

AMENDED STRUCTURE PLAN



SOUTHBANK@eaton

EAST & MILLBRIDGE

For Ardross Estates (SA) Pty Ltd

Prepared by

MGA

Town PLANNERS

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STRUCTURE PLAN

1.0 INTRODUCTION

This Structure Plan (The Millbridge Structure Plan) is a revision of the Structure Plan which formed the basis of Amendment No. 80 to the Shire of Dardanup Town Planning Scheme and the current zoning at the suburb of Millbridge. Review of the Structure Plan is only relevant to those portions of Millbridge/Eaton which are generally undeveloped, that is, the area west of the projected alignment of Eaton Drive (Southbank) and the area that is east of Millars Creek (East Millbridge).

This Structure Plan review is produced in accordance with the format prescribed in Amendment No 144 to the Shire of Dardanup Town Planning Scheme No 3.

2.0 AREA OF STRUCTURE PLAN

As discussed, this documentation including this Structure Plan which relates to the areas described as Southbank@eaton (Southbank) and East Millbridge is produced in accordance with Amendment No 144 and the incorporation of a “Development Zone” in Council’s Scheme. Scheme provisions associated with the new zone list various details to be considered in relation to Structure Plans and this information is provided herewith.

Southbank and East Millbridge are identified on **Figure 1**. Southbank covers approximately 16.37ha of Lot 3001 and East Millbridge occupies approximately 81.6ha of Lot 9511.

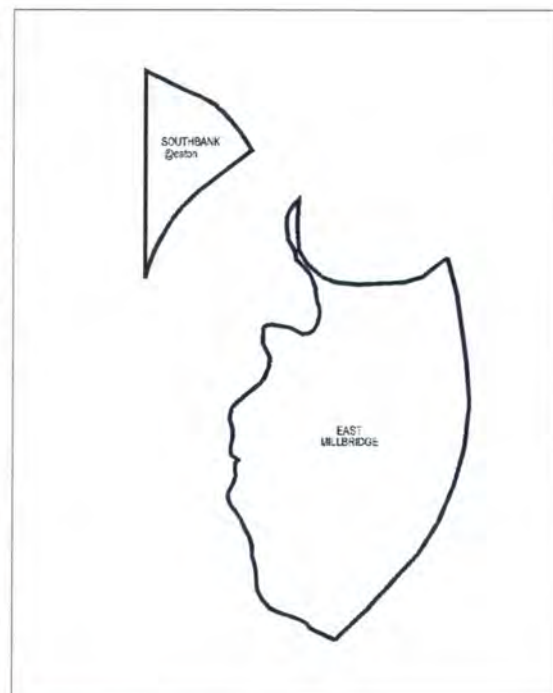


Figure 1

3.0 OPPORTUNITIES AND CONSTRAINTS

3.1 Land form and topography

The site is located on the coastal plain east of the Leschenault Inlet with the Collie River to the North and Millars Creek running between the two areas of the Structure Plan. Land form is generally flat with a maximum elevation of 15 metres AHD and with a general fall towards the north and toward the Collie River and Millars Creek. Millars Creek is contained within a steeply sided incision. Both the Collie River and Millars Creek are permanent water courses creating significant recreational opportunities within their respective foreshores.

3.2 Hydrology

As indicated, the Structure Plan lies within the coastal plain west of the Darling Scarp. To the west there is the Leschenault Inlet into which the Collie River empties and Millars Creek is a tributary of the Collie River. The Leschenault Inlet, Collie River and Millars Creek are all permanent water bodies which are estuarine in nature and subject to tidal influences. In view of the connection to the sea, water levels in these bodies are generally at sea level. As a consequence of estuarine influences, the ground water in the area is generally slightly above sea level. Clay in local soils and the flat terrain result in ground water being perched at various locations within the Structure Plan area.

Regional ground water flows are generally from east to west with localised gradients directing ground water flows to Millars Creek and the Collie River.

3.3 Landscape and Vegetation

Southbank is predominantly cleared and pastured with a few trees generally Marri located along the western boundary. A rim of vegetation comprising of flooded gums, sheoak and paper barks fringes the Collie River. A body of sand has been deposited south of the Collie River fore-

shore artificially raising the contour of the land at that locality.

East Millbridge is generally parkland cleared with stands of timber having been retained within the pastured landscape. Again, the majority of these trees are marri with fringing vegetation of paper bark, sheoak's and flooded gums being found along the foreshore of the Collie River and Millars Creek.

3.4 Soils

Southbank comprises soils of the Guildford Association, essentially alluvial soils deposited by the Collie River. They generally contain sandy clays to clayey sands.

The northern half of East Millbridge is similarly comprised of the Guildford Association however, in the southern half dunes of the Bassendean System overly the Guildford Association. The Bassendean soils are generally quartz sands overlying the sand/clays at varying depths.

Earthworks are required to produce 'A' and /or 'S' class building lots where practical in view of the presence of clay in the soil profiles.

3.5 Conservation and Heritage Values

Conservation values are primarily associated with the Collie River and Millars Creek. To this extent, the previous Structure Plan and rezoning proposal have been scrutinized by environmental agencies including the Department of Environment and Leschenault Inlet Management Authority on behalf of the then Waterways Commission. These consultations led to the designation of foreshore reserves and requirements for the preparation and implementation of foreshore management plans. In addition to foreshore management the advices included detail on floodways and floodplains and the foreshore reserves have been determined in order to protect the flood characteristics of the waterways. This information therefore was used to establish the Scheme Zones and foreshore reserve boundaries.

In terms of heritage values, these values are restricted to aboriginal heritage issues focused primarily on the watercourses. Archeological and ethnographic surveys were completed prior to preparation of the existing Structure Plan and in concert with the conservation issues, form the basis for the establishment of appropriate foreshore reserves.

3.6 Ownership

The land subject to this Structure Plan is in the ownership of Ardross Estates (SA) Pty Limited.

3.7 Land Use

The land comprising Southbank is currently vacant except for the storage of clean sand fill. Land to the west of Southbank is similarly vacant although it is the subject of Residential Zoning and likely to be developed in the foreseeable future. Land to the east is also generally zoned Residential and is currently being subdivided in accordance with existing approvals.

East Millbridge is subject to grazing by a dairy herd originating from land east of the Australind Bypass. The Australind Bypass which defines the eastern boundary of the Structure Plan is a major highway ultimately to be constructed to freeway standards. The Collie River defines the area to the north while Millars Creek creates the western and southern boundaries. Land west and south of Millars Creek is generally developed or is being developed for residential purposes.

3.8 Roads and Public Transport

The major roads in the locality comprise the Australind Bypass and Eaton Drive. The Australind Bypass is a high speed highway comprising divided carriageways providing two lanes in each direction (north/south). Eaton Drive is a projected district distributor road currently constructed to a point south of Southbank. In the longer term it will be a

dual carriageway boulevard style of road crossing the Collie River and continuing northwards to Paris Road in Australind.

The Australind Bypass is a Primary Regional Road and connection to it from the Structure Plan area is prohibited. As a district distributor however access is available to the future Eaton Drive although direct property frontage is generally denied. In view of these characteristics, it is anticipated that Eaton Drive will form a route for public transport in particular, buses.

The lack of access to the Australind Bypass means that East Millbridge must be accessed via a crossing of Millars Creek. Bridge works have been approved to allow this connection and the bridge providing road access is currently under construction.

3.9 Services

Neither parts of the Structure Plan area are currently connected to reticulated services however, all urban services including water, deep sewerage, power, telecommunications, are being extended to the locality as subdivision progresses. In general terms, service connections are available to Southbank and East Millbridge.

