

# MYRUP FLY-IN ESTATE STRUCTURE PLAN

LOT 900 MERIVALE ROAD, MYRUP

SHIRE OF ESPERANCE

JULY 2023



**BURGESS** | DESIGN  
GROUP  
TOWN PLANNING + URBAN DESIGN



LOT 900 MERI VALE ROAD,  
MYRUP

Shire of Esperance

25 July 2023

Myrup Fly-In Estate Structure Plan  
(With Amendment No.1)

Issue 4

Prepared for: The Owners of Myrup Fly-in Estate

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Job code: MYA ESP ST

File reference: 230725RLGA\_Myrup Fly-In Estate Structure Plan v2

Revision No: 4 (Amendment 1)

# ENDORSEMENT OF THE MYRUP FLY-IN ESTATE STRUCTURE PLAN

This structure plan is prepared under the provisions of the Shire of Esperance  
Local Planning Scheme No. 24

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

**2012**

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

Date of Expiry: 19 October 2025

TABLE 1: TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC
1	<p>a) Amend the Structure Plan so it supports the creation of 18 lots for residential and hangar use, 19 lots for hangar use only, one lot for holiday accommodation, and common property.</p> <p>b) Amend the Structure Plan to reflect existing development in accordance with Survey Strata Plan 60076.</p> <p>c) Updates to Part 1 in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>d) Updates to Part 2 to reflect the current planning framework (including the Shire of Esperance Local Planning Scheme No.24, and Local Planning Strategy 2017).</p>	Minor	<b>03 August 2023</b>

# EXECUTIVE SUMMARY

This Structure Plan applies to land generally bound by Merivale Road to the south, Fisheries Road to the north and west, and rural land to the east, being the land located within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map (refer Plan 1). This Structure Plan will guide the development of 38 survey strata lots (comprising 18 residential and hangar lots; 19 hangar lots; and one (1) lot which will accommodate 4 holiday accommodation units).

A summary of all key statistics and planning outcomes of the structure plan is provided in Table 2 below:

TABLE 2: SUMMARY TABLE

ITEM	DATA	REPORT REF.
Total area covered by the Structure Plan	115.81 hectares	1.3
Area of each land use proposed:	Hectares      Lot Yield	
- Residential & Hangar Lots	6.1574 ha      18	4.1
- Hangar Lots (Only)	1.3026 ha      19	4.1
- Holiday Accommodation Lot	0.1034 ha      1	
- Common Property	108.86 ha	4.1
- Roads	2.5773 ha	4.1
- Taxiways	4.9034 ha	4.2.1
Total estimated lot yield	38	4.1
Estimated number of dwellings	18	4.1
Estimated residential site density	0.16 dwellings per site hectare	4.4
Estimated population	46.8	4.4

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## PART ONE | IMPLEMENTATION



## 1.0 STRUCTURE PLAN AREA

This Structure Plan applies to Myrup Fly-in Estate:

- Lot 900 on Survey Strata Plan 60076

being the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map.

## 2.0 OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the WAPC.

## 3.0 STAGING

Development of the site will be undertaken in stages, each of which will commence upon the issue of subdivision and/or development approval.

## 4.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

### 4.1 Land Use Permissibility

Land use permissibility shall be in accordance with the Structure Plan Map and the special uses set out in Schedule 5, Special Use 4 (SU4) in the *Shire of Esperance Local Planning Scheme No.24*, except that:

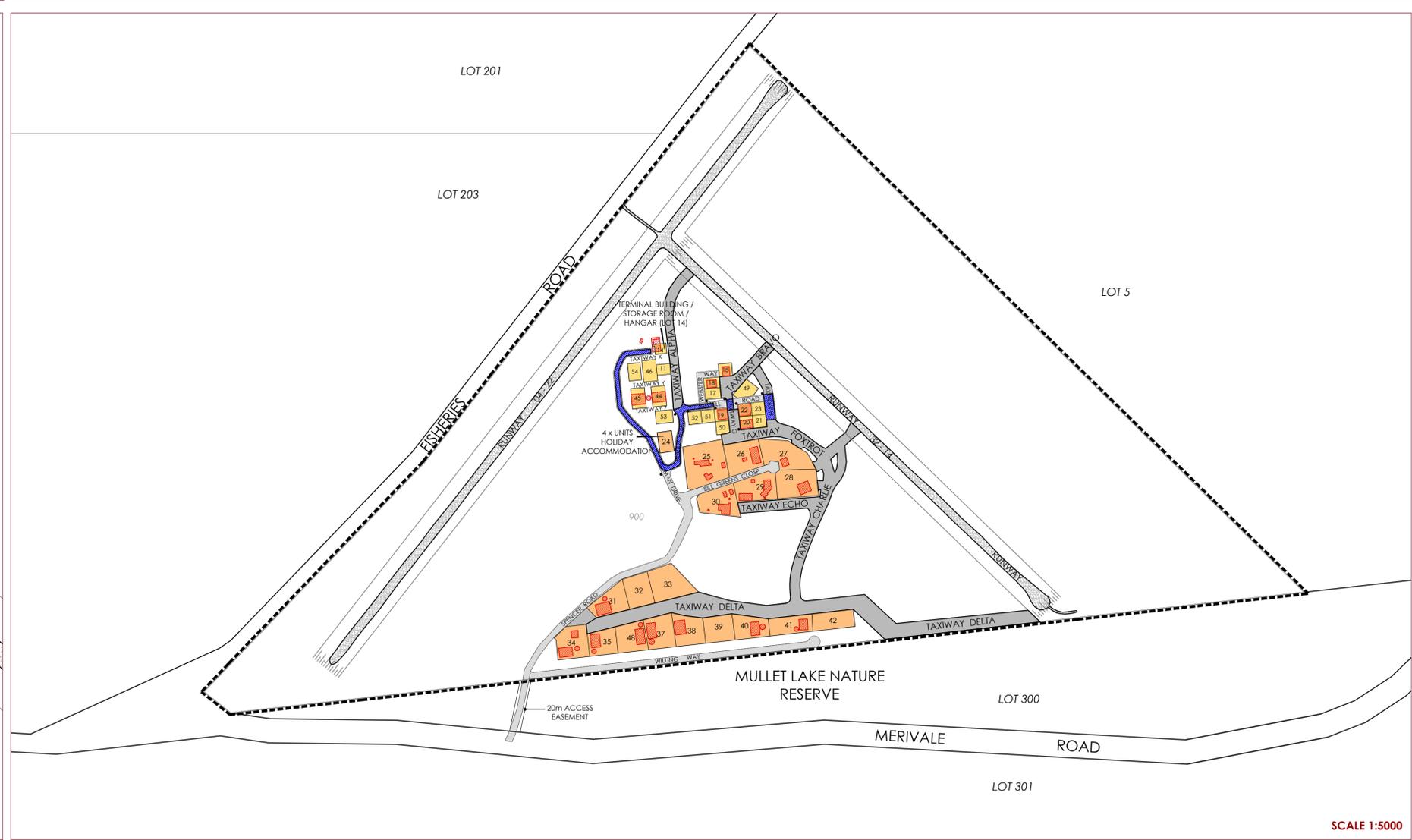
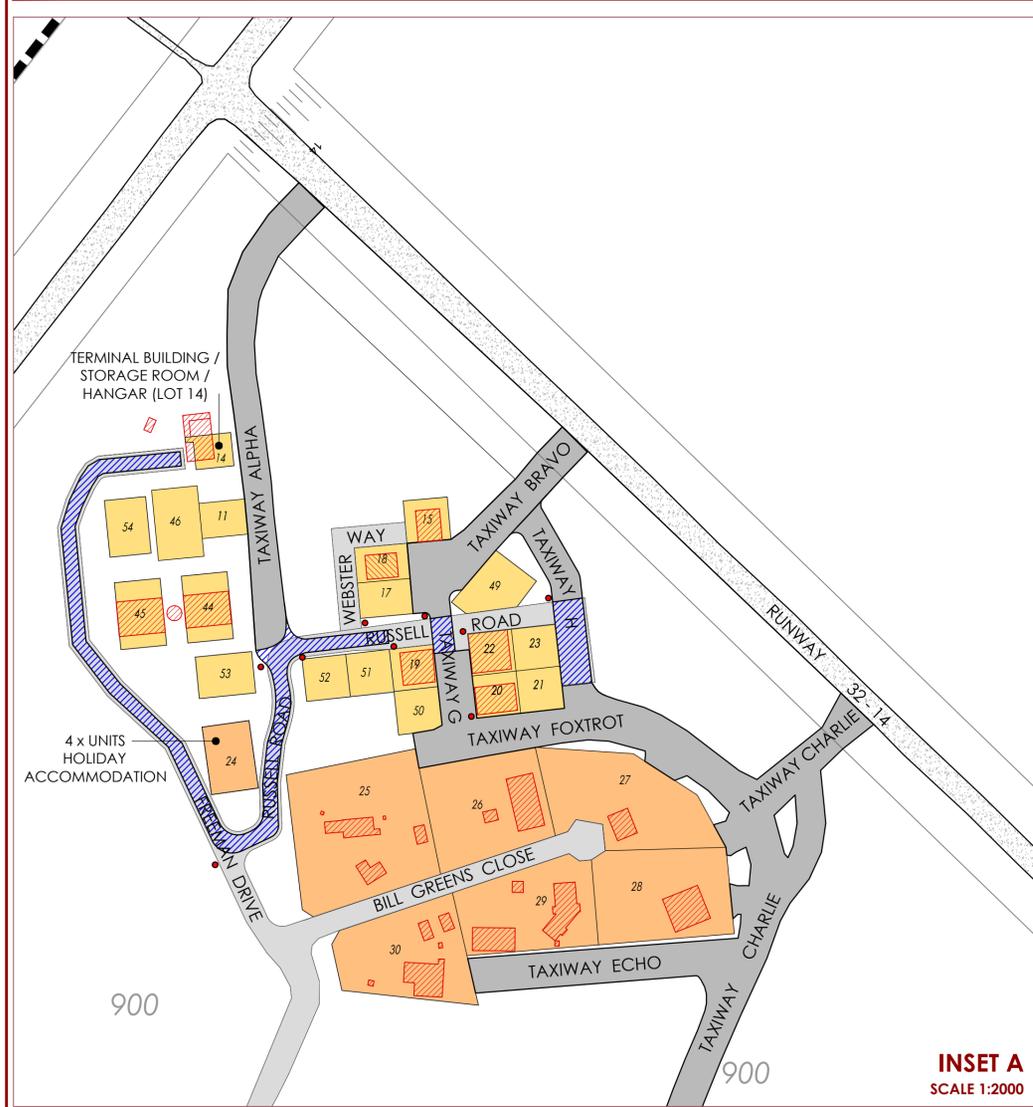
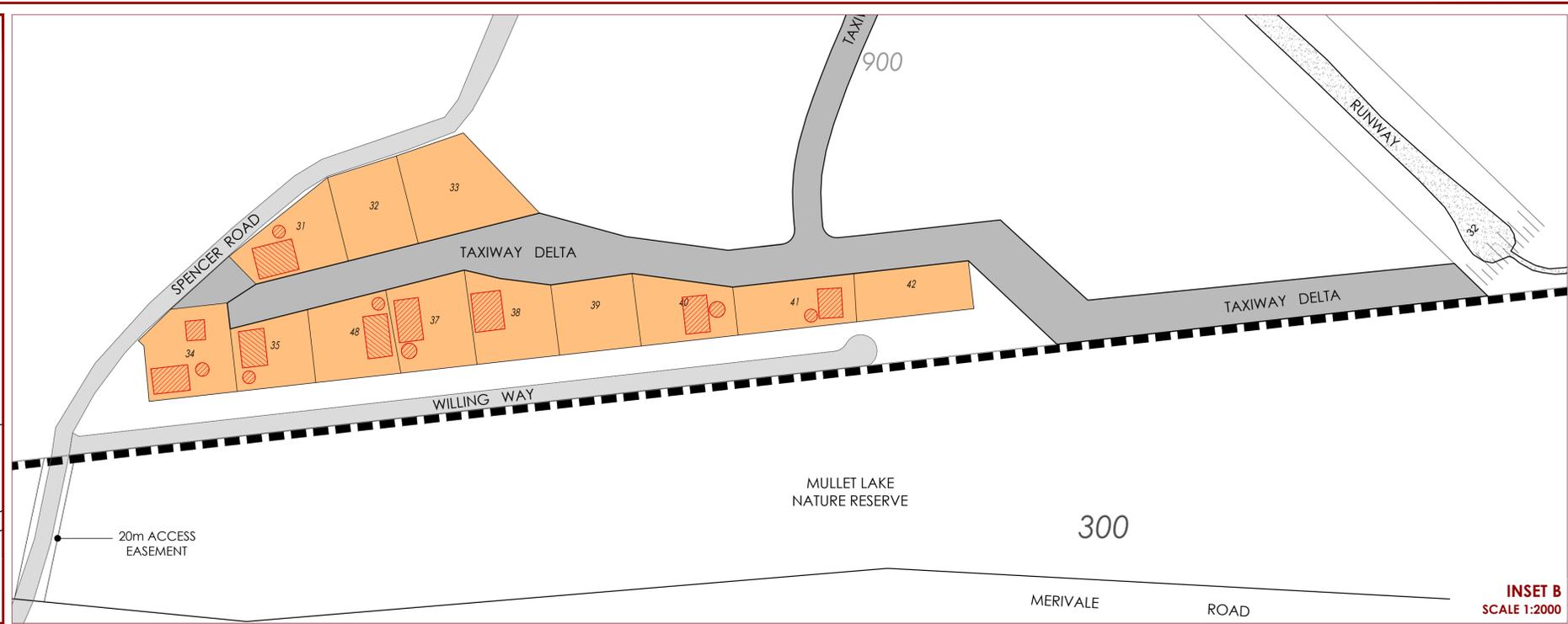
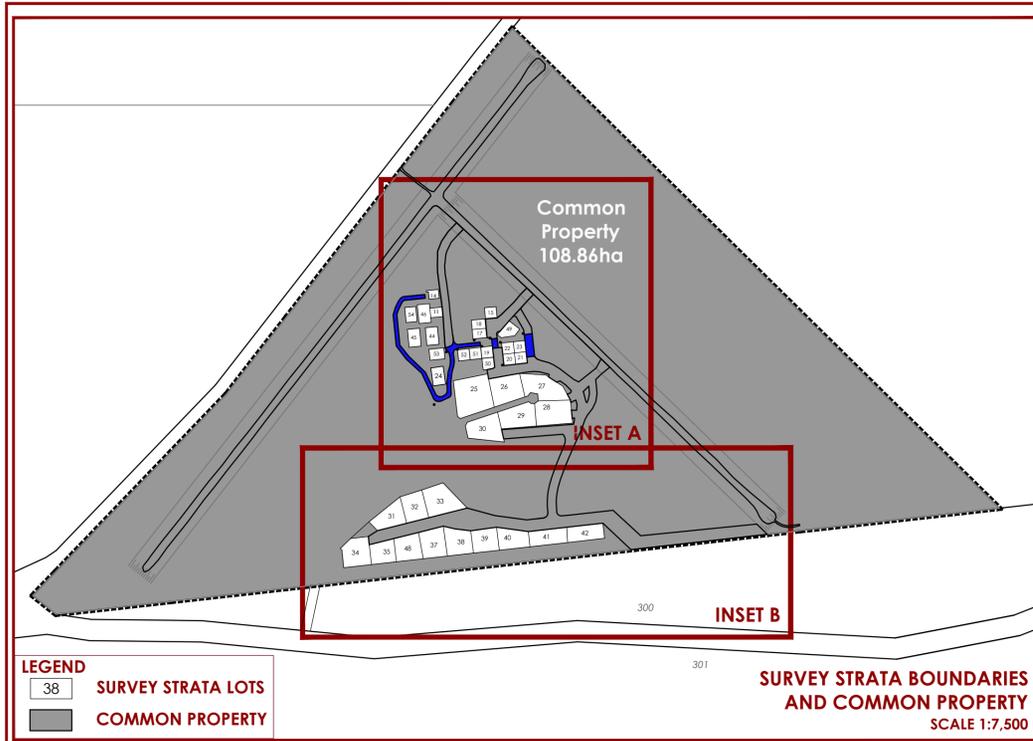
- Residential uses including Single House, Holiday House, and Holiday Accommodation are not supported **on land identified as 'Hangar Lots' on the Structure Plan Map**. The Development of aircraft **hangars shall be considered in accordance with the 'Airfield' ('D')** use.

Incidental activities which are consistent with the objective of the Special Use 4 zone may be considered by the Shire.

