



## Beadon Creek Boat Harbour

## Land Use Framework



Government of Western Australia  
Department of Transport

Department of Transport

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# Executive summary

## Executive Summary

Onslow is experiencing a period of unprecedented growth as a result of major resources activities. This includes an influx of employment opportunities and the people associated with them, consequential growth of the permanent urban population and a need for improved and increased social infrastructure.

The Department of Transport is committed to delivering facilities which support the business and recreational needs of the State. Many boat harbour facilities across the State are managed and operated by Department of Transport and the Beadon Creek Boat Harbour is no exception. The Beadon Creek Boat Harbour has gone from a small facility which supported local and charter fishing activities to a significant facility supporting the myriad of industrial and commercial activities now occurring in Onslow.

The Shire of Ashburton has a Vision for the future of Onslow, as follows:

*'That Onslow be a vibrant, sustainable and prosperous place for work, living and leisure - for both residents and visitors'* (Onslow Townsite Strategy 2011)

In addition, the Shire of Ashburton has identified a number of development principles and a desired future character for the Harbour.

As the Authority responsible for ensuring that the Beadon Creek Boat Harbour functions efficiently and safely, and in light of the role which boat harbours play in the social fabric of communities, the Department of Transport has committed to preparing a Land Use Framework for the Beadon Creek Boat Harbour.

The Land Use Framework responds to the Visions, principles and goals of both the Shire of Ashburton and the Department of Transport, providing both social and economic opportunities for Onslow, including multiple marine industrial sites and a community boating precinct, containing a boat launching facility and an area suitable for the development of a marina.



# 1.0 Introduction

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## 1.1 Purpose of this report

The purpose of this report is to prepare a Land Use Framework for the Beadon Creek Boat Harbour (the Harbour) at Onslow on behalf of the Department of Transport (DoT).

The DoT manages and operates the Harbour which has gone from a small facility supporting local and charter fishing activities to a significant facility supporting the myriad industrial and commercial activities now occurring in Onslow.

This substantial change, in a relatively small time period, has put pressure on the pre-existing and ageing infrastructure at the Harbour.

To respond, DoT has been undertaking a major planning exercise for the upgrade and improvement of the Harbour. The approach requires coordinated and careful staging of the Harbour development whilst still maintaining full access at all times for industry and the community.

As the Authority responsible for ensuring that the Harbour functions efficiently and safely, and in light of the role which boat harbours play in communities, the DoT has committed to preparing a Land Use Framework (LUF) for the Harbour which can be used by decision makers to consider future development applications within the Harbour.

## 1.2 Land Use Framework area

The Beadon Creek Boat Harbour Land Use Framework area is located in the town of Onslow, Western Australia, within the Shire of Ashburton (SoA), as shown in Figures 1 and Figure 2.



Figure 1: Beadon Creek Boat Harbour Regional Location



Figure 2: Beadon Creek Boat Harbour Land Use Framework Area

# 2.0 Background/ Context

## 2.1 Introduction

The Harbour has historically been used to service the town of Onslow and its local community. The Harbour was previously characterised by low impact uses, however, larger marine vessels have become more prevalent in recent years and often use the port as a refuge from extreme weather events.

The development of the Chevron Australia's Wheatstone LNG/domestic gas project west of the main town site and the resultant increase in local population and economic development will see an increase in marine vessels through the Harbour. To ensure that development in the Harbour is managed appropriately for the community and future resource projects, the Beadon Creek Boat Harbour LUF has been prepared.

The objectives of the LUF are:

- To provide the SoA a clear understanding of the DoTs future land use intentions for the Beadon Creek Boat Harbour.
- To provide a clear framework for future development within the Beadon Creek Boat Harbour.
- To provide consistency in decision making within the Beadon Creek Boat Harbour in accordance with orderly and proper planning principles.
- To designate and protect land for recreational purposes.
- To facilitate uses which are compatible within the Beadon Creek Boat Harbour and port facility.



## 2.2 Design Principles

SoA, in its Onslow Townsite Strategy (2011) propose two development principles for the Harbour. Whilst the principles identified are sound, they are somewhat high level as the basis for a planning study, and as such DoT has adopted a number of more focused planning/design principles which have been the basis for the LUF.

The key principles of the LUF are:

- To provide for the development of a recreation precinct which will be a positive legacy for future generations of Onslow as an outcome of the current mining pursuits.
- To provide public access to the boat harbour that is safe and efficient for community members.
- To enable port activities to operate without impacting public enjoyment.
- To establish land uses which are compatible with adjacent activities.
- To enable staged development of both public and restricted access areas within the boat harbour.

## 2.3 Land description

The subject area is located 2 kilometres east of the Onslow town site, in the Shire of Ashburton, Western Australia. Onslow is approximately 259 kilometres from Karratha and 1,386 kilometres north of Perth.

The land use framework area consists of five precincts which may comprise 15 or more lots/lease parcels adjacent to Beadon Creek and covers an area of 15.29 hectares. Figure 3 illustrates the Five (5) Precincts within the Harbour.

