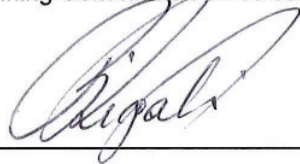




# ADDENDUM 2 STRUCTURE PLAN AMENDMENT 2

Amendment No. 2 to the Anketell North Local Structure Plan has been approved by the Western Australian Planning Commission on 10 July 2019.

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Signed by an officer duly authorised by the Western Australian Planning Commission pursuant to Section 16 of the Planning and Development Act 2005

# 1 AMENDMENT 2 EXECUTIVE SUMMARY

## 1.1 SUMMARY OF AMENDMENTS TO ORIGINAL APPROVED STRUCTURE PLAN

Amendment 2 covers Lot 4 Anketell Road with an area of 3.06 hectares. The estimated residential site density is 31 dwellings per site hectare (or 16 dwellings per gross urban hectare), which meets the target density of 15 dwellings per hectare under Directions 2031. The proposed amendments are outlined in **Table 2** below.

**TABLE 2 SUMMARY OF STRUCTURE PLAN AMENDMENTS PROPOSED**

Proposed Amendments	Planning Rationale
Lifting of the 'Investigation Area 1' boundary over Lot 4 to provide for residential and service commercial land uses.	The approved Structure Plan sets aside the norther portion of Lot 4 Anketell Road as 'subject to further investigation' pending noise assessment. An Acoustic Assessment indicates that noise received at the ground floor level of the residential lots located to the south of the service commercial land from future Anketell Road traffic, could exceed the requisite Target, however would be below the noise Limit. Where noise levels exceed an LAeq(Day) of 55 dB(A) a notification on title is required. As a result, some of the residential land subdivided immediately adjacent to the service commercial land will require a notification on title.
Minor modifications to residential density (R-Coding), road layout and open space predominately within Lot 4.	The minor modifications to the road layout appropriately responds to the modified Structure Plan for Lot 3. Further, road layout improves development efficiencies and appropriate lot typology through necessary modifications to the residential land providing housing opportunities consistent with market demands and builder expectations for the Anketell locality. A minor modification is identified for the POS contained in the subject land as a result of an oversupply of POS under the existing structure plan, the predominate function of the POS for drainage and limitation of the POS are for recreational uses.

A summary of the Structure Plan residential density relative to the Direction 2031 target density is shown in **Table 3**.

**TABLE 3 STRUCTURE PLAN SUMMARY FOR LOT 4 ANKETELL ROAD (AMENDMENT 2)**

Item	Data	Section number referenced within the Structure Plan Report
Total area Lot 4 Anketell Rd (within Structure Plan area)	3.0615 hectares	1.1
Area of each land use proposed:		
Zones		
Service Commercial	0.7866 hectares	2.3
Residential	1.4886 hectares	1.1
Reserves		
Road Reserve	0.4956hectares	4.6
Public Open Space & Drainage	0.2784 hectares	4.9
Total estimated lot yield	34 lots	1.1
Estimated number of dwellings	34 dwellings	1.1
Estimated residential site density	15 dwellings per gross hectare (3.06 ha) less Service Commercial (0.79 ha)	1.1
Estimated Population (average 2.8 people/household)	128 persons	1.1
Estimated area and percentage of public open space	10%	4.9

## 2 AMENDMENT 2

### 2.1 INTRODUCTION

Amendment 2 to the approved Anketell North Structure Plan relates to Lot 4 Anketell Road, Anketell. **Figure 3** details the existing approved Structure Plan in relation to Lot 4 and **Figure 4** outlines the proposed modifications subject to Amendment 2.