## 5.0 ADDITIONAL INFORMATION

TABLE 3: ADDITIONAL INFORMATION

ADDITIONAL INFORMATION	APPROVAL STAGE	CONSULTATION REQUIRED
Details on the type of on-site sewage treatment system and the appropriate location (land application area) for on-site sewage disposal (as per the Site and Soil Evaluation).	Development Approval	Shire of Esperance and Department of Health



**LEGEND**

- [Dashed Box] SUBJECT SITE
- [Orange Box] RESIDENTIAL & HANGAR LOTS
- [Yellow Box] HANGAR LOTS (Outdoor, grassed)
- [Grey Box] VEHICLE ACCESS (12m Trafficable Access way)
- [Dark Grey Box] TAXIWAYS (20-25m wide with 40m wide strategic passing points)
- [White Box with Dotted Pattern] RUNWAY
- [Red Box with Dotted Pattern] EXISTING BUILDINGS & STRUCTURES
- [Blue Box with Dotted Pattern] DUAL ROAD & TAXIWAY
- [Red Circle with White Center] GIVE WAY TO AIRCRAFT SIGNS
- [North Arrow Symbol] NORTH (A1)

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**STRUCTURE PLAN**  
**MYRUP FLY-IN ESTATE**  
**LOT 900 FISHERIES ROAD, ESPERANCE**  
**SHIRE OF ESPERANCE**

Plan No: MYA ESP 2-03c Client: MYRUP FLY-IN ESTATE PTY LTD  
 Date: 27.07.23 Planner: JB

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## PART TWO | EXPLANATORY SECTION



## 1.0 INTRODUCTION

Burgess Design Group has been appointed on behalf of The Owners of Myrup Fly-in Estate SSP 60076, the registered owners of Lot 900 (No.65) Merivale Road, Myrup (hereon referred to as the 'subject land') to prepare a Structure Plan required by Special Use 4 provisions of Shire of Esperance Local Planning Scheme No.24.

The site is bounded by Fisheries Road to the north west, Mullet Lake Nature Reserve and Merivale Road to the south and private landholdings to the north east.

The Structure Plan will facilitate the subdivision and development of a fly-in estate to complement the existing airfield and airfield related operations on the site. The proposed development aims to foster all aspects of flying including the advantage of residential development alongside light aircraft storage, student flight training, charter flying, water bombing firefighting, scenic tour flying, flying for sport, gliding, ultra-lights, providing accommodation for flying patrons and small aircraft repair, maintenance and re-fuelling.

The concept of fly-in estates, whilst relatively new to Western Australia, is well established in the United States. Often these facilities are known as 'Airparks'.

The following report provides an overview of the site characteristics, the local and regional context, the findings of preliminary technical investigations and explains the rationale of the Structure Plan design and the statutory framework that will guide its implementation.

The Structure Plan has been formulated by Burgess Design Group in collaboration with a team of specialist consultants, who have provided technical input in relation to matters as follows:

Bio Diverse Solutions	Site Soil Evaluation
Esperance Environmental	Environmental and Fire Management Plans
Esperance Surveys	Site Feature Survey
Hydrosolutions	Hydro Geological Report

### 1.1 Abbreviations

Abbreviations used in this report are summarised below for ease of reference:

AAMGL	Annual Average Maximum Groundwater Level
AHD	Australian Height Datum
ASS	Acid Sulphate Soils
DBCA	Department of Biodiversity, Conservations and Attractions
DFES	Department of Fire and Emergency Services
DWER	Department of Water and Environmental Regulation
LPS24	Shire of Esperance Local Planning Scheme No.24
WAPC	Western Australian Planning Commission



## 1.2 Location

The site is located on the north-eastern corner of the intersection of Fisheries Road and Merivale Road, Myrup, approximately 8 kilometres north-east of the Esperance town site.

Mullet Lake Nature Reserve, which is vested in the Department of Biodiversity, Conservation and Attractions (DBCA) for conservation of flora and fauna, abuts the southern boundary of the site.

Surrounding land uses are primarily of a rural nature.

Refer to Figure 1 – Location Plan.

## 1.3 Legal Description, Restrictions and Encumbrances

The site is situated within the locality of Myrup and has a total legal land area of 115.8138 hectares and gains direct access to Fisheries Road and access to Merivale Road (via an easement across Mullet Lake Reserve), both being constructed and gazetted roads.

The site is formally described as:

- Lot 900 on Survey Strata Plan 60076

Refer to Appendix 1 – Survey Strata Plan.

## 1.4 Existing Use and Development

The site has been operating as an Airfield with associated uses since 1992. The **site was cleared during the late 1950's to early 1960's with the primary purpose of grazing stock.**

Historically, to encourage pasture growth, fertiliser was used, however, since around 1990 no fertiliser has been applied to the site and there has been a return of flora and fauna (both native and exotic) to the area. The site supported typically 3 sheep/ha up to around 1994.

The site currently includes gravelled airstrips, aligned broadly from south-west to north-east (runway 04-22), and south-east to north-west (runway 32-14). The runways were initially grass, with the gravelling of the runways commencing in 1996.



The following table outlines the existing development on the site.

TABLE 4: EXISTING DEVELOPMENT

DEVELOPMENT	DESCRIPTION/FUNCTION
Two airstrips (runways)	Runway 32-14 and Runway 04-22
One main gravel access road	Referred to as Spencer Road Providing access to Lots 31 - 33
A gravel road, Russell Road A gravel road, Freeman Drive	Providing access to Lots 15,17 - 24 Providing access to Lots 11, 14, 44-46
A gravel road, Bill Greens Close off Spencer Road	Providing access to Lots 25 - 30 - referred to as Bill Greens Close.
A gravel taxiway	Taxiway Charlie (TWY C) - with established kikuyu and couch grassed verges providing access to Runway 32-14 for Lots 25 - 42.
A gravel taxiway	Taxiway Bravo (TWY B) - providing access for Lots 15, 17 - 23 to Runway 32-14.
A gravel taxiway	Taxiway Alpha (TWY A) - providing access from Runway 32 - 14 to the proposed aircraft refuelling area, the grassed Public plane park, Hangar Lots 11, 14, 44 - 46.
A gravel taxiway	Taxiway Delta (TWY D) - gravelled and kikuyu grassed on either side of gravel to service Lots 31 - 35, 37 - 42, and Lot 48.
A Road	Willing Way, 6m formed gravel road to service Lots 34, 35, 37 - 42, and 48.
Residences	Located on Lots 25, 29 and 34.
Individual aircraft hangars	Located on Lots 15, 18 - 20, 22, 25 - 30, 34 - 38, 40 and 41.
A terminal building	Comprising a terminal, storage shed and a hangar on Lot 14.

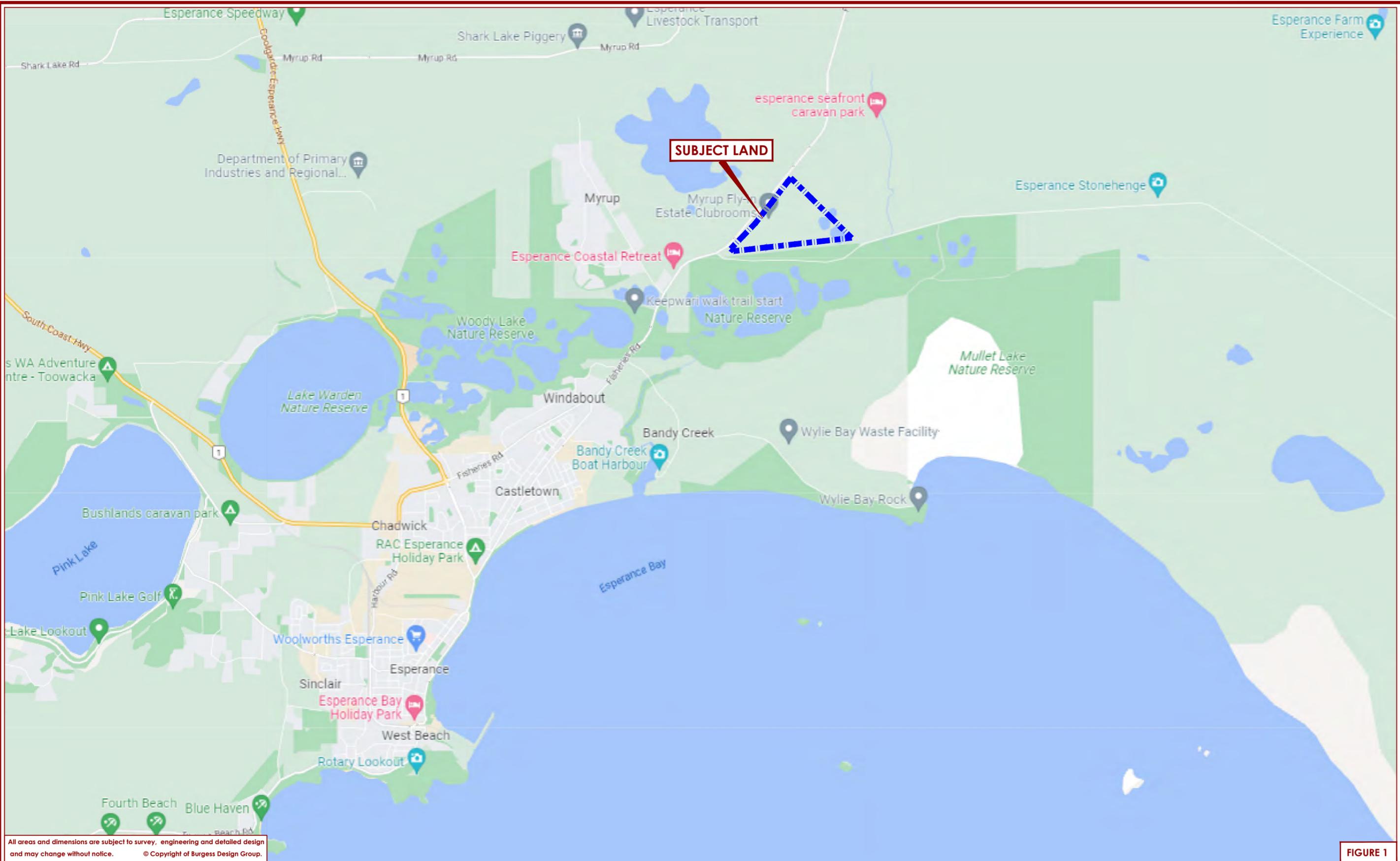
Refer to Figure 2 - Aerial Photograph.



