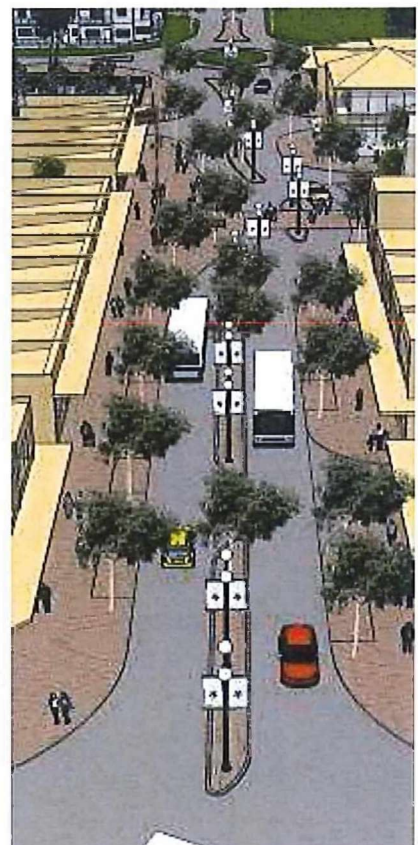
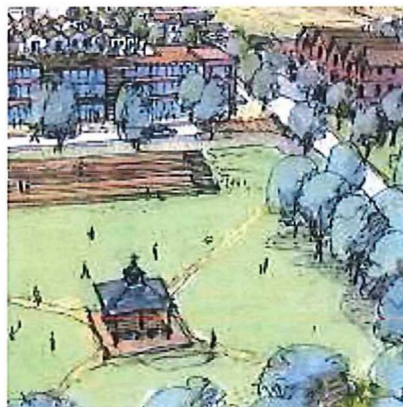


**MODIFIED LOCAL STRUCTURE PLAN LOTS 1, 2
AND 3 SOUTH COAST HIGHWAY MCKAIL**

OCTOBER 2018



ENDORSEMENT

This structure plan is prepared under the provisions of the City of Albany
Planning Scheme No. 1

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE
WESTERN AUSTRALIAN PLANNING COMMISSION ON:

17 AUGUST 2010

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning
and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

19 OCTOBER 2035

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC
1	<p>The modified McKail Structure Plan has been prepared to facilitate:</p> <ul style="list-style-type: none"> ○ Revised lot design; ○ Revised road layout; ○ A variety of residential; and ○ Bushfire assessment. <p>The modified structure plan proposes a more responsive street and lot layout, which will ultimately provide an improved level of residential amenity.</p>	Minor	22 November 2018

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Appendices

Appendix 1 – Original McKail Structure Plan

Appendix 2 – Stormwater Drainage and Investigation and Design Report

Appendix 3 – Urban Design Report, McKay Urban Design

Appendix 4 – Traffic Overview Report – Riley Consulting

Appendix 5 – Bushfire Management Plan – March 2018

1.0 INTRODUCTION

Modifications to the approved McKail Local Structure Plan (LSP) are proposed by the Department of Communities (Housing), the owners of Lots 1, 2 and 3 South Coast Highway, McKail (refer **Figure 1: Location Plan**) to provide for a more connected street system and regular lot pattern.

The LSP will guide the subdivision and development of approximately 40 hectares of land within the LSP area (refer **Figure 2 - Aerial Plan**).

2.0 BACKGROUND

The current LSP was approved in November 2010 (refer - **Figure 3 – Approved Local Structure Plan**). Stage 1 of the LSP has been implemented, which has included the ceding and development of public open space and the construction of dwellings on approximately 60% of the Stage 1 lots (refer **Figure 4 - Staged Development of Structure Plan Area**).

The Stage 1 subdivision works included the construction of Engelheart Drive to connect with the South Coast Highway and the construction of Boundary Road along the southern boundary of the planned primary school site.