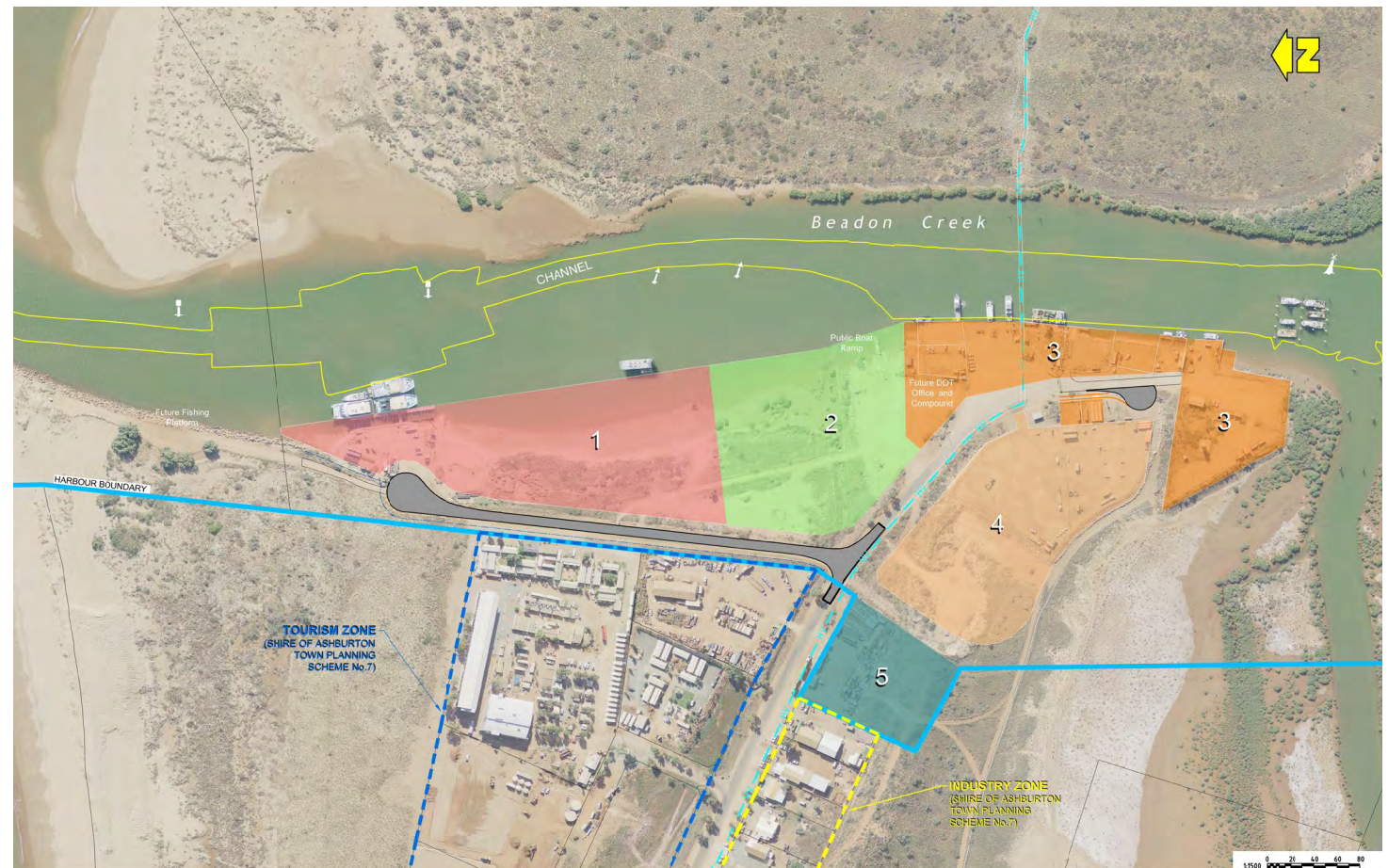


Figure 3: Beadon Creek Boat Harbour Land Use Framework Precincts

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Precincts 3 and 4 will have restricted traffic access benefiting leaseholders of those Precincts, in response to the safety needs of the wharf.

A number of indicative lease layouts have been provided in the past, however, whilst this LUF aims to provide latest information it is considered that the lease arrangements are required to be flexible and it is thus more appropriate to refer only to the broad Precincts.

All of the subject area is managed by the Department of Transport. Individual lots may be leased by the Department of Transport to private businesses.

## 2.4 Planning framework

### 2.4.1 Zones and reserves

The land within the Harbour is reserved 'Public Purpose – Port Facility' under Town Planning Scheme No. 7 (TPS7). TPS7 does not provide development guidelines for the Harbour and as such this document provides the land use and development framework for the area.

### 2.4.2 Administration and governance

The land within the Beadon Creek Boat Harbour LUF area is managed by DoT in accordance with the Harbour's reservation for 'Harbour Purposes' under the Land Administration Act.

The Harbour is operated by DoT under the Marine and Harbours Act.

Under the Marine and Harbours Act DoT is responsible to construct, provide and maintain facilities and services, both on land and water that are desirable to meet the needs of effective and efficient shipping and boating, both recreational and commercial.

### 2.4.3 Planning strategies and policies

#### Onslow Townsite Strategy 2011

The Onslow Townsite Strategy 2011 recognises the importance of the Beadon Creek Harbour to accommodate the growing marine servicing industry and discusses the potential for an extended wharf and residential tourist marina.

This LUF responds to this strategy by allowing for marina uses. However residential uses are not considered compatible with port facilities due to the safety and amenity conflicts that could occur. Residential tourist uses may be better accommodated in an alternative location including the nearby Tourist Zone. Notwithstanding this, an area will be designated for recreation purposes at the community boating precinct which can be used by the residential population of the town as well as tourists.

#### Onslow Town site Planning Coastal Setbacks and Development Levels

In July 2011 LandCorp prepared the Onslow Town site Planning Coastal Setbacks and Development Levels documentation, which covers 10 kilometres of coastline between 4 Mile Creek and Beadon Creek. Setbacks for the coastal areas have been recommended. For the area in close proximity to the Beadon Creek Boat Harbour LUF the total recommended physical processes setback is 168 m to 343 m. Land levels and development requirements will need to be considered within the Beadon Creek Boat Harbour LUF.

#### Local Planning Policies

The Harbour is located within the Onslow Coastal Hazard Area, therefore the provisions of local planning policy No. 25 Onslow Coastal Hazard Area – Scheme Control Area (SCA), applies.

The policy states that an applicant is required to undertake an assessment to determine potential flood and storm surge events in accordance with clauses 6.20.4 and 7.3.6 of the TPS7, prior to considering an application for planning approval or a request for a rezoning within the SCA. Consideration of this coastal hazard zone will be essential given the location of the LUF area adjacent to Beadon Creek.

Local planning policy No. 28 relating to the Beadon Bay Village Concept Plan (Version 2) applies to Lots 555, 556, 557 and 563 Beadon Creek Road, adjacent to the LUF area. The policy references the Beadon Bay Village Concept Plan as being the key guiding document for development of that area. This policy may be useful for potential lease proponents in understanding the development adjacent to the boundary of Precinct 1.

## 2.5 Site conditions and constraints

### 2.5.1 Description of the site

The LUF area is located approximately two kilometres from the Onslow town site. The subject site is situated west of Beadon Creek which runs north-south, flowing out into Beadon Bay.

The LUF area is sparsely developed, with most industries and businesses occurring adjacent to Beadon Creek. Most of the existing development is contained within the northern portion of Precinct 1 and within Precinct 3.

An existing wharf located at the end of Beadon Creek Road is accessible to the public and is frequently used for recreational fishing. However the safety of the local community using the facility is of utmost concern due to presence of large marine vessels passing the wharf, freight and other heavy vehicles accessing the wharf, and the current condition of the structure. As a result, the DoT is currently developing a temporary fishing platform which is designed to cater for recreation fishing activities for the community until such time as the community boating precinct is developed.

There are boating facilities available to the public including a boat ramp, fuel facilities, public car park and a fish cleaning area.

There are no known Aboriginal Registered Sites within the Beadon Creek Boat Harbour LUF area.

### 2.5.2 Site conditions/landforms

The greater Onslow area forms part of the Carnarvon Botanical District and is characterised by low-lying scrub and spinifex with some small shrubs and trees. The soil is mostly clay, although there are some significant dune systems towards the coast. Much of the coastal area consists of low-lying salt flat area, with minimal vegetation. Numerous termite mounds dot the landscape around Onslow.

### 2.5.3 Land use

The area is commonly used by the resource sector, fishing and charter vessels. The Harbour is currently characterised by development covering the broad range of proposed land uses for the area including resource industry development, fishing charter boats, accommodation vessels and vessel maintenance.

