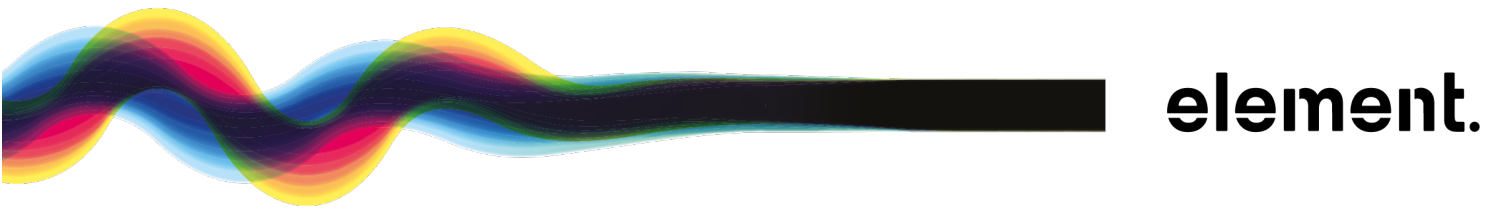




Appendix E

Planning Instruments Review

E.1 Review of Planning Instruments



Shire of Murray

Coastal Hazard Risk Management
Adaptation Plan

December 2020

Document ID:

Issue	Date	Status	Prepared by	Approved by	
			Name	Name	Signature
V1	27/10/20	Draft	Mike Davis	Draft	
V2	14/12/20	Final	Mike Davis	MD	

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1. Community Profile Overview

The Shire of Murray is located within the Peel region approximately 80 kilometres south of the Perth City Centre. The Shire includes the Harvey Estuary and is located adjacent to the Peel Inlet. The Murray River and Serpentine River both flow into the estuary.

The original inhabitants of the Murray area are the Binjareb Aboriginal people.

The Shire recorded a population of 17,911 people in 2019 (ABS, 2019). The Shire is predominantly zoned for rural purposes however includes the main township of Pinjarra and other settlements of Ravenswood, Dwellingup, North Dandalup and other smaller settlements. A number of canal developments have been built on the Murray River and Estuary.

Notable transport routes that run through the Shire include the Kwinana Freeway, Forrest Highway, the Southern Western Highway and the Perth-Bunbury railway line. It is noted that the Forrest Highway traverses the Murray River near the intersection with Pinjarra Road.

According to Population.ID, the Shire's population has grown from 12,522 in 2006 to 17,911 in 2019, representing an average growth rate of 1.43% during this period (Population.Id, 2020).

Approximately 89% of the Shire's population lived in a separate (single) dwelling as at 2016 (Population.Id, 2020).

It is noted that there are approximately 5,368 jobs generated within the Shire, of which, 2,351 employed persons (43.8%) also live in the Shire (Population.Id, 2020).

2. Existing Planning Framework

This section outlines the existing planning controls applicable to land use and development within the Shire with a particular focus on coastal planning and management to inform the identification of issues relating to the preparation of this CHRMAP. The following documents are included in this review.

Table 1 – Relevant Planning Framework

<p>Corporation Strategic Planning</p> <ul style="list-style-type: none"> • Murray 2030 Strategic Community Plan • Corporate Business Plan 2020 - 2024 • Emergency Risk Management Report 2013
<p>Relevant Legislation</p> <ul style="list-style-type: none"> • Planning and Development (Local Planning Schemes) Regulations 2015
<p>State Planning Framework</p> <ul style="list-style-type: none"> • Perth and Peel @ 3.5 Million • Peel Region Scheme • State Planning 2.1: Peel-Harvey coastal plain catchment • State Planning Policy 2.6: State Coastal Planning • State Planning Policy 2.6: State Coastal Planning Policy Guidelines • Coastal hazard risk management and adaptation planning guidelines • State Planning Policy 3.4: Natural Hazards and Disasters • Development Control Policy 1.8: Canal Estates and Artificial Waterway Development
<p>Local Planning Framework</p> <ul style="list-style-type: none"> • Shire of Murray Local Planning Scheme No. 4 • Boating Facilities and Moorings Local Planning Policy • General Development Requirements for Properties Abutting an Artificial Canal Waterway • Canal Walls – Yunderup State One Canals, Local Planning Policy <p><u>Structure Plans</u></p> <ul style="list-style-type: none"> • Lot 803 North Yunderup Road Structure Plan Map • Lots 1, 2 and 49 Banksia Terrace, South Yunderup <p><u>Masterplans</u></p> <ul style="list-style-type: none"> • Murray River Foreshore Masterplan