## 1.5 Road Network

Lot 900 gains direct frontage to Fisheries Road, a gazetted and constructed public road, along the north west boundary and also enjoys access to Merivale Road via an easement across a Council reserve associated with Mullet Lake Nature Reserve. The 20 metre easement is consistent with the easement illustrated on Survey Strata Plan 60076.

Fisheries Roads is classified as a Regional Distributor Road, and Merivale Road as a Local Distributor Roads under the Main Roads WA Functional Road Hierarchy, where Fisheries Road provides direct access to the services and facilities offered in Esperance.



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FIGURE 1



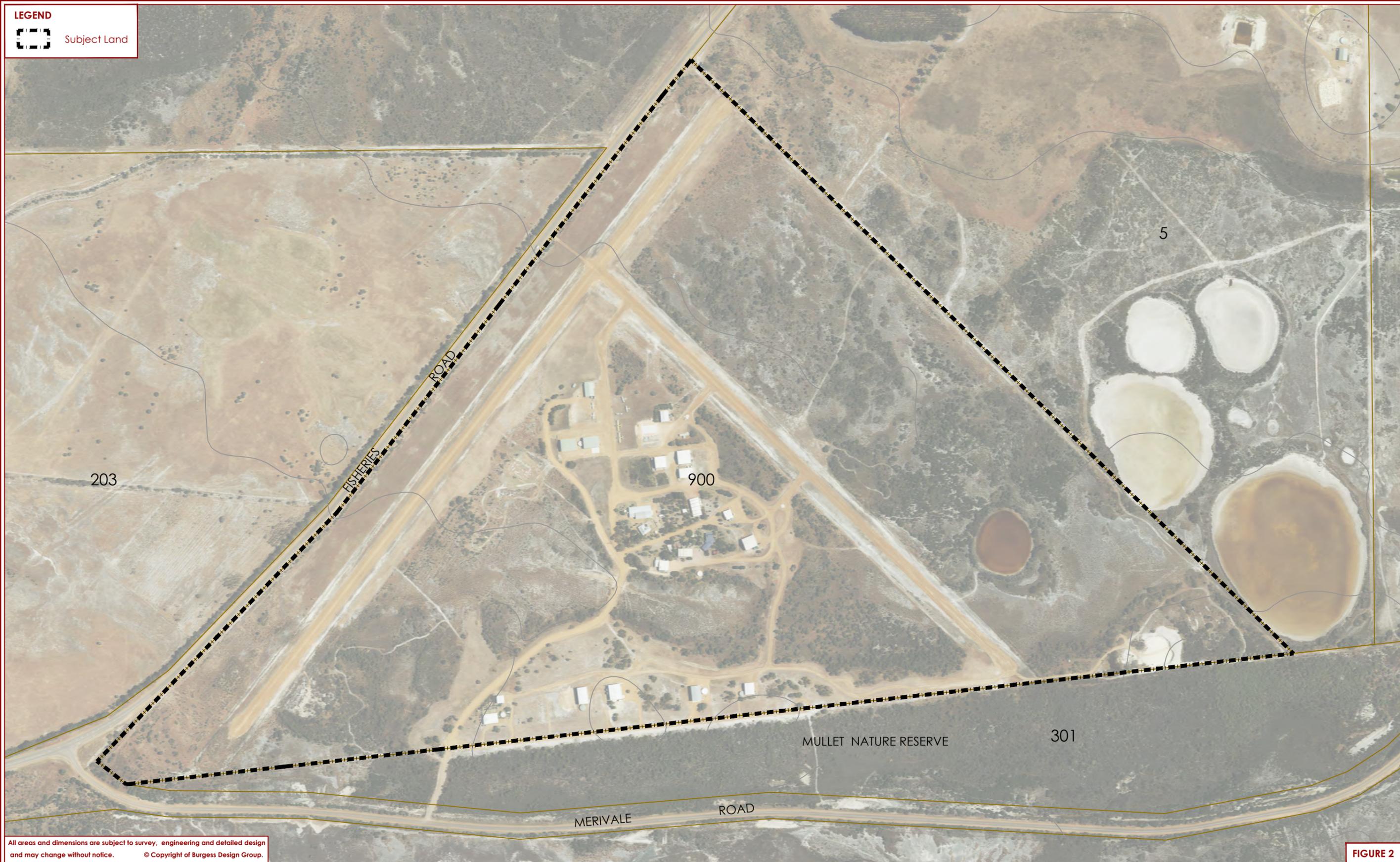
NORTH  
NOT TO SCALE

**LOCATION PLAN**  
**LOT 900 (NO.65) MERIVALE ROAD**  
**MYRUP**

**SHIRE OF ESPERANCE**

LEGEND

 Subject Land



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FIGURE 2



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NORTH  
0 50 100 150 200 250  
SCALE 1:6,000 (A3)

Plan No: MYA ESP 10-01b-01 Client: Myrup Fly-In Estate Pty Ltd  
Date: 09.02.23 Planner: JB

**AERIAL PHOTOGRAPH**  
**LOT 900 (NO.65) MERIVALE ROAD**  
**MYRUP**

**SHIRE OF ESPERANCE**



## 2.0 PLANNING FRAMEWORK

Outlined below is a summary of the relevant strategic and statutory documents that guide the use, subdivision and development of the site as well as a background to the formulation of the superseded Scheme Amendment No. 51, prepared under superseded *Shire of Esperance Local Planning Scheme No. 22*.

### 2.1 Shire of Esperance Local Planning Scheme No.22 Amendment No.51

A preliminary report regarding the proposed development was submitted to the Shire on 4 February 1997. On 18 February 1997 Council voted to support the proposal in principal and invited the applicant, Myrup Fly-in Estate Pty. Ltd. to submit more detailed site investigations, including suggested land use **controls for Council's further consideration.**

The original Concept Plan was submitted to the Shire on 19 November 1998, and went before full Council on 14 June 1999. Council again agreed to support the **rezoning, with the proposal finally approved by the Shire's Works Committee** on 21 June 1999. The Scheme amendment was given the number 29A, and was submitted by the Shire to the Environmental Protection Authority (EPA) to ascertain the level of environmental assessment required.

On 19 November 1999 the EPA set the level of assessment as an Environmental Review, and Draft Environmental Instructions were issued.

A letter was received from the Department of Environmental Protection (DEP) on 4 January 2000 stating that there were no appeals on the Draft Environmental Review Instructions.

Significant modifications to the original Amendment 29A documentation occurred following its initiation by Council in 1999. As a result it was decided by Council, in conjunction with the Department of Planning, that Amendment 29A needed to be abandoned as it could not be advertised in its current form.

Amendment No. 51 was prepared in late 2008 to replace Amendment 29A. Amendment No. 51 and amendments to the Local Planning Strategy were subsequently advertised and approved by Council on 26 May 2009.

Amendment 51 to the Shire of Esperance Local Planning Scheme No. 22 was gazetted on 18 December 2009 and in February 2010 Local Planning Scheme No. 23 was gazetted, carrying forward the provisions from Amendment 51.

