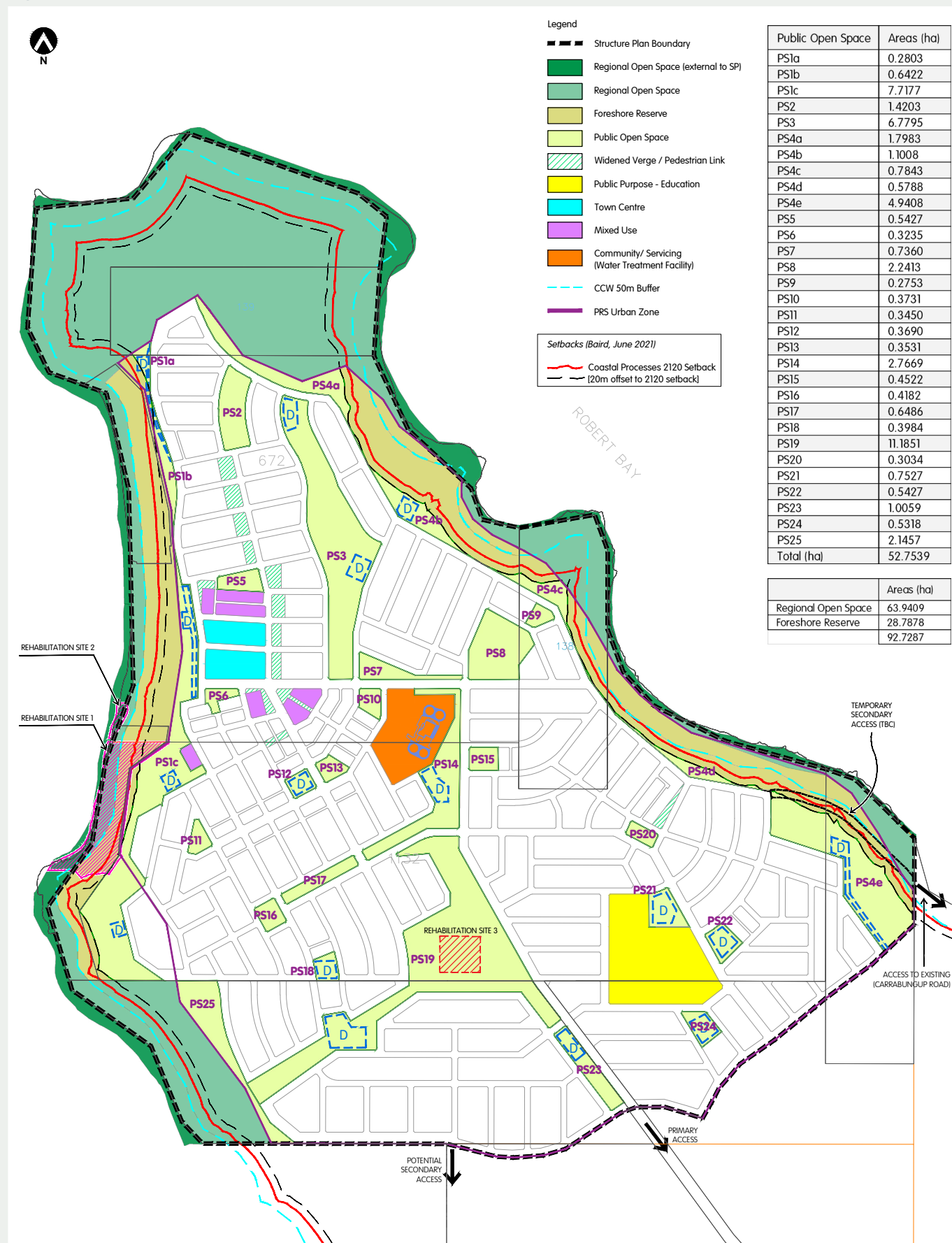
### 5.4.5 Public Open Space Schedule

The following table, prepared in accordance with Liveable Neighbourhoods, provides an indicative outline of the POS provided within the LSP area. The calculations demonstrate that approximately 20% of the gross subdivisible area is being provided as POS. This percentage is indicative only and will be subject to refinement at the detailed subdivision design stage.