To the west of Precinct 1 is the tourism zone. The land is privately owned and managed and is commonly used for workers accommodation. West of Precinct 5 is the Onslow's industrial area which supports the port and other industry.

### 2.5.4 Environment

Onslow has a semi-arid climate, with high temperatures and irregular rainfall. The summer months in Onslow are warm, whilst the winter months





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are mild. The Bureau of Meteorology recorded a mean maximum temperature of 35.7 degrees Celsius in January and 24.8 degrees Celsius in July, with mean minimum temperatures of 23.7 degrees Celsius and 11.7 degrees Celsius in January and July respectively. The mean annual rainfall is 275.8 millimetres.

Onslow is located in an area with a high prevalence of cyclones, with most occurring between the months of November and April. During these periods, the town is susceptible to storm surge and flooding.

Mangrove communities area present in Beadon Creek.

DOT has clearing permits for all required vegetation clearing within the LUF area.

#### 2.5.5 Coastal Processes

The Beadon Creek Boat Harbour is located within the Onslow Coastal Hazard Area Special Control Area, which is subject to a number of provisions under clause 7.3 of TPS7. As per clause 7.3.1, the Special Control Area applies to all land up to 4 m AHD in the coastal zone and 5 m AHD in the frontal dune areas of the townsite, between Four Mile Creek in the south-west and Beadon Creek in the north-east.

An assessment may be required to ensure that any development manages the impact of potential flood and storm surge events. Local planning policy No. 25 provides further supporting material to manage development in this regard.

#### 2.5.6 Movement network

Beadon Creek Road is the only formal access point to and from the Harbour. The road is sealed and provides access to the public wharf. An unsealed road provides access to the most northern part of the LUF area. Currently maritime planning proposes that this access road be sealed in the near future. Shanks Road provides unsealed access from the back of the industrial area to Beadon Creek Road.

#### 2.5.7 Water management

There is an existing 100 mm diameter water supply pipe located on the south verge of Beadon Creek road.

The main drain for Onslow passes through the Harbour and is discharged directly into the creek.

Upgrades to water supply and drainage within the LUF area are proposed as part of a package of work being undertaken within the Harbour for the upgrade of roads, services and safety of access.

#### 2.5.8 Infrastructure

Power is supplied to the area through an overhead HV 11kv distribution line running along the south/western side of Beadon Creek Road. This line currently feeds a 200kVA pole top transformer which serves the power requirements for the existing lease areas at the southern end of the site

Part of existing site infrastructure is an underground HV cable running through the site along Beadon Creek Road and under the creek. This cable does not service this site and will not be disturbed.

# 3.0 Design Principles

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## 3.1 Land Use

The LUF comprises 5 Precincts which each have preferred land uses based on the specific land use objectives and the physical location of that Precinct.

Precinct 1 is located in a publically accessible area and is highly visible to the neighbouring Tourism Zone and public boating users. Community members accessing the fishing platform to the north of the area will also use this through road.

Precinct 2 (the Community Boating Precinct) is located at the entrance to the boat harbour and is the marine recreation hub for use by the community and private commercial interests. Intended to be developed in conjunction with SoA the Community Boating Precinct will comprise a public boat ramp, parking, picnic area, boat pens and fishing infrastructure. Given its strategic location as the entry statement to the boat harbour, it is expected to be suitably landscaped and well maintained. Figure 4 illustrates a possible concept plan for the precinct (noting that the final design will be the result of a detailed design process including engagement with potential proponents and key stakeholders).

Precinct 3 is located in an area that is not accessible to the public. Heavy vehicle movement poses a potential safety risk to the community accessing Beadon Creek and as a result a gate house or similar secure access point will be installed to restrict access. The precinct will be the key access point for major industry from Beadon Creek, which are mostly used to service the offshore resource industry.



Figure 4: Community boating precinct concept (concept only)

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This precinct is located downstream from the public recreation area and is considered to have minimal impact on the local community as a result.

Precinct 4 is also located in an area that is inaccessible to the community and similarly to Precinct 3, entry to the area will be through a gate house to ensure public safety. The precinct will comprise of larger, heavier industry uses that facilitate the activities of the Harbour, however do not require direct access to Beadon Creek.

Precinct 5 is in an area that is publically accessible however given its location adjacent to the industrial area this precinct will generally be characterised by heavier industry than that seen in Precinct 1. The interface between this Precinct and the Tourism Zone opposite will be managed appropriately through setbacks, screening and landscaping.

### 3.2 Environment

The land in the LUF area is sparsely vegetated. Notwithstanding this, any areas designated for landscaping should be planned to respond to the climatic conditions in Onslow with low water requirements and the ability to withstand or respond to cyclonic activity.

### 3.3 Coastal Environment

Future weather events such as cyclones that can lead to storm surge and flooding will impact on how building and infrastructure, and the land on which they are built, are developed. The LUF responds by ensuring that building heights are appropriately managed and that proponents are advised that the risk exists.

### 3.4 Movement Network

The LUF proposes an increase in development in the northern section of the subject area. The road is proposed to be sealed to improve access to the newly developed businesses. A 30 metre road reserve will be required and the eastern verge will act as a service corridor.

The southern road cul-de-sac will tie into the existing road and drainage and will accommodate movement from fuel track access track.

### 3.5 Service Infrastructure

#### 3.5.1 Water management

In regards to potable water, it is assumed that there is sufficient capacity in the existing 100 mm diameter water supply pipe located on the south verge of Beadon Creek road to take a branch (nominal) diameter 75 mm to supply the proposed Northern Lease development. The average daily water demand will be approximately 19,100 litres. To satisfy a peak demand 4 – 6 Lt/s, an 80 mm incoming water connection would be required.

A site wide hydrant system will be required to provide fire-fighting coverage. Based on the test results undertaken in March 2014, the proposed development will require 2 No fire tanks with a combined capacity of 180,000 litres to serve the proposed buildings and to meet the requirements of AS 2419.1 Fire Hydrant installations Clause 2.3. Figure 5 illustrates the proposed water services.

Based on the Concept Layout shown in drawing number 0094-23-01, it was estimated that the total flow of wastewater from the proposed leases will be approximately 17 kL/day, with individual lot wastewater flows ranging up to approximately 4 kL/day. On-lot treatment and disposal using aerobic treatment units (ATUs) and associated irrigation systems is the preferred option for the servicing the proposed lots.

The proponents will need to obtain approval from the Department of Health to install on-site treatment and disposal systems. As the estimated wastewater flows are less than 20 kL/day for each lot, approval will not be required from the Department of Environment Regulation.

A main drain runs through Precinct 2 and discharges into Beadon Creek. Upgrades are proposed to the drain; however the main discharge point will remain in its existing location. Due to the drains location through the community boating precinct, subject to the design of the drain, the land above could be used as an extension to the proposed recreation area and most definitely should be treated with appropriate landscape in the alternative.

