

Attachment G – Schedule of Modifications

PROPOSAL: ABBEY SOUTH STRUCTURE PLAN AND ASSOCIATED AMENDMENT NO. 55 TO LOCAL PLANNING SCHEME NO. 21

No.	STRUCTURE PLAN MODIFICATIONS	REASON
1.	<p>Modify Plan A: Structure Plan Map and Part 1, Section 6.5 Road Network and Access to reflect the following:</p> <ul style="list-style-type: none"> • A single vehicle access full movement T-Intersection at the location of the existing access point to Lot 4, 63 Caves Road ABBEY WA, that: <ul style="list-style-type: none"> ○ Provides safe access/egress to the Structure Plan Area for users including pedestrians. ○ Minimises loss of vegetation through the implementation of small footprint design. ○ Minimises disturbance to Western Ringtail Possum habitat and includes remedial works (Possum rope bridges and tree planting) where disturbance is unavoidable. ○ Minimises of impact to property access on northern side of Caves Road. • Deletion of vehicle access to Caves Road from Lot 12 Caves Road ABBEY WA 6280 (Retention of Pedestrian and Cycle path access). • The provision of safe and efficient crossing facilities across main roads for pedestrians and cyclists, including median island refuges, at convenient intervals. • A path network that provides safe and direct access to public transport (bus stops). • A higher order shared path on the northern side of Caves Road adjacent the Structure Plan area. • Extension of the higher order cycle path so that it connects to the Bauyanyup Drain Shared Path from the south western 	<p>Required in response to submissions from Main Roads WA and public submissions. Modifications will ensure that that the structure plan complies with the Amendment Special Provision requirements 2 iv, v and vi. The City does not support a roundabout intersection design as it fails to comply with the Special Provision requirements as it will impact existing vegetation excessively, and will not provide for safe and efficient pedestrian crossing facilities. Furthermore, a secondary eastern access to Caves Road is not supported for safety reasons, nor is unnecessary road widening supported impacting Lots 12 and 402, Caves Road.</p> <p>The development of the primary shared path network along Caves Road and Bussell Highway is required in accordance with the Leeuwin-Naturaliste 2050 Cycling Strategy (DoT).</p> <p>The current alignment of the higher order cycle path connecting to Bauyanyup Drain Shared Path from the south western corner of the site passes through floodway areas. This alignment will require the construction of a raised path (bridge or causeway) in order to avoid inundation by floodwaters. An alternate alignment utilising the 'peninsula' and the southern end of the adjoining RAC holiday park (through agreement with landowners) may be a more suitable option.</p>

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	<p>corner of the site, with an alignment and / or design that mitigates the impacts of the floodway on the functioning of the path.</p> <ul style="list-style-type: none"> • Deletion of the 'Future pedestrian / cycle connection to Bauyanyup drain cycle path'. • The requirement for all internal and external connecting path infrastructure (cycle and pedestrian) to be funded and constructed by the proponent as part of the subdivision works. • Updated intersection design addressing access to Bussell Highway developed to the satisfaction of Main Roads WA prior to WAPC determination of the Structure Plan. 	
<p>2.</p>	<p>Modification of the Local Water Management Strategy and update of Plan A: Structure Plan Map and the Structure Plan report (as required) to address the following:</p> <ul style="list-style-type: none"> • The retention of 1% AEP on residential lots is not supported by the City of Busselton and therefore updated stormwater modelling is required to be undertaken to the satisfaction of the City of Busselton and the Department of Water & Environmental Regulation. • The requirement for the stormwater system to include sufficient retention and detention to accommodate additional drainage discharge from residential lots, so as not to result in a risk of increasing the flood levels in the area designated for management of catchment flood waters, and to allow for appropriate areas of active open space. 	<p>Required in response to submissions from DWER, DBCA and Water Corporation, and to ensure compliance with the City of Busselton <i>Local Planning Policy No. 6.1 Stormwater Management</i>. The proponent is continuing to work with the City of Busselton and DWER to finalise the overall drainage strategy and the LWMS.</p>
<p>3.</p>	<p>Modify Plan A: Structure Plan Map and Table 1 – Land Use Summary, to include the following buffer areas (as shown in Figure 1: Annotated Structure Plan Map), in addition to existing Public Open Space provision:</p>	<p>State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1) emphasises the importance of buffers to maintain amenity and character values. The 10m to 30m wide landscaped buffer around the floodway shall be provided in accordance with DC 2.3. A 10 metre vegetated buffer, as applied at the northern boundary of Lot 12, will</p>