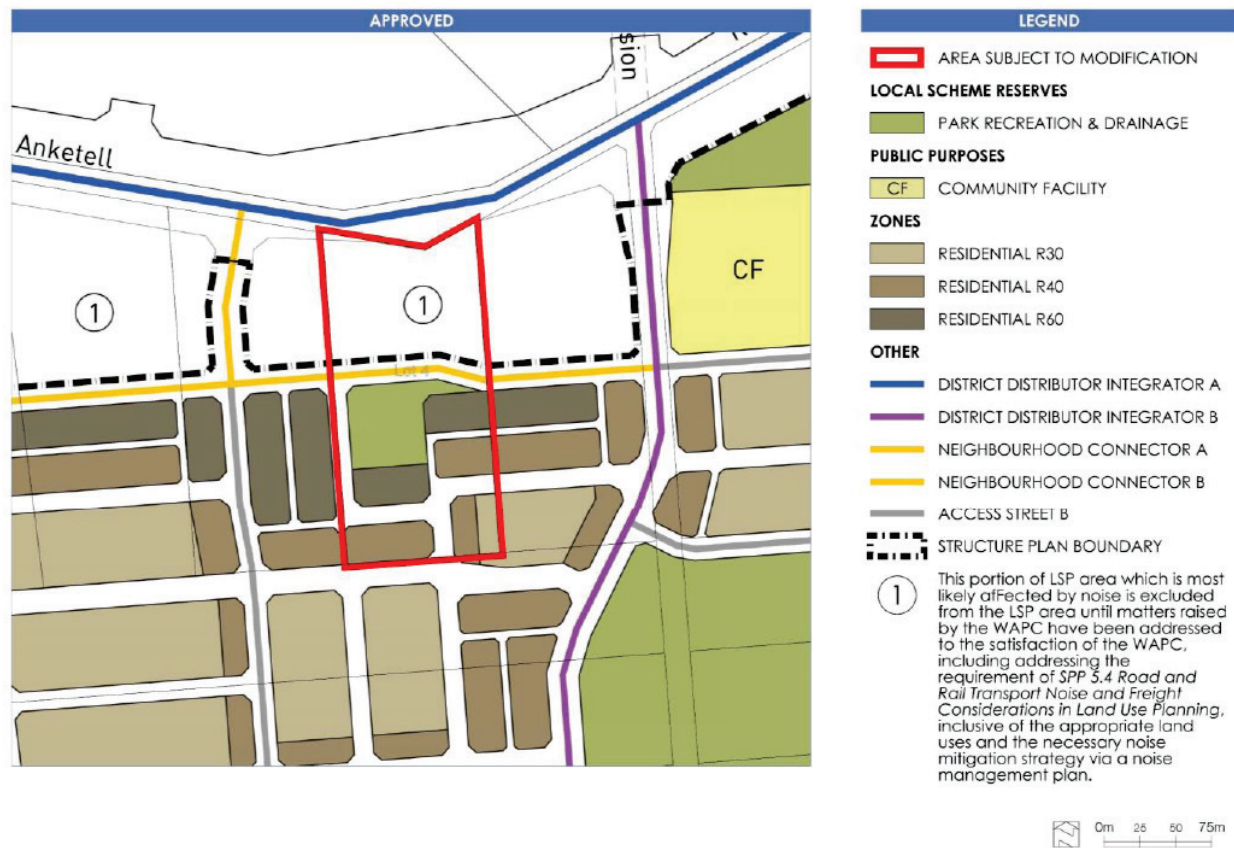


Figure 3: Approved (above) and Modified Structure Plan



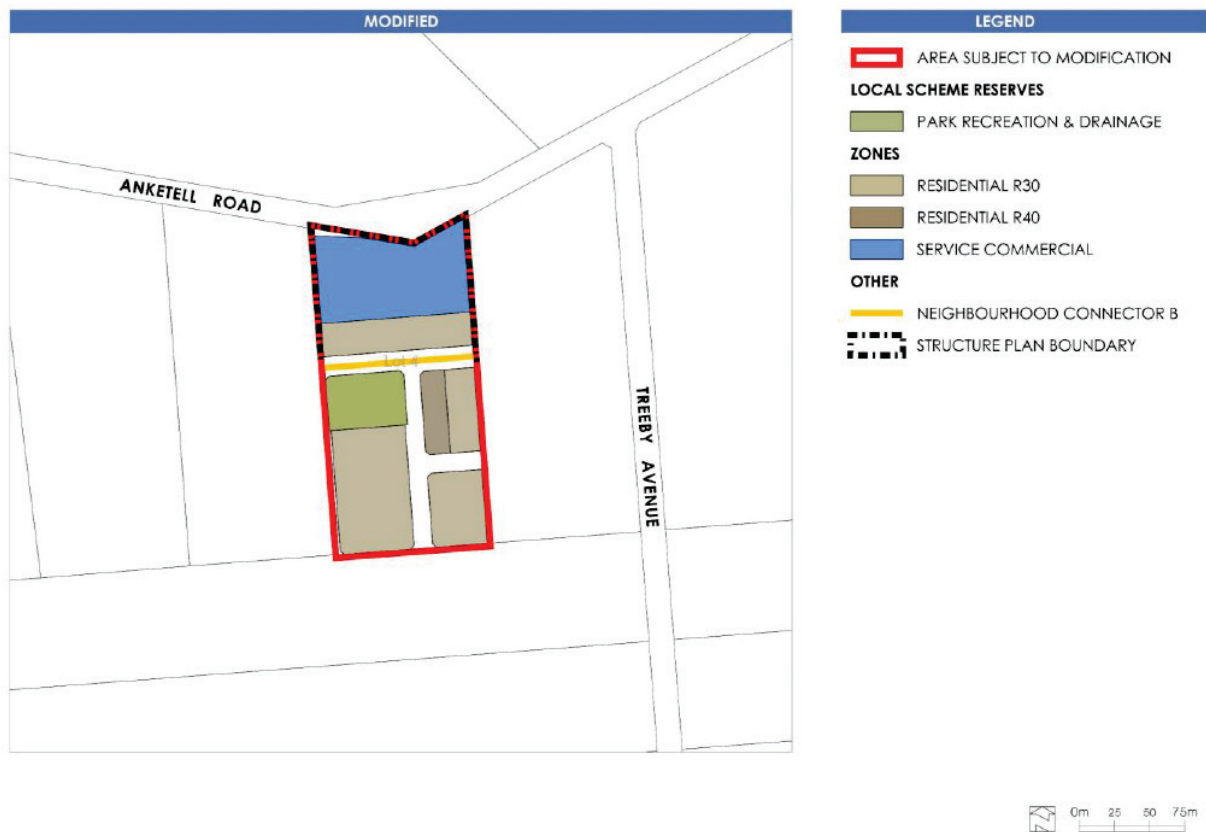


Figure 4: Approved (above) and Modified Structure Plan

The modifications under Amendment 2 are outlined below and spatially represented in **Figure 5**:

1. The inclusion of the northern portion of the subject site within the Structure Plan for Service Commercial purposes and residential subdivision.
2. Improvements to road layout to accommodate improved development efficiencies.
3. Removal of laneway and laneway accessed lots.
4. Additional front accessed lot opportunities.
5. Rationalisation of residential density codes based on preferred / likely subdivision layout.
6. Public Open Space (POS) modification including size reduction.
7. Realigned western north-south road as a result of modifications undertaken within Lot 3.