Figure 12 - Public Parkland



Figure 13 - Public Open Space





**Table 2** - Public Open Space Schedule

<b>Site Area</b>		<b>352.520ha</b>
Regional Open Space	64	
Foreshore Reserve	29	
<b>Net Site Area</b>		<b>259.520ha</b>
<b>Deductions</b>		
Primary School	6.13	
Town Centre (0.33)	1.38	
Servicing / Community	3.64	
Dedicated Drainage Reserve	1.49	
<b>Total Deductions</b>		<b>12.640ha</b>
<b>Net Developable Area</b>		<b>246.88ha</b>
<b>POS Requirement (10%)</b>		<b>24.69ha</b>
Minimum Unrestricted POS (80%)	19.75	
Maximum Restricted POS (20%)	4.94	
<b>Unrestricted POS (19.75ha required)</b>		
<b>PS1a</b>	0.2803	<b>PS11</b> 0.3450
<b>PS1b</b>	0.6422	<b>PS12</b> 0.3690
<b>PS1c</b>	7.7177	<b>PS13</b> 0.3531
<b>PS2</b>	1.4203	<b>PS14</b> 2.7669
<b>PS3</b>	6.7795	<b>PS15</b> 0.4522
<b>PS4a</b>	1.7983	<b>PS16</b> 0.4182
<b>PS4b</b>	1.1008	<b>PS17</b> 0.6486
<b>PS4c</b>	0.7843	<b>PS18</b> 0.3984
<b>PS4d</b>	0.5788	<b>PS19</b> 11.1851
<b>PS4e</b>	4.9408	<b>PS20</b> 0.3034
<b>PS5</b>	0.54274	<b>PS21</b> 0.7527
<b>PS6</b>	0.323506	<b>PS22</b> 0.5427
<b>PS7</b>	0.736	<b>PS23</b> 1.0059
<b>PS8</b>	2.241306	<b>PS24</b> 0.5318
<b>PS9</b>	0.2753	<b>PS25</b> 2.1457
<b>PS10</b>	0.3731	
<b>Subtotal</b>		<b>52.75ha</b>
Less 1 in 1 year event	1.49	
<b>Total POS Provided</b>		<b>51.26ha</b>
<b>Restricted POS (4.94ha maximum)</b>		
Restricted POS (1:5 -1:1)	2.76	
<b>Total POS Provided (Restricted)</b>		<b>2.76ha</b>
<b>Total Public Open Space Provision - Total</b>		<b>51.26ha</b>
<b>Total Public Open Space Provision - %</b>		<b>20.8%</b>
<b>Public Open Space Surplus</b>		<b>26.57ha</b>

## 5.5 Utilities and Staging

An existing constructed Water and Wastewater Treatment Facility is situated centrally within the LSP to service the entirety of the structure plan area. The facility is generally surrounded by open space which through existing trees and revegetation can assist in visually screening the facility.

PGDC commenced installation of the water treatment facility in 2011 by constructing the earthworks, building and partial fit out. The facility is located to the east of the village centre.