2.1 Corporate Governance Framework

2.1.1 Murray 2030 Strategic Community Plan

The Shire of Murray 2030 Strategic Community Plan (SCP) is the overarching strategy which guides the future governance of the local government over the next 10 years. The SCP establishes the following vision for the Shire:

“By 2030, the Shire of Murray will be a place where business thrives, we protect our environment, and all people enjoy an outstanding quality of life”.

The SCP establishes a range of strategies to address facets of community, the environment, the economy and governance, with the following strategies relevant to planning for coastal processes”

- Ensure the safety of our community;
- Connect the natural assets, waterways, parks and reserves to the community;
- Upgrade the amenity of the Murray River Square, foreshore reserve and Glebe Land;
- Ensure Town Planning Scheme and Local Planning Strategy facilitates quality and diverse planning outcomes;
- Continually review and enhance public boating facilities and environmental sustainability within our waterways; and
- Undertake a risk assessment of the impact of climate change.

These strategies inform the Shire’s Corporate Business Plan and expenditure on programs relevant to foreshore and coastal planning.

2.1.2 Corporate Business Plan 2020 – 2024

The Corporate Business Plan (CBP) is the Shire’s four year business plan which informs the Shire’s annual budget to deliver the priorities of the community. The CBP identifies a range of projects and actions, of which, the following are relevant to the preparation of this CHRMAP:

- Progressively improve and activate family friendly foreshore reserves;
- Progressively implement the Murray River Foreshore Masterplan;
- Review and implement the Sandy Cover South Yunderup Reserve Masterplan;
- Prepare and implement the Shire of Murray Reserve Management Plans;
- Implement the Herron Point Management Plan;
- Implement Waterways Management Plans;
- Progress the development of recreational boating facilities to meet community needs;
- Undertake a feasibility study for boat launching improvements at Batavia Quays; and
- Complete the Coastal Hazard Risk Management and Adaptation Planning Strategy and consider outcomes within the planning framework.

2.1.3 Emergency Risk Management Report 2013

The Shire has prepared an Emergency Risk Management Report which identifies the effects of storm surge and flooding as a risk that is present within the Shire. The document incorporates a Community Emergency Risk Assessment tool which can be used to correlate the likelihood and consequence to identify a risk rating similar to what is required as part of the CHRMAP process.

2.2 Relevant Legislation

2.2.1 Planning and Development (Local Planning Schemes) Regulations 2015

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the regulations) were introduced by the State government to ensure a consistent structure, format and approach to local planning schemes across the state of Western Australia.

The regulations have recently been amended to introduce additional measures in response to the COVID-19 pandemic. These additional measures and exemptions to certain development and land use are temporary in nature and do not have any specific relevance to this study.

The State government is currently progressing further amendments to the Regulations which may amend the terminology and planning instruments referenced below.

The regulations contain 'deemed provisions' being Schedule 2 of the Regulations and these provisions automatically apply to all local government planning schemes throughout the state and supersede corresponding provisions of these schemes.

Schedule 2 of the Regulations contain provisions relating to various planning mechanisms which have varying degrees of application to implementing adaptation approaches for coastal processes. The planning mechanisms available in the Regulations are examined below.

Local Planning Policy

Part 2: Division 2 of the deemed provisions relates to the preparation of local planning policies. A local planning policy may apply generally to the Scheme area or deal with a specific class or classes of matters.