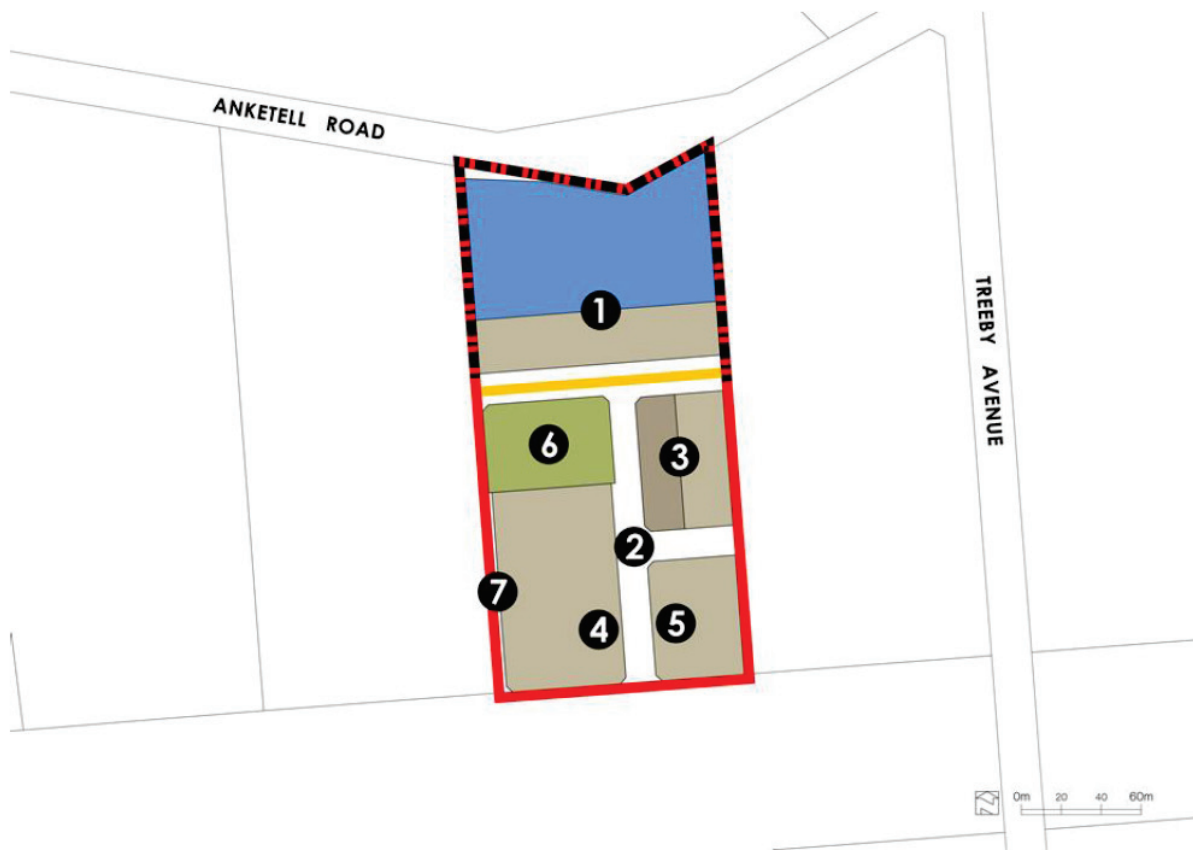


Figure 5 – Modified Structure Plan with modification notes

## 2.2 REASONS FOR MODIFICATIONS

The modified Structure Plan has been prepared in response to a design review undertaken by the landowner and its project team to accommodate a contemporary subdivision layout with a lot typology which responds to the market expectations, demand and conditions. In response to the exclusion of the northern portion of the subject site from the Structure Plan, further consideration has been given to potential land uses where it has been determined that service commercial development is appropriate and in further support acoustic modelling has determined that additional residential development can occur south of the proposed service commercial land.

Rationalisation of the POS has been undertaken to accommodate a fair and equitable development outcome for the landowner. The Development Concept Plan contained within **Figure 6** is provided in support of the modified Structure Plan and details an indicative subdivision layout for the residential land and indicative service commercial development layout for the Service Commercial land.

## 2.3 SERVICE COMMERCIAL ABUTTING ANKETELL ROAD

The Structure Plan proposes approximately 0.787 hectares of Service Commercial use adjacent to Anketell Road, which would prohibit residential uses and provide for development of a range of uses including:

- Showroom;
- Medical Clinic;
- Office and Professional Office;
- Local Shop (i.e. offering goods of a domestic nature for sale and intended for day-to-day consumption or use by persons living or working in the locality); and
- Licensed Restaurant.

The benefits of Service Commercial along Anketell Road are as follows:

- A range of compatible non-sensitive land uses can be developed between Anketell Road and residential areas to the south, which would also act as a 'shield' for transport noise protecting residences;
- Service Commercial fronting Anketell Road can provide for a better design outcome, that would be more design responsive to the high commercial exposure offered by passing traffic and provide for opportunity for landscaping and building activation to the road; and
- Service Commercial land use at this location is consistent with SPP 4.2 to support the Wandí District Centre planned for the northern side of Anketell Road.

## 2.4 SERVICE COMMERCIAL INTEGRATION WITH NEIGHBOURING PROPERTIES

A landowner agreed Service Commercial Concept Plan (refer to Plan 4 for Addendum 1) has been prepared and included in Structure Plan. The Concept Plan outlines the shared reciprocal access and parking between the landholdings, to enable a coordinated approach to the delivery of service commercial development.

## 2.5 LOCAL DEVELOPMENT PLAN(S)

As a condition of subdivision, a Local Development Plan (LDP) can be prepared for Residential areas abutting Service Commercial areas at subdivision stage, addressing key considerations including built form to shield/block vehicle noise from Anketell Road, built form to orientate towards Anketell Road and positioning of service areas and access ways to minimise impacts on abutting residential development such as from noise and light emissions.

Local Development Plans are also to be prepared for Residential areas abutting Service Commercial areas at subdivision stage, addressing key considerations including access, height and orientation of dwellings, addressing the Requirements of State Planning Policy 5.4, and application of the principles of the City's Local Planning Policy Designing out Crime and Local Planning Policy No.7 Uniform Fencing.

## **2.6 STAGING AND DELIVERY**

Subdivision approval has been granted by the WAPC for Lot 4 (Application No.: 157049). Development staging will be undertaken in accordance with the subdivision approval Conditions, whereby the residential lots with road frontage that are unaffected by bushfire constraints are developed first, followed by the other residential lots as road frontage and bushfire limitations are removed. The Service Commercial lot will be in the final stage of development, and will occur once vehicle access is available from an abutting Service Commercial lot.

