

	Agency	Comments	Response
1	Department of Mines, Industry Regulation and Safety	<p>The Department of Mines, industry Regulation and Safety (DMIRS) has determined this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.</p> <p>DMIRS lodges no objections to the above Development Application.</p>	Noted.
2	DWER	<p>1. Issue: Connect to reticulated sewerage</p> <p>Advice: The light industrial area to the north of Franklin Wetland is serviced by reticulated gravity sewerage, and it would be expected that Lot 9052 would be similarly serviced.</p> <p>2. Issue: Currently no urban water management or local water management strategy is in place to support proposed development</p> <p>Advice: A local water management strategy (LWMS) be developed for the entire site to support a local structure plan (or similar) for the undeveloped area, where an overarching urban water management plan (UWMP) has not already been developed and approved, within Special Provision Area 68.</p> <p>It is noted that Franklin Wetland is classified in the Geomorphic Wetland Dataset as a multiple use wetland. Regardless of the wetland classification it should be protected based on the zoning and with this in mind:</p> <ul style="list-style-type: none"> • The light industrial area to the north of Franklin Wetland is serviced by reticulated gravity sewerage, and it would be expected that Lot 9052 would be similarly serviced. • Stormwater management plan must include best practice design to improve the quality of water discharged to the wetland. • A water balance for Franklin Wetland should be undertaken considering all inflows, noting there is a discharge out of the wetland via a culvert under the bypass. <p>3. Issue: Water supply to service the petrol station – fit for purpose</p> <p>Advice: There is no detail in the proposal supporting where the site will source its water supply from.</p>	<ol style="list-style-type: none"> 1. Applicant has advised that the development is to be connected to deep sewerage. 2. A local water management strategy to be conditioned should development approval be granted. 3. Applicant has advised that the development is to be connect to mains water. 4. This matter is to be addressed via an advice note should development approval be granted.

		<p>4. Issue: Acid Sulfate soil risk - moderate to low</p> <p>Advice: Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works:</p>	
<p>3</p>	<p>Department of Planning, Lands and Heritage;</p>	<p>Aboriginal Heritage Operations</p> <p>A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database and the information provided by the City of Busselton concludes that the proposed Service Station and signage does not intersect with a Registered Site or other Aboriginal heritage place to which the <i>Aboriginal Heritage Act 1972</i> (AHA) may apply. Therefore based on the information held by DPLH no approvals under the AHA are required. DPLH recommends that proponents refer to the State's Aboriginal Heritage Due Diligence Guidelines (Guidelines). The Guidelines can be found on the DPLH website at the following link: https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-use-under-the-aha The Guidelines allow proponents to undertake their own risk assessment regarding any proposals potential to impact Aboriginal heritage.</p> <p>Land Use Planning</p> <p>Update requested from City in relation to Public Open Space audit currently being undertaking in relation to amendment to the Vasse Structure Plan:</p> <p><u>Initial response:</u></p> <p>An Amendment to the Vasse Structure Plan is currently under considered by the Western Australian Planning Commission.</p> <p>During the assessment process, the public open space (POS) assessment was found to have some inaccuracies and the applicant agreed to do a full POS audit to demonstrate the areas of POS already provided, and the future amount and locations of POS to be given up in future stages.</p> <p>The Structure Plan is currently on deferral pending the receipt of this POS Audit.</p>	<p>Aboriginal Heritage Operations</p> <p>Noted.</p>

		<p>The POS assessment submitted with the application foreshadowed Lot 9052 being surplus to requirements from a POS perspective, but this has not yet been confirmed.</p> <p><u>Follow up response went timeframe for audit requested:</u> I was in touch with the applicant Mid-April and he said that it should be provided to the Department in the next few weeks.</p> <p>I would expect it to be provided very soon.</p>	
4	Department of Health	<p>1. Water supply and waste water disposal Development to be connected to suitable water supply and waste water disposal.</p> <p>2. Public Health Impacts The proposal should comply with the EPA Environmental Assessment Guidelines GS3 'guidance for the Assessment of Environmental Factors No. 2 – Separation Distances between Industrial and Sensitive Land Uses'. For 24-hr service stations, this distance is at least 200m from boundary to boundary, between the development and the sensitive land- use.</p>	<p>1. Applicant has advised that the development is to be connected to deep sewerage and mains water.</p> <p>2. The development will comply with the setbacks under the</p>
5	Main Roads WA	<p>Response dated 25 February 2021 (Initial response 1 of 3).</p> <p>It is understood that the DPLH is currently investigating potential for future urban expansion/development to the south of Northerly Street.</p> <p>Main Roads is currently investigating provision of a roundabout at the intersection of Northerly Street and Bussell Highway in conjunction with the future Busselton Outer Bypass Road.</p> <p>In the future Bussell Highway will be upgraded to a dual carriageway and with possible future development south of Northerly Street there may also be warrant for upgrading of Northerly Street.</p> <p>The proposed service station access is close to the highway intersection and will conflict with the future roundabout land and access requirements.</p> <p>It is critical that access is coordinated along Northerly and moved as far east away from the existing intersection (and proposed roundabout) as possible.</p>	Refer to officer comment section of report.