4.0 PLANNING CONTEXT

4.1 Bunbury / Wellington Region Plan

The Greater Bunbury Structure Plan contained within the Bunbury/Wellington Region Plan of 1993, provides the strategic planning background to the development of the Eaton/Millbridge area. The Structure Plan shows Eaton/Millbridge to be future urban with regional open spaces following the courses of the Collie River and Millars Creek. The Australind Bypass is recognised as a Primary Distributor down the southeastern side of the Millbridge locality while Eaton Drive is identified as a District Distributor.

The Bunbury/Wellington Region Plan divides the region into planning units and Eaton/Millbridge is located in planning unit CO8. “Issues, Opportunities and Constraints” discussed in relation to this unit include the identification of the area as existing and future urban with the reserves along the Collie River. It is also recognised that the river foreshores offer substantial long term recreation and visual amenity opportunities. The “Planning Policies and Guidelines” developed for the unit include recognition that the predominate land uses comprise existing urban, future urban, public purposes, tourism and recreation development, parks, recreation and drainage.

4.2 Greater Bunbury Region Scheme

The recommendations of the Bunbury/Wellington Region Plan have generally been incorporated into the draft Greater Bunbury Region Scheme. The Scheme has been through a process of preparation and public consultation and is currently being reviewed prior to final adoption. The Scheme shows the land subject of this Structure Plan to be “Urban” with “Region Open Space” reservations over the foreshores of Millars Creek and the Collie River. The Australind Bypass is shown to be reserved as a “Primary Regional Road”.

The proposals contained within this revised Structure Plan are consistent with the draft Greater Bunbury Region Scheme.

4.3 Shire of Dardanup Town Planning Scheme Number 3

The zoning pattern applying to the land is detailed in the Scheme Amendment accompanying this Structure Plan. In general, the land is zoned “Residential” with varying densities supported by various local zones and reserves. Approximately half of Southbank is coded R40 with a broad belt of land along the Collie River being coded R20. The majority of East Millbridge is coded R20 with areas of R40 situated around the commercial and community focus in the centre of the locality with

R10 coding along Millars Creek and an area of R5 coding along the Australind Bypass.

Amendment No 144 to the scheme will establish formal provisions for the preparation/approval and operation of Structure Plans enabling a more flexible approach to land development.

5.0 PROPOSED STRUCTURE PLAN

5.1 General

Revised Structure Plans over areas described as Southbank@eaton and East Millbridge are **Figures 2 and 3** respectively.

5.1.1 Southbank@eaton

The progress of development at Millbridge has been rapid following wide acceptance in the market place underpinned by a high demand for housing lots. A strong relationship between residences and the nearby waterways and associated reserves has been designed into the estate. The value of this relationship is becoming more and more apparent as the development front progresses in combination with a maturing of market demands. A variety of housing products has been incorporated into the estate ranging from cottage lots to regular single housing sites and larger blocks.

Experience suggests that the current zoning and density pattern at Southbank is no longer appropriate. In particular, the placement of lower densities adjacent to the Collie River foreshore with higher densities further removed is viewed as a wasted opportunity.

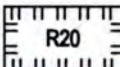
Demands for choice in housing style combined with the physical attributes of the land indicate a revision is necessary. The land adjacent to the Collie River foreshore at Southbank will be highly visible as it will be readily seen from traffic using the bridge crossing the Collie River. The

LEGEND

The following land use classifications to have the same land use control as the zoning provisions under Shire of Dardanup Local Town Planning Scheme No. 3


-  RESIDENTIAL
-  RECREATION

Residential Density and other additional provisions

-  R CODES

-  ADDITIONAL USES

- A1**
 - Short stay residential
 - Up to 500m² NLA floorspace may be used for commercial purposes, including and limited to restaurants, eating houses, offices, professional offices and/or shops. Shops shall not occupy more than 200m² NLA of the 500m² NLA (maximum) commercial floor area.
- A2**
 - Short stay residential
 - Up to 500m² NLA floorspace may be used for commercial purposes, including and limited to restaurants, eating houses, offices, professional offices and/or shops. Shops shall not occupy more than 200m² NLA of the 500m² NLA (maximum) commercial floor area.

 Pathway system

Planning Policy Statements.

1. Detailed Area Plans contained in the Report are indicative plans and do not form part of the Structure Plan and are subject to a separate planning process for the plans to be used to guide subdivision and development.
2. No green-title, survey strata or strata subdivision of the A1 and A2 cells will be supported until a Detailed Area Plan has been adopted by the Shire of Dardanup and endorsed by the Western Australian Planning Commission. The Detailed Area Plan is also to include the adjoining public open space and foreshore reserve and the appropriate provision of public parking.

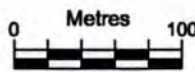


25mm at scale

NOTES:
This Structure Plan is to be read in conjunction with the accompanying Report for the East Millbridge and Southbank Precincts.

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A4



Scale 1:4500

Date: 6 March 2008





Ref: 1965/2008/Feb08DAP-revLB/A4_struct

All dimensions and areas subject to survey


Figure 2
SOUTHBANK@eaton
STRUCTURE PLAN
MILLBRIDGE

LEGEND

The following land use classifications to have the same land use control as the zoning provisions under Shire of Dardanup Local Town Planning Scheme No. 3

	RESIDENTIAL
	RECREATION
	SCHOOL
	COMMERCIAL A

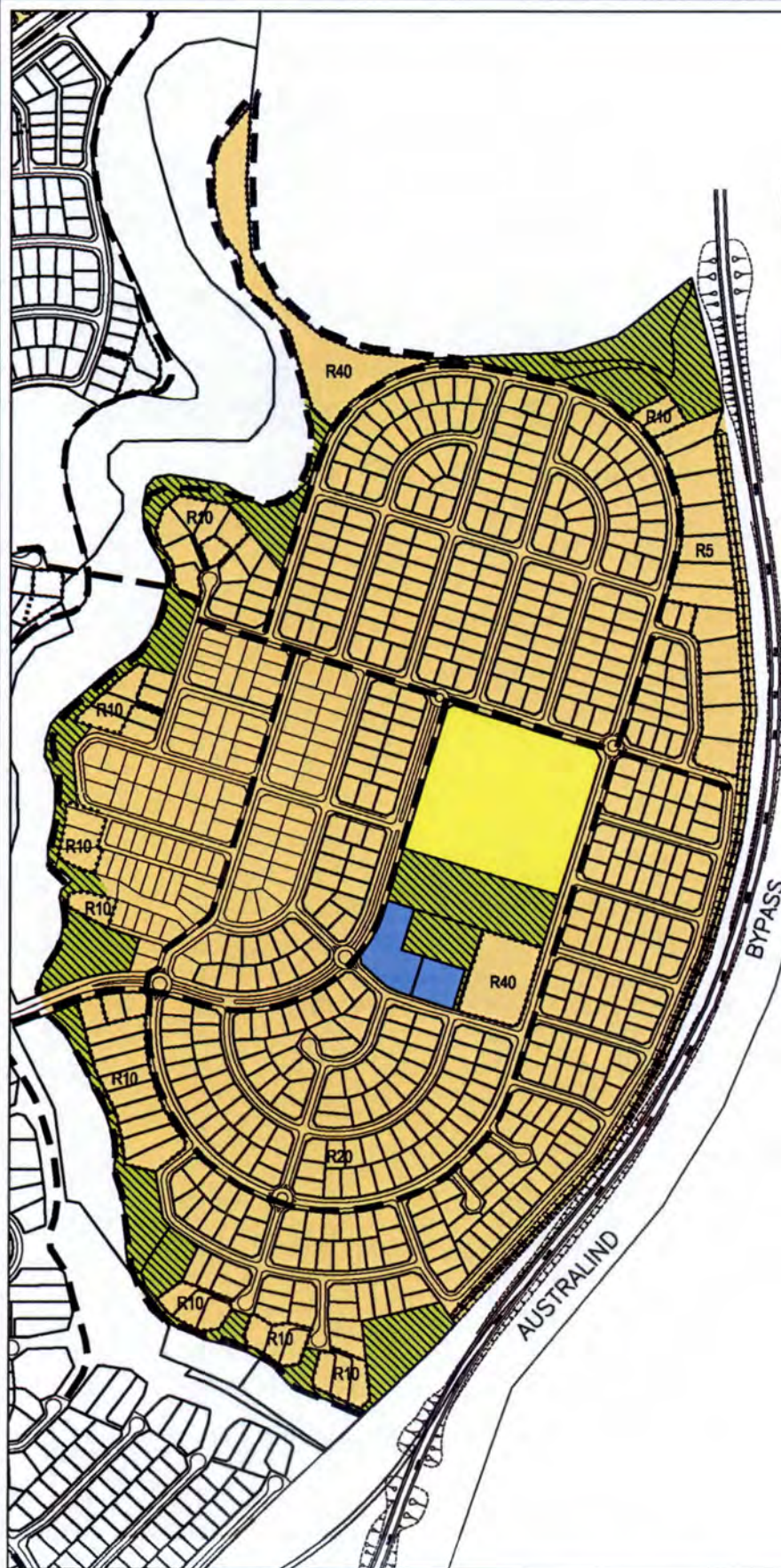
Residential Density and other additional provisions