Subdivision approval has been granted by the WAPC for Lots 2 and 3 Anketell Road, adjacent to Lot 4. Development staging will commence in the southern portion of the lot and move northwards towards Anketell Road. Construction of Stage 1, to the south, consists of only residential lots is anticipated to be completed in the short term. Stage 2 would comprise of service commercial lots at the entry into the development and some residential lots following or near to the completion of Stage 1. Stage 3 including residential lots, towards Anketell Road would likely be subject to market forces to influence the timing of development and the type of service commercial development delivered





Figure 6: Development Concept Plan



## 3 KEY PLANNING FRAMEWORK

In addition to the Planning Framework outlined in the approved Structure Plan, the following additional planning framework is referred to for the proposed Structure Plan Amendment.

### 3.1 REGIONAL & SUB-REGIONAL PLANNING

#### 3.1.1 STATE PLANNING POLICY 5.4 'ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATION IN LAND USE PLANNING'

Under the WAPC SPP 5.4, the appropriate acoustic criteria for urban development of the Structure Plan amendment area will need to address acceptable 'Noise Limits' for sensitive land uses.

Anketell Road is a future MRS 'Other Regional Road' carrying significant forecast volume of traffic and freight, which has been assessed as being above the threshold for which SPP 5.4 applies. As such, adequate noise mitigation measures will be required for any proposed sensitive land uses in accordance with SPP 5.4. This will be discussed in more detail in this report, whereby it can be demonstrated that urban development within the Structure Plan amendment area can adequately address the requirements of SPP 5.4.

#### 3.1.2 STATE PLANNING POLICY 3.7 'PLANNING IN BUSHFIRE PRONE AREAS'

The provisions of SPP 3.7, including the WAPC Guidelines for Planning in Bushfire Prone Areas apply to the proposed urban development within the Structure Plan amendment area. As will be discussed in this report, urban development within the proposed Structure Plan amendment area can adequately address the requirements of SPP 3.7.

### 3.2 LOCAL PLANNING

#### 3.2.1 CITY OF KWINANA LOCAL COMMERCIAL AND ACTIVITY CENTRES STRATEGY (LCACS)

The LCACS identifies the future Wandii District Commercial Activity Centre (WDC) being solely located on the northern side of Anketell Road. The WDC will be the major commercial (district) centre servicing the ultimate forecast population (approx. 8,350 persons) living in Anketell North and Wandii. As per the LCACS, the WDC is intended to accommodate both Retail Shop and Other Retail uses (including bulky goods retail).

The types of proposed service commercial uses for the southern side of Anketell Road, inclusive of Lot 4 Anketell Road, are not specifically mentioned in the LCACS. However, service commercial uses that maximise exposure to passing traffic would be ideal and these could include showroom/bulky goods retail, offices, local convenience shop and drive-through takeaway food outlets.

As discussed in Section 4.7, proposed service commercial land on the southern side of Anketell Road would complement the WDC.

## 4 SITE CONDITIONS & CONSTRAINTS

The following section is a general description of the site characteristics of the Structure Plan amendment area. The section demonstrates that there are no significant constraints to urban development.

### 4.1 ENVIRONMENTAL

An Environmental Assessment Report (EAR) (June 2010) was prepared as part of the approved Structure Plan. The assessment and recommendations of the EAR remain applicable to the modified Structure Plan, which is appropriate for the purposes of development as depicted.

As part of the MRS Amendment to zone the land for urban development (Urban Deferred), the Environmental Protection Authority set the level of assessment as a Scheme Amendment Not Assessed – Advice Given. The Amendment was gazetted in January 2008 with the deferment later lifted in December 2009.

To ensure compliance with Commonwealth environmental legislation under the EPBC Act, a referral will be lodged imminently by Bio Diverse Solutions including recent flora and vegetation surveys.

### 4.2 BUSHFIRE MANAGEMENT

To support the proposed Structure Plan amendment, Eco Logical Australia has prepared a Bushfire Management Plan due to the site being designated within a bushfire prone area as per the Western Australia State Map of Bushfire Prone Areas (refer **Appendix A**). This has included the preparation of a Bushfire Hazard Level (BHL) map; identification of any bushfire hazard issues; and assessment against bushfire protection requirements under State Planning Policy 3.7 Planning in Bushfire Prone Areas and Guidelines for Planning in Bushfire Prone Areas v1.2.

The extent of existing vegetation on the site will be cleared to enable development and areas of landscaped/managed POS. Therefore, for the purpose of the modified Structure Plan, the current on-site vegetation will not create a bushfire hazard issue since these hazards will be managed through:

- a staged clearing process;
- adequate separation of future built assets from classified vegetation; and
- ongoing fuel management that will be undertaken in and around individual development stages.