The LUF proposes land uses including seawater extraction infrastructure and desalination infrastructure.



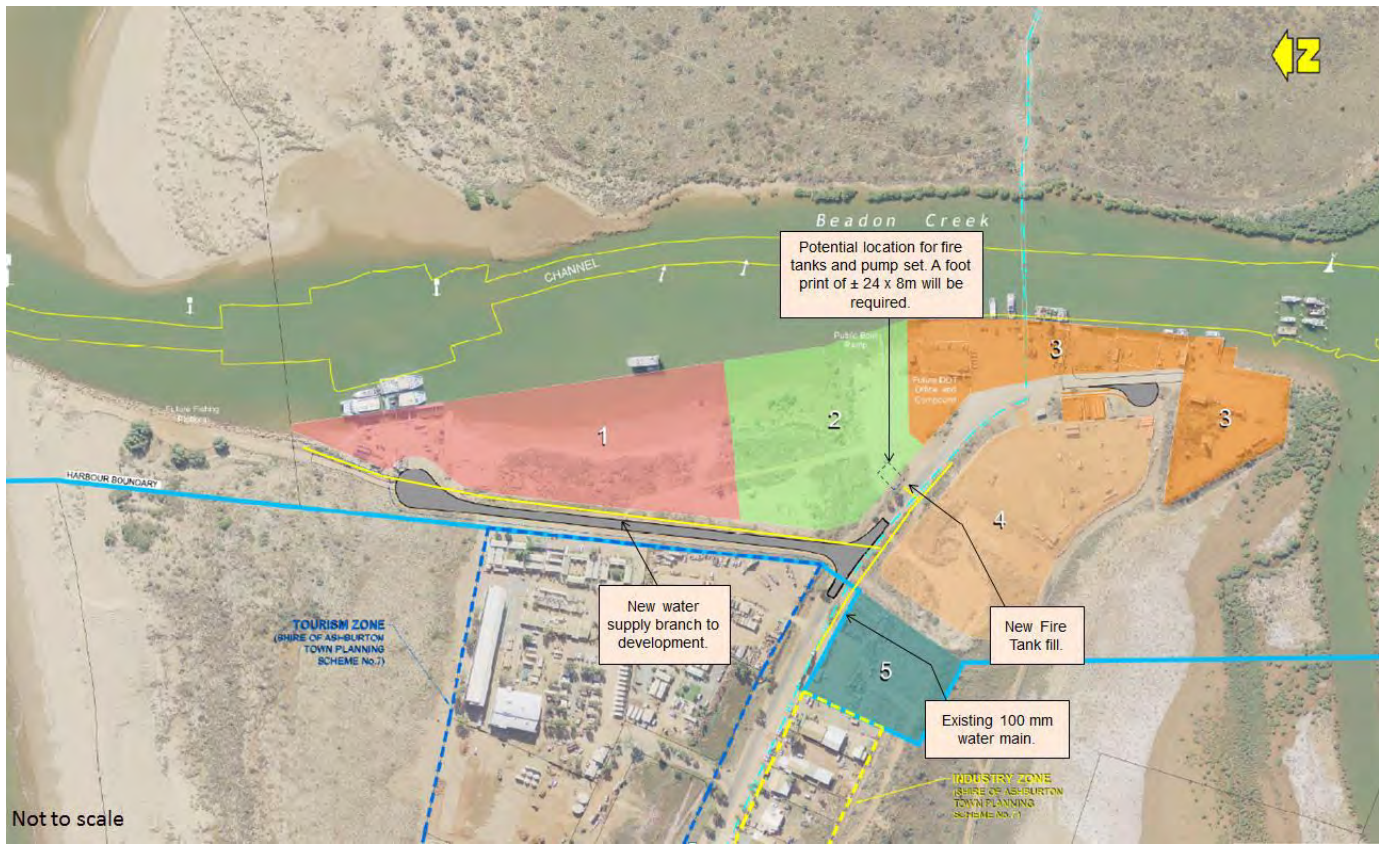


Figure 5: Proposed water services

3.5.2 Power and telecommunications infrastructure

Power supply is proposed to increase in the next two years in the northern portion of the site. Forecast loads are predicted to increase from 238 kVA in 2014 to 338 kVA in future years over an area of 99,215m<sup>2</sup>. Power supply will be provided by Horizon Power and all transformer installations, associated undergrounding of HV supply and connections to overhead lines will be undertaken by Horizon Power.

Street lighting will be provided along the new road with the design to comply with all relevant Australian Standards and Horizon Power Standards.

The existing Telstra ADSL2 and telephone services to the site will be extended to service the new northern lease lots.

The area will be monitored by CCTV at the entrance roads, main car park, boat ramp and DoT wharf. The CCTV system will generally comply with the guidelines provided by the Crime Prevention and Community Liaison Unit, Community Engagement Division of the WA Police Department.

Infrastructure land uses including seawater extraction systems and desalination plants will be introduced into the boat harbour area.

# 4.0 Land Use Framework

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## 4.1 Land Use Framework Content

The Beadon Creek Boat Harbour LUF documentation has been prepared by the DoT to outline DoTs intention for future land use development of the Harbour.

This LUF is to be used for information purposes only. This is a non-statutory guiding document and should be used to inform the approval process and as a basis for communicating expectations with proponents and SoA.

## 4.2 Land Use Framework objectives

The objectives of the LUF are as follows:

- To provide the SoA a clear understanding of the DoTs future land use intentions for the Beadon Creek Boat Harbour.
- To provide a clear framework for future development within the Beadon Creek Boat Harbour.
- To provide consistency in decision making within the Beadon Creek Boat Harbour in accordance with orderly and proper planning principles.
- To designate and protect land for recreational purposes.
- To facilitate uses which are compatible within the Beadon Creek Boat Harbour and port facility.

### 4.3 Statutory framework

The land within the Harbour is reserved 'Public Purpose – Port Facility' under the SoA TPS7, as shown in Figure 6.

The use and development of reserves shall be in accordance with the provisions of TPS7 Clause 3.1 and 3.2 relating to Use and Development of Reserves, however it should be noted that there are no specific provisions relating to 'Public Purpose – Port Facilities' within the Scheme.

In addition to being reserved, the Beadon Creek Boat Harbour is located within the Onslow Coastal Hazard Area Special Control Area (SCA), which is subject to a number of provisions under clause 7.3 of TPS7. Local planning policy No. 25 provides further supporting material to manage development within this area. Consideration of the coastal hazard area is discussed in Section 4.9.

Clause 6.4 of the Town Planning Scheme outlines where the local government may prepare or require the preparation of a Development Plan for particular zones and types of developments. This clause does not include land reserved for public purpose and as such, this is not a Development Plan.