## 2.2 Strategic Framework

### 2.2.1 *Shire of Esperance Local Planning Strategy (2017)*

The *Shire of Esperance Local Planning Strategy (2017)* provides a land use planning framework to manage population growth and land use pressures over a ten to fifteen year period, and provides a basis for the zoning and provisions of the *Shire of Esperance Local Planning Scheme No.24*.



The Local Planning Strategy recognises the airstrip at Myrup as providing facilities for light aircraft, where the Esperance Airport provides for commercial and general aviation requirements, including access for the Royal Flying Doctor Service.

## 2.3 Statutory Framework

### 2.3.1 Shire of Esperance Local Planning Scheme No.24

The site is zoned Special Use 4 (SU4) under the *Shire of Esperance Local Planning Scheme No.24* (LPS24). Refer to Figure 3 – Local Planning Scheme No.24 Map.

The objective of the Special Use 4 zone is:

***"To provide for an Airfield and aircraft related operations including a "Fly-in Estate" to provide for all aspects of flying including residential development alongside aircraft storage, student flying training, charter flying, scenic tour flying, flying for sport, gliding, ultralights, short term accommodation for flying patrons and small aircraft maintenance and repair associated with the land use and environmental management controls to protect the subject land and adjoining Mullet Lake Nature Reserve."***

Subdivision and development of the land shall be in accordance with an approved Structure Plan, prepared in accordance with the provisions of LPS24.

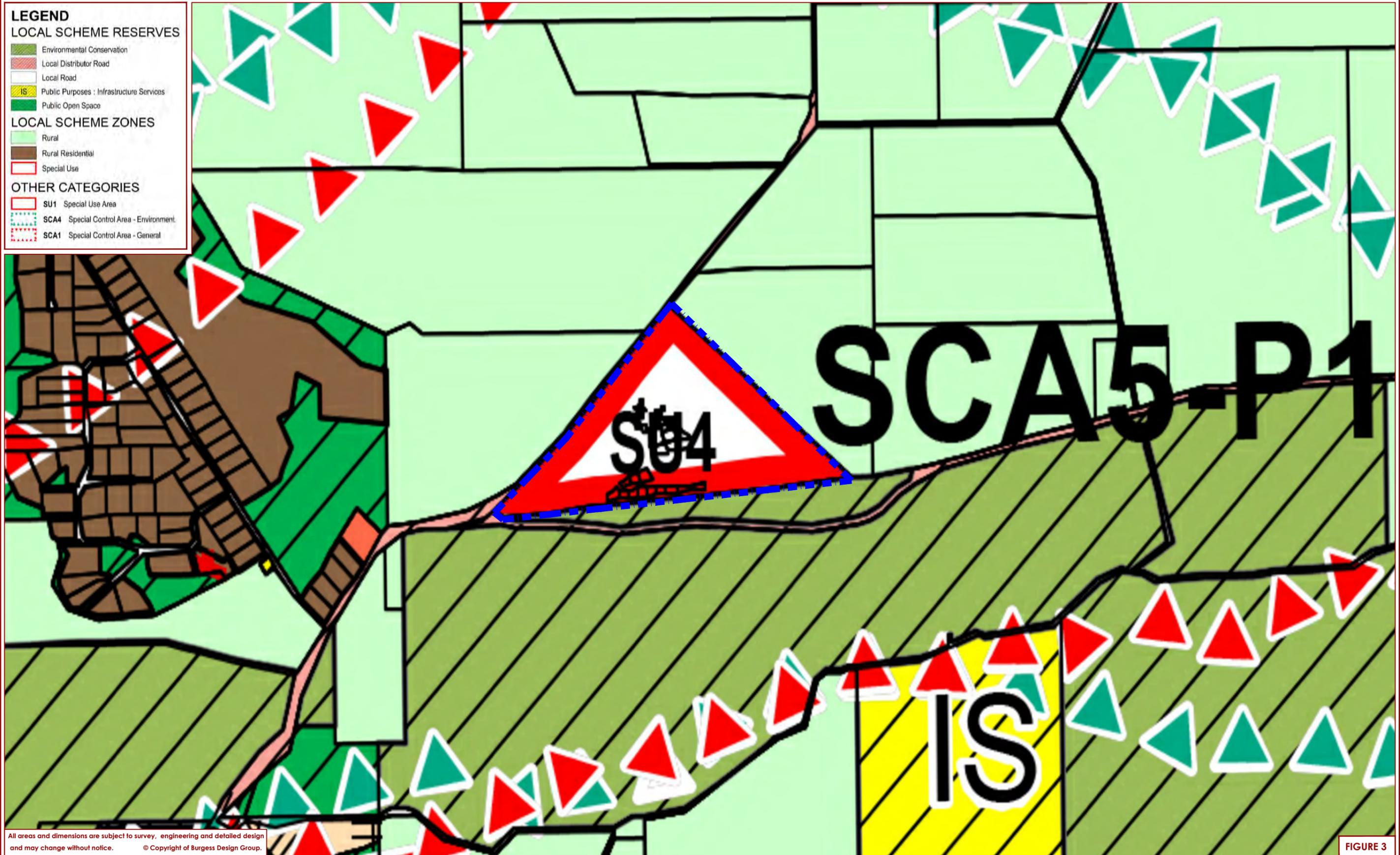
**The following uses are permitted at Council's discretion:**

- Airfield
- Club Premises
- Educational Establishment
- Fuel Depot
- Holiday House
- Holiday Accommodation
- Home Occupation
- Recreation – Private
- Telecommunications Infrastructure
- Single House

Incidental activities which are consistent with the objective of the zone may be considered by Council.

Hangars on both Residential and Hangar Lots can be used for plane storage, other storage, private workshop for maintenance or personal hobbies/craftwork (in accordance with the Conduct By-Laws, Private Lot By-Laws 8 (4)).

- LEGEND**
- LOCAL SCHEME RESERVES**
-  Environmental Conservation
  -  Local Distributor Road
  -  Local Road
  -  Public Purposes : Infrastructure Services
  -  Public Open Space
- LOCAL SCHEME ZONES**
-  Rural
  -  Rural Residential
  -  Special Use
- OTHER CATEGORIES**
-  SU1 Special Use Area
  -  SCA4 Special Control Area - Environment
  -  SCA1 Special Control Area - General



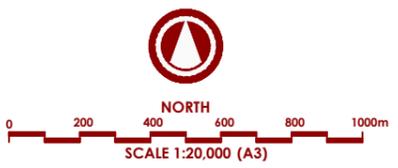
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FIGURE 3



**LEGEND**

-  Subject Land



**LOCAL PLANNING SCHEME NO.24**  
**LOT 900 (NO.65) MERIVALE ROAD**  
**MYRUP**



### 3.0 SITE CONDITIONS AND CONSTRAINTS

#### 3.1 Topography

The site is relatively flat, rising from approximately 8 metres AHD adjacent to the intersection of Fisheries Road and Merivale Road to a height of approximately 12 metres AHD along the north – east and southern boundaries.

Refer to Figure 4 – Landform Plan.

#### 3.2 Land Capability and Suitability

A land capability assessment was commissioned by the Shire of Esperance during the development of its Limited Rural Strategy. It showed, at the time of its preparation, that the area of Lot 900 proposed to be developed for residential development has a high capability for un-sewered rural-residential development (Limited Rural Strategy, Shire of Esperance, 1999, part B, Pg 37 – 50).

It is acknowledged that the Limited Rural Strategy is limited in its scope and has been superseded by the Local Planning Strategy (LPS), discussed later in this report. To this end it provides some background to the proposal and context to the preparation of the LPS.

The proposal has been through significant review, through both the rezoning generally and full environmental review as part of the rezoning process. Through this process there are numerous and varied requirements for environmental and planning management of the proposal. These are explicitly stated in Schedule 5 – Special Uses of LPS24 and have been addressed in this report and the accompanying Fire and Environmental Management Plans.

In terms of the uses of the site in the last 12 years (since the formulation of the Limited Rural Strategy) none are such that have affected the availability of water, or the climate or soil types on the subject land, all factors that may change the capability of land.

The proposed development of the site encompasses both residential and airfield related activities, utilizing land that is capable of accommodating rural residential development. The primary objective is to optimize the use of unproductive rural land and introduce land use and management controls to protect sensitive areas within the site and its surrounding regions. Particularly, the development site is situated adjacent to the Lake Warden System Ramsar site, which holds significant importance as a Wetland of International Importance under the Ramsar Convention since June 7th, 1990. The Lake Warden System Ramsar site serves as critical waterbird habitat and a sanctuary.