In making a determination under the scheme, the authority responsible for determining a planning application must have due regard to each relevant local planning policy, to the extent that the policy is consistent with the scheme. In addition to introducing new policy measures, a local planning policy may also vary existing deemed-to-comply provisions of the Residential Design Codes, where it is considered appropriate. In the context of coastal hazard and risk planning, a local planning policy could introduce additional design requirements for development, such as elevated habitable floor levels, additional required setback requirements and other relevant matters to ensure coastal hazard issues are appropriately responded to within the planning framework.

Structure Plans and Activity Centre Plans

Part 4 of the deemed provisions relates to the preparation of structure plans while Part 5 relates to the preparation of Activity Centre Plans. A structure plan (or Activity Centre Plan) may be prepared for a specific area if:

- (a) The area is:
 - i. All or part within a zone that is identified by the scheme as being suitable for urban or industrial development; and
 - ii. Identified in this scheme as an area requiring a structure plan to be prepared before any future subdivision or development is undertaken; or
- (b) A State Planning Policy requires a structure plan to be prepared for the area; or
- (c) The Commission considers that a structure plan for the area is required for the purposes of orderly and proper planning.

The relevant decision maker of subdivision and development applications within a structure plan area must have due regard to but is not bound by a structure plan. A structure plan therefore does not have the full force and effect of the scheme. Once adopted, a structure plan which identifies zoning and land use permissibility, would need to be normalised within a scheme by way of a scheme amendment, if the zoning and land use permissibility is to have statutory weight.

It is noted that this section of the deemed provisions is currently the subject of a proposed amendment to the Regulations, whereby it is proposed to delete reference to 'Activity Centre Plans' in favour of 'Structure Plans' and 'Precinct Structure Plans'.

Local Development Plans

Part 6 of the Regulations provides for the preparation of local development plans (LDP), which states:

'A local development plan in respect of an area of land in the Scheme area may be prepared if –

- (a) The Commission has identified the preparation of a local development plan as a condition of approval of a plan of subdivision of the area; or*
- (b) A structure plan requires a local development plan to be prepared for the area; or*
- (c) An activity centre plan requires a local development plan to be prepared for the area; or*
- (d) The Commission and the local government considers that a local development plan is required for the purposes of orderly and proper planning.'*

It is considered that the LDP as a statutory instrument will have limited application within the Shire for responding to coastal hazards and processes and that there are more appropriate mechanisms (i.e. Scheme provisions and/or local planning policy) to address such matters.

Special Control Areas

Special Control Areas (SCA) may be established as set out within Part 5 of the model scheme provisions (Schedule 1 of the Regulations). SCAs are typically put in place to establish special provisions to target a single issue or related set of issues often overlapping zone and reserve boundaries. The provisions of an SCA would establish the purposes and objectives of the SCA, specific development requirements and, if applicable, referral requirements to relevant agencies. A SCA could therefore be established within a scheme to comprehensively address the specific development issues associated with land prone to coastal hazard and risk issues.

A SCA would be delineated on the scheme maps by way of line work, which could follow the extent of mapped areas known to be prone to storm surge and or coastal physical processes (erosion, sea level rise allowance).

General Development Provisions

Part 4 (Clause 32) of the model scheme has provisions for the establishment of additional site and development requirements in addition to those set out in the R-Codes, activity centre/structure plans, local development plans or State and local planning policies. General development provisions could technically set out general development requirements relating to areas subject to coastal flooding and / or coastal processes. However, it is considered that given the specific nature of coastal issues, including the varied locational extent to which it may affect land within a district, specific development requirements would more appropriately be established within a Special Control Area as opposed to general provisions within the scheme.

Supplemental Provisions

The Regulations provide for local planning schemes to establish provisions that supplement the provisions set out in Schedule 1 and 2 of the Regulations, or provisions that vary a provision established in Schedule 1. Such supplemental provisions are typically contained within a Schedule within the scheme. This section could be used to introduce additional provisions and requirements in relation to coastal planning matters.