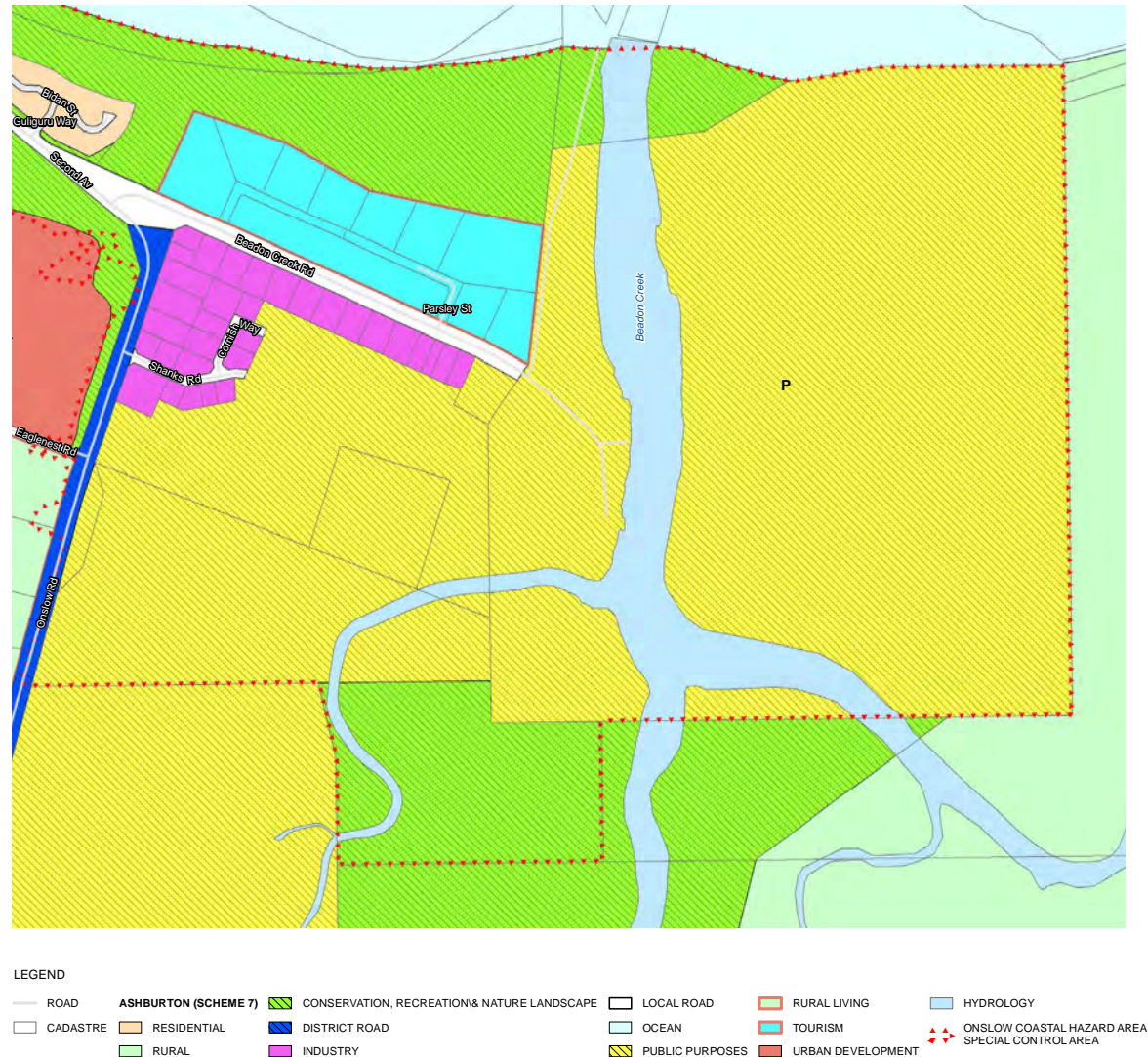


Figure 6: TPS7 Zones and Reserves

#### 4.4 Operation

This document has been prepared by the DoT and should be considered by the SoA when considering development applications within the subject area.

This document comes into operation following endorsement by the DoT.

#### 4.5 Precincts

The land within the Beadon Creek Boat Harbour LUF area is managed and operated by the DoT in accordance with the Harbour's reservation for 'Harbour Purposes' under the Land Administration Act (proclaimed as such under the Marine and Harbours Act).

The LUF area has been divided into five precincts for the purpose of providing development principles and expectations. Figure 7 identifies the five individual precincts within the subject area.