Given its proximity to the Ramsar wetlands, it is of utmost importance to ensure that the development of the subject land does not have any adverse effects on the ecological balance of the wetlands, particularly concerning the quality of surface water and groundwater.



### 3.3 Acid Sulphate Soils

The lot is listed as having a high risk of disturbing acid sulphate soils (ASS). The desired management of ASS is to leave them undisturbed, and this is the case with the proposed Structure Plan. A management plan and assessment to facilitate the removal and remediation of the soil (if required) in accordance with the Department of Water and Environmental Regulation (DWER) guidelines will need to be prepared and addressed at the subdivision stage.

### 3.4 Service Infrastructure

The site is connected to the existing power and telephone network. Additional power infrastructure has been provided to connect the central area of Lot 900 to the transmission lines located in Fisheries Road.

There is no reticulated water or sewerage supply to the site or in the near vicinity. The provisions of the Special Use 4 zone outline the requirements for the provision of water and effluent disposal to be provided at the time of development.

LPS24 Schedule 5 – Special Uses states as follows for the Myrup Fly-in Estate:

#### **7.0** *Water Supply*

*7.1 Each dwelling and any holiday accommodation shall be provided with a water tank with a minimum capacity of 120,000 litres.*

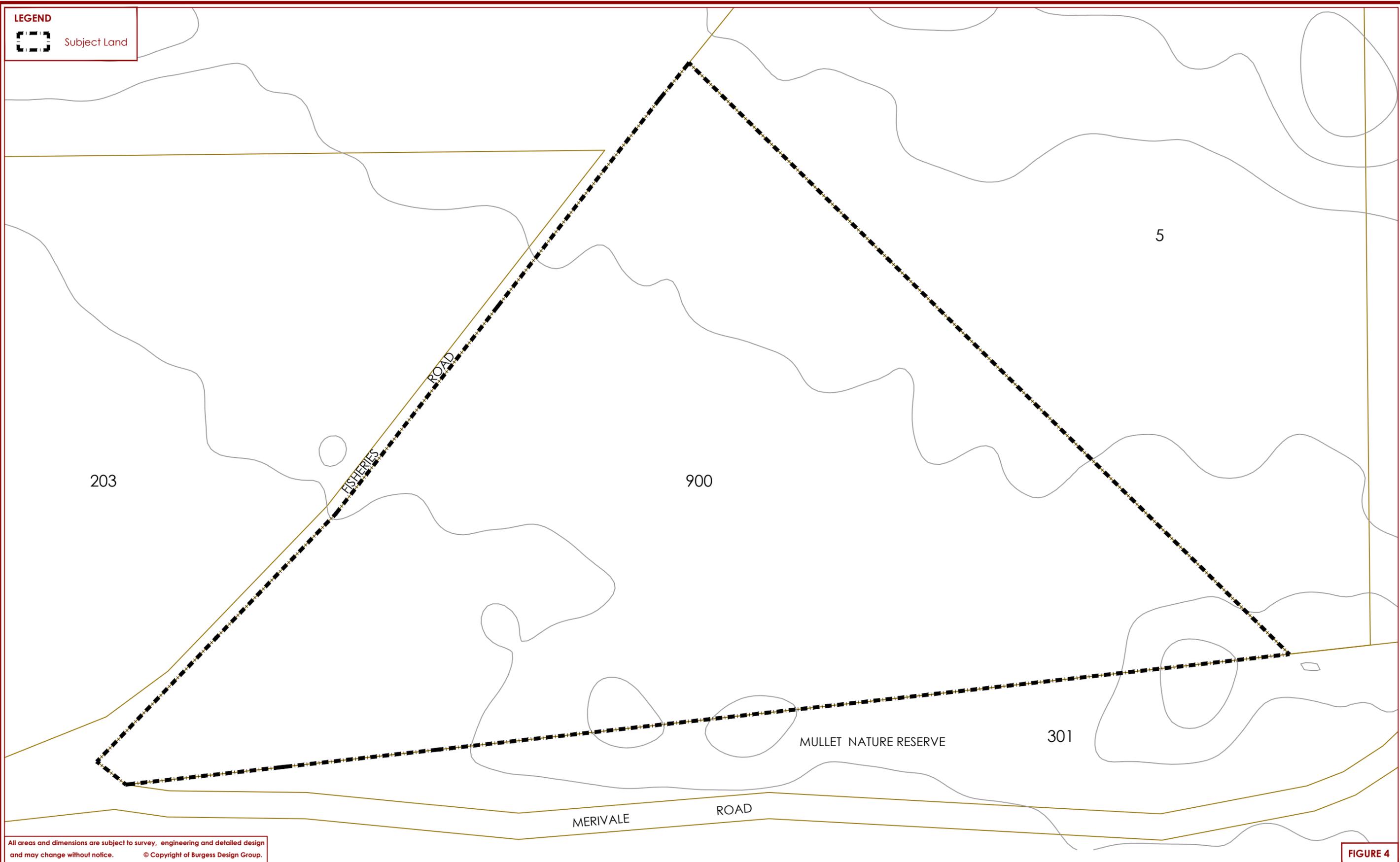
#### **8.0** *Effluent Disposal*

*8.1 On site effluent disposal shall be the responsibility of the individual landowners.*

*8.2 The Local Government shall require the use of approved Alternative Aerobic Treatment Unit Systems (ATU's).'*

LEGEND

 Subject Land



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FIGURE 4



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NORTH  
0 50 100 150 200 250  
SCALE 1:6,000 (A3)

Plan No: MYA ESP 10-01b-04 Client: Myrup Fly-In Estate Pty Ltd  
Date: 09.02.23 Planner: JB

**LANDFORM PLAN**  
**LOT 900 (NO.65) MERIVALE ROAD**  
**MYRUP**

**SHIRE OF ESPERANCE**



#### 4.0 LAND USE AND SUBDIVISION REQUIREMENTS

##### 4.1 General

The proposed Structure Plan (Plan 1) outlines the proposed survey strata subdivision of Lot 900 comprising; 18 residential and hangar lots; 19 hangar lots; and one (1) lot which may accommodate 4 holiday accommodation units subject to suitable effluent disposal arrangements being put in place.

The remaining land area (108.86ha) is common property to accommodate proposed airfield operations and to retain existing native vegetation. The subdivision proposal consists of the following:

TABLE 5: PROPOSED DEVELOPMENT

PROPOSED LOT NUMBER	PROPOSED DEVELOPMENT	EXISTING DEVELOPMENT
Lots 25 – 35, 37 – 42, and Lot 48.	Eighteen (18) residential lots with hangars (minimum lot size of 2200m <sup>2</sup> ).	Existing residence and/or hangar on Lots 25 – 31, and Lots 34, 38, 40, 41.
Lots 11, 14, 15, 17-23, 44 – 46, and 49 - 54.	Nineteen (19) individual hangar lots.	Nine (9) existing hangars on Lots 14, 15, 18, 19, 20, 22, 44 and 45.  Proposed Lots 50 – 54 are vacant and flat.  Temporary hanger on Lot 49 to be removed.



		Lot 14 consists of a hangar and is attached to the Terminal Building and Storeroom (outside Lot 14). The hangar building is to be used in a similar manner to a garage or carport in a strata complex which house more than one vehicle. There are no habitable areas within the mandatory distance which give rise to the requirement for a fire rated wall. (Shire of Esperance pers comm. 17 August 2010).
Lot 24	Four (4) holiday accommodation units for pilots and their passengers, subject to effluent disposal being provided in accordance with the Government Sewerage Policy (2019).	Currently vacant.

Note: The originally proposed Lots 1-10, 12-13, 16, 36 and 43 no longer exist (retired). The proponent wishes to retain the existing lot numbers.

The common property associated with the proposal will comprise of:

- Existing runways 32 – 14 and 04 – 22;
- All existing and proposed roads, causeways, taxiways and associated aircraft parking areas;
- Terminal Building (incorporating space for a flying school, including offices and lecture rooms) and attached storage shed for maintenance and storage of airfield maintenance machinery (e.g. tractor, slasher and lawnmower);
- Shed for storage of Fuel Truck and/or Trailer; and;
- Vegetated areas, including grassy verges alongside the existing runways and taxiways and native vegetation in undeveloped areas.

#### 4.2 Staging and Development

It is intended to undertake the development in two stages. Please refer to Appendix 2 for a Staging Plan.