	R CODES
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Planning Policy Statements.

1. Maximum retail floorspace is limited to 1000m² Net Lettable Area (NLA) on a total lot area of 5000m² ;
2. The retail site is to be developed as the main focus of the Local Centre and be developed for other uses which serve the community;
3. In addition to the retail site, the Local Centre can consist of a maximum 2000m² lot for community related non-retail uses (i.e. Childcare centre or similar). A minor increase in lot area can be supported, subject to justification.

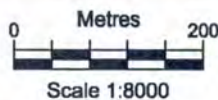
 Pathway system



25mm at scale

NOTES:
This Structure Plan is to be read in conjunction with the accompanying Report for the East Millbridge and Southbank Precincts.

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Date: 25 February 2008
Ref: 1965/2008/Feb08DAP-revLB/A4strctEM
All dimensions and areas subject to survey

A4



Figure 3
EAST MILLBRIDGE
STRUCTURE PLAN
MILLBRIDGE

locality faces north where it can catch winter sun while turning its back on blustery sea breezes and cold southerlies. It is also at a point where the reserve separating development land from the Collie River is relatively narrow, allowing a strong visual and physical relationship between development and the water as indicated by **Figure 4**.



Figure 4

These attributes lead to a conclusion that this area would be better used as a mixed use development site providing higher density residential accommodation combined with commercial facilities to serve the general public attracted to this special environment.

5.1.2 East Millbridge

East Millbridge is effectively an island, sandwiched between Millars Creek and the Australind Bypass. This characteristic distinguishes it from Southbank which has the potential for a regional/district focus.

Rather, the changes at East Millbridge are much more subtle and designed to better relate the development to local landform as well as produce an outcome more in tune with Liveable Neighbourhoods in establishing an improved Neighbourhood Centre and community focus.

5.1.3 Garden of Eaton Structure Plan

Figure 5 shows the new structure plans superimpose over the original Garden of Eaton Structure Plan for Clarity in relation to all structure planning over the site.

LEGEND

The following land use classifications to have the same land use control as the zoning provisions under Shire of Dardanup Local Town Planning Scheme No. 3

	RESIDENTIAL		SCHOOL
	RECREATION		COMMERCIAL A

Residential Density and other additional provisions

	R CODES		PATHWAY SYSTEM
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	ADDITIONAL USES
---	-----------------

- A1**
- Short stay residential
 - Up to 500m² NLA floorspace may be used for the commercial purposes, including and limited to restaurants, eating houses, offices, professional offices and/or shops. Shops shall not occupy more than 200m² NLA of the 500m² NLA (maximum) commercial floor area.
- A2**
- Short stay residential
 - Up to 500m² NLA floorspace may be used for the commercial purposes, including and limited to restaurants, eating houses, offices, professional offices and/or shops. Shops shall not occupy more than 200m² NLA of the 500m² NLA (maximum) commercial floor area.

Planning Policy Statements.

1. Maximum retail floor space is limited to 1000m² Net Lettable Area (NLA) on a total lot area of 5000m²;
2. The retail site is to be developed as the main focus of the Local Centre and be developed for other uses which serve the community;
3. In addition to the retail site, the Local Centre can consist of a maximum 2000m² lot for community related non-retail uses (i.e. Childcare centre or similar). A minor increase in lot area can be supported, subject to justification.
4. Detailed Area Plans contained in the Report are indicative plans and do not form part of the Structure Plan and are subject to a separate planning process for the plans to be used to guide subdivision and development.
5. No green-title, survey strata or strata subdivision of the A1 and A2 cells will be supported until a Detailed Area Plan has been adopted by the Shire of Dardanup and endorsed by the Western Australian Planning Commission. The Detailed Area Plan is also to include the adjoining public open space and foreshore reserve and the appropriate provision of public parking.

ENDORSED STRUCTURE PLAN
To provide a framework for future detailed planning at the subdivision and development stage.

Date 25/5/2008
Delegated under s.16 of the Planning & Development Act 2005

Council will require the submission of a suitable geotechnical report prior to development approvals for group housing on the isthmus to ensure that the land is capable of accommodating development.

Treatments along the eastern boundary of the site, adjoining the Australind Bypass are to be suitably addressed at the subdivision stage. In particular, a suitable vegetated buffer and noise attenuation measures are required to be provided by the subdivider.

The width of the vegetated buffer is to be determined on-site and should be designed in a manner that appropriate residential amenity and creates an attractive entry/departure feature for the Bunbury area.

The Local Structure Plan shows a framework for future subdivision and development. Detailed planning will be undertaken at subdivision and development stages

This Structure Plan is to be read in conjunction with the accompanying Report for the East Millbridge and Southbank Precincts.