Exemptions from planning approval

Regulation 61 of the deemed provisions specifies works and land uses that are exempt from the requirement to obtain development approval.

This is an important consideration of the CHRMAP process, as the specified exemptions may provide for certain situations where certain development may be established within an area affected by storm surge or coastal processes without the requirement to obtain planning approval. However, there are ways of addressing this issue. For instance, a local planning policy or local development plan could vary the deemed-to-comply requirements of the R-Codes to put in place additional design requirements that may trigger the requirement for planning approval. Secondly, a Special Control Area could be established over land affected by coastal processes or storm surge, which

would trigger the requirement for the prior planning approval to be obtained from the responsible authority, including the requirement for the prior planning approval to be obtained for exempted development.

2.3 State Planning Framework

2.3.1 Perth and Peel @ 3.5 Million and Sub-regional Planning Framework

Perth and Peel @ 3.5 Million was released by the State government 2018 and provides the overarching framework to deliver four sub-regional strategies to guide future growth and development across the Perth and Peel metropolitan area through to the year 2050.

The Shire of Murray is located within the South Metropolitan Peel sub-regional area. The document plans for the provision of an additional 302,180 dwellings within this sub-region by 2050.

It is noted that the South Metropolitan Peel Sub-regional Planning Framework identifies a Planning Investigation Area around the Ravenswood settlement in proximity to the Murray River. Planning Investigation Areas are areas that may be suitable for rezoning and development subject to further detailed investigations. The Ravenswood Planning Investigation Area is subject to a number of investigations, including the need to understand inundation and flood management implications.

2.3.2 Peel Region Scheme

The Peel Region Scheme (PRS) is the principal region scheme which applies to the study area and zones and reserves land. The PRS reserves a majority of the coastal and river foreshores within the study area as 'Parks and Recreation' however there are some areas, such as the existing canal developments, which are zoned 'Urban'.

2.3.3 State Planning 2.1: Peel-Harvey Coastal Plain Catchment

State Planning Policy 2.1: Peel-Harvey Coastal Plain Catchment (SPP 2.1) establishes land use and development requirements for land contained within the Peel-Harvey coastal plain catchment area. A primary objective of SPP 2.1 is to prevent land uses that are likely to result in excessive nutrient export into the Peel-Harvey system. This policy does not have any direct implications for this CHRMAP.

2.3.4 State Planning Policy 2.6: State Coastal Planning

State Planning Policy 2.6: State Coastal Planning Policy (SPP 2.6) and associated guidelines have been prepared to guide decision making policy in relation to planning along the state's coastline.

SPP2.6 provides policy on the determination of an appropriate foreshore reserve, which acts as a coastal buffer to accommodate coastal processes as a result of coastal erosion and risk or storm surge inundation in future planning periods.

SPP2.6 seeks to ensure coastal hazard risk management and adaptation planning is established to guide the location and form of development along the coast. The policy establishes a hierarchy for undertaking coastal hazard and risk adaptation planning. The adaptation measures of Avoid, Planned or Managed Retreat, Accommodate and Protect are to operate on a sequential and preferential basis starting with avoid as part of the coastal hazard risk management adaptation planning process.

This CHRMAP has been prepared to respond to the requirements of SPP 2.6.

2.3.5 State Coastal Planning Policy No. 2.6: State Coastal Planning Policy Guidelines

The State Coastal Planning Policy guidelines were introduced to provide guidance on the application of SPP 2.6. These guidelines identify a range of ongoing risk management and adaptation planning measures that may be considered in the assessment of development proposals located within an area known to be subject to storm surge risk or coastal erosion hazard. The guidelines establish a process for undertaking CHRMAP, as follows:

1. Establish a context;

2. Undertake a risk vulnerability assessment;
3. Determine the likelihood of the hazard occurring;
4. Determine the consequences;
5. Evaluate the risks;
6. Set in place adaptation management measures; and
7. Undertake monitoring and review.

This CHRMAP has generally been prepared in accordance with the above defined process.

