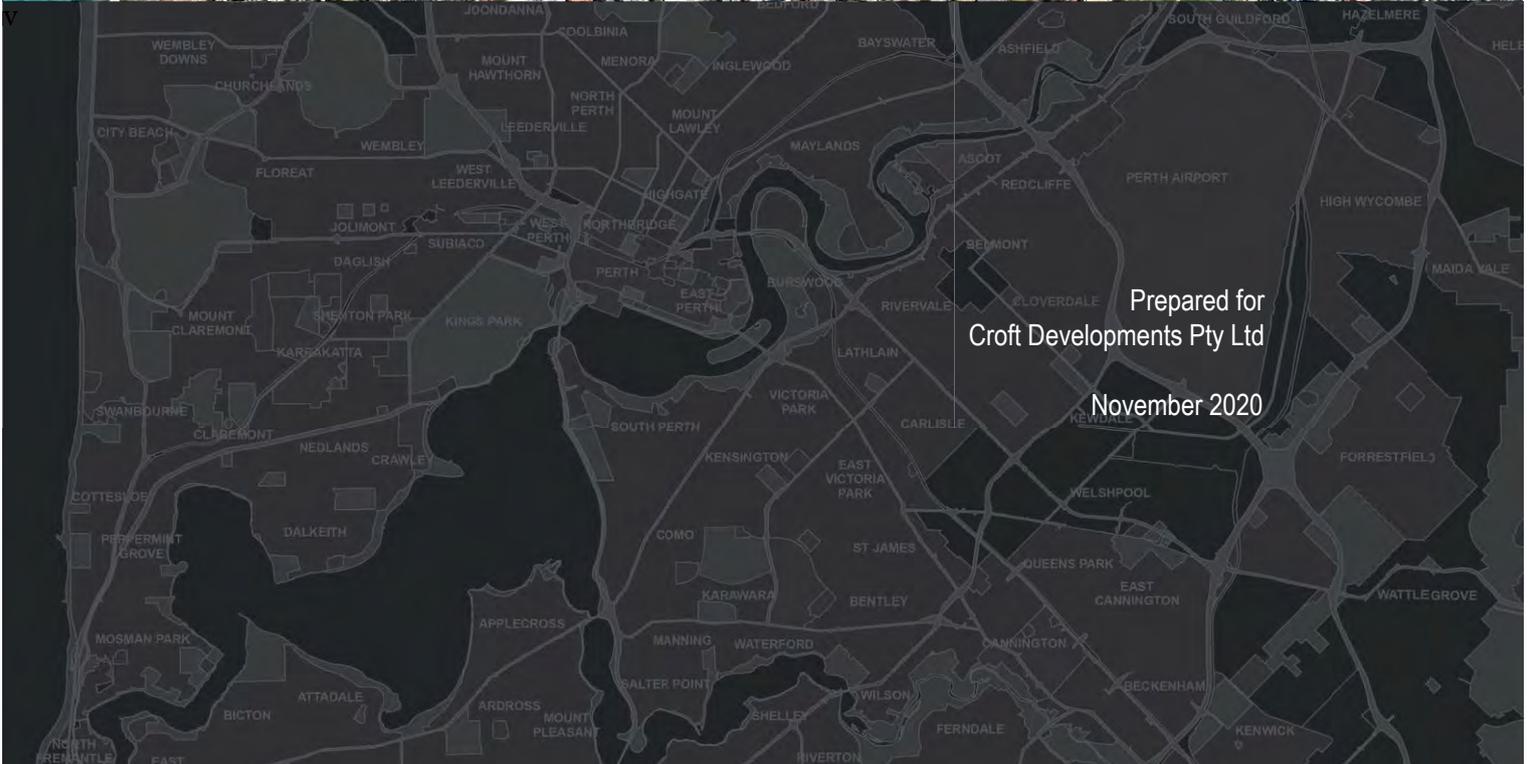
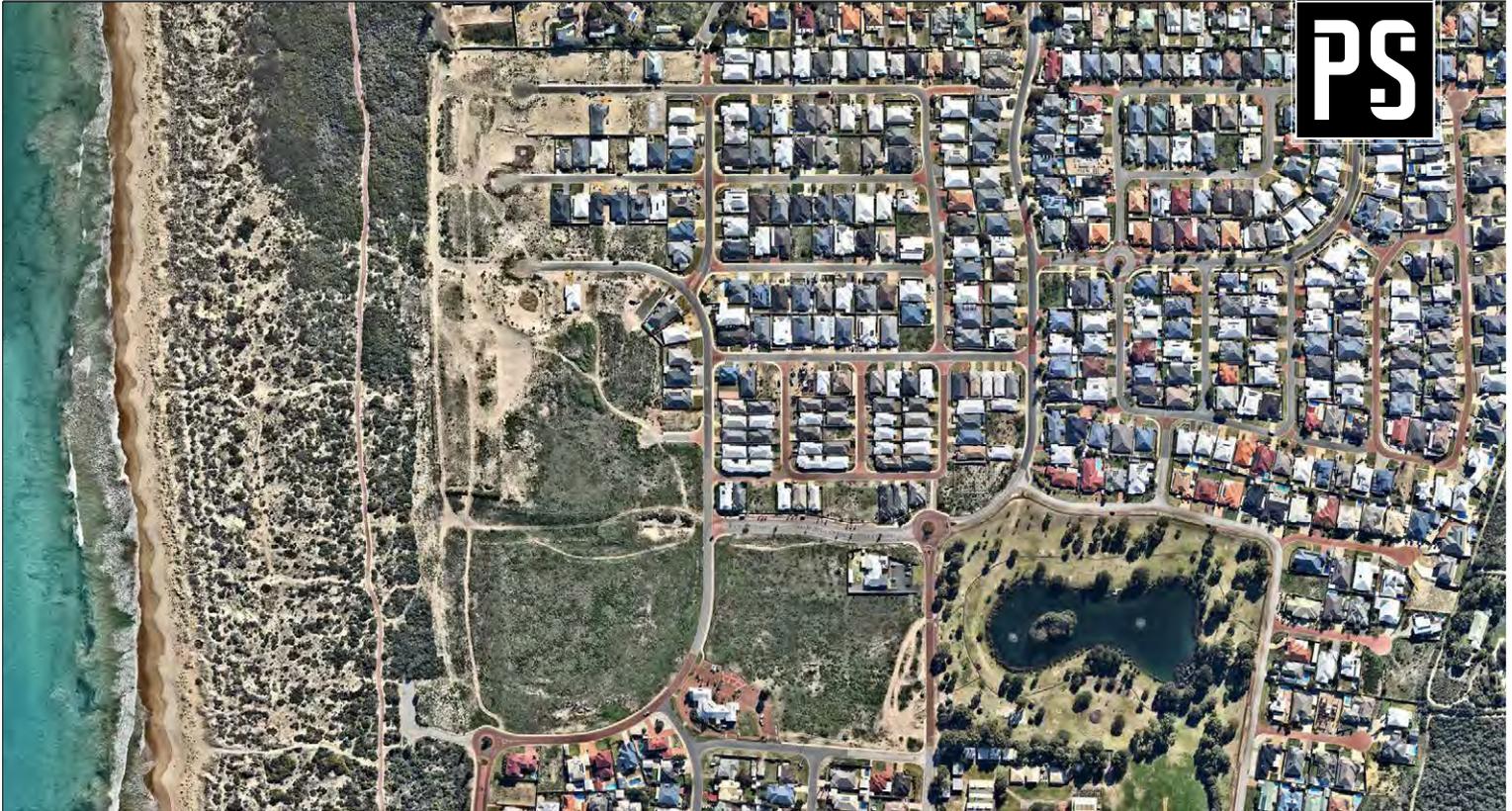


Bayshore Gardens Structure Plan Amendment No. 7

Singleton
Western Australia

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Croft Developments Pty Ltd

November 2020

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Direct all inquiries to:

Planning Solutions
251 St Georges Terrace
Perth WA 6000

All correspondence to:
GPO Box 2709
Cloisters Square PO 6849

Phone: 08 9227 7970
Email: admin@planningsolutions.com.au
Web: www.planningsolutions.com.au

Project details

Job number	6148	
Client	Signature Care Land Holdings Pty Ltd	
Prepared by	Planning Solutions	
Consultant team	Statutory planning	Planning Solutions
	Bushfire planning practitioner	Bushfire Safety Consulting

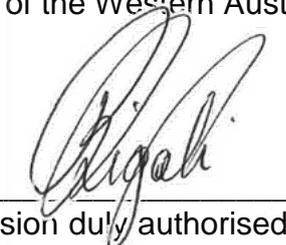
Document control

Revision number	File name	Document date
Rev 0	191002 6148 Structure Plan Report	10 October 2019
Rev 1	191018 6148 Structure Plan Report	18 October 2019
Rev 2	201120 6148 Structure Plan Amendment No.7 Report v2.docx	20 November 2020

IT IS CERTIFIED THAT AMENDMENT NO. 7 TO BAYSHORE GARDENS
STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE
WESTERN AUSTRALIAN PLANNING COMMISSION ON:

08 DECEMBER 2020

Signed for and on behalf of the Western Australian Planning Commission

A handwritten signature in black ink, appearing to read 'Rigali', is written over a horizontal line. The signature is stylized and cursive.

an officer of the Commission duly authorised by the Commission pursuant
to Section 16 of *the Planning and Development Act 2005* for that purpose.

Table of amendments

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC
	Approval of the Bayshore Gardens Comprehensive Development Plan	September 1993	N/A
1	Minor modification	August 1994	N/A
2	Minor modification	September 2004	N/A
3	Minor modification	November 2004	N/A
4	Minor modification	June 2005	N/A
5	Changing density coding of an area from R20 to R25	September 2014	N/A
6	Introduction of the RMD codes	August 2015	N/A
7	<ol style="list-style-type: none"> 1. Designate Lot 507 Foreshore Drive as 'Community Purpose – Nursing Home'. 2. Update the Structure Plan boundary to align with the Development zone. 3. Remove R-Code variations and RMD standards (which are now addressed under Local Planning Policy 3.3.22). 4. Update text and map to reflect the format required under the WAPC Structure Plan Framework 	March 2020	08 December 2020

Executive summary

The Bayshore Gardens Structure Plan (**Structure Plan**) is prepared to facilitate the coordinated development of the residual balance of Lot 2004 Singleton Beach Road, Singleton, hereafter referred to as the '**Structure Plan area**'.