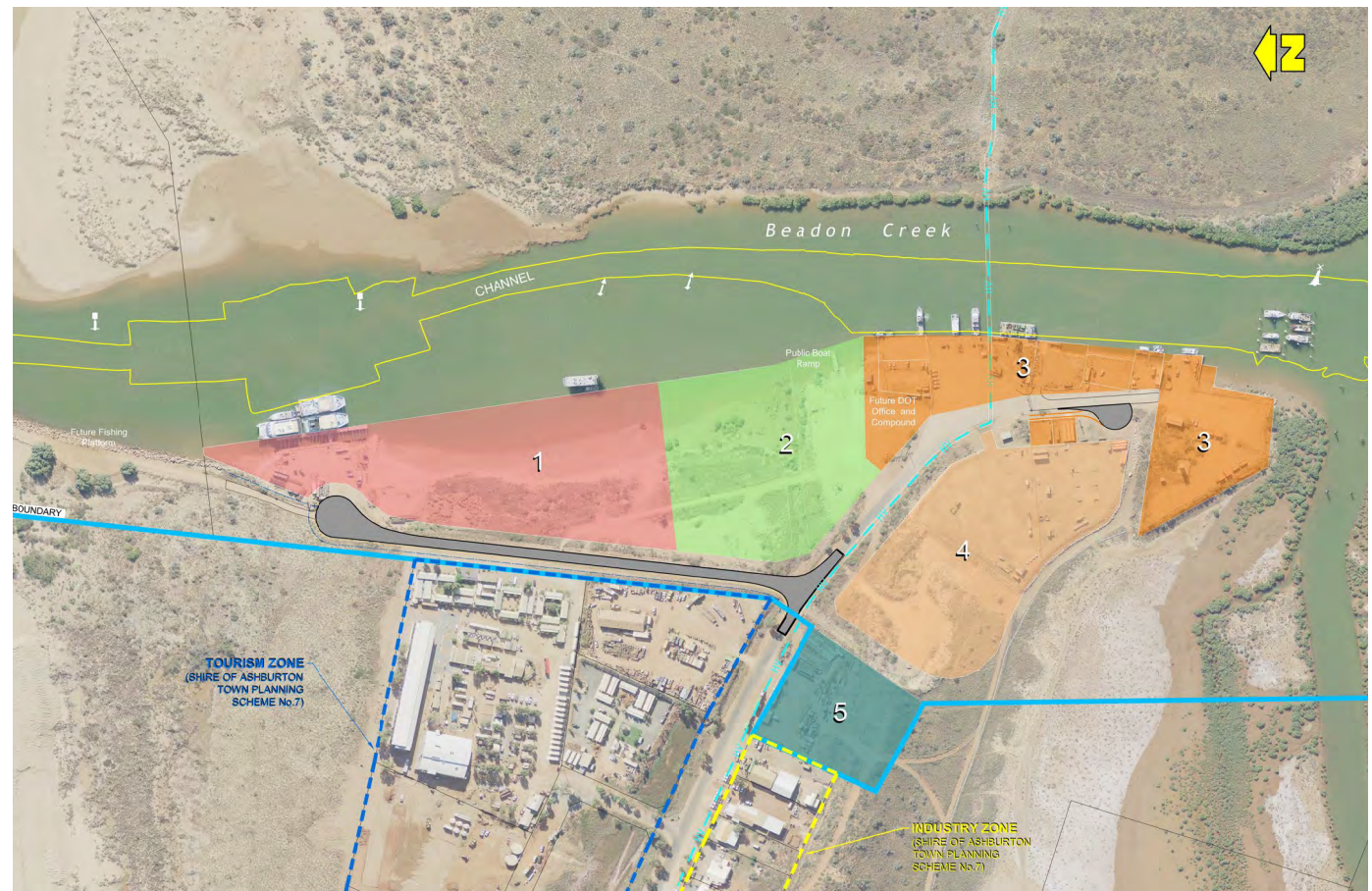


Figure 7: Beadon Creek Boat Harbour Land Use Precincts

#### 4.6 Land Use

To ensure that land uses which are being proposed within the Harbour are consistent with the expectations of DoT, specific land uses have been determined as the preferred land uses. Preferred land uses are specific to the Precincts described in Section 4.5.

Definitions for each of these uses can be found in Section 4.8. The land uses identified in Table 1 related directly to precincts are preferred within the Beadon Creek Boat Harbour LUF area.

Table 1: Preferred Land Use

Precinct No.	Preferred Land Uses
Precinct 1	<ul style="list-style-type: none"> <li>• Administration offices</li> <li>• Crew Transfers</li> <li>• Charter Operations</li> <li>• Loading/unloading equipment/supplies to vessels</li> <li>• Maintenance/repairs of plant</li> <li>• Minor engineering and fabrication</li> <li>• Minor vessel maintenance</li> <li>• Storage/laydown of equipment/supplies</li> <li>• Vessel storage</li> <li>• Workshop buildings</li> </ul>
Precinct 2 (Community Boating Precinct)	<ul style="list-style-type: none"> <li>• Public boat launching facilities</li> <li>• Recreation – public</li> <li>• Marina</li> <li>• Charter operations</li> <li>• Tourism</li> <li>• Volunteer Marine Rescue Building</li> </ul>
Precinct 3	<ul style="list-style-type: none"> <li>• Administration offices</li> <li>• Charter operations</li> <li>• Crew transfers</li> <li>• Department of Transport offices</li> <li>• Engineering and fabrication</li> <li>• Fuel store/dispense</li> <li>• Imported bulk rubbish removal</li> <li>• Infrastructure – seawater extraction activities</li> <li>• Loading/unloading equipment/supplies to vessels</li> <li>• Maintenance/repairs of plant</li> <li>• Maintenance of vessels</li> <li>• Storage/laydown of equipment/supplies</li> <li>• Workshop buildings</li> </ul>
Precinct 4	<ul style="list-style-type: none"> <li>• Administration office</li> <li>• Engineering and fabrication</li> <li>• Infrastructure – desalination plant</li> <li>• Maintenance/repairs of plant</li> <li>• Maintenance of vessels</li> <li>• Storage/laydown of equipment/supplies</li> <li>• Workshop buildings</li> </ul>
Precinct 5	<ul style="list-style-type: none"> <li>• Administration offices</li> <li>• Charter operations (commercial dive/tourist dive)</li> <li>• Engineering and fabrication</li> <li>• Maintenance/repairs of plant</li> <li>• Maintenance of vessels</li> <li>• Storage/laydown of equipment/supplies</li> <li>• Workshop buildings</li> </ul>

#### 4.7 Development Principles

Each Precinct should develop in accordance with a set of principles. These principles respond to the intent and development objectives for each of the Precincts.

##### 4.7.1 Precinct 1

	Precinct 1 Principles
Building Height	<p>Building heights are to be in keeping with the scale with the locality and not be detrimental to the surrounding tourism zone. Buildings heights are generally two (2) storeys in height.</p> <p>Building heights will need to take into consideration the requirements of the Onslow coastal hazard area special control area.</p>
Setbacks	<p>Buildings and structures shall be setback 50 metres from the existing tourism zone with the exception of minor projections such as administration offices or foyer areas.</p> <p>Car parking can be situated in the front setback and landscaping is highly desirable to create an attractive interface to the public street.</p>
Screening	<p>Developments should be screened from the street to minimise the impact on the tourism zone and adequate screening should be provided from Beadon Creek to maintain the amenity of the area. To ensure an appropriate interface between precincts 1 and 2, screening is also required on the southern precinct boundary.</p>
Car Parking	<p>Car parking will be essential to the function of the precinct. All car parking should be provided on site at a rate of 1 bay per employee. Visitor parking should be provided as appropriate for that land use.</p> <p>All developments must design car parking on site in accordance with the Australian Standards.</p>
Landscaping	<p>Where a setback exists or is proposed, landscaping is encouraged and should be maintained. Due to the local climate of the area, shade trees and shade structures are desirable as a refuge from the warm weather conditions. Consideration should be given to the location of the structures in light of potential cyclonic events.</p>
Operating Hours	<p>Working hours are generally not restricted however should primarily be within the hours of daylight. Vessels using the facility may be restricted to times during favourable tides.</p> <p>Business operators are to be aware of noise restrictions in Environmental Protection (Noise) Regulations 1997 that may impact on operations.</p>

4.7.2 Precinct 2

	Precinct 2 (Community Boating Precinct) Principles
Building Height	<p>Any development within this precinct is to be of a low scale to ensure compatibility with the recreational nature of the precinct. Single storey developments are considered desirable; however building heights of two (2) storeys are also appropriate.</p> <p>Building heights will need to take into consideration the requirements of the Onslow coastal hazard area special control area.</p>
Setbacks	Developments shall be setback 50 metres from the existing tourism zone boundary.
Screening	To ensure an appropriate interface between precincts 1, 2 and 3, screening is also required on the northern and southern precinct boundaries.
Car Parking	<p>Adequate land shall be designated for public car parking to facilitate the use of this precinct as a public recreation area. In addition to car parking bays, bays should be provided to accommodate boat trailers.</p> <p>All developments must design car parking on site in accordance with the Australian Standards.</p>
Landscaping	Land should be set aside for the purpose of public recreation, including picnic shelters, public toilets and barbeques. These areas should be landscaped appropriately and well maintained. Landscaped areas used for public recreation should be appropriate located and designed to ensure the safety of the users.
Operating Hours	<p>Working hours are not restricted however should primarily be within the hours of daylight. Vessels using the facility may be restricted to times during favourable tides.</p> <p>Business owners are to be aware of noise restrictions in Environmental Protection (Noise) Regulations 1997 that may impact on operations.</p>

