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BIG GROVE OUTLINE DEVELOPMENT PLAN

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ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Albany
Local Planning Scheme No.2

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

24 JANUARY 2012

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.

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SUMMARY

The Big Grove Outline Development Plan (ODP) area is located 6.5 kilometres south-east of Albany city centre across Princess Royal Harbour. It is approximately 120 hectares in area, comprises over 28 lots, and has been identified for “*Future Urban*” in the Albany Local Planning Strategy (ALPS).

‘Peet Tri-State Syndicate Limited’ and ‘P & B Corporation’ both have significant landholdings in the area and have commissioned the preparation of the Outline Development Plan to provide a guide for its staged redevelopment in line with ALPS and amendments to the City of Albany’s Scheme to rezone the land to “Residential Development”. The ODP is supported by a range of technical studies addressing visual impact, coastal management, environmental considerations, servicing, traffic, and fire management.

The ODP has been prepared (and revised) with careful regard to the site’s physical characteristics, environmental attributes, the planning policy context and the expressed views of affected landowners, the City and state government agencies. It seeks to facilitate staged development of a water-front community integrated with the semi-rural location, and based on best practice urban design. It takes advantage of the site’s proximity to Albany, harbour frontage and residential capability whilst seeking to minimise impacts on the unique tourism and natural environment characteristics of the site. It proposes:

- Ultimate development potential of between 800 and 1000 residential dwellings, the majority traditional residential lots of R17.5 density but with a number of larger rural residential lots within the water protection area and R10 sites on the eastern and western edges as well as some areas of R25 cottage lots and R30 grouped dwellings in locations of highest amenity;
- A primary school and village centre which maximises access to passing trade along Frenchman Bay Road;
- An increased foreshore reserve of around 80 metres, determined in collaboration with the Department of Planning Coastal Branch. The foreshore area will be upgraded as each abutting owner develops in accordance with a Foreshore Management Plan (subject to the approval of the City), incorporating landscape enhancement, best practice foreshore management and a dual use path;
- Potential low key foreshore node and mixed use development on the foreshore (subject to further design detail and approvals);
- A modified grid road layout, footpaths and cycle facilities to maximise permeability and access, with key routes leading down to and focussing on the harbour frontage;
- A public open space landscape buffer along Frenchman Bay Road to limit the visual impact of the development along this route and maintain the vegetated, semi rural character of the area;

- Provision of approximately 11.05ha creditable public open space (12.38ha total including non-creditable POS), of differing types and attributes, in addition to the foreshore, and being 1.16ha in excess of the 10% POS requirement.
- Retention of important environmental features including stands of karris on Lots 1, 2 and 110, possum habitat and vegetation linkages to surrounding reserves (including an ecological vegetation corridor on Lot 1), as well as further opportunities for better quality remnant vegetation in open space areas and landscaping of road reserves;
- Fire protection zones around the periphery of the site, and abutting retained vegetation;
- Protection of the Water Production Bore on Lot 5 and the water source protection area through location of low impact land uses in the gazetted protection zone;
- Design guidelines to maintain the semi rural and tourism character and limit visual impact;
- Contemporary urban water management including integrated drainage swales in open space, use of water-wise plantings, and provision of rainwater tanks to lot purchasers to promote rainwater harvesting.

The ODP responds to a wide range of design considerations to achieve a balanced outcome for the site, tailored to its specific attributes and the opportunities and constraints it presents, as well as responding to comments of landowners and government authorities. It provides an opportunity for the evolution of a very high quality fringe 'urban village' addition to Albany, nestling in a landscaped setting and utilising the unique harbour frontage and environmental attributes.