The Structure Plan area is located within the South West Corridor of the Perth Metropolitan Region within the municipality of the City of Rockingham, some 15km south of the Rockingham Strategic Metropolitan Centre, adjacent the Indian Ocean.

The Structure Plan area is comprised of vacant land in the western and southern portions. The north east corner of the site has recently been subdivided and developed for residential purposes. The Structure Plan proposes continued development of the land predominantly for residential purposes, inclusive of a range of densities ('R20', 'R25' and 'R40'), plus associated public reserves.

This amendment (Amendment No.7) proposes minor modifications to the Structure Plan to reclassify Lot 507 Foreshore Drive, Singleton (**Lot 507**) to accommodate a residential aged care land use. Specifically, the proposal will designate the whole of the subject site as a 'Community Purpose' zone to accommodate the intended land use of a 'Nursing Home' / residential aged care facility (**RACF**). It also includes administrative amendments, including updating the Structure Plan area to align with the Development zone, removing the RMD standards, and textual updates to reflect contemporary formatting requires of structure plans.

The following table provides a summary of this Structure Plan (as amended).

Table i – Structure plan summary table

Item	Data
Gross Structure Plan Area	13.84 hectares
Area of each land use proposed	
<u>Zones</u>	
- Residential	7.54 hectares
- R40 Grouped Housing Lifestyle Village over 55's	0.91 hectares
- Community Purpose (Nursing Home)	1.7628 hectares
<u>Reserves</u>	
- Road Reserve	2.83 hectares
- Public Open Space Reserve	0.51 hectares
Estimated Lot Yield	78 lots
Estimated Number of Dwellings	218 dwellings
Estimated Residential Density	
- dwellings per gross hectare <i>As per Directions 2031</i>	15 dwellings per gross hectare
- dwellings per site hectare <i>As per Liveable Neighbourhoods</i>	25 dwellings per site hectare

Item	Data
Estimated Population	610 people (2.8 people/household plus 144 bed residential aged care facility)
Number of Secondary Schools	Nil
Number of Primary Schools	Nil
Amount of Public Open Space Amount of restricted Public Open Space <i>as per Liveable Neighbourhoods</i>	0.51 hectares (3.6% gross) 0.4380 hectares (unrestricted) 80% 0.1095 hectares (restricted) 20%
Composition of Public Open Space - Local Park	0.51 hectares – 100%

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PART ONE: IMPLEMENTATION

1 Structure Plan area

This Structure Plan shall apply to the land zoned Development City of Rockingham Town Planning Scheme No.2, formerly Lot 2004 Singleton Beach Road, Singleton - being the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map.

The Structure Plan is identified as Bayshore Gardens Structure Plan.

2 Operation

This Structure Plan constitutes a structure plan pursuant to the deemed provisions of the City of Rockingham Town Planning Scheme No.2 at Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Pursuant to clause 27(1) of the deemed provisions at Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, a decision-maker for an application for development approval or subdivision approval in the Structure Plan area is to have due regard to, but is not bound by, this Structure Plan (including the Structure Plan Map (Plan 1), Part One: Implementation, Part Two: Explanatory Section and technical appendices) when considering the application.

This structure plan comes into effect on the day it is approved by the Western Australian Planning Commission.

3 Staging

There are no provisions relating to the staging of subdivision or development.

4 Subdivision and development requirements

4.1 Land uses and density

The local government may, in considering an application for development approval for land within the structure plan area, have due regard to the land uses and density indicated on the structure plan. Refer **Plan 1** – Structure Plan.

5 Local Development Plans

Local development plans are required to be prepared and implemented pursuant to Part 6, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for lots comprising one or more of the following attributes:

- i. Lots with rear-loaded vehicle access; and
- ii. Lots with direct boundary frontage to an area of Public Open Space.

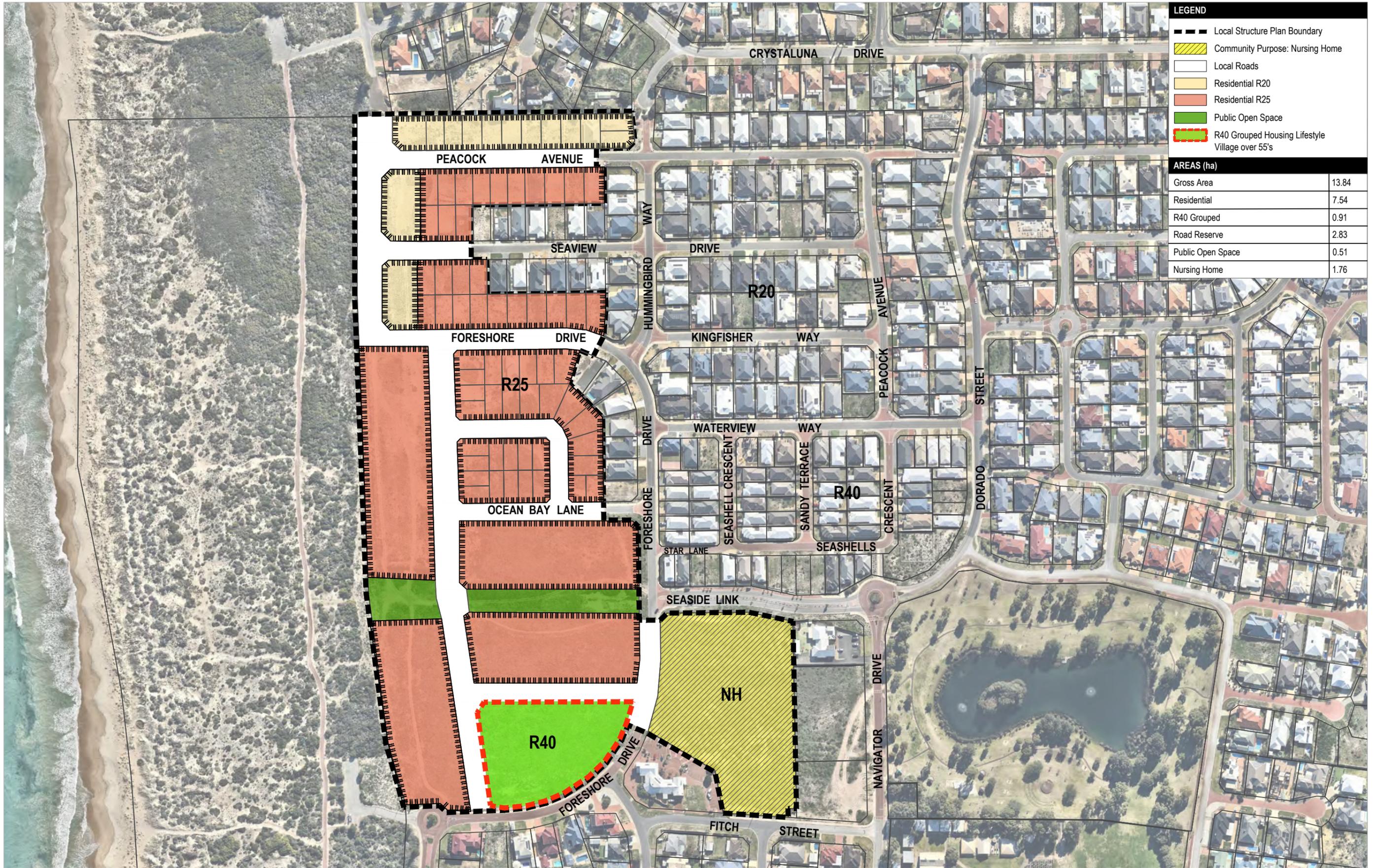
6 Other requirements

6.1 Transport impact statement

A transport impact statement is to be lodged as part of any subdivision or development application over the site designated for Community Purposes (Nursing Home).

7 Additional information

Nil.



LEGEND	
	Local Structure Plan Boundary
	Community Purpose: Nursing Home
	Local Roads
	Residential R20
	Residential R25
	Public Open Space
	R40 Grouped Housing Lifestyle Village over 55's
AREAS (ha)	
Gross Area	13.84
Residential	7.54
R40 Grouped	0.91
Road Reserve	2.83
Public Open Space	0.51
Nursing Home	1.76

PART TWO: EXPLANATORY SECTION

Part Two of this Structure Plan is contained in the following appendices:

- **Appendix 1:** Part Two Explanatory Information for the Bayshore Gardens Local Structure Plan prepared by Taylor Burrell Barnett Town Planning and Design in July 2015 (Amendment No. 6).
- **Appendix 2:** Amendment No. 7 explanatory report.

APPENDIX 1
PART TWO: EXPLANATORY INFORMATION (JULY 2015)



PART TWO
EXPLANATORY INFORMATION

BAYSHORE GARDENS □ SINGLETON MODIFIED COMPREHENSIVE DEVELOPMENT PLAN

SEPTEMBER 2010

Prepared for: Temwood Holdings Pty Ltd

Prepared By: Taylor Burrell Barnett
 187 Roberts Road
 SUBIACO WA 6008

Phone: 9382 2911 Fax: 9382 4586

admin@tbbplanning.com.au

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APPENDICES

Appendix A:	Council's Confirmation
-------------	------------------------

1.0 INTRODUCTION

This report has been prepared on behalf of Temwood Holdings Pty Ltd, the owners of the Lot 2004 Singleton Beach Road, Singleton. The CDP report provides the rationale for the revised land use mix and subdivision design. Detailed planning, marketing, traffic and engineering investigations have been undertaken to confirm that the modified subdivision design and road layout will be satisfactory and that the future residents living in the area will enjoy an enhanced, beachside urban environment.

