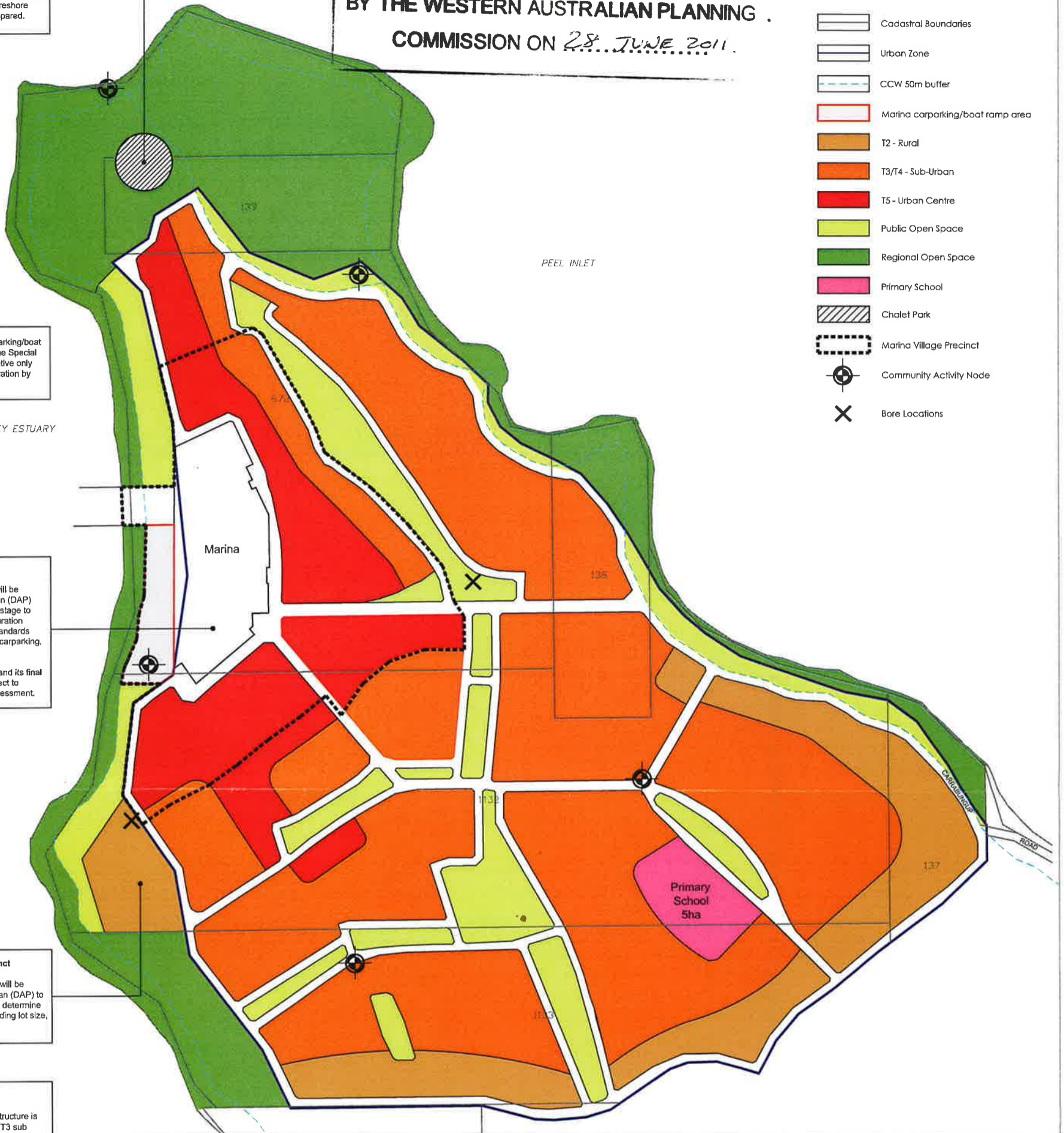


APPROVED / ENDORSED BY THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 28 JUNE 2011

LEGEND

- Cadastral Boundaries
- Urban Zone
- CCW 50m buffer
- Marina carparking/boat ramp area
- T2 - Rural
- T3/T4 - Sub-Urban
- T5 - Urban Centre
- Public Open Space
- Regional Open Space
- Primary School
- Chalet Park
- Marina Village Precinct
- Community Activity Node
- Bore Locations



Chalet Park
Prior to the development of the chalet park site a Detailed Area Plan (DAP) and Regional Open Space and Foreshore Management Plan is to be prepared.