Minor modifications are proposed to the Stage 2 portion of the LSP to improve the connectivity of the street system and enable the creation of more regular shaped lots (refer **Figure 5 - Modified Structure Plan**).

The *Planning and Development (Local Planning Schemes) Regulations 2015* Part 5, cl.29(3) states:

The local government may decide not to advertise an amendment to a structure plan if, in the opinion of the local government and the Commission, the amendment is of a minor nature.

The Commission and the City of Albany agree that the modifications proposed to the LSP are minor in nature and do not require advertising.



Source: Landgate - StreetExpress 2009

FIGURE 1

LOCATION PLAN

Lots 1, 2 & 3 South Coast Highway,
ALBANY

0 0.5 1km
1:25,000@A4 3092_7-5-001 March 09

RPS koltasz smith

TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING
141 Burswood Road BURSWOOD WA 6100 Tel: (08) 9488 2222 Fax: (08) 9488 2233
PO Box 127 BURSWOOD WA 6100 Email: perth@kasp.com.au

Figure 1: Location Plan



Source: Landgate - StreetExpress 2009

FIGURE 2

--- Site Boundary

0 100 200m
1:5,000 @ A4 3092_7-5-002 March 09

AERIAL PLAN

Lots 1, 2 & 3 South Coast Highway,
ALBANY

RPS koltasz smith
TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING
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PO Box 127 BURSWOOD WA 6100 Email: perth@kasp.com.au