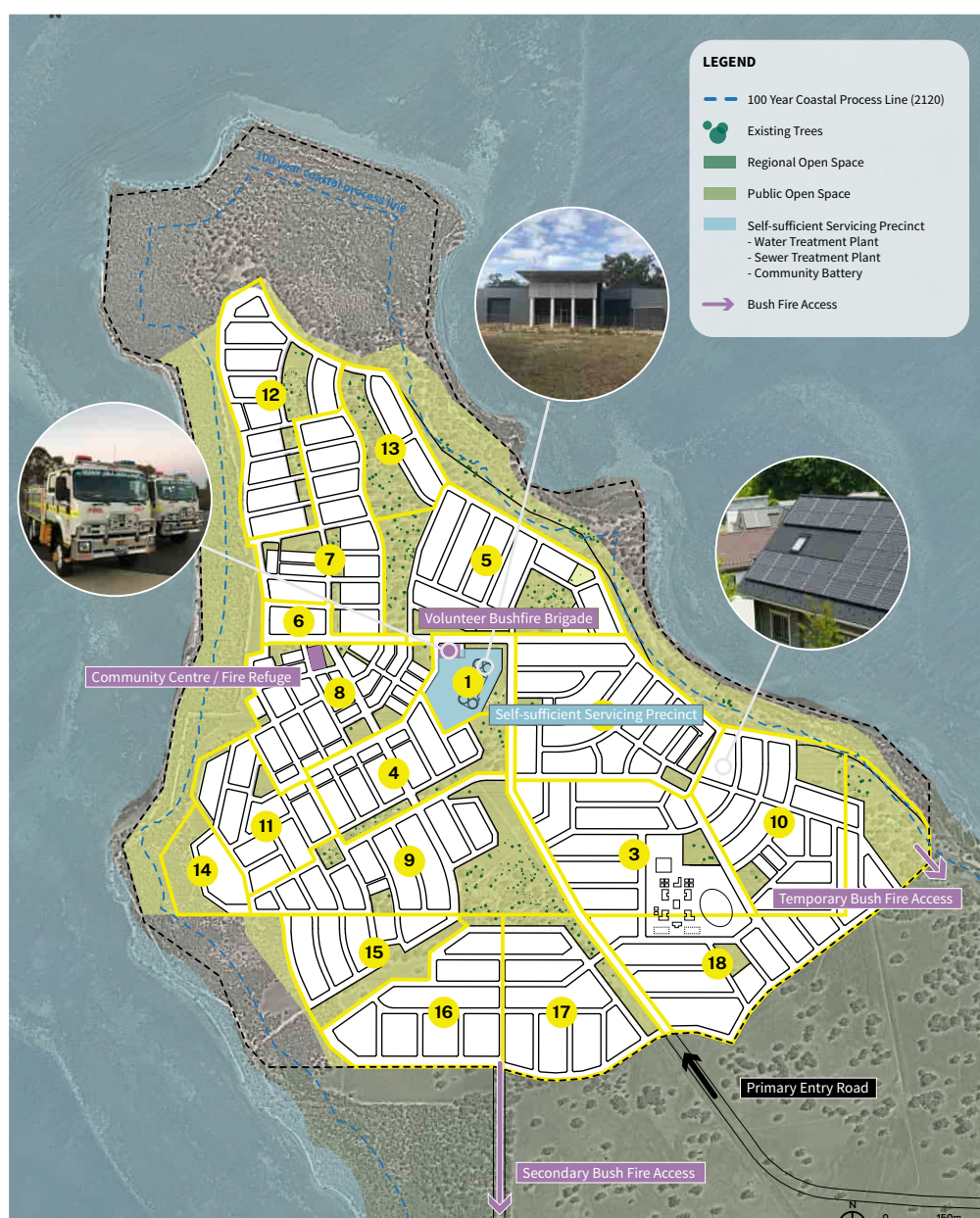
As part of the implementation of development at Point Grey, construction of the remainder of the treatment

facility works will need to be completed in a staged manner in order to supply potable water to the development, in addition to treating effluent.

The development of the Structure Plan area is proposed to be delivered in multiple stages. The plan below identifies indicative staging, however timing and composition of the future stages will be dependent on market demand.

It is anticipated that development will likely commence centrally within the central area and progress in an orderly sequence to provide essential infrastructure for roads, drainage and utility services.

**Figure 14 - Utilities & Staging**



## 5.6 Activity Centre

### 5.6.1 Neighbourhood Centre Overview

The neighbourhood activity centre is proposed to incorporate a diversity of uses and functions, ranging from tourism, local retail, business, residential, recreation and civic/cultural. The curation and arrangement of these uses will continue to evolve but are notionally arranged to support the viable staging and evolution the centre.

In particular, the LSP recognises that local services may not be economically viable until a base population is achieved to support retail activity. Consequently, the indicative activity centre layout provides for three 'cells' or street blocks, comprising:

- Tourism (southern cell)
- Retail, business and mixed use (central cell), and
- Mixed use/residential (northern cell)

### 5.6.2 Tourism

The southern cell of the activity centre notionally accommodates tourism uses as an early 'beach-head' attractor and local service provider. A use such as a resort/reception centre with a diversity of accommodation types, food and beverage and a key attractor (such as a reception centre/convention centre), situated at the main arrival point at the foreshore represents a potentially viable use without reliance on a permanent local population. A tourism facility can potentially be self-sustaining but provide an early level of local service to an emerging population.

Connection with the foreshore and western beach will be essential to ensure the tourism facility's viability, as a key destination. Positioning a tourism facility at the arrival point top the foreshore creates the opportunity for early streetscape and placemaking by establishing a first tranche of a local 'mainstreet' with high quality built form and landscape character.

### 5.6.3 Retail, Business and Mixed Use

The central 'cell' within the activity centre may be staged after the establishment of a tourism facility, as the local population growth begins to support local retail facilities. Such facilities may include:

- Food and beverage along a foreshore mainstreet
- A local supermarket with specialties behind, and
- Possible business uses (office, medical, etc) integrated at grade or on upper levels of building form.