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	<ul style="list-style-type: none"> • A 10 metre to 30 metre wide landscaped Reserve (Recreation) to preserve existing vegetation and provide a transitional area adjacent the northern and eastern boundaries of the floodway area, excluding the area of 'Residential R2.5' that contains existing buildings. • A 10 metre wide vegetated Reserve (Recreation) along southern and western boundaries of Lot 4, 63 Caves Road ABBEY WA, and adjacent road reserves. 	improve visual separation from Vasse North and the adjoining Caravan Park. The buffer areas are primarily located in the area identified as an Open Space Investigation area in the LNSRS and shall be appropriately revegetated with native plant species to enhance their function as wildlife corridors.
4.	Modify Part 1, Section 6.4 of the Structure Plan to include a requirement for the provision of an area of unrestricted Public Open Space between 3,000m ² and 5,000m ² in size that is irrigated, turfed and is suitable for active uses.	The Structure Plan currently does not identify an area of open space for active use. The identification of a turfed area of between 3,000m ² and 5,000m ² in size is in accordance with the Liveable Neighbourhoods guidance for a 'Neighbourhood' park serving a population of 600 to 800 people.
5.	Modify Part 2, Section 4.5.3 Public Open Space Schedule to reflect modifications to the quantum of Public Open Space.	Administrative.
6.	Modify Part 2, Section 4.6.1 Water Supply and Conservation of the Structure Plan report to remove the option for unirrigated Public Open Space.	The City of Busselton will not accept unirrigated Public Open Space.
7.	Modify Plan A: Structure Plan Map and Part 1, Section 8.0 Local Development Plans by deleting references to 'Residential R10' and replacing them with 'Residential R2.5' in order to retain existing buildings on a single lot, and provide the remaining area as additional Public Open Space (Figure 1: Annotated Structure Plan Map)	The introduction of a 30 metre wide buffer from the boundary of the floodway renders the area currently proposed as R10 Residential unsuitable for intensive development. A coding of Residential R2.5 provides an option to retain the existing dwelling.
8.	Modify Plan A: Structure Plan Map to include an internal perimeter road located wholly within Lot 4, 63 Caves Road ABBEY WA, running north to south adjacent to the eastern boundary, in such a manner that incorporates and preserves existing vegetation along the boundary fence line as shown in (Figure 1: Annotated Structure Plan Map).	The realignment of this road (approximately 30 metres from its current alignment) will provide improved setbacks from a BHL perspective, and will allow for the retention of an established vegetation corridor within the road reserve that runs parallel along the boundary line.
9.	Modify the Structure Plan report to include findings and modifications (if required) resulting from a Traffic Noise Assessment, to be included as	Bussell Highway and Caves Road are both identified as 'significant traffic routes' under State Planning Policy 5.4 Road and Rail Noise, and a portion of the Structure Plan area is within the mapped trigger