Figure 2 Aerial Plan

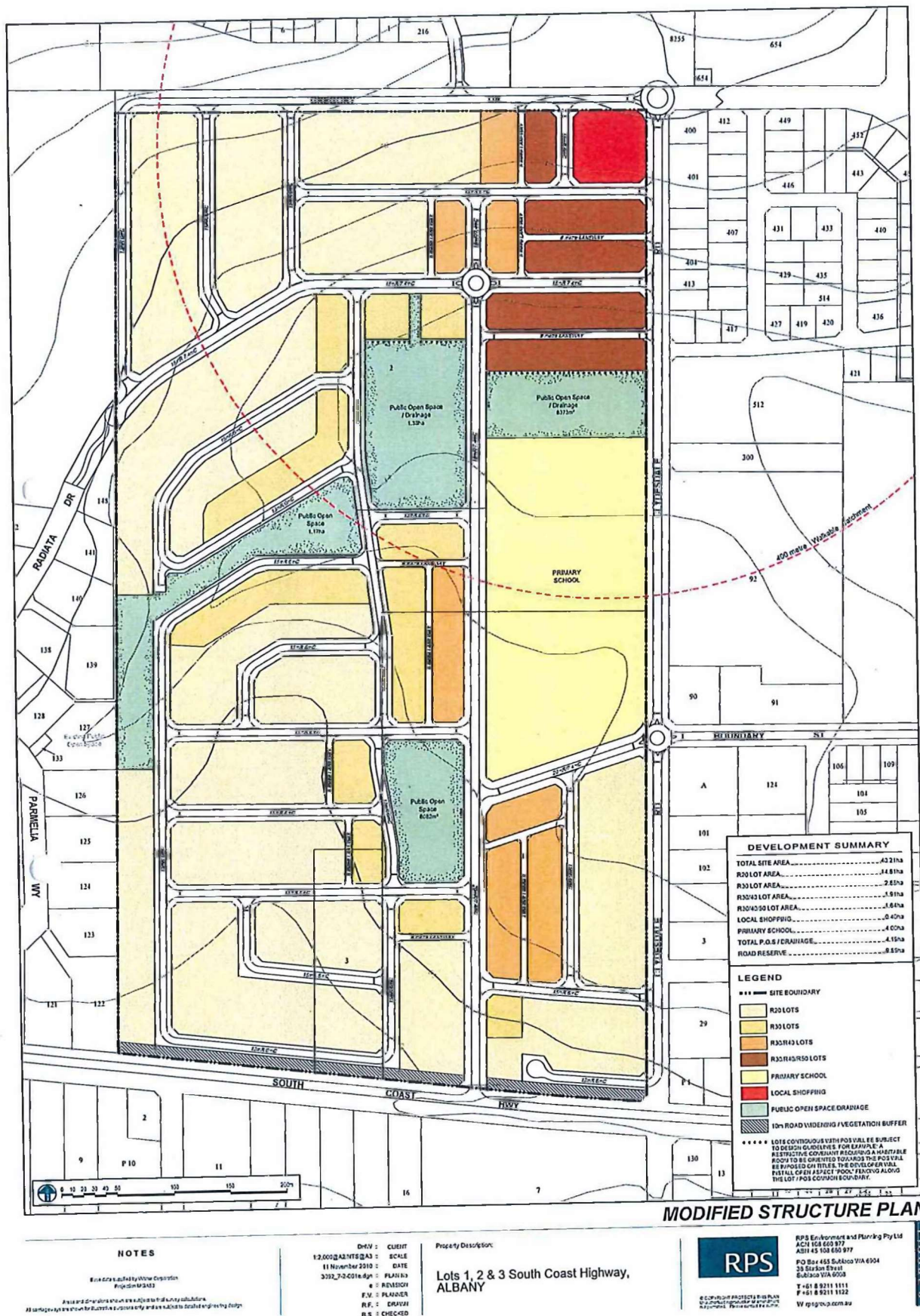


Figure 3: Approved Local Structure Plan November 2010

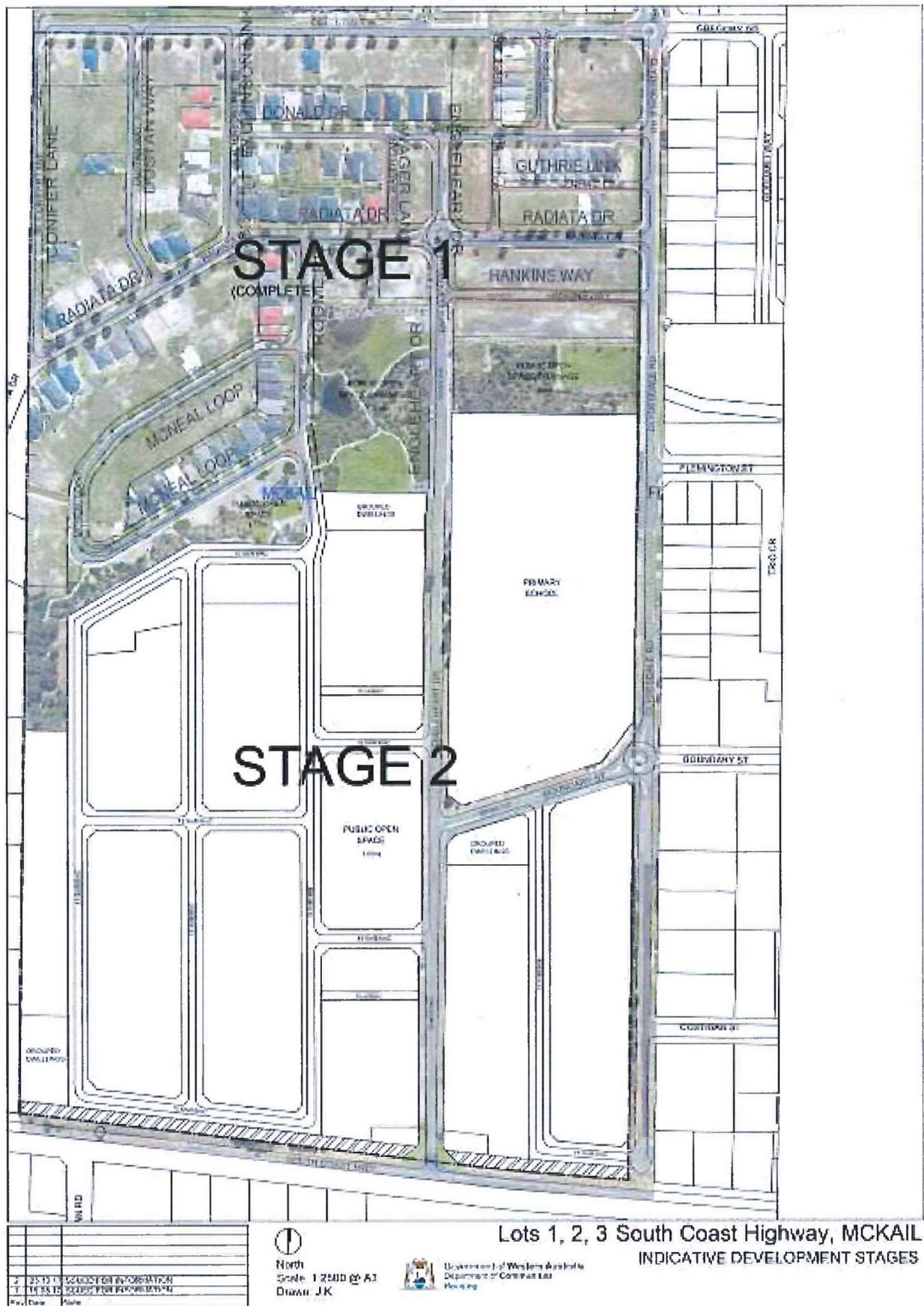


Figure 4: Staged Development of Structure Plan Area

3.0 STRUCTURE PLAN MODIFICATIONS

The LSP is proposed to be modified in accordance with **Figure 5 - Modified Structure Plan** to:

- Provide for a more regular north-south and east-west road pattern to improve permeability and enable the creation of more regular shaped lots improving opportunities for more energy efficient dwellings;
- Reduce the extent of laneways so that rear loaded lots in Stage 2 are limited to locations that provide an outlook over public open space;
- Replace multiple coded (e.g. R30/40/50) lots with a single R40 code to improve clarity and certainty of future development outcomes and to simplify development assessment; and
- replace the term 'Local Shopping' with 'Local Centre', to be consistent with terminology used in the *City of Albany Local Planning Scheme No. 1*.

No modifications are proposed to the primary school site or public open space areas.