#### 4.7.3 Precinct 3

	Precinct 3 Principles
Building Height	<p>Building heights are to be in keeping with the scale with the locality. Buildings heights are generally two (2) storeys in height.</p> <p>Building heights will need to take into consideration the requirements of the Onslow coastal hazard area special control area.</p>
Setbacks	There are no setback requirements.
Screening	To ensure an appropriate interface between precincts 2 and 3, screening is required on the northern precinct boundary
Car Parking	<p>Car parking will be essential to the function of the precinct. All car parking should be provided on site at a rate of 1 bay per employee. Visitor parking should be provided as appropriate for that land use.</p> <p>All developments must design car parking on site in accordance with the Australian Standards.</p>
Landscaping	Where a setback exists or is proposed, landscaping is encouraged and should be maintained. Due to the local climate of the area, shade trees and shade structures are desirable as a refuge from the warm weather conditions. Consideration should be given to the location of the structures in light of potential cyclonic events.
Operating Hours	<p>Working hours are generally not restricted however should primarily be within the hours of daylight. Vessels using the facility may be restricted to times during favourable tides.</p> <p>Business owners are to be aware of noise restrictions in Environmental Protection (Noise) Regulations 1997 that may impact on operations.</p>



4.7.4 Precinct 4

	Precinct 4 Principles
Building Height	<p>Building heights are to be in keeping with the scale with the locality and not be detrimental to the surrounding tourist zone. Buildings heights are generally two (2) storeys in height.</p> <p>Building heights will need to take into consideration the requirements of the Onslow coastal hazard area special control area.</p>
Setbacks	There are no setback requirements.
Car Parking	<p>Car parking will be essential to the function of the precinct. All car parking should be provided on site at a rate of 1 bay per employee. Visitor parking should be provided as appropriate to the land use.</p> <p>All developments must design car parking on site in accordance with the Australian Standards.</p>
Landscaping	Where a setback exists or is proposed, landscaping is encouraged and should be maintained. Due to the local climate of the area, shade trees and shade structures are desirable as a refuge from the warm weather conditions. Consideration should be given to the location of the structures in light of potential cyclonic events.
Operating Hours	<p>Working hours are generally not restricted however should primarily be within the hours of daylight.</p> <p>Business owners are to be aware of noise restrictions in Environmental Protection (Noise) Regulations 1997 that may impact on operations.</p>

4.7.5 Precinct 5

	Precinct 5 Principles
Building Height	<p>Building heights are to be in keeping with the scale with the locality and not be detrimental to the surrounding tourism zone. Buildings heights are generally two (2) storeys in height.</p> <p>Building heights will need to take into consideration the requirements of the Onslow coastal hazard area special control area.</p>
Setbacks	<p>Developments shall be setback 50 metres from the existing tourism zone.</p> <p>Car parking can be situated in the front setback and landscaping is highly desirable to create an attractive interface to the public street.</p>
Screening	Developments should be screened from the street to ensure an appropriate interface to the adjacent tourism zone.
Car Parking	<p>Car parking will be essential to the function of the precinct. All car parking should be provided on site at a rate of 1 bay per employee. Visitor parking should be provided as appropriate to the land use.</p> <p>All developments must design car parking on site in accordance with the Australian Standards.</p>
Landscaping	Where a setback exists or is proposed, landscaping is encouraged and should be maintained. Due to the local climate of the area, shade trees and shade structures are desirable as a refuge from the warm weather conditions. Consideration should be given to the location of the structures in light of potential cyclonic events.
Operating Hours	<p>Working hours are generally not restricted however should primarily be within the hours of daylight.</p> <p>Business owners are to be aware of noise restrictions in Environmental Protection (Noise) Regulations 1997 that may impact on operations.</p>

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#### 4.8 Interpretation

TPS7 provides a general definition for harbour or marine facilities; however this does not differentiate between low and high impact land uses. Due to the nature of the land uses and the impact on the adjoining land uses, further clarification has been provided below. Where land use definitions are not defined below, they are defined in TPS7.

*Administration office* means Office as defined by TPS7, notwithstanding that the use must be ancillary to a port related activity or be solely intended to support the function and management of the port facility.

*Charter operators* means a business that provides access to fishing and diving activities to the public in a controlled environment, and may consist of an administration office, storage area and marine vessel facilities.

*Crew transfers* means an area designated for the transfer of crew between land and a marine vessel.

*Department of Transport office* means Office as defined by TPS7, to be used solely by the Department of Transport intended to support the function and management of the port facility.

*Engineering and fabrication* means industry as defined by the TPS7, and must be related to the function and management of the port facility.

*Fuel store/dispense* means motor vehicle and/or marine service station as defined by TPS7.

*Infrastructure* means infrastructure as defined by TPS7 and may include imported bulk rubbish removal, seawater extraction activities and desalination plant.

*Loading/unloading equipment/supplies to vessels* means storage facility/depot/laydown area as defined by TPS7, and must be related to the function and management of the port facility.

*Low impact harbour or marine facilities* means any land or buildings used for and incidental to the purposes of loading, unloading and maintaining cargo and defence ships, or the mooring/berthing of passenger and/or recreational vessels, including premises at which berths or pens, and fuelling, servicing, storage (including storage on land) areas, sales facilities for boating gear and equipment, providores, other offices, storerooms, jetties, piers, embankments, quays and moorings associated with these facilities.

*Maintenance/repairs of plant* means industry as defined by TPS7, and must be related to the function and management of the port facility.

*Maintenance of vessel* means motor vehicle and/or marine repairs as defined by TPS7.

*Marina* means harbour or marina facilities as defined by TPS7

*Minor vessel maintenance* means motor vehicle and/or marine repairs as defined by TPS7.

*Minor engineering and fabrication* means industry –light as defined by TPS7, and must be related to the function and management of the port facility.

*Public boat launching facility* means an area designated for the public to launch and land boats from.

*Recreational boat facilities* means harbour or marina facilities as defined by TPS7.

*Recreation – public* means recreation-public as defined by TPS7, and must be related to the function and management of the port facility.

*Storage facility/laydown area* means storage facility/depot/laydown area as defined by TPS7, and must be related to the function and management of the port facility.

*Tourism* means an industry or business that promotes and capitalises on the natural and built environment of a locality for economic gain.

*Vessel storage* means storage facility/depot/laydown area as defined by TPS7, and must be related to the function and management of the port facility.

