



Outline Development Plan

lot 530 lakes road, stake hill

LOT 530 LAKES ROAD, STAKE HILL OUTLINE DEVELOPMENT PLAN

The Western Australian Planning Commission received on 14 December 2010 to support this revised Lot 530 Lakes Road, Stake Hill Outline Development Plan, as a guide for subdivision within the locality.

Signed for and on behalf of the Western Australian Planning Commission

Official of the Commission, Act witnessed by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose in the presence of

[Signature] *[Signature]*

Witness

Date 16/12/10

ODP NOTES

Design Guidelines will be prepared by the developer and endorsed by Council prior to any subdivision applications being lodged. The Design Guidelines will form part of the ODP and shall address the following issues relevant to each precinct:

- Appropriate interface between the development and Lakes and Paterson Roads and Kwinana Freeway
- Location, orientation and design of buildings
- Vehicular access, parking, landscaping, (within private lots and road reserves), and signage
- An appropriate interface for bus backing onto Lakes Road, where it will remain unobstructed
- Detailed crossover facilities over roadside swales
- Screening of storage, waste, and service areas
- Positive, solar architectural responses design

NOTE: Table 2 of Town Planning Scheme No. 4 sets out the car parking and development standards (setbacks, site coverage, landscaping) for various land uses permitted in the Industrial Development zone.

Buffer Distances

Any future development applications within the ODP shall be assessed for compliance with the recommended separation distances under the EPA Guidance Statement 3 - Separation Distances between Industrial and Sensitive Land Use and SPH 41 State Industrial Buffer Policy.

Traffic and Access

Direct road access to development within Lot 530 is prohibited. Internal service roads suitable for industrial traffic, such as car parking on more than one side, protected on road verges (or arms) shall be designed to the satisfaction of the Council and the Department of Planning, and installed by the developer at the time of subdivision.

Lakes and Paterson Roads are currently planned to be widened to 50 metres. This may be varied, subject to the outcome of the review of future regional roads to this locality. Land requirements for the widening of Lakes and Paterson / Gull Roads will need to take into account a design for a turn lane roundabout.

The proposed arrangements widening 30 metres on either side of Paterson Road are reliant on reconstruction of Paterson Road by the proponent. The widening requirement for Paterson / Gull Road is to take into account the need to retain Gull Road as a local road.

The minimum internal road width should be 20m with the actual road width determined as part of the detailed design process and agreed between the Council and the developer at the subdivision application stage, allowing for drainage and servicing requirements.

The developer shall undertake a more detailed review of access arrangements to lots affected by drainage systems for the ODP prior to subdivision of the land. This may incorporate the need for additional roundabouts to provide for adequate traffic circulation.

The proposal is required to include an overall subdivision staging plan that details how Lakes Road & Paterson Road will be upgraded throughout the development to ensure continuity of road and traffic infrastructure.

Lot and Road Layout

Detailed lot and road layouts will be set out at the detailed subdivision design stage.

Land Use Permissibility

Land use permissibility in the General Industry and Mixed Business/Light Industry precincts as shown on the ODP shall generally be in accordance with Table 1 of TPS1. Mixed Business/Light Industry precinct should contain land uses which require a high traffic exposure and have low off-site impacts. A higher standard of built form is required for the precinct.

General industry precinct should contain land uses which may require some buffering from adjacent non-industrial land uses, and are not likely to be developed to a standard suitable for the Mixed Business/Light Industry precinct.

Water, Management, Nutrients and Mosquito Management

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

In order to protect and enhance the water quality in the Peel Harvey Water, all development shall focus on native plantings for landscaped areas and use of phosphorus-free or low phosphorus fertilisers within landscaped areas and ensure that pollution prevention measures are designed into any development.

Prior to subdivision and/or development the developer shall submit a Mosquito Management Plan to the satisfaction of the Council.

Any changes to the ODP, including changes resulting from implementation of alternative water servicing provision, may necessitate the submission and approval of a new Local Water Management Strategy, at the discretion of the Department of Water.

Development Contributions

It is the intention of the Shire of Murray that arrangements will be put in place for the development contributions for key infrastructure items in consultation with the Department of Planning, affected landowners and relevant service agencies. The recommendations set out in section 3.6 of the Outline Development Plan are not endorsed and should not pre-empt the outcome of the Developer Contribution Arrangements that are planned to be put in place for the broader Peel Harvey Industrial Area.

Prior to subdivision and/or development the developer shall submit a Servicing Concept Plan and Strategy to be agreed by the Shire of Murray and Department of Planning, following consultation with relevant service agencies, to ensure that infrastructure services are provided to the site, taking into account the need to service the broader Nambury Industrial area.

Prior to any subdivision or development on the land, the landowner is to execute an agreement prepared by the Shire of Murray's solicitors at the landowner's cost with Western Australian Planning Commission and the Shire of Murray to require the landowner to equitably contribute to infrastructure works required by an approved structure plan submitted by the Shire of Murray and endorsed by the Western Australian Planning Commission for the Nambury Industrial Area. That plan must be approved and applied at the date of the Western Australian Planning Commission's approval to subdivide or develop. The agreement will include provisions that:

- The landowner will pay an amount of money equal to the landowner's contribution under any approved developer contribution scheme adopted by the Shire of Murray and endorsed by the Western Australian Planning Commission for the Nambury Industrial Area as if that plan existed and applied at the date of the Western Australian Planning Commission's determination.
- The landowner will be entitled to offset the amount in (a) by the value of any capital or infrastructure works, or land contributions (including land required for future regional roads) that the landowner has contributed or is required to contribute towards the infrastructure works.
- Set out the mechanisms by which

- valuation of the land or works performed under (b) are to be determined,
- the landowner will pay any outstanding monies required if the value of the contributions under (b) is greater than the amount of any credits given under (b), and
- the landowner will be entitled any monies if the value of the contributions under (b) is less than the amount of any credits given under (b), and

- any arbitration of the matters set out in (b), (b)(i), (b)(ii) or (b)(iii) if required will be conducted.