The central cell also contemplates possible medium/high density residential (eg., Village centre living) as apartments adjacent to the foreshore with access to recreation and amenity.

The centre is anticipated to support approximately 5,200 sqm of Convenience Retail, 1,100 sqm of Comparison Retail and 1,500 sqm of Food and Beverage floorspace, in line with the projections provided within the Economic Development Plan prepared by Pracsys.

### 5.6.4 Mixed Use/Residential

The northern cell depicts possible mixed-use village-centre residential uses, namely apartments adjacent to the foreshore with terraces or cottages behind. Ground floor uses for apartments may also incorporate further mixed use (eg, additional food and beverage) which can activate and enliven the northern end of the foreshore 'mainstreet'.

### 5.6.5 Foreshore Uses

The activity centre foreshore may incorporate stand-alone commercial uses (on leasehold title) such as cafés, tourism as well as possible civic/cultural uses to further activate precinct and cross-pollinate and support the centre's principal commercial activity.

## 5.7 School

The LSP allocates a primary school, sized at a total of 6.0ha to accommodate district recreation uses (eg, senior sized oval) as well as provision for additional permanent or temporary classrooms at the schools peak growth. The school site is located in a relatively flat area to suit building layouts and playing fields.



Figure 15 - Activity Nodes





**Figure 16 - Neighbourhood Centre Concept Plan**



# 6.0 Conclusion

Point Grey is a unique opportunity that has been recognised within the strategic and statutory planning framework for its community development and tourism potential for over 30 years.

This amended Local Structure Plan is the next stage in its planning evolution. It has been prepared in response to the removal of the proposed 300-berth marina and 2.5km navigation channel. The marina site has been replaced with a traditional village centre to cater for future residents and visitors. The removal of the marina has also provided opportunities to reconfigure the open space network to provide for increased landform and tree retention.

The amended LSP covers the Point Grey Peninsula identified within the approved Point Grey Outline Development Plan, which covers a total of 352ha including over the 270ha of 'Urban' zoned land in the Peel Region Scheme (PRS). It provides the guiding framework for the establishment of the Point Grey Township that will deliver on best-practice sustainable development principles to create value centred around social wellbeing, economic prosperity, environmental resilience and lasting liveability. This includes the delivery of:

- Approximately 2,075 low-density single dwellings, 425 medium-density single dwellings and 150 high-density apartment / townhouse dwellings
- A neighbourhood-scale activity centre with 5,200 m<sup>2</sup> of Convenience Retail, 1,100 m<sup>2</sup> of Comparison Retail and 1,500 m<sup>2</sup> of Food and Beverage floorspace
- A Foreshore park, regional playground, extensive regional open space networks, cultural interpretation opportunities and hotel / conference facilities to attract approximately 16,500 visitors per annum, growing to 27,700 by 2051
- Infrastructure to support a self-sustainable development, including community infrastructure, wastewater treatment and re-use, bushfire prevention and preparedness and coastal reserves / setbacks.

With the support of and collaboration with key project stakeholders, the development therefore has the capacity to deliver on the intent of all major strategic planning documents including the Shire of Murray's Strategic Community Plan and the Peel Development Commission's Investment Blueprint.

The landowners are committed to delivering an active, coastal and sustainable development of exceptional quality and look forward to working closely with key stakeholders, authorities and the community to create a new township of lasting value.



# Technical Appendices





## **Appendix A**

# **Environmental Impact Report**

**(JBS&G)**



## **Appendix B**

# **Environmental Sustainability Report**

**(JBS&G)**





## **Appendix C**

# **Transport Impact Assessment**

**(Transcore)**



## **Appendix D**

# **Landscape Masterplan**

**(Emerge)**





## **Appendix E**

# **Ethnographic and Aboriginal Heritage**

**(Ethnosciences)**



## **Appendix F**

# **Bushfire Management Plan**

**(JBS&G)**





## **Appendix G**

# **Coastal Hazard Risk Management Plan**

**(MP Rogers)**



## **Appendix H**

# **Retail Needs Assessment**

**(Pracsys)**





## **Appendix I**

# **Economic Development Strategy**

**(Pracsys)**



## **Appendix J**

# **Community Assessment and Infrastructure Strategy**

**(Hatch)**



# **Appendix K**

# **Servicing Report**

**(Tabec)**





## **Appendix L**

# **LWMS / Hydrology Technical Note**

**(Emerge)**



Point Grey Development Company Pty Limited