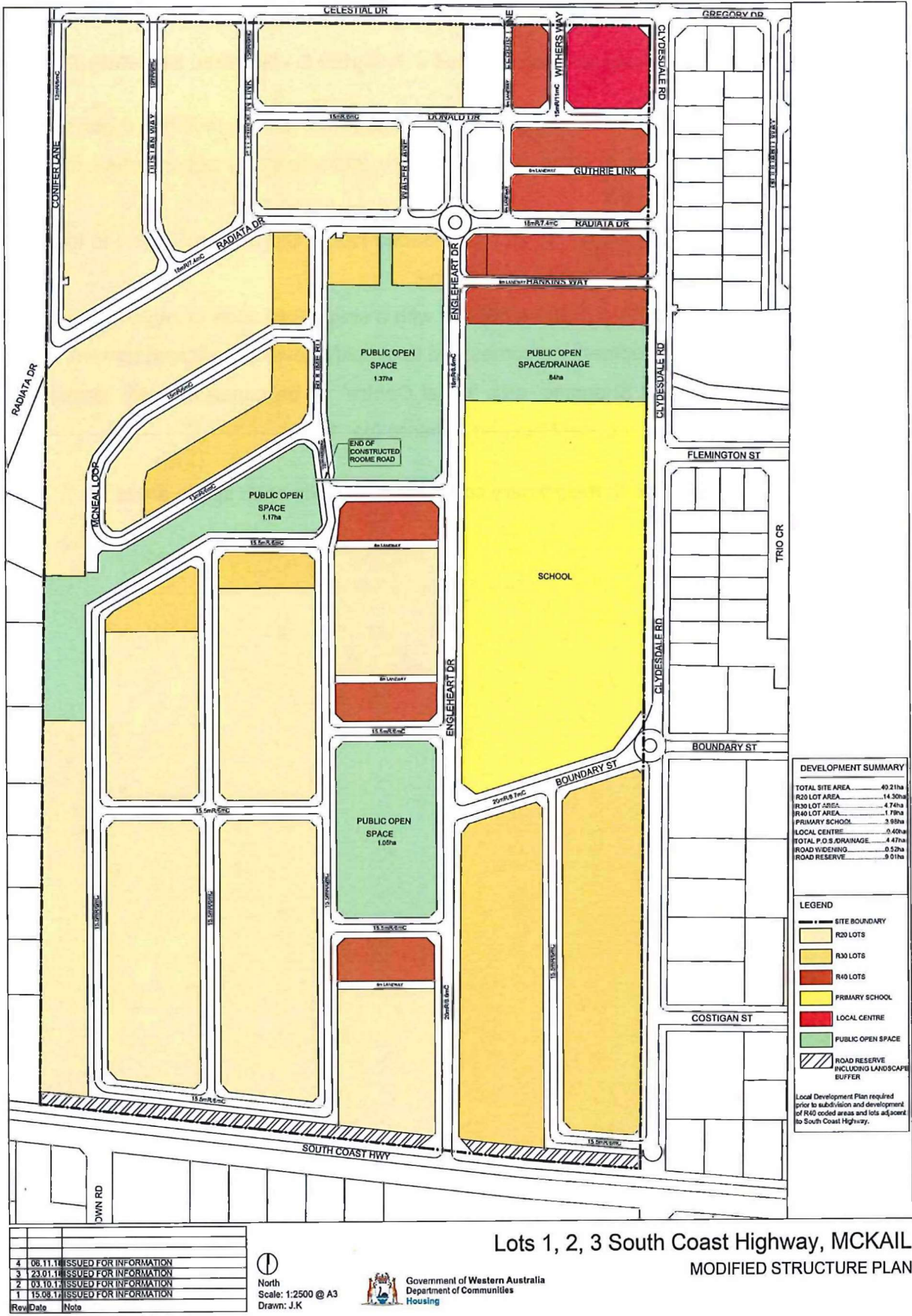


Figure 5: Modified Structure Plan

4.0 TOWN PLANNING FRAMEWORK

The modifications proposed to the LSP do not change the context of the LSP in the Town Planning Framework. The Framework is discussed below with updates to acknowledge the introduction of State Planning Policy 3.7 Planning in Bushfire Prone Areas.

4.1 State Planning Strategy

The State Planning Strategy provides a strategic guide for land use planning through to the year 2029 and aims to develop a land use planning system to help the state achieve a number of key goals. Included in this is the regionalisation and decentralisation of urban and industrial development in Western Australia and the direction towards accelerating growth based on the sustainable use of extensive natural resources available and desirability of regional areas as places to live.

4.2 Lower Great Southern Strategy

The Lower Great Southern Strategy (LGSPS) was formulated to respond to the Lower Great Southern's growth potential and provide guidance for planning and management of its land use and infrastructure requirements. The LGSPS designates Albany as the regional center and major economic node of the Great Southern Region.

4.3 Albany Local Planning Strategy 2010

The Albany Local Planning Strategy (ALPS) provides planning direction to the City's adopted '3D Future' Vision for the next 20 years of growth and provides a framework for the new Community Planning Scheme (CPS) and structure planning. The following issues and recommendations contained in the ALPS are considered relevant to the study area and was considered with the November 2010 approval;

- A Local Centre of an upper limit of 600 square metres of retail floorspace shall be provided in McKail to provide a local convenience function. This is also in accordance with the Retail Development Strategy 2005 prepared for the City of Albany;
- Home based businesses are recognised as legitimate services and contributors to the local economy and as such should be supported in residential areas;
- McKail, Gledhow and Yakimia are expected to cater for most of Albany's urban growth, up until at least 2021. This growth also includes changing demographics (ageing population, reduction of people per household) and the subsequent need to provide residential land to meet the changing demands of households within the City of Albany;
- Prepare structure plans, policies and design guidelines to increase residential density codes in selected localities in the CPS to encourage diversity of housing stock to be provided in

the urban area to meet changing household needs; and maximize the opportunities for a variety of lot sizes and establish appropriate zones, controls and mechanisms in the CPS to ensure the provision of sufficiently serviced urban land available to cater for the short to medium term (2010-2015).