Chief Executive Officer

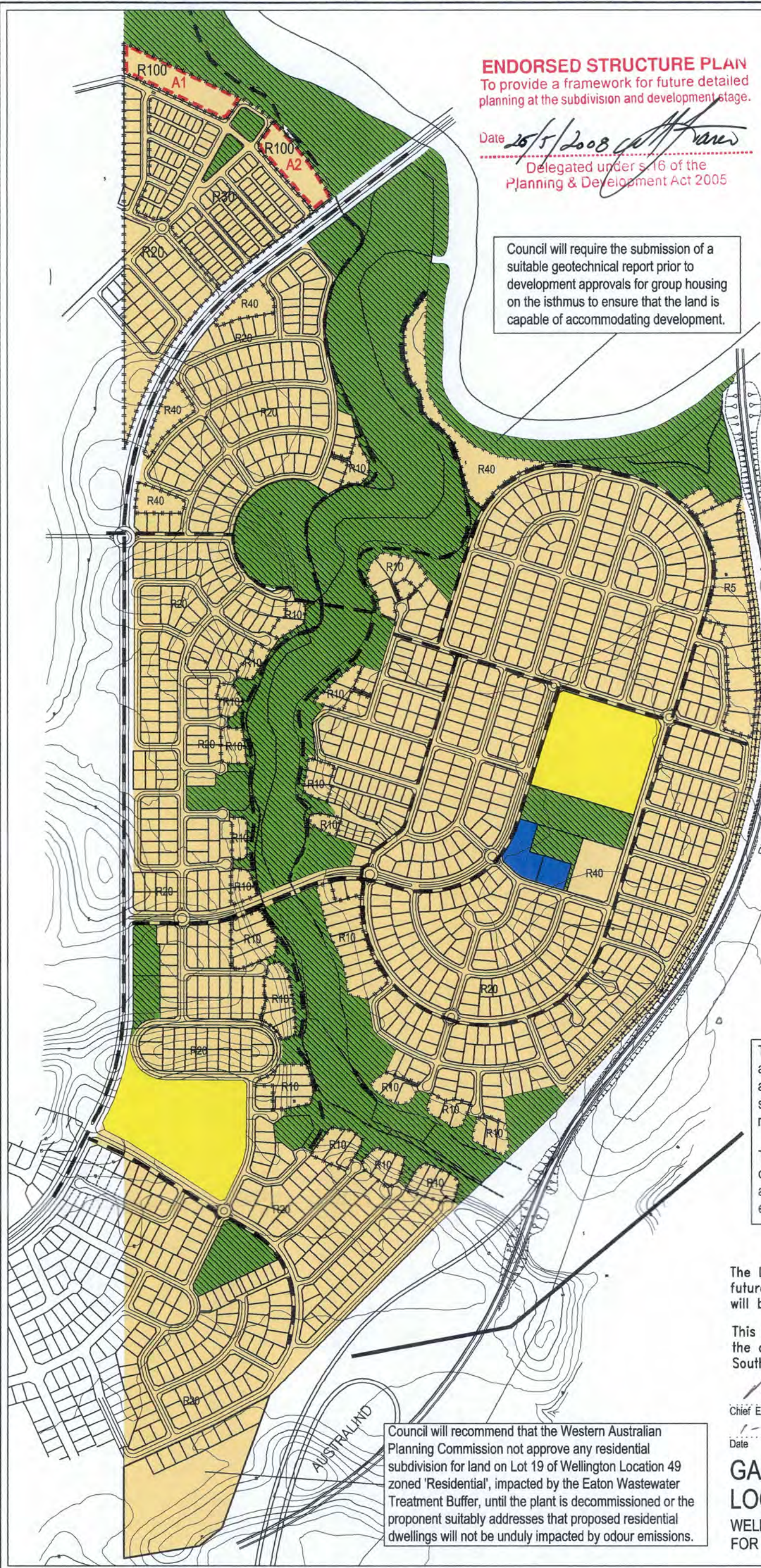
1-5-2008
Date

**GARDEN OF EATON
LOCAL STRUCTURE PLAN**

WELLINGTON LOCATION 49
FOR ARDROSS ESTATES PTY LTD

Figure 5

Council will recommend that the Western Australian Planning Commission not approve any residential subdivision for land on Lot 19 of Wellington Location 49 zoned 'Residential', impacted by the Eaton Wastewater Treatment Buffer, until the plant is decommissioned or the proponent suitably addresses that proposed residential dwellings will not be unduly impacted by odour emissions.



5.2 Proposed Land Uses

5.2.1 Southbank@eaton

The Structure Plan shows two sites of approximately 1.08ha and 0.87ha respectively as mixed use sites. It is intended however, that these sites be developed for predominately residential purposes with some commercial mainly comprising cafes/restaurants and “festival” retailing. Supermarkets, greengrocers or butchers are not expected to locate at these sites but likely tenants would include boutiques, gifts, bookshops, ice creamery/confectionery, delicatessen in addition to cafes/restaurants. Some local offices may also choose to be tenants such as travel or estate agents.

The ground floor plan at **Figure 6** shows the commercial components in yellow facing onto a village square as well as the Collie River foreshore reserve. **Figure 7** shows an indicative first floor plan while **Figures 8 & 9** show second and third floors. Unit styles are colour coded with the pink colouring indicating units over two levels. The judicious use of two storey units limits external staircases/corridors and the creation of a “rear” façade. The units will be double frontage as a consequence. **Figure 10** shows the suggested basement car park.

Provision for commercial uses is approximately 1200m² of floor space. It is envisaged that the two sites would each contain 50-60 residential units placing density at around 80 units per hectare. To allow some flexibility, a density coding of R100 is shown.

Potential for short-stay use of the residential units is also allowed, particularly, the smaller units which are located over or adjacent to the commercial premises. Provision for tourist activity will enhance the character of the development as people visiting the area are more likely to make use of the commercial area and promenading along the boardwalk between the buildings and the river foreshore.



Figure 6

These concept plans are indicative plans and are not to be construed as endorsed Detailed Area Plans and do not form part of the Structure Plan