The consultant team appointed by Temwood Holdings for the project include:

- Benchmark Projects Project Managers
- Taylor Burrell Barnett Town Planning and Design
- Ewings Civil engineering
- Sinclair Knight Merz Traffic study
- Steffanoni Ewing and Cruickshank Surveying

1.1 Location

Singleton is situated in the City of Rockingham near the southern municipal boundary with the City of Mandurah. The subject land is generally located south of Golden Bay, and east of the Indian Ocean foreshore. It is bounded by Golden Bay residential development, Dorado Street, Navigator Drive, Fitch Street, Foreshore Drive and the eastern boundary of the Metropolitan Region Scheme Parks and Recreation reservation. (Refer to Figure 1 - Location Plan)

1.2 Existing Development and Built Form

This modification to the approved Comprehensive Development Plan has been prepared for the north west area of the subject land that remains undeveloped. It has been substantially cleared of vegetation and previously earth-worked to produce a relatively flat site. Some low, coastal vegetation has now grown back and provides stability for the site. A crushed limestone path has been constructed linking Dorado Street to the foreshore pathway system.

The area immediately adjoining the development site is mostly developed with low density single residential development. Some of the housing is quite recent and others have evolved from earlier holiday homes. There is some minor commercial development and the Singleton Primary School is located to south of the subject land. (Refer to Figure 2 - Existing Development)

1.3 Objectives

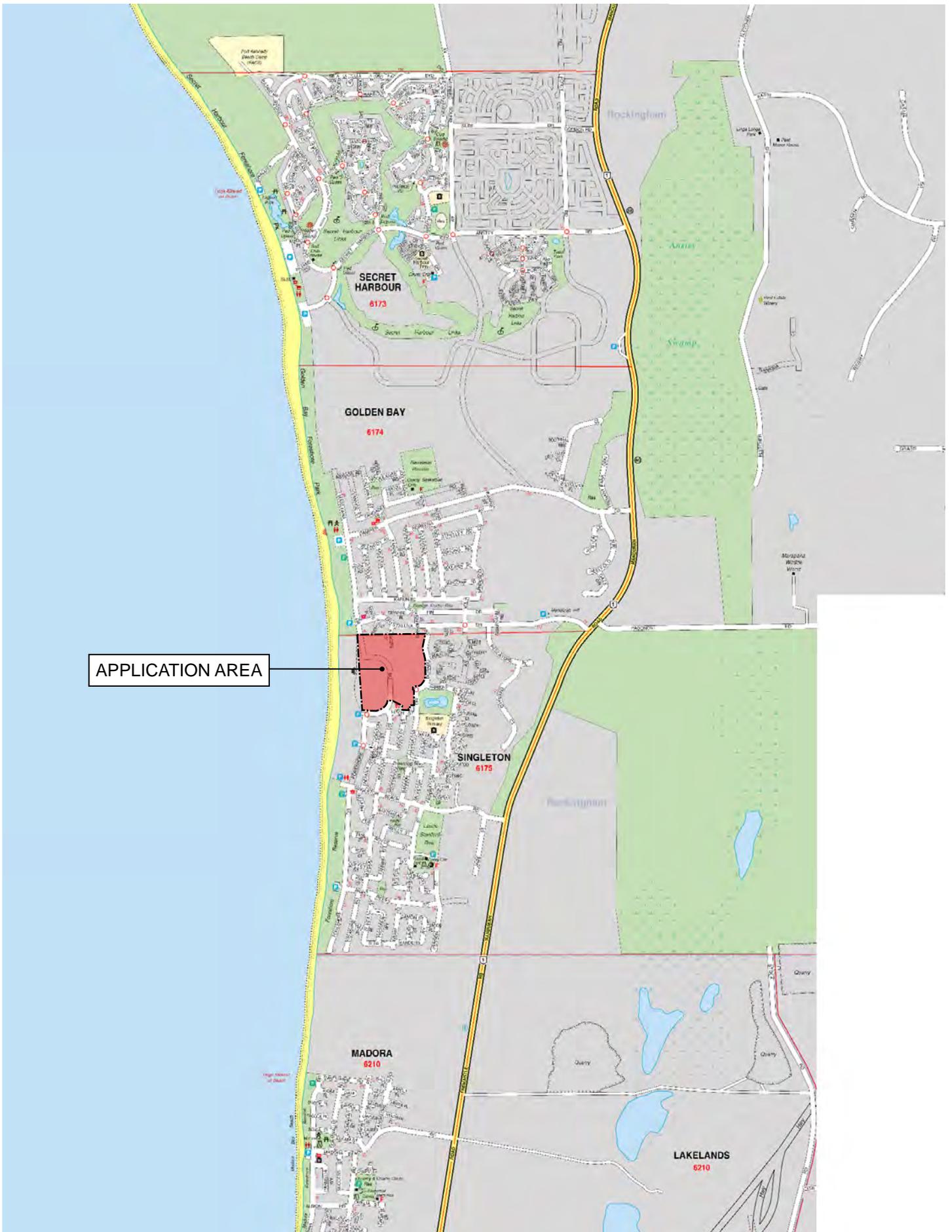
The subject land is part of Bayshore Gardens, Singleton that has been historically developed for beachside residential living. The subject land is within the Urban zone of the MRS and is zoned appropriately in the City of Rockingham Town Planning Scheme for residential purposes.

In accordance with the requirements of the Council's scheme this modified CDP will:

- Provide a mechanism for future co-ordinated subdivision;
- Provide a highly interconnected road network promoting good urban form and pedestrian movement;
- Establish a design complementing the existing landform;
- Provides links to adjoining land
- Provides a legible and safe network of streets and pathways; and
- Provide a wide range and mix of lot sizes and land use.

1.4 Title Particulars and Ownership

The land comprising the revised CDP is located in the northwest sector of Singleton in the City of Rockingham.



**BAYSHORE GARDENS - SINGLETON
LOCATION PLAN**

FIGURE NO.

DATE **1** SCALE
AUGUST 2003 NTS



TAYLOR BURRELL BARNETT
Town Planning and Design
187 Roberts Road Subiaco
Western Australia 6008
Telephone: (08) 9382 2911
Facsimile: (08) 9382 4586
admin@tbplanning.com.au



EXISTING DEVELOPMENT

Bayshore Gardens, Singleton
A Temwood Holdings Project



s: 1:5000@A4
d: Sept 2010
j: 01/030

figure
02

The legal description of the land is Portion of Cockburn Sound Location 16 and being Lot 2004 on Deposited Plan 38351, Vol 2223 Fol 226. The registered proprietor of the land is Temwood Holdings Pty Ltd. The area of the revised CDP site is approximately 27ha, however the original title area was approximately 105ha.

2.0 PLANNING CONTEXT

2.1 Zoning

2.1.1 Metropolitan Region Scheme

The land is included in the 'Urban' zone of the Metropolitan Region Scheme. The land immediately to the west is reserved in the MRS for Parks and Recreation. (Refer to Figure 3 - MRS Zoning).

2.1.2 City of Rockingham TPS No 1

When this CDP was first prepared, the land was zoned 'Development' in the City of Rockingham TPS No 1. The Scheme contained provisions requiring a comprehensive plan (CDP) as follows:

- 5.25 Notwithstanding the provisions of the zoning table no development shall be approved within the "Development Zone" until a comprehensive plan for development of the area has been submitted to and approved by the Council and Town Planning Board. When considering applications to develop within the zone the Council and the Town Planning Board shall pay due regard to the effect that the proposed development will have on the amenity, public health, convenience and economy of the area.

A comprehensive plan has been prepared and approved by the City of Rockingham. A brief description of the approved CDP is contained in Section 2.4. (Refer to Figure 4 - Local Authority Zoning). Due to the passage of time, the City of Rockingham has since adopted TPS No. 2. The land is zoned 'Development' in TPS No. 2. The existing centre is zoned 'Commercial'.

2.2 Context Analysis

The subject site forms the southern extremity of the southwest corridor. The regionally significant elements within the broader area include:

- Fremantle – Mandurah Road located east of the land;
- Singleton Beach and associated foreshore area immediately west of the land;
- Anstey Swamp on the east side of Fremantle – Mandurah Road;
- Proposed South West Metropolitan Railway east of the Fremantle - Mandurah road; and
- Proposed Karmup train station located near the intersection of Paganoni Road and Fremantle – Mandurah Road. (Refer to Figure 5 - Regional Context).

2.3 Regional

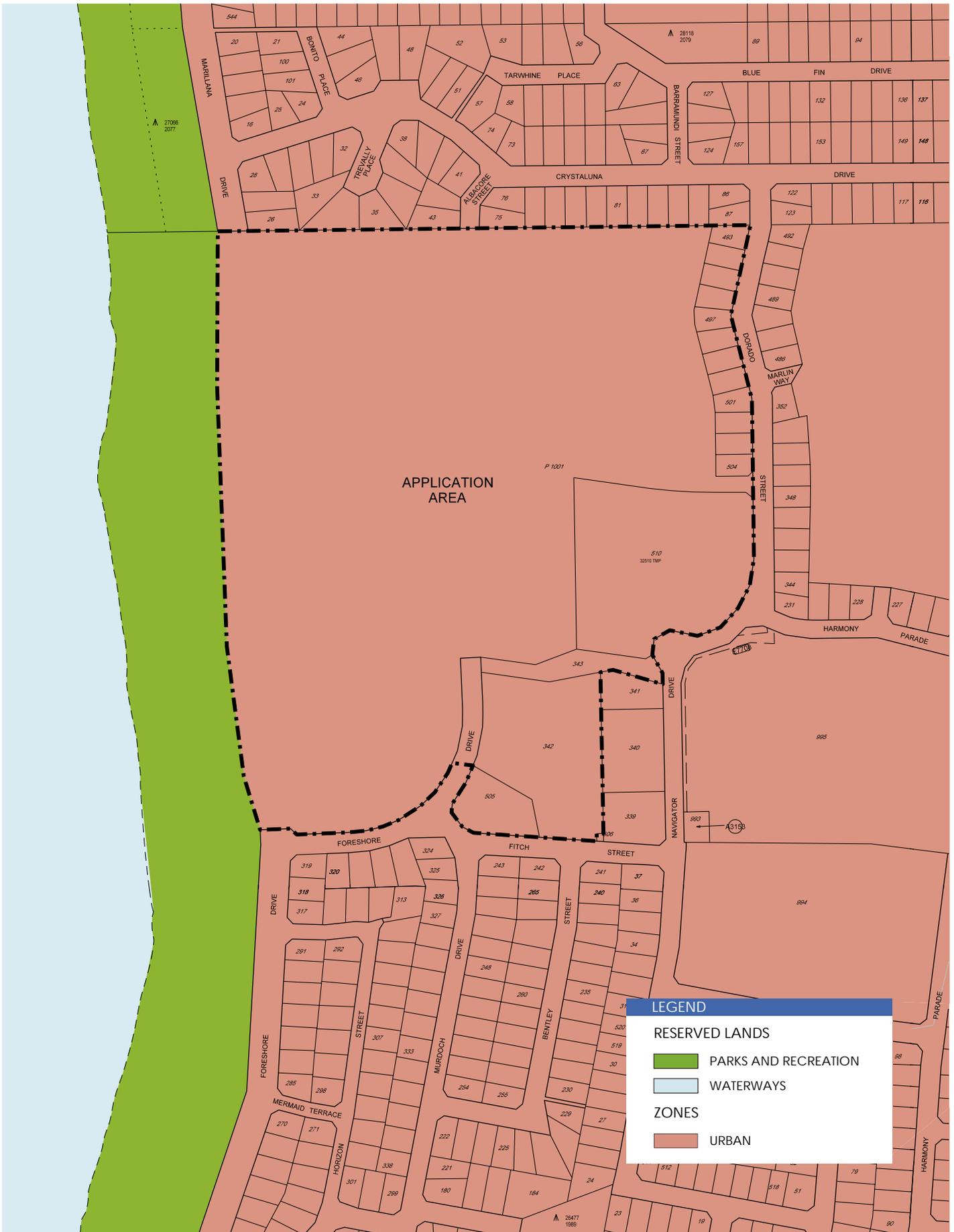
2.3.1 Southwest Corridor Structure Plan (DPUD 1993)