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	<p>an appendix, and that is to be undertaken in consultation with Main Roads WA, prior to the WAPC determination of the Structure Plan.</p>	<p>distance (200m from the corridor). As such, traffic noise must be assessed as part of the rezoning and structure planning processes to accurately identify those areas that will be affected by noise, and to ensure adequate mitigation measures are in place for noise-sensitive uses. Accordingly a Traffic Noise Assessment and Management Plan shall be prepared by the proponent in consultation with and Main Roads WA, outlining possible additional noise mitigation measures as well as responsibilities and commitments, prior to the WAPC determination of the Structure Plan.</p>
10.	<p>Modify Part 1, Section 9.0 Further Subdivision Reporting to:</p> <ul style="list-style-type: none"> Remove ‘Traffic Noise Assessment’ Include requirement for the preparation of a ‘Street Tree Implementation Plan’. 	<p>A traffic noise assessment must be completed prior to the WAPC determination of the Structure Plan under State Planning Policy 5.4 Road and Rail Noise.</p> <p>A street tree implementation plan is required to ensure that the Streetscape Planting Strategy contained in the Structure Plan is enacted to the satisfaction of the City.</p>
11.	<p>Modify the Bushfire Management Plan as follows:</p> <ul style="list-style-type: none"> Include sufficient evidence to support vegetation classifications. Classify vegetation Plots 4 & 5 in figure 4 (Post Development Vegetation Map) and Figure 5 (BAL Contour Plan) and modify plans accordingly. Include an internal perimeter road located wholly within Lot 4, 63 Caves Road ABBEY WA, running north to south adjacent to the eastern boundary, in such a manner that incorporates and preserves existing vegetation along the boundary fence line (Figure 1: Annotated Structure Plan Map). 	<p>Modifications required in response to submissions from the Department of Fire and Emergency Services.</p>
12.	<p>Modify Part 1, Section 6.6.2 Land Use, to include the following additional “A” uses over Lot 402, Caves Road Abbey WA:</p> <ul style="list-style-type: none"> Residential aged care facility. Independent living complex. 	<p>Modification recommended in response to submission. Provision of aged care accommodation accords with <i>City of Busselton Local Planning Strategy (2019)</i>. As the modification is deemed not to be significant it is not addressed further in the Council report.</p>

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<p>13.</p>	<p>Modify Part 2 of the Structure Plan report, and relevant technical appendices, as follows:</p> <ul style="list-style-type: none"> • Reflect a minimum finished floor level of 3.4m AHD and revise references to the City of Busselton <i>Coastal Hazard Risk Management and Adaption Plan</i> as required. • That the requirement to achieve a finished floor level of 3.4m AHD is subject to further investigation and may be revised. 	<p>The <i>Coastal Hazard Risk Management and Adaption Plan</i> (CHRMAP) recommends that further modelling is undertaken to inform decisions about coastal inundation, but in the absence of that, indicates that in areas where there is not a long-term, integrated coastal inundation protection strategy, that minimum FFLs for new development should be 3.4 AHD to accommodate coastal inundation hazard (note that figure includes 0.9m allowance for projected sea level rise).</p> <p>The CHRMAP does recommend a long-term, integrated coastal inundation protection strategy for the Abbey area, consisting of foreshore works to raise and reinforce the coastal foreshore reserve, together with the raising and reinforcing of the eastern bank of the Buayanyup Drain. The CHRMAP recommends that occur in the medium-term, meaning that the minimum FFL for new development be set at approximately 2.7 AHD. At this point, however, the additional modelling recommended by the CHRMAP has not been undertaken – although it is underway – and there is no clear or detailed plan for implementation of a long-term, integrated coastal inundation protection strategy. Importantly, the costs associated with such a strategy are not known, and nor is there a funding strategy.</p> <p>Based on the above, especially where greenfields (rather than infill) development is concerned, a conservative approach should be taken. It is considered that the minimum FFL should be set at 3.4 AHD on the basis that the coastal modelling project currently underway which could provide a basis for a lower minimum FFL.</p>
<p>No.</p>	<p>AMENDMENT MODIFICATION</p>	<p>REASON</p>
<p>14.</p>	<p>Modify Special Provision 76 number 3 (ii) by deleting the following text: <i>Amenity of the locality and surrounds;</i></p>	<p>Modification recommended in response to submission. The intent of the provision is adequately addressed in the SP.</p>

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FIGURE 1: ANNOTATED STRUCTURE PLAN MAP