The chalet park and marina parking/boat ramp facilities fall outside of the Special Development Zone, are indicative only and require separate consideration by the WAPC.

Marina Village Precinct
The Marina Village Precinct will be subject to a Detailed Area Plan (DAP) to be prepared at subdivision stage to determine final design configuration densities and development standards including land use, setbacks, carparking, height etc.
The Marina is indicative only and its final configuration and size is subject to Section 38 environmental assessment.

T2 Rural South West Precinct
The T2 South West Precinct will be subject to a Detailed Area Plan (DAP) to be prepared at subdivision stage to determine development standards including lot size, densities, setbacks etc.

Water Treatment Facility
Water and wastewater infrastructure is intended to be located in the T3 sub urban precinct and will employ technologies that do not require odour and noise buffers. This infrastructure shall not be located within Public Open Space.

DEVELOPMENT PRINCIPLES

Community Design Principles

- The ODP is intended as a guide for future urban development with the objectives of generally identifying appropriate locations for housing types and densities whilst permitting flexibility to ensure the delivery of a diverse range of lot sizes throughout all transects;
- The urban framework should facilitate sustainable urban and environmental outcomes to ensure social sustainability and improved diversity, equity and choice of housing;
- The neighbourhood structure should be sufficiently robust to facilitate diversity of land use (mix use development) which is flexible and adaptable to change;
- Two launch sites for non-powered water craft are required to be provided to the satisfaction of the Shire of Murray;
- The proponent is to provide interpretive signage to recognise the European heritage significance of the site within the design of public places within the ODP area to the satisfaction of the Shire of Murray;
- Development within the ODP area is required to have a minimum finished floor level of 2.8m AHD.

Movement Network Principles

- The street network should be highly interconnected, 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;
- The street network to be designed to reflect the principles of Liveable Neighbourhoods;

- Upgrading 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 for the first subdivision application over the ODP area;
- Emergency road access to the site is required to be investigated by the proponent to the satisfaction of the Shire of Murray. The proponent is responsible for the implementation of emergency access as a condition of subdivision approval.

Activity Centre Principles

- The Marina Village Precinct is the identified activity centre and is envisaged to be a highly functional mixed use precinct comprising transit facilities, local retailing, tourist support facilities and mixed use development (including residential), in a high quality public domain;
- The Marina Village Precinct will be subject to the preparation of a Detailed Area Plan to determine design content including allocation of uses, final design layout, retail floor space and general development standards;
- The final configuration and size of any marina is subject to the environmental assessment outcome under Section 38 of the Environmental Protection Act;
- Should a marina not be granted environmental approval, the Marina Village Precinct is required to be redesigned to provide a mixed use activity centre that addresses and interacts with the Harvey Estuary to an environmentally acceptable level.

Housing Diversity (Lot Layout) Principles

- Final residential densities will be determined at subdivision application stage, however, will generally comply with the ODP transects.

Rural (General)

- Residential Codes: R5/R10
- Indicative lot sizes 1200m² - 2000m²
- Larger lifestyle lots to retain existing trees
- Located at perimeter of project area

Rural (SW Precinct)

- Residential Code: R5
- Minimum lot size - 2000m²
- Average lot size - 3000m²
- As an alternative to R5, a survey strata rural cluster development is permitted subject to the preparation of a Detailed Area Plan.
- Detailed Area Plan required to address building envelopes, setbacks, tree retention.

Sub Urban

- Residential Code - R15 - R25
- Indicative lot sizes 300m² - 1000m²

Urban Centre

- Residential Code - R50 - R100 +
- Indicative lot sizes 70m² - 300m²

Parkland Principles

- Public Open Space to be provided as 10% of the residential development area and to be configured as a series of linear vegetation corridors;
- A key principle for the location of public open space is to ensure the retention of significant areas of vegetation providing parkland linear corridors to facilitate pedestrian and cyclist movement;
- A public open space schedule is to be provided with each subdivision application. This schedule is required to identify the percentage and area of open space being provided within the area subject to the application and within areas subject to previous subdivision approvals.