The bushfire hazards within and adjacent to the subject site and the associated bushfire risk is readily manageable through standard management responses outlined in the Guidelines and AS 3959. In addition, on implementation of the necessary management measures, the subject site will be developed with manageable level of bushfire risk whilst maintaining full compliance with the Guidelines and AS 3959.

Further demonstration of compliance with the requirements of SPP 3.7, the Guidelines and AS 3959 will occur at future stages of the planning process when development staging is known including the development of land surrounding the subject site.

### 4.3 STORMWATER MANAGEMENT

Urbaqua, project hydrologist, has prepared documentation to support the modified Structure Plan, which outlines an assessment for stormwater management in the context of the adopted LWMS (refer **Appendix B**).



The strategies for stormwater management outlined in the Anketell North Urban Cell – Local Water Management Strategy are not proposed to be altered as a result of the modified Structure Plan. As per the LWMS, it is assumed that lots will retain 1-year ARI event (15mm) in soak wells contained within the lots. The modified Structure Plan results in a reduction of road area and therefore reduced contributing impervious area. Raingardens will be used for treatment of road runoff and as a result of the reduced road area, the required raingarden area reduces from 599m<sup>2</sup>(LWMS) to 540m<sup>2</sup> (modified Structure Plan).

Stormwater created by the lot, road and POS layout on the modified Structure Plan can be accommodated within the drainage infrastructure outlined in the LWMS. The revised POS area (2804m<sup>2</sup>) can accommodate both the drainage basin (1900m<sup>2</sup>) and raingarden areas (540m<sup>2</sup>).

A detailed Urban Water Management Plan (UWMP) will be prepared at the subdivision stage in accordance with the recommendations of the LWMS and the City's requirements.

A Landscape Feature and Tree Retention Plan will be prepared as a condition of subdivision in accordance with the City's Local Planning No.1 – Landscape Feature and Tree Retention.

#### 4.4 ACOUSTIC ASSESSMENT

In the original approved Structure Plan, the Structure Plan amendment area was not included in any Acoustic Assessment. An Acoustic Assessment (October 2017) (**Appendix C**) has been prepared by Herring Storer for urban development in the northern portion of Lot 4 for the Structure Plan. The Acoustic Assessment addresses SPP 5.4 noise planning considerations related to the future regional road function for Anketell Road as a major transport and freight route.

Advice has been provided by the WAPC, Main Roads WA and City of Kwinana that there is to be an upgrade of Anketell Road in the future. This upgrade will likely align the road closer to the development boundary. Advice was also sought regarding projected future traffic volumes which was taken into consideration.

The results of the acoustic assessment indicate that noise received at the ground floor level of the residential lots located to the south of the developed commercial land from future Anketell Road traffic, could exceed the requisite Target, however would be below the noise Limit. Where noise levels exceed an LAeq(Day) of 55 dB(A) a notification on title is required. As a result, some of the residential land subdivided immediately adjacent to the commercial land will require a notification on title (in total approximately 7 lots will require notification based on the Development Concept Plan).

Refer **Appendix C** for a copy of the Acoustic Assessment prepared by Herring Storer (October 2017).

#### 4.5 SERVICING CONSIDERATIONS

Cossill and Webley acts as project civil engineer and has been undertaking detailed civil design including infrastructure servicing and drainage design for the development of the subject site. Cossill and Webley has advised that the modified Structure Plan does not significantly alter the approach to service infrastructure coordination and provision as provided for under the Structure Plan.

##### Sewer reticulation

The majority of the lots are to be serviced via a sewer extension from Lot 3 to the west as per the preliminary sewer design on drawing 6278-00-SK01 (refer **Appendix D**).

The lots facing Lot 3 to the west will rely on the sewer and common services to be constructed as part of the road in Lot 3. Boring may be required across the road to connect into the existing sewer and reinstate part of the road. Endeavours will be made to coordinate these services with Lot 3 to avoid unnecessary reinstatement.

There is likely to be 6 lots at the southern end of the subject site which will front Lot 30 and will require sewer reticulation within Lot 30 to be constructed. The same will apply to other services for these lots.

### Water reticulation

Water reticulation to the majority of the lots will be supplied via a water main extension from Lot 3 to the west, and capped to the east just before the boundary of Lot 188. Ultimately these mains should be extended through Lot 188 to Treeby Road.

### Gas and NBN

Gas and NBN services will be extended from Lot 188 as per the water reticulation network.