The Structure Plan identifies Singleton as MRS Urban with a band of Open Space separating the Urban area from the ocean. Fremantle – Mandurah Road is shown as a primary road and is separated from the Urban area by a strip of Rural land. There are no other specific Structure Plan requirements that are relevant to Bayshore Gardens project at Singleton.

2.4 Approved Comprehensive Development Plan

The current CDP for Lot 1001 Singleton Beach Road makes provision for a variety of residential, commercial and community land uses. In April 1993 Council resolved to initiate the rezoning of the land comprising Bayshore Gardens Estate from 'Rural' to 'Development' zone under Town Planning Scheme No 1. Council then resolved in September 1993 to grant final approval to the rezoning and requested that the Hon Minister also issue final approval.

The original CDP for the Bayshore Gardens Estate was approved by Council at its meeting on 14 September 1993. In July 1994 Council received a further request to modify the approved CDP. This modification involved a re-alignment of Foreshore Drive. Council approved this modification to the CDP in August 1994. Council approved the most recent modification to the CDP on 23 May 2000. (Refer to Figure 6 - Approved CDP).





LEGEND

METROPOLITAN REGION SCHEME

- PARKS AND RECREATION
- WATERWAYS
- PRIMARY REGIONAL ROADS

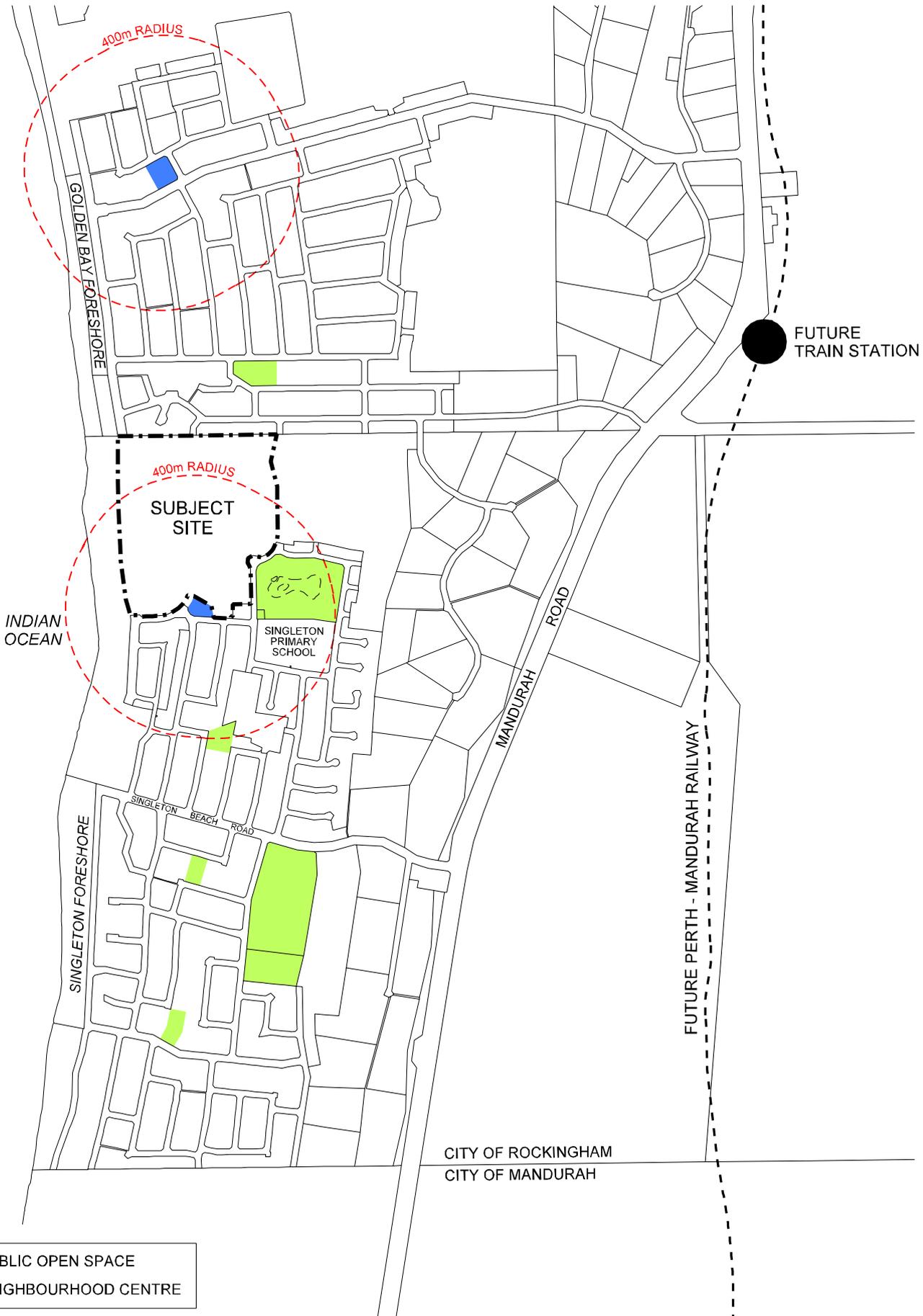
LOCAL SCHEME RESERVES

- CIVIC AND CULTURAL COMMUNITY BUILDINGS (CB)
- LOCAL ROADS
- PUBLIC OPEN SPACE
- PUBLIC PURPOSES (PS, T, WSD)
- PRIMARY SCHOOL (PS)
- TELECOM (T)
- WATER CORPORATION (WSD)

ZONES

- DEVELOPMENT
- RESIDENTIAL
- COMMERCIAL
- SPECIAL COMMERCIAL
- COMMUNITY PURPOSES (CH)

- RURAL
- SPECIAL RURAL
- OTHER
- R CODES
- SCHEME BOUNDARY
- LOCAL GOVERNMENT



- PUBLIC OPEN SPACE
- NEIGHBOURHOOD CENTRE

**BAYSHORE GARDENS - SINGLETON
REGIONAL CONTEXT**

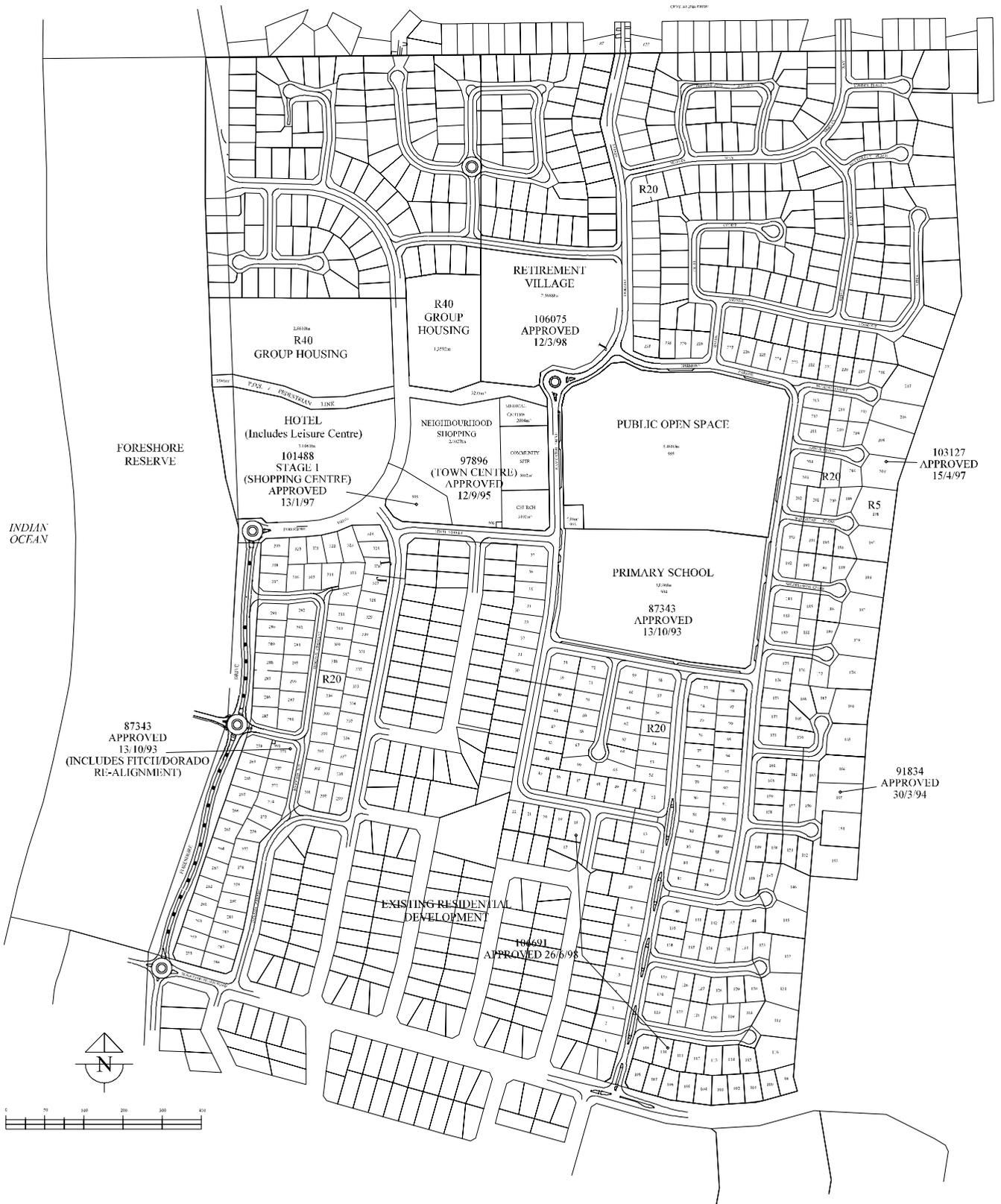
FIGURE NO.