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1.0 INTRODUCTION

This Outline Development Plan (ODP) has been prepared by RPS and Chappell Lambert Everett on behalf of the Peet Tri State Syndicate Limited, owners of Lots 1, 7, 20, 21, 109 and 110 Frenchman Bay Road, Big Grove and P & B Corporation Pty Ltd, owners of Lot 11 Panorama Road and Lots 2 (Diagram Survey No. 028985), 16, 301 and 302 Frenchman Bay Road, Big Grove. Lots 9, 10, 12, 17 and 18 Panorama Road and Lots 2 (Diagram Survey No. 032760), 2 (Diagram Survey No. 020800) 4, 5, 6, 303 and 9000 Frenchman Bay Road also form part of the Outline Development Plan area but are under separate independent ownership (**refer Figure 1 Location Plan and Figure 2 Aerial Photo**).

The Plan area is a total of around 120 hectares with the Peet Tri State Syndicate Limited and P & B Corporation Pty Ltd landholdings representing approximately 65 percent of this.

The purpose of the Plan is to guide the development of the land to establish a high quality, predominantly residential community, drawing on contemporary design philosophies and planning principles. It has been prepared following careful analysis of the site's characteristics, environmental attributes, interaction with the foreshore and harbour, the community demographics, market forces, and relevant legislation and policies. It has also involved consultation with the relevant government and community stakeholders including other landowners affected by the Plan.

The Plan provides an overarching framework for the staged redevelopment of the area, coordinating road connections, addressing service provision and outlining key opportunities and constraints. It is however recognised that many of the individual landowners may not redevelop for some time or may wish to vary the precise form of development on their site. The Plan has therefore been structured to allow relatively independent development (or non-development) by non-participating sites. It is also possible that when the other landowners do come to redevelop, they will wish to refine the plan over their site. For this reason, the Plan should not be regarded as rigid, but as a broad framework coordinating significant elements to ensure a coherent whole within which further detailed / site planning can evolve.

An initial draft of the Outline Development Plan accompanied separately lodged applications requesting the rezoning of the land under Peet's control to "*Residential Development*". In requesting these zoning changes (which were extended by the Council to cover the majority of the Plan area), the need for an Outline Development Plan as a prerequisite to development was acknowledged, hence the concurrent lodgement of the draft. The document has since been updated to incorporate additional information and to address a number of the comments received during advertising of the Amendments and further consultation with key stakeholders, particularly the Department of Environmental and Conservation (DEC), and individual landowners following submission of the amended plan in December 2009. Further changes arising from another round of Council & WA Planning Commission comments in July 2010 have now been included, as have the modifications required by the WAPC at final adoption in January 2012.

The Outline Development Plan has been prepared with the assistance of the following consultants:

- Wood and Grieve Engineering (Civil Engineering, Traffic Assessment and Urban Stormwater Management Consultant)
- Coffey Environments (Environmental Consultant);
- M P Rogers (Coastal Consultant);
- EPCAD (Landscape Architects and visual landscape consultants);
- Harley Global (Surveyors); and
- FirePlan WA (Fire Management Consultant).



LEGEND

 Boundary of Outline Development Plan



0 1 2 3km

1:50,000@A4
Source: StreetExpress 2006
3066-5-001a.dgn May 2010
Checked : N.T.

FIGURE 1

LOCATION PLAN

Big Grove, ALBANY



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RPS

AERIAL PHOTOGRAPH

Big Grove, ALBANY

LEGEND

--- Boundary of Outline Development Plan

FIGURE 2

1:6,000@A3 : SCALE
27 May 2010 : DATE
3066-5-004b.dgn : PLAN No
b : REVISION
N.T : CHECKED

Base data supplied by Harley Survey Group and Landgate

Aerial Photography dated June 2007 (Latest available from Landgate)
Projection MGA Zone 50

Areas and dimensions shown are subject to final survey calculations.
All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.