### Underground Power

Underground power will be provided through a low voltage reticulation network extended from Lot 3. A transformer may be required in the POS to supplement the network.

### Service Commercial

The Service Commercial land is expected to be serviced directly from Anketell Road and is reliant on the development of Lot 3 to extend sewer, water, and telecommunication services within Anketell Road. Underground power already exists on Anketell Road with further investigations necessary on the capacity and expected demands required from the development of the Service Commercial land.

## 4.6 RESIDENTIAL

The allocation and distribution of medium density housing that is coded R40 and R60 on the Structure Plan and replaced with predominately R30, with a minor allocation of R40. The new allocation of residential densities responds to:

1. The landowner's expected lot typology, ensuring that assigned residential densities align with the intended lot size and type; restricting possibilities for further subdivision.
2. Accommodating an improved lot typology which removes laneway lots and replaces these with a range of front accessed lots. This approach responds to the likely market conditions when the land is to be subdivided, providing greater flexibility, which would not be possible under the approved Structure Plan. This will result in accommodating appropriate lot and housing variety.
3. Allocating medium density housing opportunities adjacent and fronting areas of POS amenity.
4. The residential densities allocated on the Structure Plan for surrounding land to ensure appropriate housing transition.
5. The Indicative Plan of Subdivision contained within the Structure Plan depicts a development yield of 46 lots, which demonstrates that the modification to the allocated residential densities on the modified Structure Plan will still achieve the necessary density targets in terms of development yield (i.e. based on the Development Concept Plan contained within **Figure 6**).



## 4.7 SERVICE COMMERCIAL

The inclusion of the northern portion of the site is the result of planning progressing and further investigations resulting in appropriate mitigation measures for the development of residential land. The development of non-residential uses in the form of Commercial has been contemplated for the land adjacent to Anketell Road for many years. In this regard, the City of Kwinana Local Commercial and Activity Centres Strategy suggests the Wandi District Centre has 'considerable potential for Other Retail and bulky goods floorspace'. This amendment proposes the northern portion of Lot 4, fronting Anketell Road to be for Service Commercial land.

Service Commercial land uses such as showrooms in this location will complement the retail uses to be located within Wandi District Centre located north of Anketell Road. It is not intended that the commercial land on the modified Structure Plan will seek to compete or detract from the Wandi District Centre, rather complement through the provision of uses commonly contained within a car-based commercial development. It will also benefit from high exposure of passing traffic to Anketell Road.

These land uses were supported by an independent review undertaken by Site Planning and Design in November 2017 on behalf of the City of Kwinana for the land located south of Anketell Road, which recommends that 'non-residential land uses, particularly those suited to a contiguous built form such as bulky goods retail, remain the best land use interface option for the protection of urban amenity and freight efficiency and productivity'. Site further explains that the land located south of Anketell Road is suitable for non-residential land uses, such as commercial, for locational reasons.

The extent of Service Commercial and Residential land depicted on the modified Structure Plan is supported through appropriate dimensioning of the Service Commercial land providing a suitable development footprint, access, car parking and landscaping as detailed in **Figure 6**. This arrangement is based on commercial development examples throughout the Perth Metropolitan Area which demonstrates appropriate dimensions for the commercial land that would accommodate a functioning development with suitable access on the subject site. Access from Anketell Road will be through the development of Lot 188 to the east as discussed with the adjoining landowner or through Lot 3 to the west, where through vehicle access will be provided across the commercial land fronting Anketell Road. These arrangements are similar to those suggested by Site in its November 2017 document.

The Residential land to the south of the Service Commercial land will have a minimum dimension of 27m which is suitable for traditional sized residential front accessed lots as detailed in **Figure 6**.

The introduction of Service Commercial land uses adjacent to Anketell Road will provide a screening function for residential development further south to limit noise impact as detailed in the Acoustic Assessment.

The modified Structure Plan and the Development Concept Plan depicts residential adjacent to the southern edge of Service Commercial land. This arrangement is supported by:

1. An efficient use of land, without the need for the oversupply of road reserves either in the form of access streets, service streets or laneways.
2. The residential land adjacent to the commercial land being able to be accessed from the front for vehicles via the Neighbourhood Connector B which traverses the subject site.
3. An appropriate uniform fence to be supplied by the developer along the rear boundary of the residential lots, which will provide appropriate security for residents.
4. as detailed, the preparation and adoption of an LDP can control setbacks for both residential and commercial development ensuring appropriate separation between commercial development and residential development.