5

DATE
AUGUST 2003



TAYLOR BURRELL BARNETT
Town Planning and Design
187 Roberts Road Subiaco
Western Australia 6008
Telephone: (08) 9382 2311
Facsimile: (08) 9382 4586
admin@taylorburrellbarnett.com.au



COMPREHENSIVE DEVELOPMENT PLAN

LOT 1001
SINGLETON BEACH ROAD
SINGLETON

DEVELOPMENT PLANNING STRATEGIES PTY. LTD. THE COLONNADE, 388 HAY ST, SYDNEY N.S.W. 1585 TEL. 9388 9588 FAX. 9388 9599 E-MAIL. dps@bclstrategies.com.au			
<small>2001 DEVELOPMENT PLAN UNDER THE SUBDIVISION ACT 1988 (AS AMENDED)</small>			
DRAWN: 27/11/99	CHECKED: FRS	DATE: 25/08	
REVISIONS: 1/10/00	LAMP: 1/10/00	DRAWING NUMBER: KAS/0100	

BAYSHORE GARDENS - SINGLETON
**APPROVED COMPREHENSIVE
 DEVELOPMENT PLAN**

FIGURE NO. **6**
 DATE: AUGUST 2003 SCALE: 1:7500

TAYLOR BURRELL BARNETT
 Town Planning and Design
 187 Roberts Road Subiaco
 Western Australia 6008
 Telephone: (08) 9382 2811
 Facsimile: (08) 9382 4586
 www.tbbs.com.au

2.4.1 Residential

The residential lots are mostly coded R20 with a narrow band of R5 lots located on the eastern boundary. Two larger, group housing lots (2.7ha and 1.36ha respectively) are shown coded R40 and a Retirement Village (2.57ha) north of the neighbourhood shopping centre.

2.4.2 Retail

The Neighbourhood Shopping Centre site has been identified with an area of 2.01ha. This site has been partially developed with a commercial building comprising five tenancies and floor space of 500m² and associated carparking. The neighbourhood centre is wholly contained within Lot 505. East of the Shopping Centre are three smaller, special sites identified for the following purposes:

- Medical Centre, Lot 341 (2362m²);
- Community site Lot 340 (5,000m²); and
- Church site Lot 339 (3100m²).

Only the Medical Centre has been developed, however it has been converted to a Child Care Centre. The other two sites are vacant, with the community site having been transferred to the City of Rockingham and the church site purchased by the Anglican Church. These three sites are, however, excluded from the CDP.

West of the Shopping Centre, the CDP identifies a possible Hotel (including Leisure Centre) site of 3.11ha. This proposed land use is no longer considered to be viable given the nature of development that has occurred in Singleton and adjoining areas.



Singleton Neighbourhood Centre

2.4.3 Public Open Space

A major centrally located open space is shown with an area of 5.46ha. It is developed with pathways, grass, lake and an island refuge for wading birds. The park was fully landscaped by Temwood Holdings Pty Ltd and is currently maintained by the City of Rockingham.



Harmony Park

Other open space comprises POS and pedestrian links between the POS and beach foreshore. The two portions amount to 3,591m² and 3,275m² respectively.

The Public Open Space requirement for the CDP was previously calculated and agreed. It has been re-calculated in Section 5.6 - Schedule of POS.

2.4.4 Primary School

A primary school site of 4.0ha is shown in a central location with road frontage on three sides. The School has been developed and is now attended by a full range of students. The School is adjacent to Harmony Park which has been fully landscaped and handed to the City of Rockingham.



Singleton Primary School

2.4.5 Road Pattern

The road pattern of the current CDP provides for two major north – south connections via Foreshore Drive to Marillana Drive in Golden Bay and Navigator Drive to Dorado Street. East – west connections to the foreshore area are limited and indirect. Access Streets and Access Places have been designed on the hierarchical road system with several small cul-de-sacs. The inherent lack of permeability and connectivity is considered to be a major shortfall in the road design with minimal opportunities for residents to be able to walk to important attractions such as the beach, Harmony Park and the Primary School.

The road layout should be highly connected to share traffic and allow people to enjoy a choice of direction in the way they move around the suburb.

3.0 SITE ANALYSIS

3.1 Topography

The proposed development site is mostly flat with a slight rise in elevation from west to east as a result of the natural landform and preliminary earthworks carried out on the site in years past.

3.2 Landform and Soils

The site's landform is characterized by the Quindalup dune system. This is an Aeolian landform of south west Western Australia that extends in a narrow belt along the coastline from Geographe Bay in the south to Dongara in the north. Dunes of the Quindalup system typically form chaots and nested parabolic systems at Singleton. The westernmost Quindalup dunes will be protected within the coastal foreshore area, while the dunes in the eastern part are protected within the Special Rural zone east of the site.

3.3 Vegetation

The vegetation of the site at Singleton has been described in the Report and Recommendations of the EPA in Bulletin 649. It is typical of the Rockingham - Becher Plain and includes the following main vegetation types:

- Grassland;
- Shrubland;
- Open Heathland;
- Closed Scrub; and
- Open Heathland to Shrubland.

Nearly all of the first three coastal vegetation types will be contained within the coastal foreshore area along with a small area of closed shrub. However within the subject land the vegetation has been modified. Clearing restrictions in the special rural zone east of the Singleton site has protected areas of Open Heathland.

3.4 Surface Hydrology and Groundwater

3.4.1 Surface Hydrology

There are no wetlands located within the site.

3.4.2 Groundwater

The groundwater resource of the area is not anticipated to suffer any unacceptable impact. This is based upon the expectation that urban development could lead to greater draw on groundwater sources, however this is compensated for by increased run-off from roofs, and paved areas, watering of gardens with scheme water and therefore the net result is expected to be a slight rise in the water table.

Housing development will result in gardens and additional nutrient input through fertilizers. All houses will be connected to deep sewerage as a condition of subdivision approval and therefore ground water quality is unlikely to be affected.

3.5 Foreshore Reserve

The foreshore reserve area has been the subject of appeals to the Town Planning Appeals Tribunal and the Supreme Court of WA. Foreshore Management works within the Reserve have been completed to the satisfaction of the Western Australian Planning Commission, the Department for Environmental Protection and Rockingham City Council.

This revised CDP does not include any of the land west of the Metropolitan Region Scheme Parks and Recreation reservation boundary.

It is proposed to construct a footpath adjacent to the development edge (within the development area) to define the interface between the foreshore area and residential use.

4.0 COMPREHENSIVE DEVELOPMENT PLAN

4.1 Design Principles

Figure 7 displays the preferred design for the CDP. The CDP was presented to an open public forum on 24th July 2003. The proposed new layout of the CDP is consistent with the principles of Liveable Neighbourhoods and reflects a more sustainable approach to the design of the area.

The following principles were applied to the design of the CDP area:

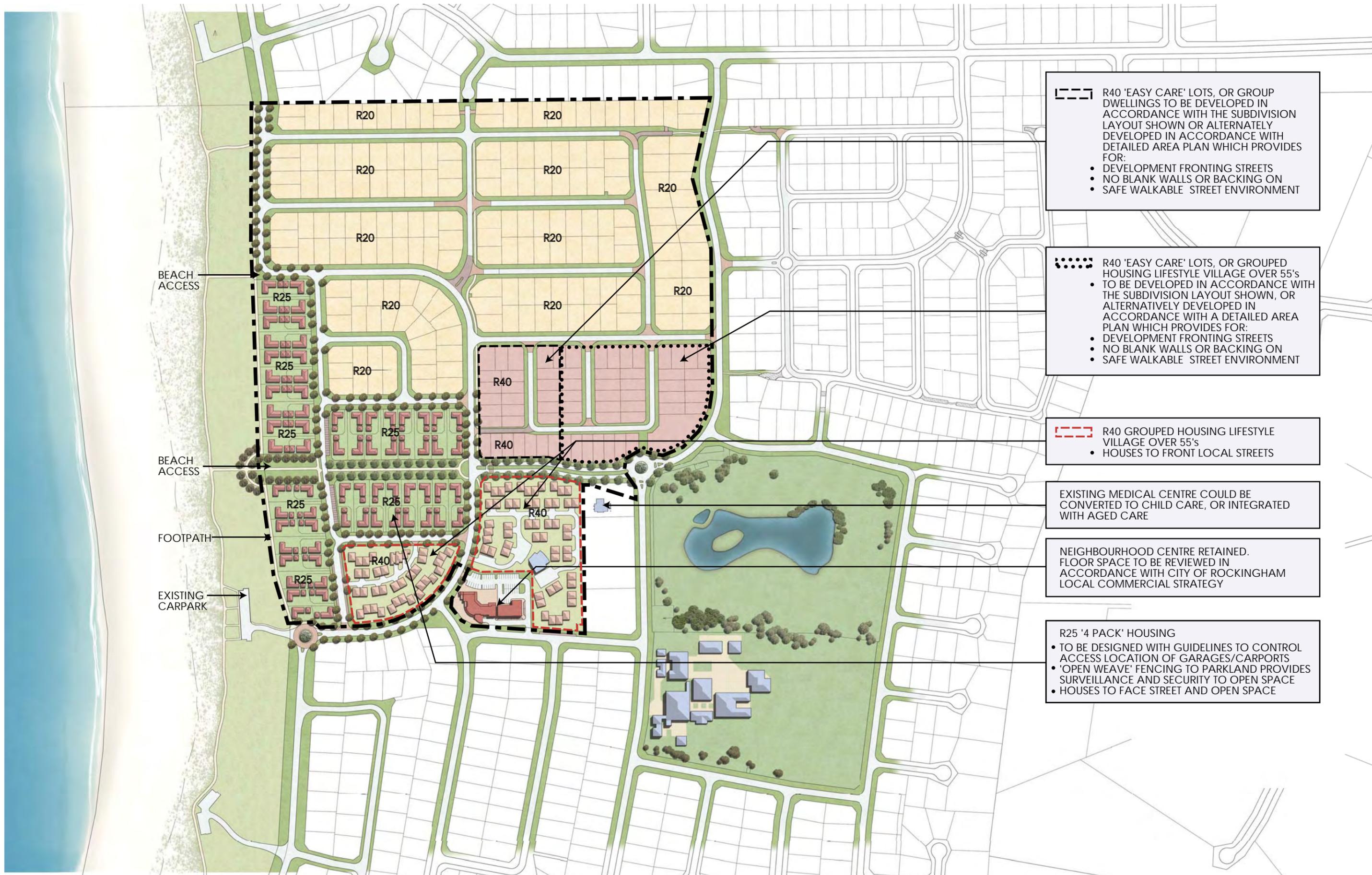
- Providing a permeable and walkable street network which is based on a modified grid system, with a particular emphasis on strong east west roads and pedestrian links to the foreshore;
- The design philosophy promotes residential development having direct road frontage, which enables passive surveillance of the public realm;
- Four-pack housing has been proposed adjacent to the foreshore and linear parkland which enables residential development to front both the parkland and the street;
- Rear access lanes have been provided for the R40 coded lots which enables dwellings to have direct frontage to the high amenity streets without garages;
- The Active Lifestyle Village has been located adjoining the Village Centre. It is advantageous to co-locate the Active Lifestyle Village with the Village Centre, Medical Centre/Childcare Centre, Community Purpose site and the Church site as it provides a community focus precinct within the estate;
- The close proximity of the higher density Active Lifestyle Village and the R40 coded land to the Village Centre, will provide support and help ensure the future viability of the Centre;
- The layout accommodates a variety of lot sizes which enables diversity in housing styles; and
- The street design and the lot layout are sufficiently robust (ie, use of rear access lanes) to accommodate changing land uses over time.

The key differences between the design of the current CDP and the proposed CDP are as follows:

- The hotel site has been removed as it is not considered a viable use given the nature of development in the surrounding areas;
- The POS/pedestrian link has been partially retained, terminating in a park at the foreshore. Furthermore, this form of POS enables an interactive interface of recreation activities between the foreshore and the parkland;
- An east-west boulevard continues the POS/pedestrian link eastwards, providing a safer, more accessible alternative. The boulevard is proposed to be a high amenity street for walking and provides legible access to the beach and foreshore;
- The road network is legible and more permeable in the proposed CDP, with an east west orientated system, which promotes strong linkages with the foreshore;
- The Village Centre has been reduced in area as it was not considered feasible that the surrounding residential areas could support a larger Retail Centre; and
- The Active Lifestyle Villages have been located adjacent to the Village Centre. The higher density of the Active Lifestyle Villages will help support the Neighbourhood Centre and the use complements the surrounding R40 density, the Medical Centre/Childcare Centre and community uses.

4.1.1 Four Pack Housing

Four pack housing is a contemporary design innovation which allows greater passive surveillance of the public realm. This form of development is located directly abutting the foreshore, which enables a high quality streetscape to be created and enhances the coastal environment.



--- R40 'EASY CARE' LOTS, OR GROUP DWELLINGS TO BE DEVELOPED IN ACCORDANCE WITH THE SUBDIVISION LAYOUT SHOWN OR ALTERNATELY DEVELOPED IN ACCORDANCE WITH DETAILED AREA PLAN WHICH PROVIDES FOR:

- DEVELOPMENT FRONTING STREETS
- NO BLANK WALLS OR BACKING ON
- SAFE WALKABLE STREET ENVIRONMENT

... R40 'EASY CARE' LOTS, OR GROUPED HOUSING LIFESTYLE VILLAGE OVER 55's

- TO BE DEVELOPED IN ACCORDANCE WITH THE SUBDIVISION LAYOUT SHOWN, OR ALTERNATIVELY DEVELOPED IN ACCORDANCE WITH A DETAILED AREA PLAN WHICH PROVIDES FOR:
- DEVELOPMENT FRONTING STREETS
- NO BLANK WALLS OR BACKING ON
- SAFE WALKABLE STREET ENVIRONMENT

- - - R40 GROUPED HOUSING LIFESTYLE VILLAGE OVER 55's

- HOUSES TO FRONT LOCAL STREETS

EXISTING MEDICAL CENTRE COULD BE CONVERTED TO CHILD CARE, OR INTEGRATED WITH AGED CARE

NEIGHBOURHOOD CENTRE RETAINED. FLOOR SPACE TO BE REVIEWED IN ACCORDANCE WITH CITY OF ROCKINGHAM LOCAL COMMERCIAL STRATEGY

R25 '4 PACK' HOUSING

- TO BE DESIGNED WITH GUIDELINES TO CONTROL ACCESS LOCATION OF GARAGES/CARPORTS
- 'OPEN WEAVE' FENCING TO PARKLAND PROVIDES SURVEILLANCE AND SECURITY TO OPEN SPACE
- HOUSES TO FACE STREET AND OPEN SPACE

BEACH ACCESS

BEACH ACCESS

FOOTPATH

EXISTING CARPARK

The modules consist of four residential green title sites with a shared driveway access. Garages or carports for all four residences are to be located in a central courtyard not directly visible from the street. Design guidelines will be prepared to ensure that consistent design elements such as roof height, pitch, building materials, colours are maintained. Buildings are anticipated to be mostly single storey, however two storey elements could be included. The western lots will have an outlook over the foreshore area and a pathway will be constructed along the western boundary of the lots to clearly define the interface of the public and private domain. A height differential will also be implemented to reinforce this demarcation. Fencing along this edge will be visually permeable, to allow passive surveillance, without compromising privacy. The eastern lots will address Road 6 and enable passive surveillance over the street environment. (Refer to Figure 8 - 4 Pack Site Plan and Elevation)



Figure 8 – 4 Pack Site Plan and Elevation

4.1.2 Active Lifestyle Village

Active Lifestyle Villages have been proposed in the south east corner of the subject site, adjacent the Village Centre. Whilst some facilities will be provided within the development, the higher density of the Active Lifestyle Villages will ensure support for the Village Centre and complement the surrounding R40 'easy care' lots. Furthermore, the Medical Centre/Childcare Centre, the Church site and the Community Purpose site, which all surround the Active Lifestyle Village, will facilitate the creation of a community node within the estate and adjoining residential areas. It is intended that the units within the Village will address the perimeter roads (Road 5 and Road 9), promoting passive surveillance instead of presenting a solid wall to the street.

4.2 Land Use Mix and Residential Densities

The land use mix throughout the estate will consist of:

- Residential lots;
- 4 Pack Housing;
- Active Lifestyle Village;
- R40 'easy care' lots;
- Community Purpose Site;
- Medical Centre/Childcare Centre;
- Public Open Space; and
- Drainage Facilities.

An R20, R25 and R40 density is proposed over the CDP area (Refer to Figure 7 – Comprehensive Development Plan). The proposed density codings fall into the parameters of the approved CDP. The neighbourhood centre has been reduced in size due to feasibility concerns and an Active Lifestyle Village has been proposed in this area. The higher density of the Active Lifestyle Village is considered appropriate, as it will provide support for the Village Centre in addition to complementing the adjoining R40 'easy care' lots. These areas of higher density have the advantage of being well located adjoining POS, which will allow the amenity benefits afforded by the POS to be maximised.

4.3 Lot Yield

The total lot yield for the CDP is 320 lots, with the largest proportion of lots having a R20 density code (Refer to Table 1). Another two medium density lots will yield 88 units.

Table 1: Lot Yield

Lot Density	Number of Lots/Units	Percentage of Lots
R20	181	59%
R25	68	22%
R40	57	1.5%
R40 Lifestyle Village	2/91	0.006%
Total	308/397	100%

4.4 Key Stakeholder Consultation

Consultation with the key stakeholders has occurred with several meetings during the course of the preparation of the revised CDP. Meetings took place with officers from the City of Rockingham, Singleton Progress Association, owners of the North East Sector, representatives of the Golden Bay Progress Association, principal of the Singleton Primary School, Anglican Church, and residents of Singleton. A public information evening was also held in the Singleton Community Hall on 24th July 2003, attended by approximately 60 – 80 people which provided an opportunity for residents to examine the draft CDP and discuss the plan with the owner's representatives. Few major concerns were raised with the plan, however the size of proposed lots was a common query.

4.5 Transport Traffic Safety and Management

4.5.1 Road Network

The new CDP design incorporates a highly inter-connected local street system which provides a choice in travel direction, travel distances and creates a legible and permeable network. The road network features a boulevard which partially replaces the previous POS/pedestrian link and ultimately provides a safe, more accessible alternative. As a result, rear lane access has been provided for the R40 lots which directly address this boulevard.

Generally the area features a grid road system, with a specific emphasis on the east west links to the foreshore and consideration being given to providing a choice of connections to the main travel routes. The network distributes traffic and provides robustness for the future changes in landuse and traffic needs. An additional strong north south route, adjacent to the four pack housing, has been included into the design to ensure the grid road network is maintained. It is proposed that this link will have paving treatments to ensure low traffic speeds along this route.

The road hierarchy is consistent with the principles of Liveable Neighbourhoods Edition 2.

4.5.2 Traffic Volumes

The City of Rockingham confirmed that there is no recent traffic count data available for the existing road network adjacent to the Bayshore Gardens Estate.