	<p>Existing development plus the (major) PIA to the south may result in Northerly/Bussell being a busy intersection in the future.</p> <p>The service station access and the proposed local road access to Northerly Street are also located close to an existing local road access on the south side of Northerly Street.</p> <p>It is recommended that the proposed service station access be relocated as far as possible from existing Bussell Highway intersection to avoid conflict with the future roundabout and access requirements.</p> <p>Main Roads is currently preparing a concept design for the future roundabout which will be supplied ASAP. The plan below shows areas of concern.</p> <p>Response dated 21 April 2021</p> <p>Please see the attached concept plan for the future roundabout at the intersection of Northerly Street and Bussell Highway overlayed on the proposed service station development and the preliminary subdivision concept plans.</p> <p>Main Roads concerns remain as outlined previously.</p> <p>It is generally considered that the first driveway access to the service station is located too close to the future roundabout and will create potential for vehicle conflicts with vehicle entering and leaving the site if the driveway allows these movements.</p> <p>In particular, vehicles turning left in from Northerly Street after the roundabout have limited opportunity to signal on approaching the driveway access and vehicles turning right out from the driveway access will conflict with vehicles approaching the roundabout.</p> <p>As advised previously, it is recommended that the driveway access be relocated further from the roundabout to avoid potential conflicts with the future roundabout.</p> <p>To relocate the service station access the preliminary subdivision concept access road and the existing local road to the south of Northerly Street will need to be addressed to avoid conflict with the service station access.</p>	
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6	Department of Fire and Emergency Services	<p>Figure 3.2 'BAL Contour Map' depicts the proposed APZ for the future development. However, the APZ extends outside the subject lot boundary into a neighbouring lot /future road reserve, as the area is 'under the control' of the landowner. The Guidelines require an APZ to be contained wholly within the subject lot proposed for development.</p> <p>Should an area of vegetation within an adjoining lot require modification and management in perpetuity, that lot should also form a part of the development application to ensure that a condition of approval requiring compliance with a BMP can be enforced. This should occur even though the same landowner owns both properties.</p> <p>The BMP should include vegetation management on the adjoining lot as an ongoing responsibility to achieve BAL- 29 or lower. If unsubstantiated, the vegetation classification should be revised to apply the worst-case scenario as per AS3959:2018.</p> <p>Recommendation – insufficient information Given that the proposed development application has the potential to increase the threat of bushfire to people, property and infrastructure, the decision maker should ensure that the bushfire risk and hazard reduction/bushfire protection measures are established and understood before making a determination.</p> <p>Consequently, the decision maker should require that the BMP addresses the policy requirements of SPP3.7 and the Guidelines to inform decision making.</p>	Refer to officer comment section of report.
7	Department of Biodiversity, Conservation and Attractions	<p>Western ringtail possums (WRP) are listed as critically endangered under the <i>Biodiversity Conservation Act 2016</i> and the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i>. WRP have been recorded within close proximity to Lot 9052. Western Australian (WA) Peppermint trees (<i>Agonis flexuosa</i>) are preferred habitat for the critically endangered WRP.</p>	Noted and to be enforced via a condition of development approval should it be granted.

	<p>The plan (Able Planning, 19 July 2017) depicts a proposed reserve for recreation and drainage (Lot 7001) adjacent to the service station's western boundary.</p> <p>This reserve is to be planted with screening vegetation.</p> <p>The Landscape Plan's (Harley Dykstra, 5 December 2020) planting list includes vegetation which is not locally endemic to the Vasse area. DBCA recommends that the proposed Lot 7001 reserve is revegetated with locally endemic native vegetation, including WA Peppermint trees to provide habitat for WRP.</p>	
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