5. As detailed on the Development Concept Plan within **Figure 6**, functioning commercial development can be appropriately setback from residential land.

#### 4.8 MOVEMENT NETWORK

The revised movement network consists of:

- Removing laneways.
- Extension north of the eastern north-south local access street, to the Neighbourhood Connector B.
- Minor realignment of the Neighbourhood Connector B and the west-east local access street.
- Realignment of the western north-south Access Street as a result of modification for this street undertaken within Lot 3.

The revised movement network is justified on the following basis:

- Responds to the landowner's desired lot typology which in-turn responds to expected market conditions and demand.
- Is a more efficient development outcome in comparison to the road network on the Structure Plan (i.e. improved net developable area).
- Provides a more permeable and legible road and pedestrian network in comparison to the network on the Structure Plan.
- Better disperses traffic to the north, to the Neighbourhood Connector B.
- Provides seamless connection to all surrounding land which can be subdivided.
- Improves intersection spacing to the south.
- Both adjoining landowners (Lot 188) are amenable to the modified road layout.
- Appropriately responds to the modified Structure Plan for Lot 3 currently under consideration.

#### 4.9 PUBLIC OPEN SPACE

A minor modification is identified for the POS contained within the subject site. The allocation of POS on the Structure Plan is approximately 4,322m<sup>2</sup>, with an overall surplus across the Structure Plan area of approximately 2.72ha (or 3.3%). The modified Structure Plan depicts a total POS area of 2,804m<sup>2</sup>. This results in an undersupply when compared to the Structure Plan of 1,518m<sup>2</sup>. The following is detailed in support of the reduction in POS:

1. The modified Structure Plan will still oversupply POS by 2.5482ha, which is negligible in the context of the amount and type of POS provided within the Structure Plan.
2. The POS will still predominately function as intended under the Structure Plan by accommodating drainage. In this regard, approximately 2,440m<sup>2</sup> will be constructed for drainage purposes.
3. The excluded area of 1,518m<sup>2</sup> would have limited potential to be used for recreational uses and would only likely be able to accommodate landscaped / garden elements and limited tree retention. With regard to the opportunities for tree retention, detailed engineering design is necessary to determine site levels which will be undertaken at the subdivision stage to determine if tree retention is possible. The project engineer has indicated that it may be difficult to retain vegetation on site as a result of earthworks required to address necessary design levels.

4. As part of the Minister for Planning's consideration of the Scheme Amendment which relates to the Development Contribution Plan (DCP) for this area, the Minister recommended that the Amendment be modified so that the DCP does not reimburse the subdivider for land provided for POS which is not creditable. This results in a substantial disadvantage for the developer of the subject site as not only are they supplying land for drainage from the subdivision of land external to the subject site, but they are also not reimbursed for the drainage area which is not credited. This equates to an approximate loss for the subdivider of \$65,000 based on the land purchase and POS construction rates contained within the DCP.
5. Consequently, it is reasonable for the area of POS to be reduced to assist offset this 'cost' for the developer.
6. Revenue created from additional net developable area can be used to improve the POS amenity to be provided.
7. The POS in the context of the Structure Plan is not considered a destination area of POS from a recreation perspective, with these activities to be undertaken within the District Open Space (DOS) to be located east of Treeby Road as marked on the Structure Plan. The subject site and surrounding land is within short walking distance of the DOS so future residents will not be reliant on using the POS contained within the subject site. In addition, the road layout depicted on the Structure Plan accommodates easy and convenient access for residents located west of the subject site to the DOS, meaning that it is unlikely residents located to the west of the subject site would need to frequent the POS contained within the subject site.
8. In support of point 7 above, the catchment for the POS contained within the subject site is limited by likely commercial and non-residential uses to the north and is offset by the close proximity to the DOS which will be the higher priority destination, which will be cater for higher and better POS infrastructure.

Refer **Appendix E** for the updated Public Open Space schedule based on Amendment 1 and 2.

As a Landscape Feature and Tree Retention Plan will be prepared as a condition of subdivision in accordance with the City's Local Planning No.1 – Landscape Feature and Tree Retention, detailing the likely landscaping to be undertaken within the POS and incorporates the necessary drainage infrastructure required.

An appropriate development interface for residential land adjacent to the POS will be controlled through the preparation and adoption of a LDP at the subdivision stage. As detailed on the Development Concept Plan prepared within **Figure 6**, permeable uniform fencing will be provided by the developer along the boundary adjacent to the POS with dwellings required to be designed to overlook and provide surveillance of the POS.