4.5 The City of Albany Local Planning Scheme No. 1 (LPS No. 1)

The City of Albany Local Planning Scheme No. 1 (LPS No. 1) is the mechanism used by the City of Albany to guide land use and development within the City's boundaries.

LPS No. 1 zones Stage 1 of the LSP as Residential except for the public open space areas which are reserved for Parks and Recreation. The Stage 2 portion of the LSP is zoned "Future Urban" which, consistent with the purpose of the proposed LSP, provides for structure planning to be undertaken to guide and coordinate future urban development.

A modification proposed to the LSP is to replace reference to "Local Shopping" with "Local Centre" to be consistent with the terminology used in LPS No.1.

4.6 State Planning Policy SPP 3.7 Planning in Bushfire Prone Areas (SPP3.7)

The LSP area is identified as being within a designated Bushfire Prone Area by the Department of Fire and Emergency Services.

SPP 3.7 requires Structure Plans within designated Bushfire Prone Areas to be accompanied by a Bushfire Management Plan (BMP) which includes a Bushfire Hazard Level assessment and BAL contour map.

It is important that bushfire risk management is considered at the Structure Plan stage to ensure that bush fire risk is capable of being appropriately managed at the subdivision stage.

A BMP has been prepared based on the modifications proposed to LSP. The BMP was prepared by Ecosystem Solutions in March 2018 and a full copy of this report is attached as **Appendix 5**.

The remaining Blue Gum trees will be removed from the LSP area as part of the subdivision works to create the roads and residential lots except for within the public open space areas and primary school site.

Vegetation will however be reduced/modified within the public open space as part of the landscaping and development of the public open space. The primary school site will be cleared at an appropriate time to accommodate a primary school.

Most of the LSP area is not subject to a BAL rating or is classified as BAL-low and all residential

lots are classified as BAL-29 or below (refer **Figure 6 - BAL Assessment**).

The BAL ratings will decrease following vegetation clearing for the school and implementation of landscaping management plans for the public open space. This will be further assessed by detailed BMPs which will be required to accompany future subdivision applications for the LSP area.