*Volunteer marine rescue building* means club rooms/community use/emergency services area as defined by TPS7, and must be related to the function and management of the port facility.

*Workshop buildings* means the part of a building ancillary to a vessel maintenance facility or engineering and fabrication facility used for undertaking works.

#### 4.9 Approval Process

Development approval is required across Western Australia. Development is defined by the Planning and Development Act 2005 as:

*development means the development or use of any land, including —*

- a. *any demolition, erection, construction, alteration of or addition to any building or structure on the land;*
- b. *the carrying out on the land of any excavation or other works;*
- c. *in the case of a place to which a Conservation Order made under section 59 of the Heritage of Western Australia Act 1990 applies, any act or thing that —*
  - i. *is likely to change the character of that place or the external appearance of any building; or*
  - ii. *would constitute an irreversible alteration of the fabric of any building;*

A number of exemptions apply for various Public Authorities. Section 6 of the Planning and Development Act 2005 states:

*nothing in this Act interferes with the right of the Crown, or the Governor, or the Government of the state, or a local government -*

*(a) to undertake, construct or provide any public work; and*

*(b) to take land for the purposes of that public work."*

In general terms, this section gives the bodies referred to in section 6 ("section 6 bodies") the power to undertake a public work or take land for the purposes of a public work without obtaining development approval from the responsible authority under the relevant planning scheme. The DOT is considered a public authority under Section 6 and the exemption applies. Private developers who lease land from DOT within the harbour and are acting in their own commercial interest are not exempted in this way.

Figure 8 outlines a simplified process of submitting a development application within the LUF area.

##### 4.9.1 Development application supporting information

Notwithstanding the above procedures, all applications should include a coastal hazard assessment in accordance with clause 7.3 of TPS7.

In addition to this, given the proximity to Beadon Creek and the potential impact on the area, an environmental assessment may be required. Traffic management plans may also be required where the application proposes significant vehicle movement or is likely to impact on the publically accessible road network.

It will be the responsibility of the applicant to ensure that the necessary assessments are undertaken.

#### 4.10 Other requirements

Nothing in this document exempts developers from design and construction which complies with all relevant statutory and legislative requirements, including but not limited to construction for cyclones, and management of noise, dust and odour .

In addition, the SoA has several policies which may be used as reference materials including their landscape guidelines (see [www.ashburton.wa.gov.au](http://www.ashburton.wa.gov.au)).

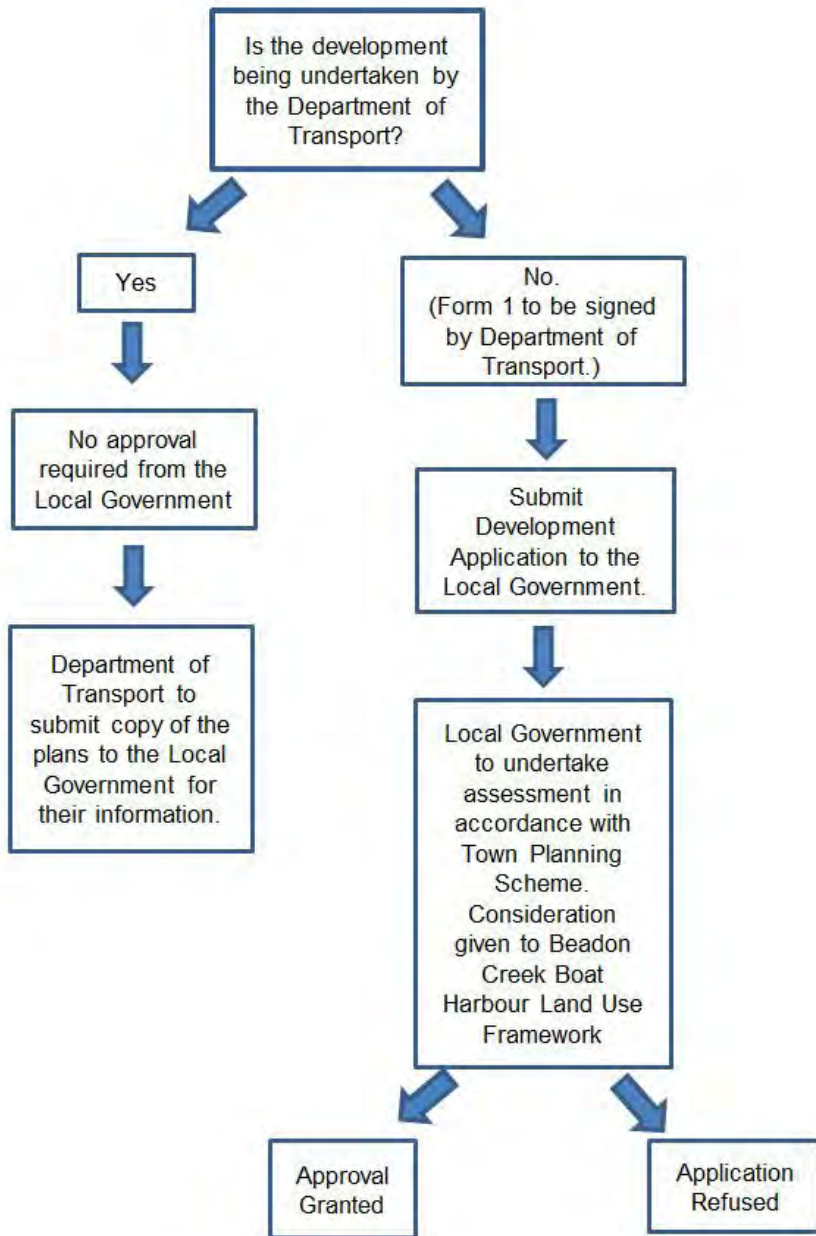


Figure 8: Summary of Development Application Process

# 5.0 Implementation and Staging

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## 5.1 Overview

The Beadon Creek Boat Harbour LUF proposes an increase in development and use of the port in comparison to its current function. The implementation of the LUF will be partly dependent on upgrades to roads, particularly those which are yet to be sealed.

## 5.2 Staging

The staging of development will be largely dependent on the ability of SoA and DoT to attract appropriate leaseholders. A preference for staged development from north to south has been stated as this is the most efficient and effective way to develop the Boat Harbour from an engineering design perspective, however, it is not practical to dictate this order where this staging may affect commercial requirements.

The following reflects the discrete activities which will occur over time to develop the Boat Harbour.

- Develop fishing platform (outside of LUF area) and establish secure access to Precincts 3 and 4. This will enable safer operation of the existing wharf.
- Upgrade of northern and south-eastern roads off Beadon Creek Road. Precincts 1, 3 and 4 can be developed with Precinct 1 preferably developed from north to south.
- Precinct 2 (the Community Boating Precinct) developed.
- Precinct 5 developed.



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