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2.0 LAND TENURE AND LEGAL DESCRIPTION

The Big Grove Outline Development Plan area comprises twenty eight (28) green title lots and reserves ranging in area from 1,606m² to 18.1 hectares. This includes five (5) existing Foreshore Reserves and a site containing a Water Corporation Bore, as outlined in **Table 1** below and **Figure 3 – Land Ownership Plan**. The total Big Grove Outline Development Plan area including the government owned land is just over 120 hectares, whilst the total zoned area is 115.58 hectares. The ownership of the twenty two privately owned lots is registered to sixteen (16) different entities.

Table 1 – Land Tenure and Legal Description

Lot Address	Landowner	Certificate Of Title	Lot Area
Lot 2 (Diagram Survey No. 032760) Frenchman Bay Road	George Vasiliu	1940/165	9.4266 ha
Lot 1 Frenchman Bay Road	Peet Tri State Syndicate Limited	2589/698	9.5708 ha
Lot 110 Frenchman Bay Road	Peet Tri State Syndicate Limited	1123/349	10.435 ha
Lot 21 Frenchman Bay Road	Peet Tri State Syndicate Limited	2177/783	4.8487 ha
Lot 20 Frenchman Bay Road	Peet Tri State Syndicate Limited	2177/782	4.8316 ha
Lot 109 Frenchman Bay Road	Peet Tri State Syndicate Limited	1443/879	18.2109 ha
Lot 2 (Diagram Survey No. 020800) Frenchman Bay Road	Bryce Campbell	1196/559	2.0221 ha
Lot 7 Frenchman Bay Road	Peet Tri State Syndicate Limited	1572/441	9.6251 ha
Lot 6 Frenchman Bay Road	Penelope and Barrington Kirby	1572/440	9.3920 ha
Lot 16 Frenchman Bay Road	Michael and Denise King	1668/860	9.7031 ha
Lot 9000 Frenchman Bay Road	Garth and Colleen Roberts	2586/500	2.4 ha
Lot 303 Frenchman Bay Road	David and Christine Stean	2586/499	2.5001 ha

Lot 302 Frenchman Bay Road	P & B Corporation Pty Ltd	2586/498	2.4722 ha
Lot 301 Frenchman Bay Road	P & B Corporation Pty Ltd	2586/497	2.3528 ha
Lot 2 (Diagram Survey No. 028985) Frenchman Bay Road	P & B Corporation Pty Ltd	1917/62	3.1913 ha
Lot 18 Panorama Road	Panorama (WA) Pty Ltd	2132/51	3.743 ha
Lot 17 Panorama Road	Karen Saare	2132/50	1.3629 ha
Lot 12 Panorama Road	Stuart Leckie	1917/59	2.391 ha
Lot 11 Panorama Road	P & B Corporation Pty Ltd	1917/58	2.7622 ha
Lot 10 Panorama Road	James and Joanne Hillis	1601/906	2.8592 ha
Lot 4 Frenchman Bay Road	Trevor Higgs	1301/729	0.1143 ha
Lot 9 Panorama Road	Donald Phillips	1601/905	1.3762 ha
Total Land Area (Excl. Govt Land)			115.5911 ha
Lot 5 Frenchman Bay Road	Water Corporation		0.1605 ha
Lots/Reserves 6926, 7811, 7483, 8130, 3 & 66	Crown / City of Albany	Various	6.0861 ha
Total Land Area (Inc. Govt Land)			121.8377 ha

LAND OWNERSHIP PLAN

Big Grove, ALBANY

LEGEND

- Boundary of Outline Development Plan
- Crown / State Government
- Various Landholders
- Water Corporation