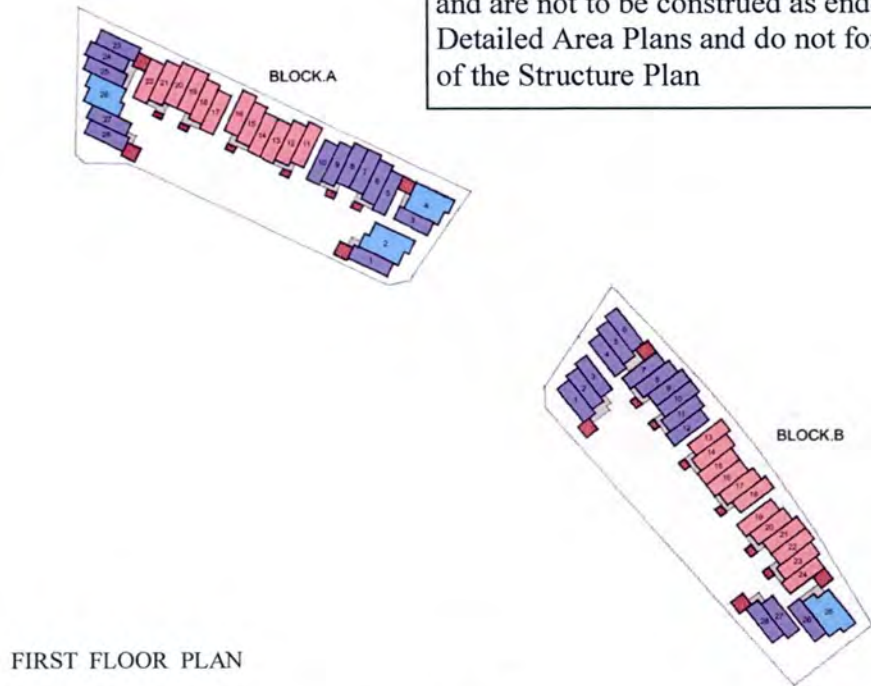


Figure 7

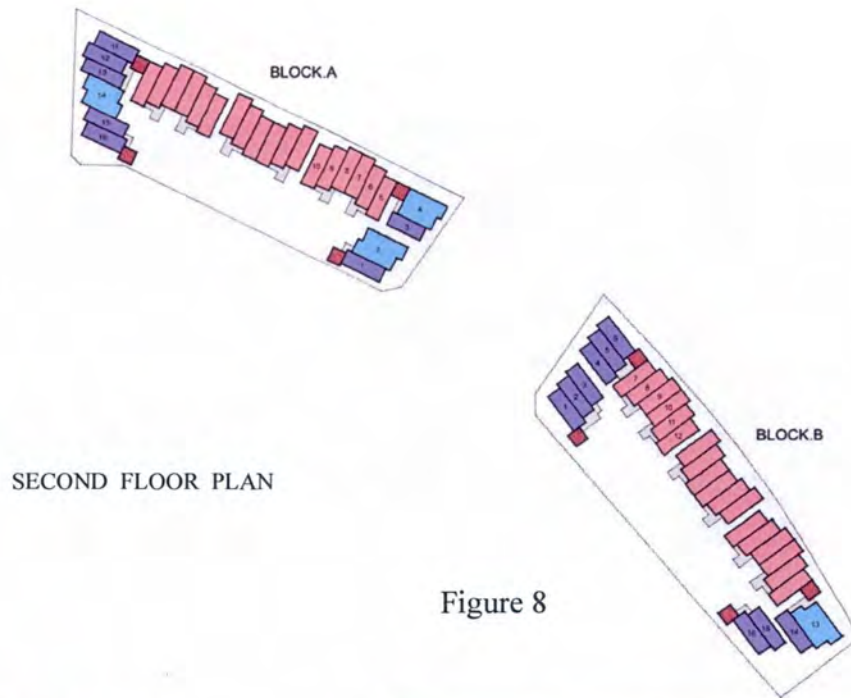


Figure 8

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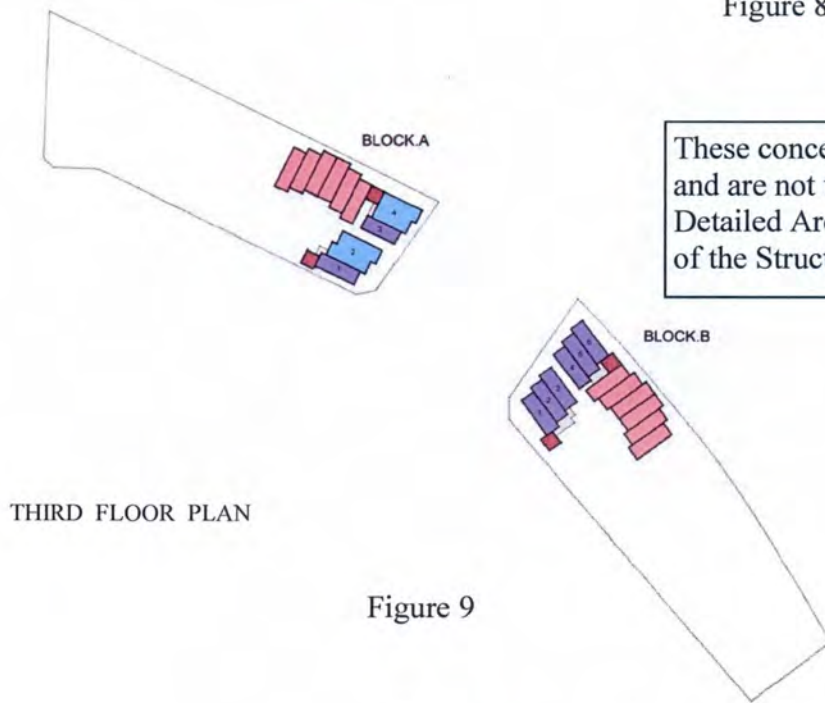


Figure 9

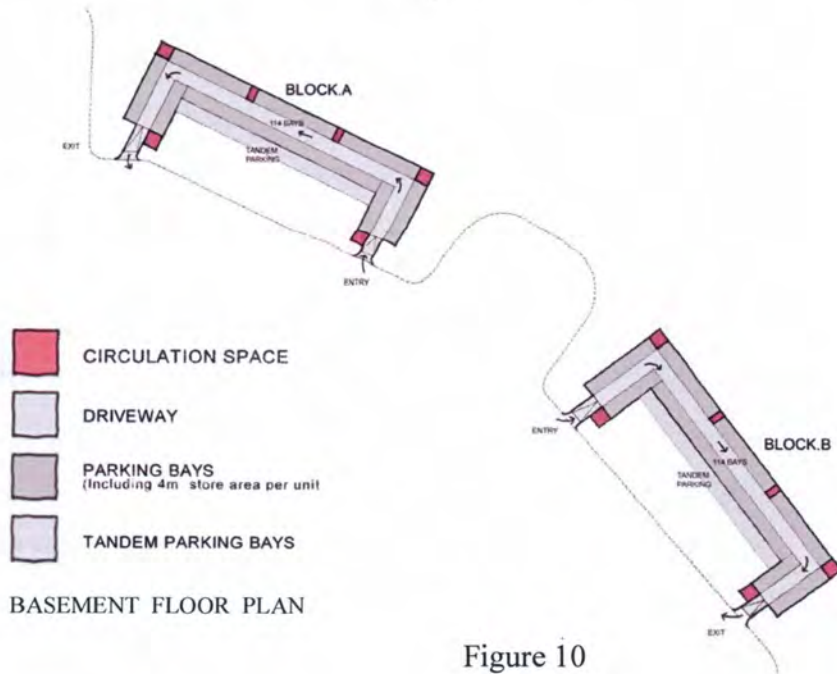


Figure 10



Figure 11



Figure 12



Figure 13



Figure 14

The intended development has similarities to the EPRA development at East Perth **Figures 11, 12, & 13** as well as Ascot Waters in the City of Belmont (**Figure 14**). In these examples, a strong relationship between the development and river foreshore is built by encouraging pedestrian activity to spill from development sites to the reserved land without the divisive impacts of motorized traffic.

The public and private domains would be established through differences in elevation. A crosssection at **Figure 15** shows how undercroft parking would be used to separate the realms physically but not visually or socially. Undercroft parking areas would protrude approximately a metre above ground level to create the desired separation. At the same

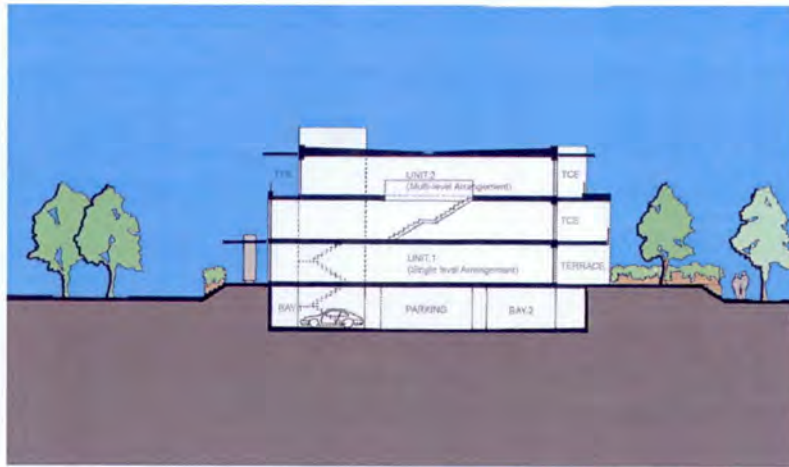


Figure 15

time this will enable natural ventilation of the undercroft parking, reducing or eliminating the need for artificial ventilation with consequent cost and sustainability benefits.

The two mixed use sites are separated by a village square which is part of a wedge of open space creating expanding views towards the river from the entry road off Eaton Drive. Roads encircle the village square with a one-way system envisaged along the western, northern and eastern sides of the square. This roadway will make provision for kerbside parking, particularly drop off/pick-up and disabled bays close to the “action”.