#### 4.2.1 Stage 1 (Prevailing Development)

- Two (2) runways (Runway 04 - 22 and Runway 32-14, 1300 metres in length);
- Four (4) taxiways (Taxiway Alpha, Taxiway Bravo, Taxiway Charlie, and Taxiway Delta);
- Eighteen (18) residential Lots 25 – 35, 37 – 42, and Lot 48;
- Thirteen (13) individual hangar Lots 11, 14, 15, 17 - 23, and 44 - 46; and,
- Power is provided to all lots created as part of this stage (as required).

#### 4.2.2 Stage Two

- Six (6) additional individual hangar lots to be created (proposed Lots 49 - 54);
- Four (4) Holiday Accommodation Units to be created on Lot 24; and,
- Northern boundary of Lot 36 to be straightened and Lot number changed to Lot 48.

#### 4.3 Lot Location, Size and Layout

The majority of the proposed 18 residential lots are located on high, well drained land, which has previously been identified by the Shire of Esperance as being suitable for un-sewered Rural Residential development (Limited Rural Strategy, Shire of Esperance 1999, part B, P. 37-50).

The location of the proposed residential lots has been carefully planned to be away from the Samphire Wetlands on site, and to be on currently grassed areas. There is currently a 100 - 250 metre wide vegetated strip between the subject land boundary and Merivale Road. This vegetation strip will conceal the view of the proposed residential lots from Merivale road.

Proposed residential lot sizes range from 2,200m<sup>2</sup> to 4,000m<sup>2</sup> (as per the R5 code of the *SPP 7.3 Residential Design Codes - Volume 1*) and are sized to provide sufficient area on each lot for a residence, hangar, water tank and effluent disposal unit. The proposed lots are provided with frontage to a constructed road and access to the airstrip via a shared taxiway.

#### 4.4 Dwelling Target and Population

The Structure Plan area is expected to yield approximately 18 dwellings across a total of 115.81ha of Special Use zoned land. This provides a density of 0.16 dwellings per site hectare.

An average of 2.6 persons per household (as recorded in Myrup in the 2021 Census) would provide for a total population of approximately 46.8 people in the Structure Plan area.

#### 4.5 Servicing Infrastructure

The proposed residential lots will be provided with power and telephone infrastructure.



**Effluent disposal will be via Alternative Treatment Units (ATU's), as required** by LPS24, to minimise potential leachate to surrounding sensitive water bodies. Shire of Esperance approval for the installation of ATU systems will be required and Department of Health approval may be required.

Water supply will be via the installation of water tanks on each residential lot, and in accordance with SU4, condition 7.1 of LPS24, whereby storage tanks of not less than 120,00 litres capacity are required.

#### 4.6 Hangar Lots

The proposed hangar lots will be developed to ensure the placement and spacing of development reflects the layout on the Structure Plan.

No hangar lot are to be used for the purpose of, or fitted out for, habitable accommodation/residential use.

Hangars and all associated structures must remain within the boundary of the allocated lot and provide the required clearance from any taxiway, above ground or below ground infrastructure and any adjacent structures.

#### 4.7 Holiday Accommodation

The proposed holiday accommodation units are to be used by pilots and their passengers when visiting and flying into the Myrup Fly-in Estate. This will be the primary use of the accommodation. Holiday accommodation means two or more units on one lot leased for holiday and/or educational accommodation purposes, none of which is occupied by the same tenant for a continuous period of more than four months.

The use and development of the building(s) is to comply with the development requirements of LPS24, including car parking (although tenants may arrive by plane). Importantly, approval shall be subject to on-site effluent disposal being provided in accordance with the requirements of the Government Sewerage Policy (2019). The assessment of this is to be undertaken through the Development Application process.

#### 4.8 Environmental Management

In accordance with the EPA Environmental Review Instructions issued in November 1999, an Environmental Review document was prepared. The document outlined the main environmental factors associated with the proposed development, and the proposed environmental measures to be implemented to ensure that there are no adverse environmental impacts resulting from the construction or operation of the proposed land use. These have always been detailed within LPS24.

The key environmental factor in relation to the proposed use of the site is the presence of wetlands on the adjoining Mullet Lake Nature Reserve.

The Nature Reserve is part of the Lake Warden system, and is one of eleven systems recognised in Western Australia as being of international importance under the Ramsar Convention of Wetlands, 1990.



Ramsar is an intergovernmental treaty which provides the framework for international cooperation for the conservation of wetland habitats. Therefore, it is necessary to demonstrate that the proposed land use will not adversely affect the ecology of the Wetlands through impacts on surface water and groundwater quality resulting from inappropriate effluent disposal and fuel storage.

These impacts have been investigated and appropriate environmental and land use conditions have been proposed to mitigate against any adverse impact.

**The Council's Rural Strategy indicates that most** areas within the subject land are considered to have a very low capability for farming activities such as grazing, lupins or cereal cropping.

Accordingly, LPS24 introduced specific land use and environmental management controls to ensure the protection of these sensitive areas that **could not otherwise be achieved if the land remained within the 'Rural' zone.**

The following environmental factors associated with the rezoning were assessed:

- Vegetation;
- Wetlands;
- Migratory birds;
- Endangered non-migratory birds;
- Groundwater;
- Surface Water;
- Noise; and
- Aboriginal Culture and Heritage.

A discussion of each of these environmental factors with regard to the existing environment, potential impact, proposed management and predicted outcome is provided in the Environmental Review document prepared for the subject land.

The Esperance Lakes Nature Reserves Management Plan 1999-2009 (hereon referred to as "the Management Plan") covers the management of five (5) nature reserves within DBCA's Esperance district.

The Management Plan has been prepared to resolve present land use conflicts, to plan for future needs and to ensure that nature reserves are protected and maintained. The Mullet Lake Nature Reserve, adjacent to the subject land, is one of the nature reserves covered by the Management Plan.

**The primary objective of the Management Plan is to 'Maintain and restore the natural environment, and to protect, care for and promote the study of indigenous flora and fauna, and to preserve any feature of the archaeological, historic or scientific interest'.**

In terms of the development of land adjoining the nature reserves, the **Management Plan's objective is to encourage sympathetic management** between adjoining land and the Reserves. Strategies include the adoption of planning controls over future subdivisions and other development proposals to minimise the impact on the lake catchment areas.



The Management Plan also outlines various strategies in relation to the management of the Reserves for the conservation of resources. These include strategies for:

- Catchments and hydrology;
- Vegetation and flora; and
- Cultural Heritage.

Specific management and development provisions relating to the proposed use of the land, recommended as part of the Environmental Review, have been **incorporated as 'Special Use 4' provisions and 'Environmental Conditions' within the LPS24. The provisions included are consistent with the objectives of the Management Plan.**

#### 4.9 Strata Management

A Strata Management Committee will be established as part of the Survey Strata Subdivision. This will provide an additional level of management and enforcement for the on site operations, and will enable the operation of the proposed estate to be largely self-policed by the Management Committee. The formation of the Committee is in response to Council concerns regarding responsibility for environmental and land use management of the subject land and Fly-in Estate.

As part of the proposed Survey Strata Subdivision, it would be necessary to prepare a Management Statement detailing issues associated with the operation of the land, addressing flying time limitations, land management controls, building material standards, high phosphorous and nitrogen removal effluent systems, fire management and recording/monitoring numbers of flights and aircraft movements.

The Management Committee would act as a watchdog to ensure that adequate standards for the above matters are met.

The establishment of the Management Statement will be undertaken in consultation with Council as part of the Survey Strata Subdivision application process.

#### 4.10 Fire Management

The subject land is considered to be a low risk area in relation to bush fire hazard due to its high level of access from adjacent roadways, and the predominant type of vegetation associated with Samphire wetlands. The design of the proposed development allows potential fire events to be controlled; this is due to the layout of on site roads, runways and taxiways, which create frequent strategic firebreaks and provide access for fire fighting.

The highest risk days are those on which a north wind occurs. If a fire starts on a residential lot it will most likely be intercepted by a 20-30 metre wide taxiway or a 6 metre wide roadway, both being completely free of fuel.

Taxiways and roads are readily accessible to fire fighting equipment. The closest fire brigade, the Quarry Road Brigade, is less than 3 kilometres from the subject land.



A Fire Management Plan for the subject land has been prepared by Esperance Environmental, refer Appendix 4, in liaison with relevant agencies including Department of Fire and Emergency Services (DFES) and the Shire of Esperance.

The Fire Management Plan for the subject land will include the provision of large rain water storage tanks for fire fighting purposes, a DBCA (formerly DEC) agreed 30 metre low fuel buffer zone along the southern boundary of the site adjacent to the reserve, plus a 30m setback of lot boundaries to the southern boundary. This includes a 12 metre roadway and a 18 metre kikuyu grass strip.