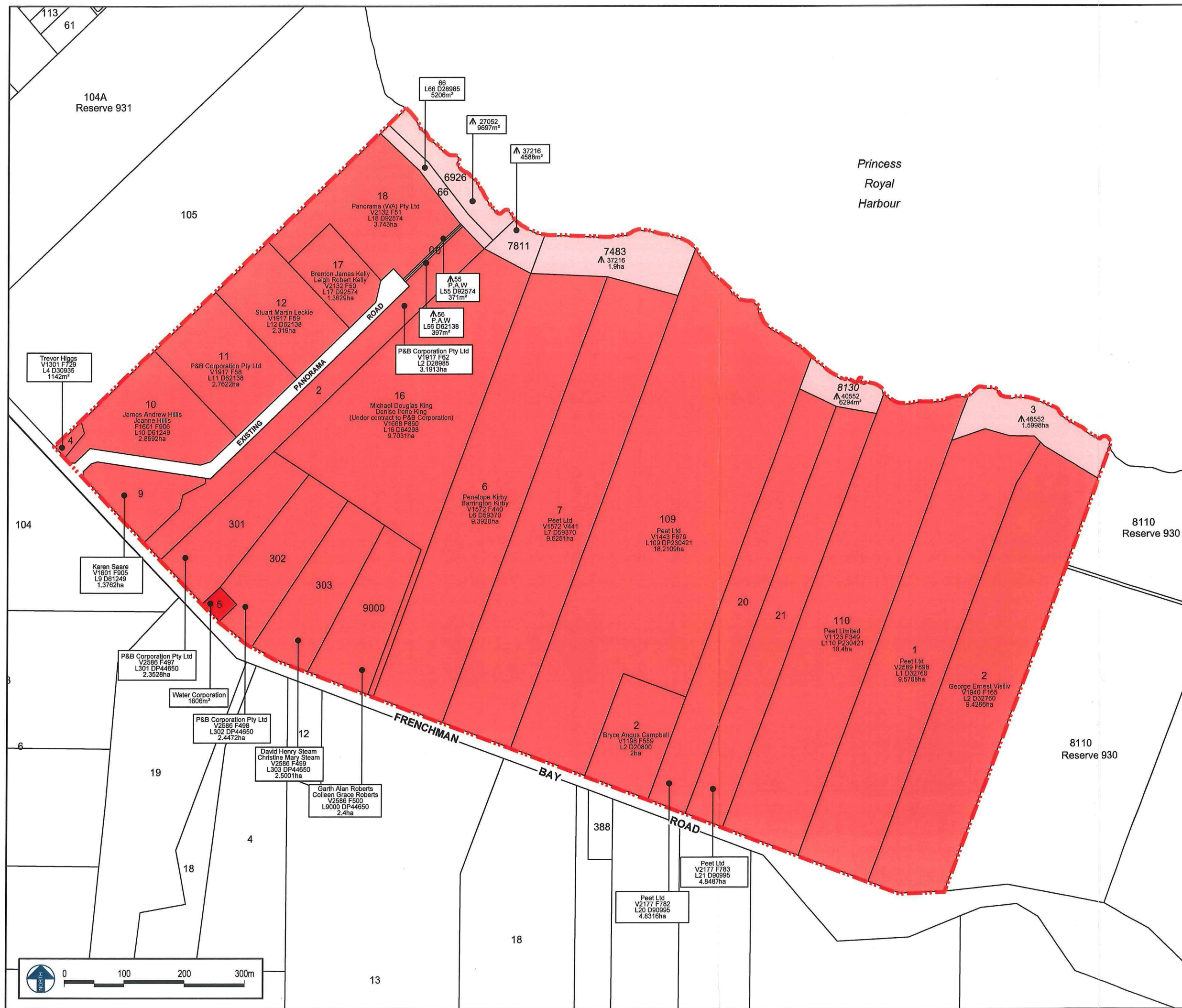


FIGURE 3

1:6,000@A3 : SCALE
27 May 2010 : DATE
3066-5-006c.dgn : PLAN No
c : REVISION
N.T : CHECKED

Base data supplied by Harley Survey Group and Landgate

Aerial Photography dated June 2007, Projection MGA Zone 50

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3.0 REGIONAL CONTEXT

3.1 LOCATION

Big Grove is located on the southern coast of Western Australia in the municipality of the City of Albany. Albany is the regional centre of the Great Southern Region and has a population of approximately 32,500 (Western Australia Tomorrow, WAPC 2004). It is a major port and economic centre for a wide range of business and regional administrative functions. Albany is 439 kilometres from the Perth Central Business District.