Between the mixed use sites and the entry road from Eaton Drive, medium density (R30) housing is proposed. This housing is to be “rear loaded” or serviced by rear laneways. Controls exerted through Detailed Area Plans (DAPs) will ensure that the other frontages of lots are not used for vehicular access, maintaining high quality streetscapes with a high degree of passive surveillance. The DAP’s will also control front fencing, the orientation of buildings and allow a reduced front set back of 3 metres creating a quality “urban” ambience similar in character to Subi Centro or East Perth.

Street truncations are an issue affecting the development of smaller lots, particularly where reduced set backs apply. Even where the standard

R30 setback of 4 metres is retained, a 6m x 6m truncation eats into the front of the building envelope. In accordance with Requirement R55 of Liveable Neighbourhoods Edition 3, 3m x 3m truncations are proposed in the R30 area to overcome the issue illustrated at **Figure 16**.

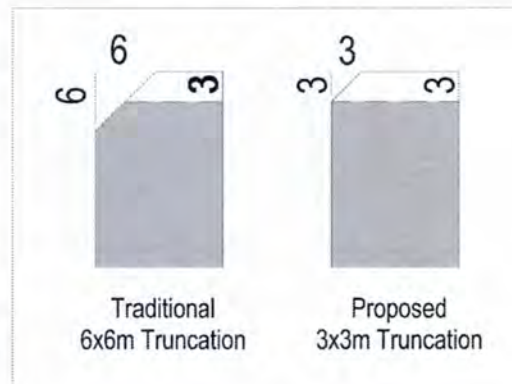


Figure 16

To the south of the road connecting with Eaton Drive and adjacent to the neighbouring estate to the west, standard single housing lots are proposed and an R20 density code applied.

5.2.2 East Millbridge

Changes to earlier structure planning over East Millbridge are a lot more subtle than is the case at Southbank. The original Structure Plan contained a general note in respect of buffers along the Australian By-pass and this requirement has now been particularized in recent subdivision approvals. As a consequence, these particulars are reflected in the modified Structure Plan for East Millbridge. In effect, the adjustment allows for a landscaped bund of up to 2.2 metres in height to be constructed between the Australind By-pass and a service road providing frontage to lots behind.

Other changes include the reconfiguration of the central community/commercial focus. This reconfiguration involves the relocation of the commercial site into a more prominent position where it is exposed to traffic entering the area via the Millars Creek bridge. A main street style of neighbourhood centre is envisaged providing local services for residents of East Millbridge in view of its relative isolation consequent on the limited crossings of Millars Creek. Its catchment is also likely to include residents west of Millars Creek generally to the alignment of

Eaton Drive as illustrated at **Figure 17**.

Currently, the maximum amount of retail floor space is restricted to 500m² however, it is proposed that up to 1000m² be permitted. The expansion is justified by the improved location, making the site both more exposed and more accessible to residents of a wider area, particularly those people living to the west of Millars Creek.

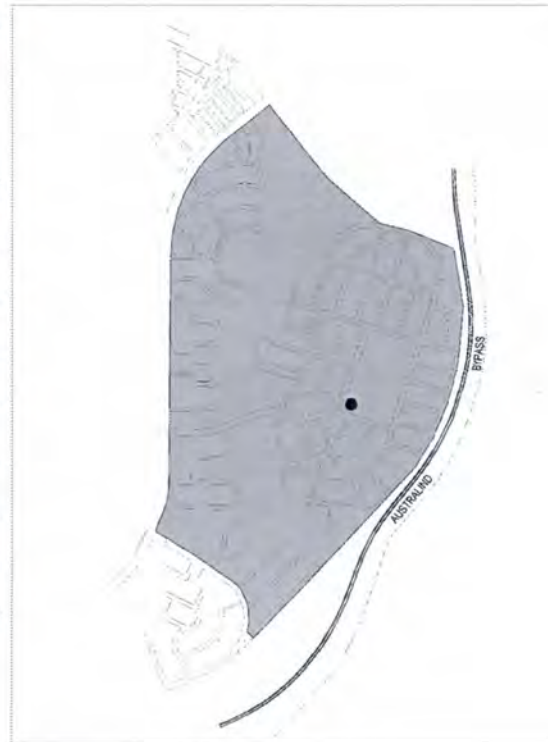


Figure 17

East of Millars Creek, the development proposals create approximately 650 dwelling units while the land to the west of Millars Creek and east of Eaton Drive as far south as Illawarra Drive provides approximately 440 dwelling units (inclusive of group housing). At 2001, the Census recorded an occupancy rate of 2.85 persons per dwelling at Eaton. On this basis, it is likely that, when fully developed, the areas described above will house 3100 persons in 1090 dwellings.

Provision is usually made for neighbourhood/local shopping at the ratio of 0.53m² per capita (Metropolitan Centres Policy). At this ratio, the catchment identified creates a demand for a little in excess of the 1000m² of retail floor space proposed.

The changed location of the commercial site results in the need to switch primary school, POS and drainage locations. The reconfiguration also frees up some land on which medium density housing is proposed. A number of R-codings are therefore adjusted accordingly.

A gully running down to Millars Creek north of the bridge is an attractive environment which would be obliterated by the approved pattern of subdivision. A group housing alternative based on survey strata lots is therefore proposed as a alternative in order to retain the gully and associated vegetation. This adjustment is enlarged at **Figure 18**.



Figure 18

5.3 Infrastructure

5.3.1 Southbank@eaton

In view of the lack of current subdivision approvals and the total redesign associated with the Southbank area, road systems are related to Liveable Neighbourhoods Edition 3.

The entry road into Southbank from Eaton Drive has a clear Neighbourhood Connector function and is shown on **Figure 19** to be a Neighbourhood Connector B and is identified as “Road 1”.

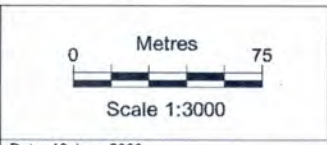
A 19.4m wide reserve is provided for the Connector B, in accordance with **Figure 20** which is extracted from Liveable Neighbourhoods. A



25mm at scale	
LEGEND	
Neighbourhood Connector B	---
Access Street B	---
Access Street C	---
Small Town Centre Street (one way)	---

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A4



Date: 16 June 2006
 Ref: 1965/2006/May06DAP-rev/A-rds
 All dimensions and areas subject to survey

ROAD HIERARCHY
SOUTHBANK@eaton
MILLBRIDGE

Figure 19

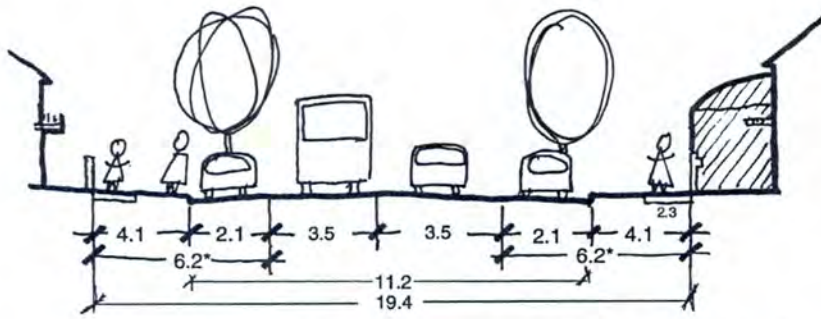


Figure 20 NEIGHBOURHOOD CONNECTOR B 50 km/hr (<3000 vpd)

roundabout distributes traffic to the north and south along “Road 2”, designed as an Access Street B, **Figure 21**, accommodating parking on both sides. Where Road 2 is adjacent to open space, the verge is reduced to 1.0m.