Adaptation planning may be implemented through a range of mechanisms including decision-making on zoning, structure plans, subdivision and development applications.

2.3.6 Planned or Managed Retreat Guidelines

The Planned or Management Retreat Guidelines form an attachment to the CHRMAP Guidelines and provide guidance on how to implement a policy of planned or managed retreat, and is applicable to 'Brownfield' and 'Infill' development, as it is these locations that are currently, and increasingly, vulnerable to coastal hazards with limited opportunities to introduce less vulnerable forms of use or development through planning control. The policy is based on principles of social, environmental and economic sustainability and adheres to objectives set out in State Planning Policy No. 2.6: State Coastal Planning Policy (discussed above). The approach ensures ongoing protection and provision of a coastal foreshore reserve and beach amenity and continuing undiminished public access to beaches. The policy directly references the completion of a comprehensive CHRMAP process, in order to outline necessary guidelines.

Key principles identified are as follows:

- To ensure land in the coastal zone is continuously provided for coastal foreshore management public access, recreation and conservation;
- To ensure public safety and reduce risk associated with coastal erosion and inundation;
- To avoid inappropriate land use and development of land at risk from coastal erosion and inundation; and
- To ensure land use and development does not accelerate coastal erosion or inundation risks; or have a detrimental impact on the functions of public reserves.

The guidelines outline the approach for implementing the Planned or Managed Retreat Policy, outlining planning mechanisms and their associated levels. Structure planning, local planning scheme amendment and taking of land is the first, second and third (respectively) planning mechanism for the policy.

Structure Planning:

Structure planning is identified as the first mechanism, requiring the consideration of risks identified in the CHRMAP process to feed into subdivision conditions of coastal areas where some degree of comprehensive redevelopment of land remains an option.

Local Planning Scheme Amendment:

A local planning scheme amendment is the second mechanism and is required to give statutory weight to the proposed Planned or Management Retreat Policy.

A scheme amendment is to be informed by SPP2.6 and such an amendment should classify areas vulnerable to coastal processes within a Special Control Area (SCA). An SCA may establish specific land use and development controls which may include preventing certain land use and development in areas at risk of coastal processes, incorporating adaptation development requirements (i.e. building above the known storm surge level) or requiring development to retreat from the risk at specific trigger points.

Taking of Land:

Taking of land is the third planning mechanism and occurs when it is assumed that land has not been transferred or committed to the public realm through structure planning processes, and that coastal processes have advanced to the point where there is no further economic or social utility in land due to coastal changes.

Where land is reserved under the relevant planning scheme, options to move this land from private to the public realm include:

- Purchase of the land by the responsible authority if the owner is willing to sell it by ordinary sale pursuant to s 190 of the PD Act; or
- Compulsory taking by the responsible authority without agreement pursuant to s 191 of the PD Act.

If land cannot be acquired under the above options (land not reserved under local planning scheme), in order to move this land from the private to public realm, it can be argued that the land is acquired for a 'public work' (that is, for the protection of foreshores). Options available for acquiring land for a 'public work' include:

- Taking by agreement under the *Land Administrative Act 1997* (LA Act); or
- Compulsory acquisition by the Minister for Lands for the purpose of a 'public work' under the LA Act.

It is the preferred approach that the land be purchased by the responsible authority by agreement under the relevant acts above.

2.3.7 State Planning Policy 3.4: Natural Hazards and Disasters

State Planning Policy 3.4: Natural Hazards and Disasters (SPP 3.4) was prepared to ensure that land use planning appropriately considers the risk of natural hazards and disasters. It addresses storm surge as well as a range of other hazards, including overland flooding. With respect to overland flooding events, SPP 3.4 requires that the 100-year average recurrence interval overland flood event by used as the defined flood event in relation to the assessment of proposals.

While SPP 3.4 identifies a 100-year ARI (average recurrence interval) event for storm surge, the policy also references SPP 2.6, which requires regard to be given to a 500 year ARI storm surge event.