The site is located on Frenchman Bay Road on the southern side of Princess Royal Harbour. It faces Albany City Centre across the Harbour, and is approximately 6.5 kilometres by water and 12 kilometres by road to its south-east. Big Grove is surrounded mainly by rural uses and land reserved for "Parks and Recreation". Frenchman Bay Road provides a connection to the Albany City Centre to the west whilst the continuation of the road to the east connects with Big Grove East, various tourist attractions, including the Gap, Wind Farm, Goode Beach and Whale World, and a large "Parks and Recreation – Restricted" reserve, Torndirrup National Park.

Regional features in the vicinity to the site include the Princess Royal Harbour, Torndirrup National Park and the tourist facilities and areas mentioned above. Little Grove townsite and the range of amenities associated with this (including Little Grove Primary School and Golf Course) are located approximately 2 kilometres to the north-west whilst Big Grove East is located a little further to the east.

3.2 SETTING

The site is special in a regional context because of its foreshore frontage to Princess Royal Harbour, relative flatness and the subsequent outlook across the harbour to the Albany City Centre. The district also provides for a diverse range of recreational and tourism activities within an unspoilt setting with excellent access to services and amenities. The area around Big Grove is unlikely to be developed for urban use in the medium term and, as such, the site presents opportunities to provide residential accommodation in a 'satellite' suburb to Albany with a focus on lifestyle and setting.

The site's location adjoining Princess Royal Harbour means that it is protected from offshore wave conditions and, to some degree, from prevailing winds. It is also relatively free of the physical and service constraints affecting many other areas. These features combined with the views the site offers, its access to the water and a range of amenities (including the Albany City Centre) provide it with significant locational advantages for development.

4.0 PLANNING AND ENVIRONMENTAL FRAMEWORK

4.1 STRATEGIC PLANNING FRAMEWORK

The Big Grove Outline Development Plan seeks to provide the detailed statutory framework for development of the land and is guided by the overarching planning and environmental framework outlined below.

4.1.1 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 Western Australia 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 in regional areas driven by extensive natural resources available throughout the State, and the desirability of regional areas as places to live. The Great Southern Region, of which Albany is the Regional Centre, is a key region considered in the State Planning Strategy. The Strategy seeks to promote a logical and informed approach to the development of the state, balancing the multiple considerations this involves.