The expected future traffic volumes associated with the residential component have been based on the assumption that each household will generate a total of 7 vehicle trips per day. For the Aged Persons Village it has been assumed that each unit would generate a total of 2 vehicle trips per day.

The trip attractors within the estate include the Church and community purpose site. Although a number of trips to these attractors will be from the residences in the Bayshore Gardens Estate, there will be some trips to these attractors from origins external to the site.

It has been assumed that the Church and community purpose site would generate a maximum of 100 vehicle trips per day and that 25% of those trips would be generated by the residences of Bayshore Gardens Estate. Therefore, the facilities have been assumed to attract in the order of 75 vehicle trips from external to the site. It is considered that this provides a conservative assessment of the total daily trip generation of the estate.

The predicted traffic generation associated with the Bayshore Gardens Estate is shown in Table 2.

Table 2: Future Predicted Traffic Generation

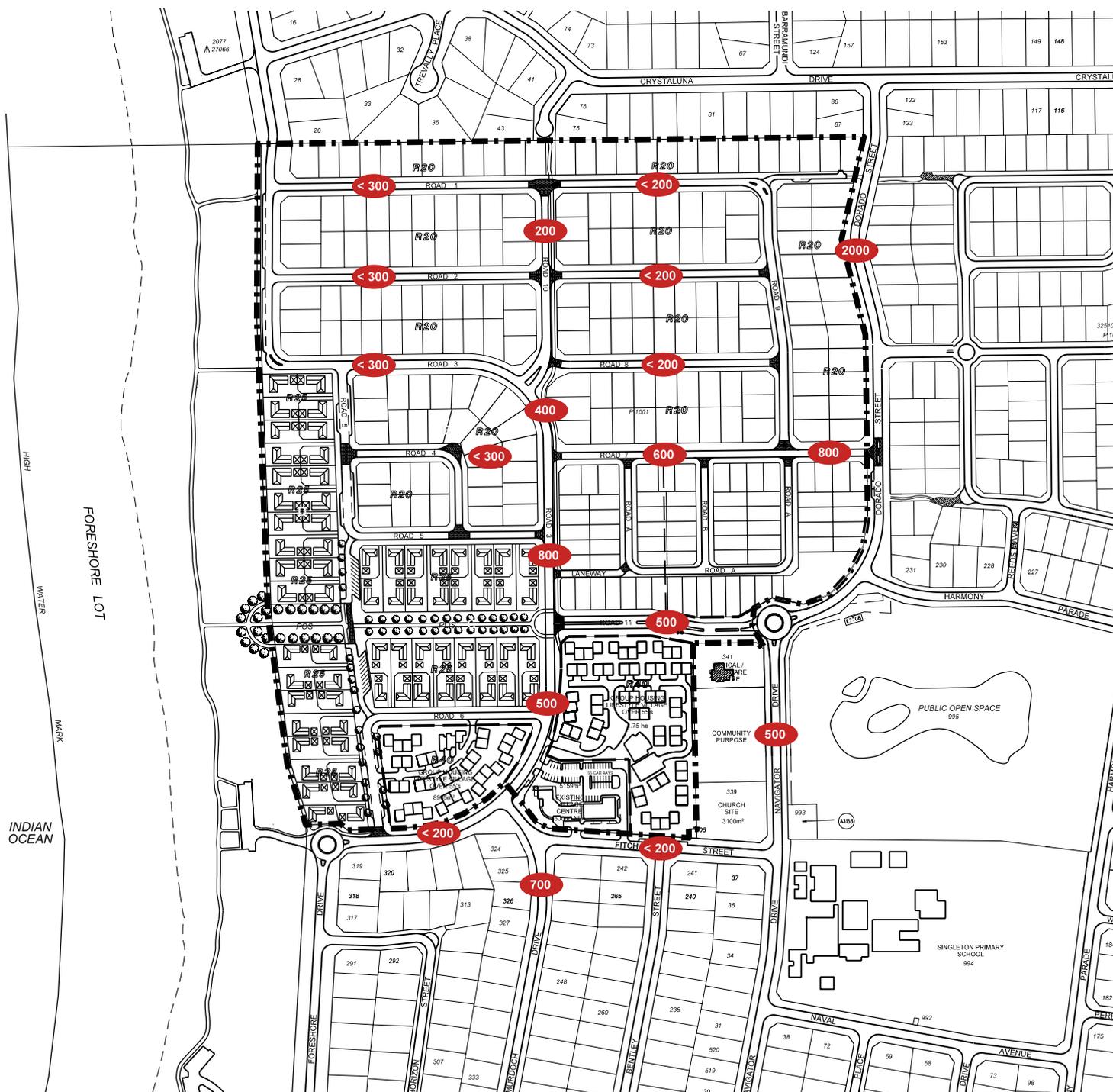
Land Use	Lots	Ave. Residences per lot	Total Daily Trips
R20 housing	181	1	1,267
R25 housing	68	1	476
R40 housing	57	1.5	598
R40 - Aged Persons Village	2	91	364
Church and Community Purpose Site	1	-	75
Total			2,780

The traffic volumes have been distributed on the following basis:

- 5% of trips are to the community purpose site, Singleton Primary School and Public Open Space;
- 35% of trips are to Mandurah Road south (via Murdoch Drive or Navigator Drive); and
- 60% of trips are to Mandurah Road north (via Dorado Street and Crystaluna Drive).

An estimate of the likely resulting traffic volumes across the road network is shown in Figure 9.

From Figure 9, it can be seen that the layout of the road network allows the traffic to be dispersed through the estate and that the proposed road hierarchy is adequate to cater for the predicted traffic volumes.



LEGEND

 APPLICATION AREA

TRAFFIC VOLUMES

Bayshore Gardens, Singleton
A Temwood Holdings Project



s: 1:5000@A4
d: Sept 2010
j: 01/030

figure
09

4.5.3 Safety Management

All intersections, roads and footpaths will be designed to the relevant Austroads standards.

The current layout meets the sight distance requirements for Safe Intersection Sight Distance (SISD) for a 50kph posted speed limit. The Approach Sight Distance (ASD) for 50kph is achieved on each approach to each leg of the intersections.

The proposed layout and intersection treatments have been designed to discourage high vehicle speeds with the aim of providing a safe environment for all. The intersections have been highlighted through the use of a raised paved area and a number of streets will be landscaped to provide a visual narrowing effect.

4.5.4 Public Transport

The existing bus services run along Mandurah Road and primarily serve as a link between Mandurah and Perth.

However, it is recognised by the Public Transport Authority (PTA) that the route along Mandurah Road is not ideal given that the road is heavily trafficked and difficult for pedestrians to cross to and from the bus stops located on the eastern side. In addition, the route skirts the eastern boundary of the residential area and therefore has a limited catchment. Therefore, PTA has indicated that it is desirable to provide a more central route to the west of Mandurah Road which will have a larger catchment from the residential area and will be on less busy roads.

At this stage, PTA considers that any modification to the existing service is likely to occur when the new southern rail line opens and there is a need for a bus service to connect to the new rail stations at Mandurah and Waikiki. From initial discussions with PTA, the most likely route between Navigator Drive and Warnbro Sound Avenue would be via Dorado Street, Crystaluna Drive, Barramundi Street, Yarney Street and Dampier Drive. In this case, the majority of residences in the Bayshore Garden Estate will be within 500m walking distance of a bus route.

PTA has indicated that the typical bus stop spacing is between 300m and 400m. The distance between Naval Avenue and Crystaluna Drive is approximately 800m and therefore, there is potential for two bus stops to be provided along this section of the route.

Figure 10 shows suggested bus stop locations to serve the Bayshore Garden Estate, one of which is adjacent to the aged persons village and community purpose site. It is important that a good pedestrian link from the aged persons village to the footpath along the western side of Navigator Drive is incorporated in the site layout such that there is no requirement for pedestrians to walk around the block to access the bus stop.

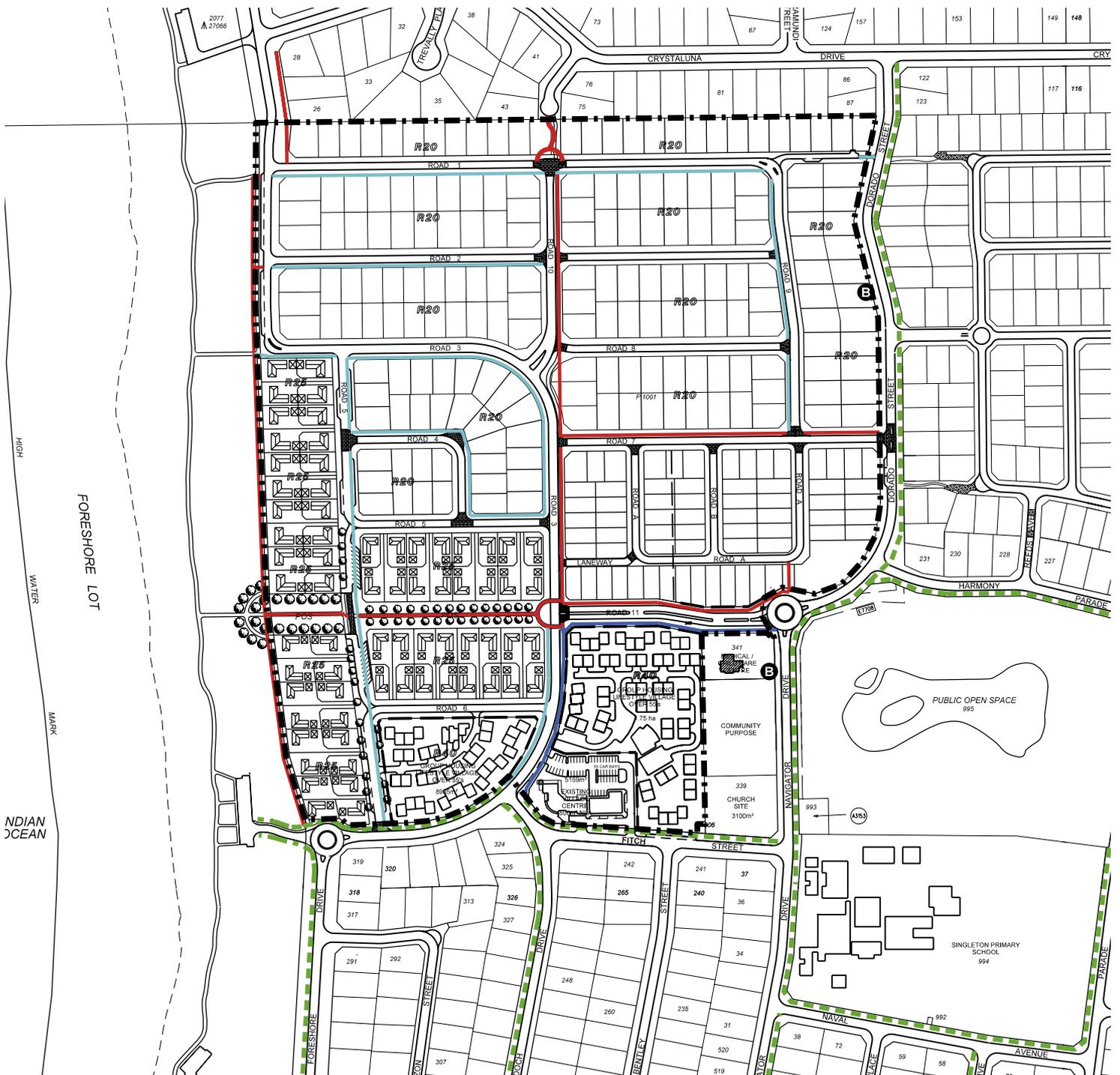
It is noted that the roundabout intersection of Navigator Drive and Dorado Street is already constructed. Should the proposed bus route come to fruition, this will need to be reviewed at a later date to determine if any modifications are required to accommodate the bus movements.