With respect to storm surge, SPP 3.4 further states with respect to cyclonic activity and storm surge:

- Where storm surge studies have been undertaken and show inundation may occur, new permanent buildings should be constructed to take account of the effects of storm surge (including wind and wave set up).
- In areas where storm surge studies have not been undertaken, but evidence is available to demonstrate vulnerability to inundation, any development proposals should be supported by studies that demonstrate inundation will not occur.

2.3.8 Development Control Policy 1.8: Canal Estates and Artificial Waterway Development

Development Control Policy 1.8: Canal Estates and Artificial Waterway Development establishes development requirements for canal estates and other artificial waterway development. This policy requires decision making to have regard to State Planning Policy 2.6 as well as sea level rise and tidal and storm surge levels.

2.4 Local Planning Framework

2.4.1 Local Planning Scheme No. 4

The Shire's Local Planning Scheme No. 4 (LPS4) is the principal statutory planning document which applies land use and development controls within the Shire at a local level.

A specific objective of LPS4 is to 'preserve the special environment associated with the lakes and waterways within the Scheme Area'.

While a majority of the estuary and Murry River foreshore are reserved for Parks and Recreation under the PRS, there are also substantial private landholdings zoned for various purposes including land zoned 'Rural', 'Residential', 'Canal Development' and other purposes.

Also of particular note to this study are the following specific localities:

- Murray Delta Island Development: Zoned 'Canal Development', 'Residential' and located within the 'Floodprone Special Control Area'.
- Point Grey: Zoned 'Special Development' with a marina proposal previously lodged but refused by the Shire with the Shire's decision upheld by the State Administrative Tribunal.

Part XII of LPS4 establishes requirements for land located within river flood plains. Amongst these requirements are the following:

- A plan of subdivision shall not be approved for land within a flood fringe in the Residential or Canal Development zones unless that part of the land behind the minimum setbacks from street and rear boundaries is not less than 300mm above the flood level.
- A plan of subdivision shall not be approved for land within a flood fringe in the Special Rural zone unless part of the land in each lot has an area of not less than 2,000sqm at or above the flood level and is suitable for the erection of a dwelling in accordance with the provisions of this Scheme.
- Building levels within flood fringe land shall be a minimum of 150mm above the 1 in 100 year flood level for all existing subdivisions and for new subdivisions 500mm above the 1 in 100 year flood level.

2.4.2 Boating Facilities and Moorings Local Planning Policy

This Local Planning Policy establishes requirements for boating facilities within the Shire's artificial canal waterways. It establishes requirements in relation to visual amenity, setback requirements, clearance of navigation channels and interface with public areas and public access to canal waterways.

The policy does not establish requirements in relation to sea level rise or coastal processes and could perhaps benefit from a review following the completion of this CHRMAP.

2.4.3 General Development Requirements for Properties Abutting an Artificial Canal Waterway

This Local Planning Policy establishes objectives and requirements for various types of development that interface with the canal frontage area to ensure visual amenity along the canal waterways is maintained. Specifically, the policy relates to the construction of a dwelling, patio, verandah, shade sail structure, deck, retaining wall or outbuilding on property that abuts an artificial canal waterway.

The policy does not consider the implications of sea level rise or coastal processes.

2.4.4 Canal Walls – Yunderup Stage One Canals, Local Planning Policy

This Local Planning Policy has been prepared in response to the issue of overtopping of local tidal events over the original canal walls constructed in stage 1 of the Yunderup Canals estate. The policy

notes that the sea level is projected to rise 0.15m in the coming 25 to 30 years, thus further exacerbating the issue.

This policy requires that all proposed canal wall replacements and modifications require the planning approval of the Shire. The principal objective of the policy is to ensure that replacement canal walls are replaced to a height that is above the current local tidal range to reduce the frequency of overtopping caused by storm surge and sea level rise.

The policy requires that the canal wall replacement shall have a top of wall height of 0.7m AHD.

It is recommended that this policy be reviewed following the findings of this CHRMAP.