4.1.2 Lower Great Southern Strategy 2007

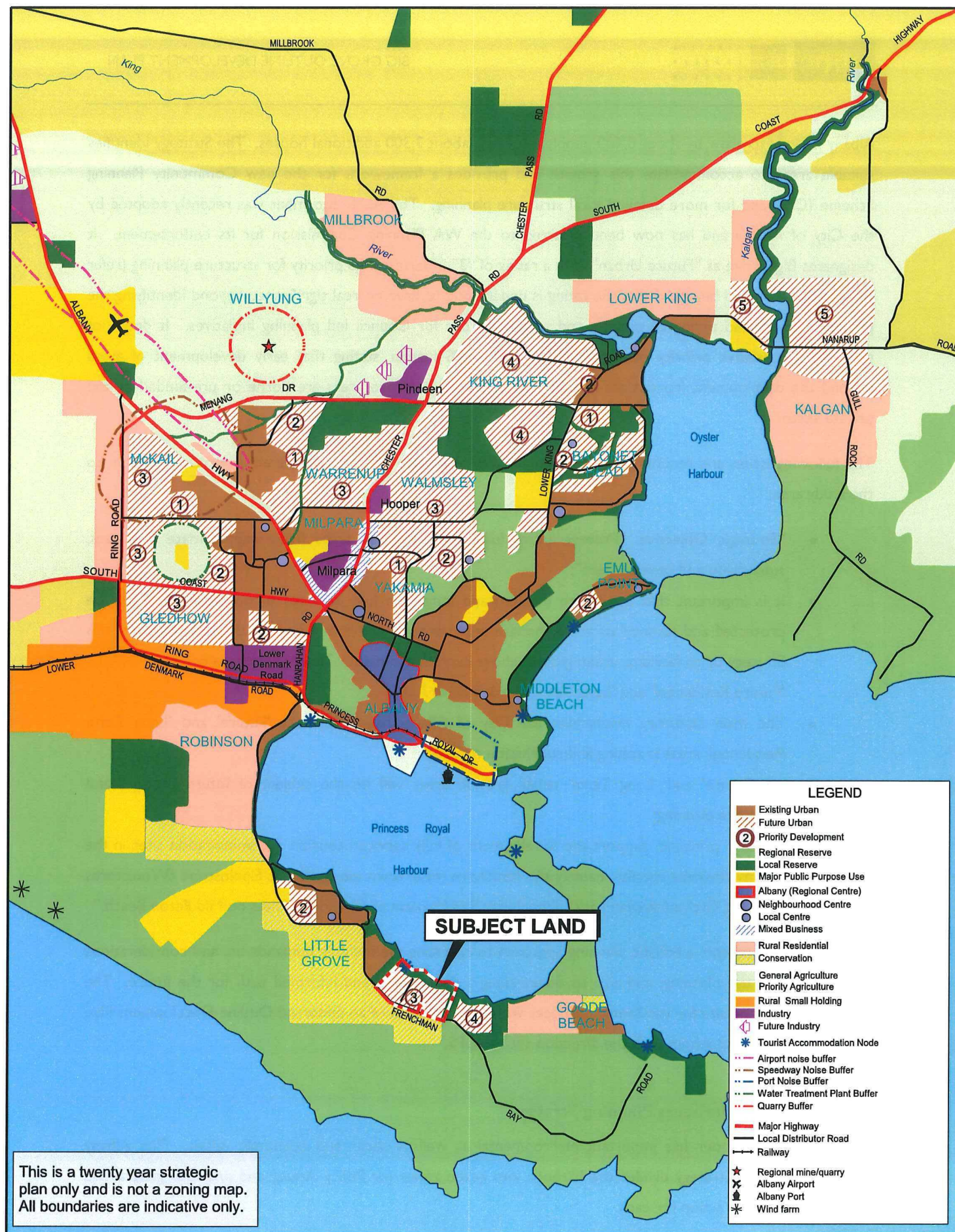
The Lower Great Southern Strategy (LGSS) was formulated to respond to the region's growth potential, and provides guidance for the planning and management of a range of existing and future land use activities and their infrastructure requirements.

The Strategy designates Albany as the regional centre and major economic node of the Great Southern Region. Population forecasts for the region and strategies to accommodate expected growth note that Albany is nominated as the major centre along the southern coast to accommodate the future population's housing, employment, social and community needs. The LGSS Land Use Plan by necessity has a relatively low level of detail, but recognises the predominance of rural land use around Big Grove, the areas of reserve and the Water Supply Area to the south. Areas of urban development are indistinct, however would expect to be guided by the more detailed draft Albany Local Planning Strategy which more directly considers appropriate locations in which to provide for projected growth, and the general direction provided by the LGSS.

Well planned and serviced expansion of Albany in accordance with an agreed strategic plan is consistent with the direction of the Strategy.