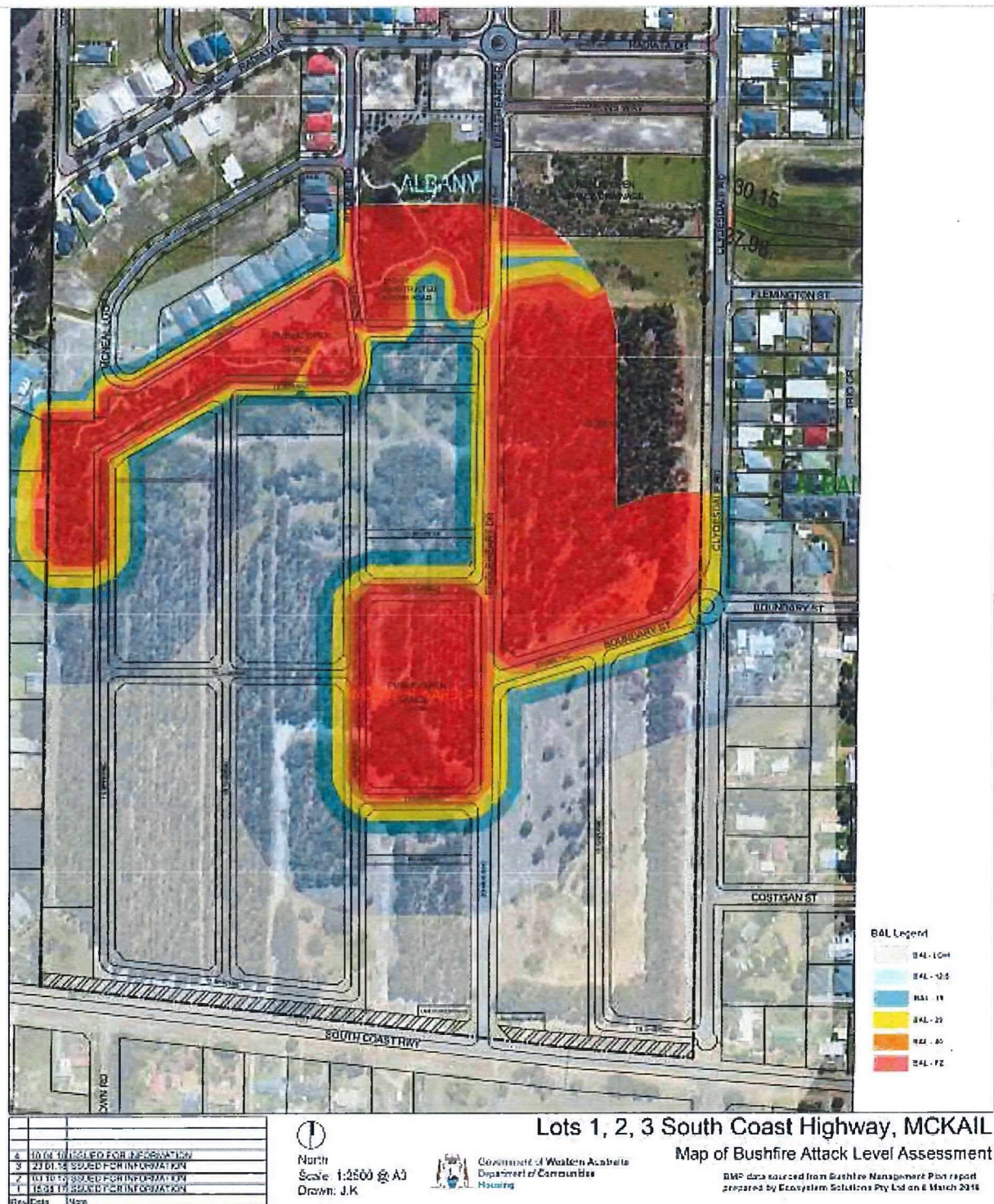


Figure 6: BAL Assessment

5.0 LOCAL SETTING AND SITE ANALYSIS

5.1 LAND USE

Subject Land

The LSP area was previously used for Blue Gum Plantation purposes prior to urban development commencing consistent with the LSP.

Surrounding Land

The LSP area is bounded to the north, east and west by residential or special residential development. To the north west is a Water Corporation Waste Water Treatment Plant. The LSP is outside of the LPS No.1 designated buffer to the Waste Water Treatment Plant.

To the south of the LSP is the South Coast Highway and semi-rural properties.

There is a trotting ground located approximately 500 metres to the north west of the LSP area.

6.0 ENVIRONMENTAL CHARACTERISTICS

6.1 Climate

The climate of Albany is generally temperate with moderate to high rainfall during winter. The average temperature in summer is approximately 25 degrees Celsius and in winter 16 degrees Celsius. The wettest months are July and August, with an average rainfall of approximately 118 millimeters.

Annual wind roses, constructed from wind speed and direction data collected at Albany Regional Airport (the nearest Bureau of Meteorology station to the project area) at 9am and 3pm indicate that:

- In the morning the winds in the area are predominately north westerlies (20 per cent of the time), westerlies (15 per cent) or calm (11 per cent); and
- In the afternoon the winds in the area are predominately south westerlies or south easterlies (approximately 18 and 17 per cent of the time respectively). Westerly and southerly breezes are experienced approximately 15 per cent of the time. It is calm for 3 per cent.