2.4.5 Lot 803 North Yunderup Road Structure Plan Map

The Lot 803 North Yunderup Road Structure Plan proposes residential (R20-R40) on vacant land adjacent to Regional Open Space associated with the Wilgie Creek foreshore just north of the intersection of North Yunderup Road and Deering Drive. Due to the proximity to Wilgie Creek, there is the potential that the land may be subject to coastal inundation processes.

2.4.6 Lots 1, 2 and 49 Banksia Terrace, South Yunderup Structure Plan

The Structure Plan relating to Lots 1, 2 and 49 Banksia Terrace provides for the further subdivision of the subject lots which are located adjacent to the artificial canal waterway. The land is currently vacant and the structure plan provides for a 3m setback to the foreshore reserve within the private lots.

2.4.7 Murray River Foreshore Masterplan

The Murray River Foreshore Masterplan seeks to create an attractive and sustainable foreshore precinct which is centred around the Murray River Square. The masterplan identifies a number of foreshore improvements including an upgraded path network, landscaping and informal amphitheatre, a formal town square and event space and upgrades to the existing Exchange Hotel.

2.5 Summary of Existing Controls

2.5.1 Summary of options

The statutory planning mechanisms that may be available to address coastal hazards within the Shire of Murray are considered in the following table which outlines the advantages and disadvantages of each option.

Statutory Measure	Advantages	Disadvantages
Structure Plan / Activity Centre Plan	Can address location specific issues i.e. identification of coastal physical setbacks and areas affected by storm surge.	Does not have the force and effect of the Scheme. Decision makers to have due regard only. Structure Plan cannot specify / enforce built form requirements. Location specific only and therefore cannot address coastal hazard issues on a broad scale. Generally, requires the land to be appropriately zoned to require the preparation of a structure plan.
Local Development Plan	Can specify built form requirements to address location specific coastal hazard issues i.e. increased setbacks, minimum habitable floor levels etc. Has statutory weight of the local planning scheme. Can vary 'deemed-to-comply' development requirements.	Location specific only and therefore cannot address coastal hazard issues on a broad scale.
Local Planning Policy	Can address coastal hazard and risk issues at a district (broad) level and/or at a location specific level. Can include mapping of coastal hazard issues with flexibility to update mapping as and when amendments are required to be undertaken.	Is only a 'due regard' document and does not have the full force and effect as provisions contained in a local planning scheme

	<p>Can vary 'deemed-to-comply' development requirements.</p> <p>Can be amended relatively quickly (compared to local planning scheme amendment as new coastal studies are completed).</p>	
Special Control Area	<p>SCAs may establish specific provisions to address a specific issue such as storm surge and or coastal processes.</p> <p>SCAs can broadly address unique issues that extend across multiple zones and/ or reserves.</p> <p>SCAs can be used to require development approval for otherwise normally 'exempted' development. In this regard, SCAs are the preferred mechanism to identify where and what type of development requires development approval to allow for appropriate consideration of the risk of coastal processes.</p>	<p>A scheme amendment would potentially need to be progressed every time mapping of the coastal issue is amended and/or updated. This may be avoided if the Special Control Area refers to a separate Local Planning Policy which may contain reference to mapping of coastal hazards.</p>
General Development Provisions (Part 4; Clause 32 of the model scheme provisions)	<p>Can establish provisions which broadly address coastal hazards.</p> <p>Can introduce provisions which relate to a local planning policy addressing coastal hazards and which may contain coastal hazard mapping.</p>	<p>Given the specific nature of coastal issues, including the varied locational extent to which it may affect land within a district, specific development requirements would more appropriately be established within a Special Control Area as opposed to general provisions within the scheme.</p>
Supplemental Provisions to Schedule 1 and 2 of the Regulations	<p>May be used to supplement the standard scheme provisions set out in Schedule 1 and 2 of the Regulations to address specific coastal process issues.</p>	<p>Given the specific nature of coastal issues, including the varied locational extent to which it may affect land within a district, specific development requirements would more appropriately be established within a Special Control Area as opposed to the supplemental provisions of a scheme.</p>