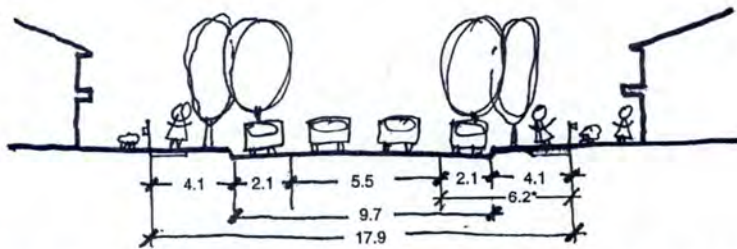


Figure 21 ACCESS STREET B - WIDER ACCESS STREET 40 km/hr (<3000 vpd)

Road 4 around the village square is designed as a Small Town Centre Street (**Figure 22**) and is intended to be one-way with kerbside parking. Other streets are all designed as Access Streets C (**Figure 23**).

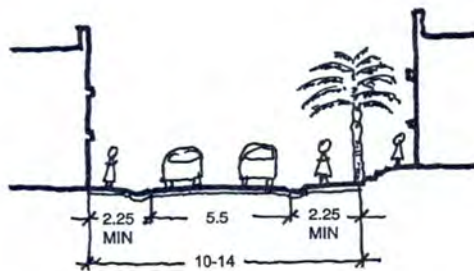


Figure 22
SMALL TOWN CENTRE STREET
TARGET SPEED 30 km/hr
(up to 1000 vpd)

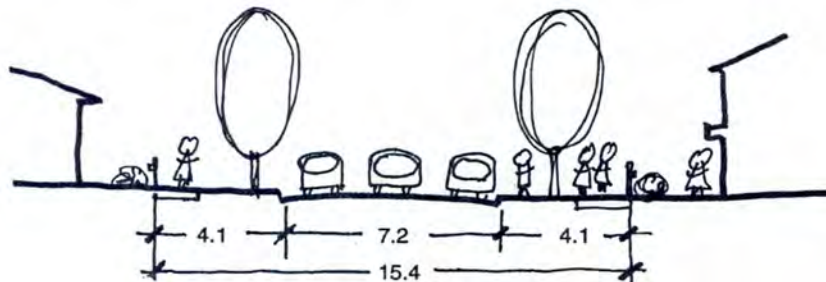


Figure 23 ACCESS STREET C - YIELD (OR GIVE WAY) STREET 40 km/hr (<3000 vpd)

Path systems for cyclists and pedestrians are envisaged in the Collie River foreshore. In line with Liveable Neighbourhoods 3, a shared path is envisaged in the Neighbourhood Connector (Road 1). Footpaths are to be provided in the other streets with cycle traffic sharing road space with cars. No on site parking is proposed for the commercial facilities with public parking catered for on street. The intention of providing on street parking is not a case of avoiding responsibly for on site parking but rather is aimed at creating the right ambience for the Southbank concept. It is planned to be a “busy/urban” environment where cars parked in the street with people walking to/from their vehicles results in activity at the footpath level. Vehicles circulating in the streets looking for a parking space adds to this ambience.

By contemporary standards, the ratio of one car bay to 10m² of retail floor space specified in Council’s Scheme is comparatively high with most recent Schemes requiring between one bay to 20m² and one bay per 12.5m². It can be expected that many people arriving at the site to enjoy a coffee and/or snack would walk/ride, using the path systems along the Collie River foreshore. The demand for parking is therefore likely to be well below the ratio specified in Council’s Scheme. Evenso, a local street system designed in accordance with Liveable Neighbourhoods and utilization of rear loaded lots avoiding crossovers results in substantial numbers of available parking bays in the locality.

Figure 24 shows how parking can be accommodated in the street system. 153 on street bays are shown. This is made possible by providing rear lane access to the residential lots. Not only does the assignment of parking access to the rear of these lots result in improved street scapes but, it also results in no crossovers with consequent expansion of kerb side parking capacity.

Stormwater is to be disposed of via infiltration. The open spaces proposed will have a dual drainage/recreation function for this purpose. All