4.5.5 Shared Paths/Cycle Path Routes

A network of footpaths and shared paths is proposed along the envisaged main desire routes, through the public open space areas and to provide access to the beach as shown on Figure 10. Footpaths on access streets will be provided on one side of the road in accordance with Council and Liveable Neighbourhood's requirements. The footpath widths should be 1.5m minimum width. Pram crossings are required at all road crossings.

On the site bounded by Fitch Street, Foreshore Drive and Navigator Drive, it is proposed that a continuous shared path is provided around the perimeter. The desirable shared path width in this location is 2.5m which provides additional room for the elderly living in the Aged Persons Village. Other shared paths through the site should be a minimum of 2.0m and preferably 2.5m on neighbourhood connectors or arterial routes providing major access to a school.

Access streets will carry small volumes of vehicular traffic and will be cyclist friendly. Younger cyclists may also use the footpath network.



LEGEND

-  APPLICATION AREA
-  2.5m SHARED PATH
-  2.0m SHARED PATH
-  1.5m FOOTPATH
-  EXISTING FOOTPATHS
-  BUS STOP

MOVEMENT NETWORK

Bayshore Gardens, Singleton
A Temwood Holdings Project



s: 1:5000@A4
d: Sept 2010
j: 01/030

figure
10

4.6 Public Open Space

The current CDP identifies a large, centrally located Public Open Space area adjacent to the Singleton Primary School. This site has an area of 5.4ha and has been fully developed by Temwood Holdings Pty Ltd. As well as being fully reticulated with a bore and extensively landscaped, the POS includes a large permanent lake and sanctuary island with an encircling brick paved, pathway system. There are also parking areas, lighting and an amphitheatre located in the POS.

The Public Open Space schedule set out in the earlier CDP report confirmed that a total Public Open Space contribution of 8.5% for the estate was provided once the various deductions and credits were taken into account. WAPC Policy DC 2.3 requires that where practicable 10% of the gross subdivisible area is to be given up free of cost and vested in the Crown as a reserve for Recreation. The Policy also includes provision for development of open space by the subdivider to be taken into account as cash in lieu.

Based upon the earlier report and POS Schedule the subdivider requested support from the City of Rockingham for the spending of cash in lieu funds on the development of the POS being set aside by the subdivider. That request was supported by the City as evidenced by the letter dated 26 August 1994, which is appended in Appendix A. The POS has been developed and vested in the Crown. The City's letter confirmed that it was prepared to accept a cash in lieu contribution for the POS short fall of 1.24ha.

The following POS Schedule Table 3 has been revised to reflect the changed circumstances of the project and recent WAPC subdivision approvals.

Table 3: POS Schedule

GROSS SITE AREA	105.9551 ha
DEDUCTIONS:	
Foreshore Reserve	26.2222 ha
Proposed Foreshore Drive Road Reserve	1.7550 ha (1)
Neighbourhood Shopping Centre	0.5150 ha (3)
Medical Centre	0.2362 ha
Church Site	0.3100 ha
Primary School	4.0400 ha
Sewer Pump Station	<u>0.0750 ha</u>
Total deductions	33.1534 ha
NET SUBDIVISIBLE AREA	72.8017 ha
POS (10%)	7.28017 ha
POS Provided	
Unrestricted Open Space (Minimum 80% or 5.824 ha)	
Harmony Park	5.0600 ha (2)
Linear Park	0.5475 ha
Community Purpose Site	<u>0.5000 ha</u>
Total	<u>6.1075</u>
Restricted POS Provided (Maximum 20% or 1.456ha)	
Harmony Park Lake	0.4000
Total	0.4000
Total	6.5075 ha
Total POS Provided	6.5075 ha or 8.9386%
Shortfall	1.061% or 0.7726 ha

The schedule has been modified from the originally submitted schedule (attached as part of the CDP) as follows:

- (1) The Foreshore Drive road reserve (approved as a deduction under the previous CDP) has been defined more accurately and as such has been reduced to 1.755 ha.
- (2) Harmony Park has now been reduced by 4000m², as the lake is provided as restricted open space in accordance with Liveable Neighbourhoods 4.
- (3) Further to our previous discussions, we request that the neighbourhood centre remain as 0.5150 ha as it was a City of Rockingham requirement that the centre be this size when it adopted the Revised CDP in June 2006 (see attached).

As noted, as a result of these modifications to the schedule, there is now a POS (land component) shortfall of 1.061% or 0.7726 ha. To satisfy the WAPC that this shortfall has been adequately covered through previous cash-in-lieu expenditure, correspondence from the City of Rockingham from August 1994 is attached, stating that at that point in time there was a 1.24 ha POS shortfall for which a cash-in-lieu contribution was accepted. Also attached is another piece of correspondence from the City of Rockingham outlining the City's acceptance for the handover of Harmony Park (where the cash in lieu expenditure occurred).

The POS being provided is 8.5% with the shortfall being 1.5% and calculated to be 1.0796ha. In accordance with Commission's Policy DC 2.3 section 3.6.2 a maximum of 8% open space land provision and 2% cash in lieu expenditure on the development of land is permitted. The POS land has been developed with substantial improvements and maintenance of the park accepted by the City of Rockingham.

In 1998, 1.079ha of land at Singleton was valued at approximately \$215,800.00.

The extent of funds expended by the subdivider in 1998 on the development of the POS land has been documented as follows:

Reticulation to reserve	\$40,445
Bore	\$63,726
Planting in reserve	\$110,600
Lighting within Reserve	\$37,169
BBQ	\$5,642
Playground equipment	\$14,450
Pathways	\$20,000
Amphitheatre	<u>\$8,000</u>
Total	\$302,032

The POS provided for the Bayshore Gardens CDP is therefore comprised of 8.5% open space land and 1.5% Cash in Lieu expenditure on the development of the land. It is anticipated that there will be further development of the four proposed pocket parks to be developed near the foreshore area as part of the future development.

The 10% POS requirement for Bayshore Gardens has therefore been satisfied in full and any current or future subdivision approvals issued by the WAPC should not attract a condition requiring the provision of POS land or Cash in Lieu payment.

5.0 ENGINEERING REQUIREMENTS

5.1 Earthworks and Site Works

The area has been previously the subject of major earthworks. There will be a requirement for some additional earthworks to accommodate the road layout as proposed, however these works can be readily incorporated into the existing ground form.

Proposed retaining walls are to be constructed to facilitate dwelling construction and to assist in maximising views from lots.

5.2 Servicing

5.2.1 Road

The proposed road system will link to the existing infrastructure. Intersection treatments are proposed to be constructed of brick paving or similar and coloured asphalt in selected areas to assist with the definition of road hierarchy. Roads will be constructed to the City of Rockingham's standards.

The main road links are the continuation of Foreshore Drive to the north, and the east west boulevard treatment from the existing Navigator Drive roundabout to the west.

5.2.2 Stormwater Drainage

Local drainage sumps are proposed to be constructed to cater for stormwater runoff from roads. Stormwater runoff collected in roadside gulleys will be conveyed by pipe networks to discharge at the sumps.

Individual lots will be required to contain and absorb runoff within each lot. Drainage systems will be constructed to the City of Rockingham standards.

5.2.3 Water Supply

Existing Water Corporation water mains on the perimeter of the site are designed to service the subject land. The Water Corporation is expected to levy residential headworks charges as appropriate to each lot at the time of subdivision. Fire hydrants will be installed to comply with FESA requirements.

5.2.4 Wastewater Disposal

Water Corporation controlled reticulated sewerage on the southern and eastern side of these lots has been designed to cater for this section of Bayshore Gardens.

Water Corporation headworks charges are expected to be levied on each lot at subdivision.

5.2.5 Power Supply

Underground power is available for amplification and extension to service these lots. On-ground transformers will be required to be installed where necessary.

5.2.6 Telecommunication/Alinta Gas

Existing Telstra, MATV and Alinta Gas mains within Bayshore Garden abut the proposed subdivision. These can be extended to service the proposed lots provided that adequate notice of proposed developments is provided to relevant service authorities.

6.0 CONCLUSION

Current development within the Bayshore Gardens estate has been guided by the 1993 Comprehensive Development Plan for Lot 1001 Singleton Beach Road, Singleton. However, significant modifications have been made to the CDP since that time, which takes into account changing market demands and contemporary design objectives in accordance with Liveable Neighbourhoods. The proposed land uses and residential coding of the revised CDP is consistent with the current CDP in most respects except for the removal of the Hotel. Portion of the east-west pedestrian link has been replaced with a short boulevard and a linear park that terminates in a coastal pocket park. The new CDP has greater diversity and land use mix and provides legible safe streets for the enjoyment of the community and residents.