6.2 Topography

The site is located in the McKail catchment of Parker Brook, Albany. In general, the topography of the site is flat, with slopes of 2% to 3% at the northern part of the catchment. There are a number of small water storage ponds within the plantation that provide fire-fighting water to the plantation and they do not serve as formal storm water detention ponds. They are to be filled to facilitate the LSP.

6.3 Soil

The soil conditions on site are typical of a clay structure. The City's Local Rural Strategy describes the Study area as comprising broad crests developed on siltstones and sandstones comprising gravely yellow duplex soils.

6.4 Surface Water

The site is located in the McKail catchment of Parker Brook, Albany. The majority of the local rainfall-runoff from the site drains into the creek that runs west to east through the site. The creek exits the site at Clydesdale Road where it passes through a twin 900mm diameter culvert structure. From there the creek drains eastwards.

Rainfall runoff from outside the site also drains into the creek. Runoff from a small part of the developed catchment to the north of the site drains onto the site. The majority of the runoff from the development to the north drains into the McKail detention pond. Runoff from the (mostly) undeveloped land to the west of the site also drains onto the subject land.

A local water management plan for the site was previously approved. In terms of the approval surface water is drained to the central public open space system.

6.5 Vegetation

The LSP area has been planted with a Blue Gum Plantation, this plantation has been harvested with the exception of some trees to remain to improve amenity for the proposed subdivision of the subject land.

The LSP area also has a number of pockets of remnant native vegetation, this includes Jarrah/Marri woodland and Melaleuca Stands, these are predominately to be retained where possible within the public open space area.

7.0 EXISTING SERVICING NETWORK

The subject land is located within the Water Corporation's Water and Wastewater Operating License Areas (OLA) and therefore these services can be made available.

7.1 Water

All lots created as part of Stage 1 subdivision have been connected to the reticulated water system. Reticulated water is available to be connected by the subdivider to all future lots within Stage 2.

7.2 Sewerage (Wastewater)

All lots created as part of the Stage 1 subdivision have been connected to the reticulated sewer system. The reticulated sewer system is available to be connected by the subdivider to all future lots within Stage 2.

7.3 Power

All lots created as part of the Stage 1 subdivision have been connected to an underground power supply. The underground power supply network will be extended by the subdivider to connect to all future Stage 2 lots.

8 IMPLEMENTATION

8.1 Structure Plan Adoption

The LSP has been prepared for adoption by the City of Albany, pursuant to LPS No. 1, and final endorsement by the WAPC to guide the future subdivision and development of the land.

8.2 Local Development Plans

Local Development Plans will be required prior to the subdivision and development of lots coded R40 to address:

- Buildings envelopes/setbacks;
- Building heights;
- Overshadowing/access to sunlight;
- Building orientation for passive solar design;
- Treatment of interface with adjacent public open space to ensure surveillance and a high standard of visual amenity (e.g. through facing living areas towards parks and providing uniform visually permeable fencing;
- Garage/ carport positions;
- Access;
- Site coverage;
- Private open space;
- Outbuildings;
- Landscaping; and
- Variations to the Residential Design Codes.

Local Development Plans will be required prior to the subdivision and development of lots adjacent to the South Coast Highway to address:

- Building design and construction treatments as outlined for sensitive land uses in 'State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning';
- Separation of residential lot access points along the main distributor road from the intersection with South Coast Highway;
- Landscaping within the 'road reserve including landscape buffer' shown on the LSP; and
- The need for high quality uniform fencing along South Coast Highway where no service road is provided.

9.0 CONCLUSION

The proposed modifications to the LSP will improve the connectivity of the street system and enable the creation of more regular shaped residential lots with improved opportunities for energy efficient housing and will ultimately provide an improved level of residential amenity.