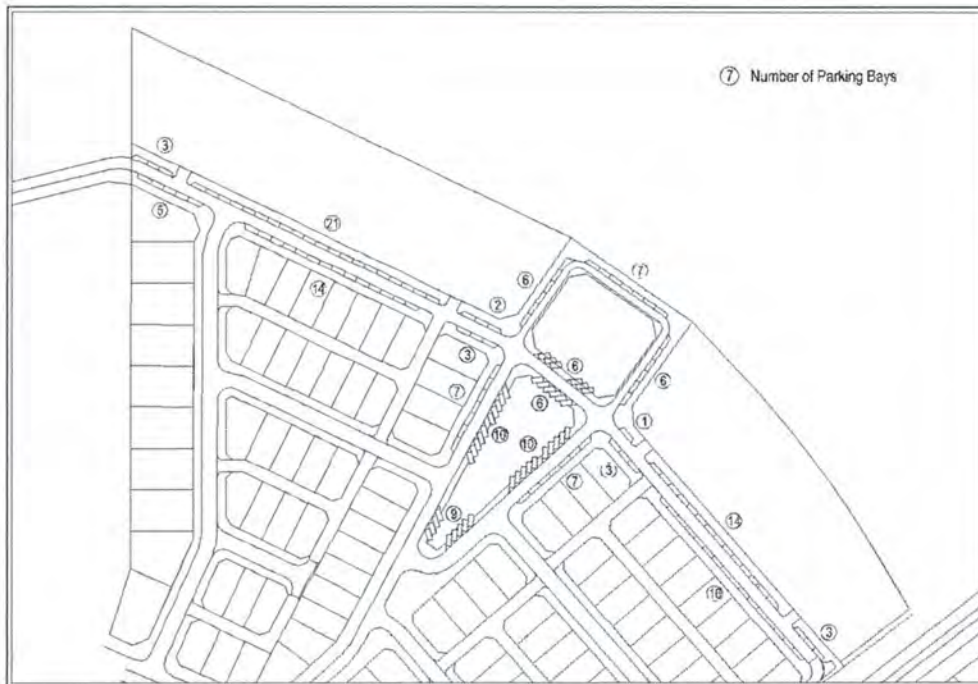


Figure 24 STREET PARKING

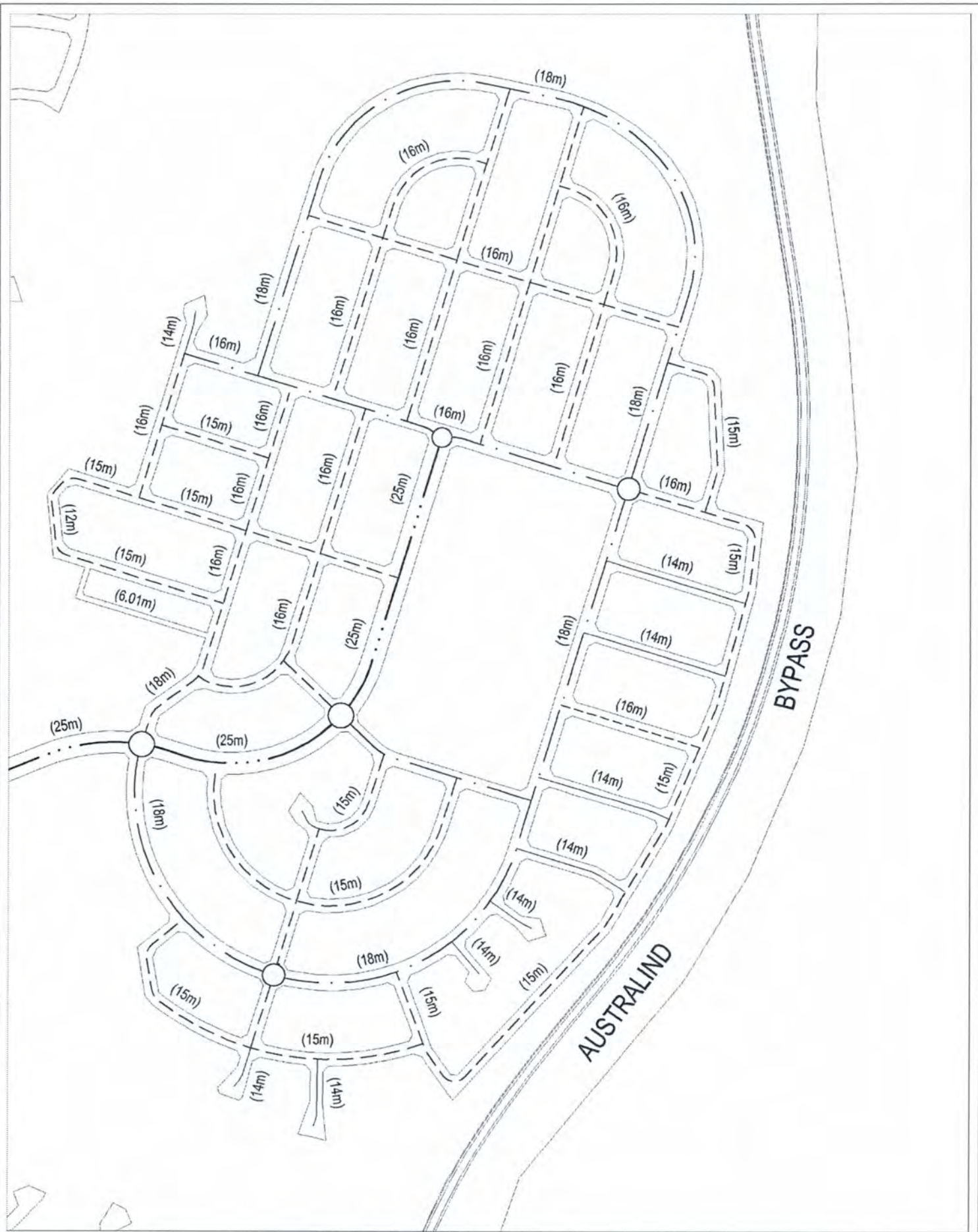
other infrastructure/services are available to be extended to the site.

5.3.2 East Millbridge

Subdivision approvals exist over the East Millbridge area based on the original Structure Plan. These approvals establish road reserve widths and the hierarchical system. **Figure 25** classifies the roads in accordance with Liveable Neighbourhoods Edition 3 as nearby as possible. Shared paths are accommodated in the foreshore reserves as well as the Neighbourhood Connector and Access Streets B.

Reticulated services are all capable of being extended to East Millbridge.

The Education Department has indicated its agreement in principle to the relocation of the primary school site subject to geotechnical advice. The Department is also prepared to consider a reduced site area of 3.5ha if agreement can be reached with Council over shared sports grounds. In part, this agreement is subject to a determination of requirement for a full sized oval or a junior oval.



25mm at scale

LEGEND	
Neighbourhood Connector A
Access Street B	- . - . - .
Access Street C	- - - - -
Access Street D	—————

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A4

0 Metres 137.5

Scale 1:5500

Date: 16 June 2006
 Ref: 1965/2006/May06DAP-rev/B-rds

All dimensions and areas subject to survey

ROAD HIERARCHY
EAST MILLBRIDGE
MILLBRIDGE

Figure 25

One of the advantages of the development Zone and associated Structure Plan is that there is flexibility to massage site boundaries in order to accommodate requirements as they are firmed.

5.4 Developer Contributions

The major common infrastructure works relative to the Millbridge/Eaton locality include the construction of Eaton Drive and the new Collie River Bridge. Cost sharing arrangements for these items are covered under the Dardanup/Harvey Joint Town Planning Scheme No. 1.

The developer will be responsible for preparing and implementing foreshore management plans along the Collie River and Millars Creek.

5.5 Land Budget

A revised land budget based on approved subdivision and the new Structure Plan is presented below. In this regard, the original estate area was 199.4372ha.

Table 1
Land Budget

Use	Southbank (ha)	East Millbridge (ha)	Total Estate (ha)
Total Land Area	16.3745	81.5494	199.4372
Schools		3.5000	7.3018
Eaton Drive			4.5293
Foreshore (100 year floodway)			25.4346
Commercial		0.7446	0.7446
Drainage (Area used solely for Drainage & having no POS function)		1.2645	1.7379
Total deductions		5.5091	39.7482
Gross Residential Area (GRA)	16.3745	76.0403	159.6890
POS/Drainage/50% credit (Areas having a combined function)	0.4296 (0.2148)	1.8122 (0.9061)	3.5791 (1.7896)
POS	3.3259	5.1810	16.0827
POS plus 50% POS/Drainage	3.5407	6.0871	17.8723
POS as % of GRA	21.62%	8.01%	11.19%

MILLBRIDGE PRIVATE ESTATE
SHIRE OF DARDANUP

DETAILED AREA PLAN PROVISIONS AND R-CODE VARIATIONS

The provisions of the Shire of Dardanup Town Planning Scheme No. 3 and the Residential Design Codes apply unless otherwise varied below:

1. All dwellings and garages shall be located generally in accordance with the building envelopes shown on the Detailed Area Plan, unless otherwise agreed by Development Services, Shire of Dardanup.
2. A residential density code of R30 applies to all lots.
3. Vehicle access to all lots is to be from the rear laneway only. The garage positions specified in the Detailed Area Plan are suggested only - the location may vary along the rear boundary. Garages are permitted to have a zero lot line on the rear boundary.
4. A three metre front setback applies to all lots. The three metres is absolute is not a minimum or maximum. It applies to at least 30% of the house facade (which may include verandahs, porches or balconies).
5. No building shall exceed the "Category B" height limit specified in the Residential Planning Codes unless as otherwise agreed to by Development Services, Shire of Dardanup.
6. Zero lot lines are permitted as shown on the Detailed Area Plan in accordance with the Acceptable Development provisions of the R codes.
7. All lots have a 1.5m minimum solar setback as indicated on the Detailed Area Plan.
8. Dwellings on corner sites shall be designed to address both street frontages. A 1.0m setback applies to secondary street boundaries.
9. Courtyards with access to northern sunlight are encouraged in accordance with solar passive design principles. Courtyard locations as shown on the Detailed Area Plan are preferred.
10. Open aspect fencing is required for the front setback of all lots, as shown on the Detailed Area Plan. Corner sites may have solid fencing to a height of 1.8m above footpath level to the secondary street frontage (behind the 3.0m front setback area), if the wall is constructed of brick or masonry.
11. The setback and open space requirements of the Residential design Codes apply unless varied as shown on the Detailed Area Plan or otherwise agreed by Development Services, Shire of Dardanup.
12. These provisions can not be amended or repeated without the prior written consent of Development Services, Shire of Dardanup.

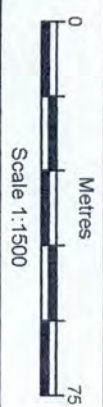


LEGEND

- Building Envelope
- Permeable Fencing
- No Vehicle Access
- Garage
- Courtyard

NOTES:

25mm at scale



Date: 16 June 2006
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All dimensions and areas subject to survey

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DETAILED AREA PLAN
AREA 'A'
MILLBRIDGE

A3