#### 4.11 Integration with Adjacent Development

The Structure Plan shows the layout of the proposed development and depicts key land uses. As mentioned previously, the introduction of land uses and management measures will ensure greater protection for the Mullet Lake **Nature reserve than could otherwise be achieved under the 'Rural' zoning.**

The proposal acknowledges the importance of managing the interface of the subject land with the adjacent reserve in conjunction with the DBCA (formerly DEC).

The 30 metre DBCA (formerly DEC) agreed low fuel buffer zone will create a fire break plus a buffer for the reserve. The DBCA have not agreed to establish a mineral earth break within the reserve. There is currently **100-250 metre distance between the subject land's boundary and Merivale Road.** This area is covered predominantly with Banksia and will conceal the proposed residences from Merivale Road.

It is considered that the proposed development effectively integrates with, and has no adverse impacts on, adjoining land uses.

#### 4.12 Development Provisions

**A list of "Special Use Provisions" for the subject land are included within Schedule 5 of the Shire's Local Planning Scheme No.24 and address development issues relating to the maintenance of the existing airfield and the development and operation of the proposed Fly-in Estate.**

The existing land use status of the site as an operating airfield and its relative unsuitability for rural uses provides an opportunity to create a special development that makes best use of the land, and which is also compatible with meeting the stated environmental objectives.

The focus of such development can thus be on the overall enhancement of the site through the careful location of houses, and restrictions on land use and management controls.

In response to the special conditions of Schedule 5 of LPS24 an Environmental Management Plan has been formulated by Esperance Environmental, this is attached at Appendix 5. The Environmental Management Plan addresses the following elements and management; Water, Vegetation, Noise, Wetlands Vegetation, Contamination and Aboriginal Heritage.



A brief summary of management measures is provided below and further detailed in the Management Plan at Appendix 5.

#### 4.12.1 Vegetation

A Vegetation Management Plan has been developed which will include the following management measures:

- No clearing of areas north east of Runway 32 – 14;
- Weed control;
- Fire management; and
- Exclusion of stock.

#### 4.12.2 Wetlands

A Wetland Management plan has been developed which will include the following management measures:

- Landscaping and revegetation of the subject land; and
- Drainage and nutrient management.

#### 4.12.3 Birds

A Noise Management Plan has been developed to ensure minimising impact on birds from Mullet Lake Reserve. Planes reach high altitude quickly, with minimal disturbance to the wetlands, this has been the case since 1992, where there have been no known bird strikes. Helicopters landing and taking off will also be required to take off in a northerly direction (towards Fisheries Road) and are to try and avoid flying over Mullet Lake Nature Reserve at low altitude.

#### 4.12.4 Groundwater

A Water Management Plan has been developed which will include the following management measures:

- All residences install individual waste treatment systems to ensure that all effluent is treated to the satisfaction of the Department of Health and in accordance with the Government Sewerage Policy (2019).
- Fuel Spill Action Plan to ensure that if there is a fuel spill, clean up is immediate and there will be no environmental impact on the site or adjacent wetlands.
- Waste Oil Disposal Plan to ensure that all workshop waste oil is disposed of properly, offsite.

#### 4.12.5 Surface Water

Surface water will be managed by natural flow. There are two main exits for surface water along the southern boundary. One is to the east of runway 32-14 and the other is to the west of the main access road. Both exits avoid any of the proposed residential developments.

Table drains alongside runways act as natural waterways directing water southward and away from the onsite residences. There will be no reticulated scheme water installed on the subject land.



#### 4.12.6 Noise

A Noise Management Plan has been developed which will include the following management measures:

- All aircraft using the airfield are light aircraft category. No planes larger than 5,700 kilograms will operate from the airfield;
- There is a predicted total of 40 planes to be stored on site, with an average 2-3 flights each per week. Additionally there will be training flights which currently averages 3 per week plus drop-ins. The busiest period is December to February when training movements are higher;
- DBCA shall be notified a minimum of 14 days prior to special events.
- Written permission will be sought from the Shire of Esperance where:
  - The annual average weekly number of 100 flights is expected to be exceeded;
  - The number of flights in any seven day period is expected to exceed 150, inclusive of training flights. (i.e. during an Air Rally or other special events);
  - Written permission from the Shire of Esperance shall be sought a minimum of 14 days prior to the special event;
- If any noise complaints are received, they will be dealt with immediately by the Strata Management Committee and the Shire of Esperance will be informed in writing;
- There will be no night time operations from the Myrup Fly-in Estate; and
- The Noise Management Plan will also address minimising noise for birds, as referred to in 4.12.3 above.

## 5.0 SITE AND SOIL EVALUATION

The Structure Plan area is located in a Sewage Sensitive Area, and does not have access to deep or reticulated sewerage. The *Government Sewerage Policy* (2019) specifies where reticulated sewerage cannot be provided, on-site sewage disposal in accordance with Australian/New Zealand Standard 1547:2012 – On-site domestic wastewater management (AS/NZS 1547) and with consideration of Western Australian servicing conditions shall be provided.

Bio Diverse Solutions has prepared a Site and Soil Evaluation to support a Concept Subdivision Plan (refer Appendix 6) and demonstrate that on-site sewage disposal can be provided. The Concept Subdivision Plan proposes to create six (6) new hangar lots (Lots 49 - 54) within the Estate, ranging in size from 625m<sup>2</sup> up to 830m<sup>2</sup> (refer Appendix 3).

A summary of compliance with the *Government Sewerage Policy* minimum requirements is provided below:

- Separation to the high water-table can be achieved with a minimum of 1.5m depth of fill for each proposed lot. Lots are proposed to be filled 0.3m depth prior to subdivision and it shall be the responsibility of the landowner/applicant to achieve the remaining 1.2m separation for the effluent disposal areas.
- Soil testing holes show there is an adequate depth of sand in the upper sub-surface layers at the site allowing for sufficient infiltration of effluent disposal systems.



- A minimum setback of 100m from waterways/water bodies (such as the seasonal waterway that transects through the Structure Plan area) is achieved.
- The slopes across the site do not exceed the minimum grade requirements (1:5) as outlined in Table 3 of the *Government Sewerage Policy*.
- The minimum separation requirement between effluent disposal and domestic production bores is >30m. This is achievable at the Site given the nearest domestic production bore to the Site is 1.9km away.
- The land application area size for each proposed hangar lot based on Soil Category 2, the use of secondary treatment systems, an occupancy rate of 4 persons and a hydraulic loading rate of 70L/person/day is a minimum of 56m<sup>2</sup>. The location of the land application areas shall be confirmed upon final design of the development.
- Prior to the issue of building licence for a hangar and other permanent infrastructure the landowner/applicant is to provide all applicable information (e.g., land application area, on-site effluent system etc.) to the Shire of Esperance and Department of Health for approval.



## 6.0 CONCLUSION

Burgess Design Group, appointed by The Owners of Myrup Fly-in Estate SSP 60076, have prepared the preceding Structure Plan and report to guide the orderly subdivision and development of Lot 900 (No.65) Merivale Road, Myrup.

The proposed development of a fly-in estate on Lot 900 has been the subject of a number of strategic and statutory planning decisions over recent years that have firmly established the framework to guide the future development of the land for residential and airfield related activities.

The aerial scenic value around Esperance is considered to be world class. Esperance also boasts ideal flying conditions with flat country, moderate climate, and freedom from controlled airspace. The proposed fly-in estate airstrips are 10 nautical miles away from Esperance Airport and thus the circuit areas of both airports have sufficient separation, adding to this the proposed estate has the convenience of being located closer to the town centre than the existing Esperance Airport, located over 25 km from town.

The comprehensive environmental investigations and management plans prepared in support of this Structure Plan will ensure the development of the land will be undertaken in a manner that responds to the local context and protects the natural environment.

It is proposed to retain as much of the native vegetation as possible and undertake the proposed development in harmony with the existing environment. All areas north-east of existing Runway 32-14 will remain undeveloped, this area will be retained as during the wetter months of the year parts of this area become saturated.

**Burgess Design Group respectfully seeks Council's support for the adoption** of the Structure Plan and endorsement by the Western Australian Planning Commission.

APPENDIX 1  
SURVEY STRATA PLAN

APPENDIX 2  
STAGING PLAN

APPENDIX 3  
CONCEPT SUBDIVISION PLAN

APPENDIX 4  
FIRE MANAGEMENT PLAN

APPENDIX 5  
ENVIRONMENTAL  
MANAGEMENT PLAN

APPENDIX 6  
SITE AND SOIL ASSESSMENT