4.1.3 Draft Albany Local Planning Strategy 2007

The draft Albany Local Planning Strategy (ALPS) provides more detailed planning direction based on the previously adopted City of Albany '3D Future' Vision for the next 20 years of growth, and expands on the Lower Great Southern Strategy. Over the next 20 years, the strategy forecasts that population of the City of



Albany is likely to grow by about 8,400 people, requiring about 3,300 additional houses. The Strategy identifies suitable areas to accommodate this growth and provides a framework for the new Community Planning Scheme (CPS) and for more detailed local structure planning. The ALPS document was recently adopted by the City of Albany and has now been referred to the WA Planning Commission for its endorsement. It designates Big Grove as “Future Urban” with a rating of “3” in terms of its priority for structure planning (refer **Figure 4**). It should be noted that the rating is understood to have no real significance beyond identifying the possible pattern and timing of growth, and a rough order for Council led planning initiatives. It does not promote a legislative priority of development, with ALPS further stating that early development of areas beyond the development front is acceptable if costs to service these areas are borne or pre-funded by the private sector.

The following issues and recommendations contained in the draft ALPS are considered particularly relevant to the study area;

- “Strategic Objective: “Protect future fully serviced urban areas from inappropriate land uses, subdivision and development”;
- It is important that the future medium and long-term fully serviced urban areas of Albany be protected and planned to accommodate urban growth within and beyond the time frame of this Strategy or to facilitate urban growth above current estimates. These areas have been identified as ‘Future Residential’ and ‘Long Term Residential’ in ALPS;
- The main statutory mechanism the City of Albany has to protect ‘Future’ and ‘Long Term Residential’ areas is zoning and subdivision control;
- All ‘Future’ and ‘Long Term’ urban growth areas will be the subject of future precinct and structure planning;
- ALPS, in principle, support the development of fully serviced tourism accommodation sites in the Albany townsite locality, namely the foreshore (near town jetty), Mount Elphinstone (Woolstores site), Big Grove (caravan park), Frenchman Bay (caravan park) and two sites on Middleton Beach.”

The Strategy represents a holistic planning approach to balancing the multiple demands on, and considerations involved in land use planning, and also to determining a coordinated and informed path for the future. The development of the site for residential purposes within the confines of an endorsed Outline Development Plan (Structure Plan) is consistent with the direction set by ALPS.

4.1.4 Albany Harbours Planning Strategy

Princess Royal Harbour has important environmental as well as social and economic values. The Albany Harbours Planning Strategy divides the harbour into seven zones (or Policy Areas) and provides general use and development direction for each.

The vision of the Strategy is as follows:

“The Albany Harbours and their foreshore lands are recognised as assets of high environmental, social, cultural and economic value to the region. These assets have to be planned and managed in accordance with the principles of ecological, social and economic sustainability for a range of beneficial uses by this and future generations.”

The Harbour area adjacent to Big Grove is in the Conservation Policy Area, the objectives of which are:

- *“To provide for the conservation of fauna and flora and the management of multiple uses along the harbour foreshores;*
- *To protect the amenity of the harbours; and*
- *To provide public access with controls (for example cycle ways).”*

The development of Big Grove therefore requires sensitive handling of the foreshore to ensure these outcomes are achieved; this direction is not in conflict with the approach taken in the Outline Development Plan which recognises the need to further establish the foreshore reserve and develop a Management Plan for this as part of the development process.

4.1.5 Draft City of Albany Activity Centres Planning Strategy

The main purpose of the Activity Centres Planning Strategy (ACPS) is to ensure that Albany’s activity centres contribute to making the City economically, socially and environmentally sustainable. It aims to provide a sound basis for the adoption and implementation of a strategic activity centres planning policy that will promote and maintain Albany as a vibrant and active regional centre, offering a wide range of retail and other commercial facilities and activities to service local, regional and tourist populations.

The draft strategy outlines Big Grove as having the potential to be a medium sized neighbourhood centre in the long term. The potential growth of the centre in Big Grove to a medium sized neighbourhood centre is contingent on a number of factors outside the life of the ACPS and it acknowledges that commercial activity is to be reassessed through an updated strategy review. Development of a Village Centre in Big Grove is therefore based on incremental growth over the course of the project and reflects the embryonic stage of development of the land.

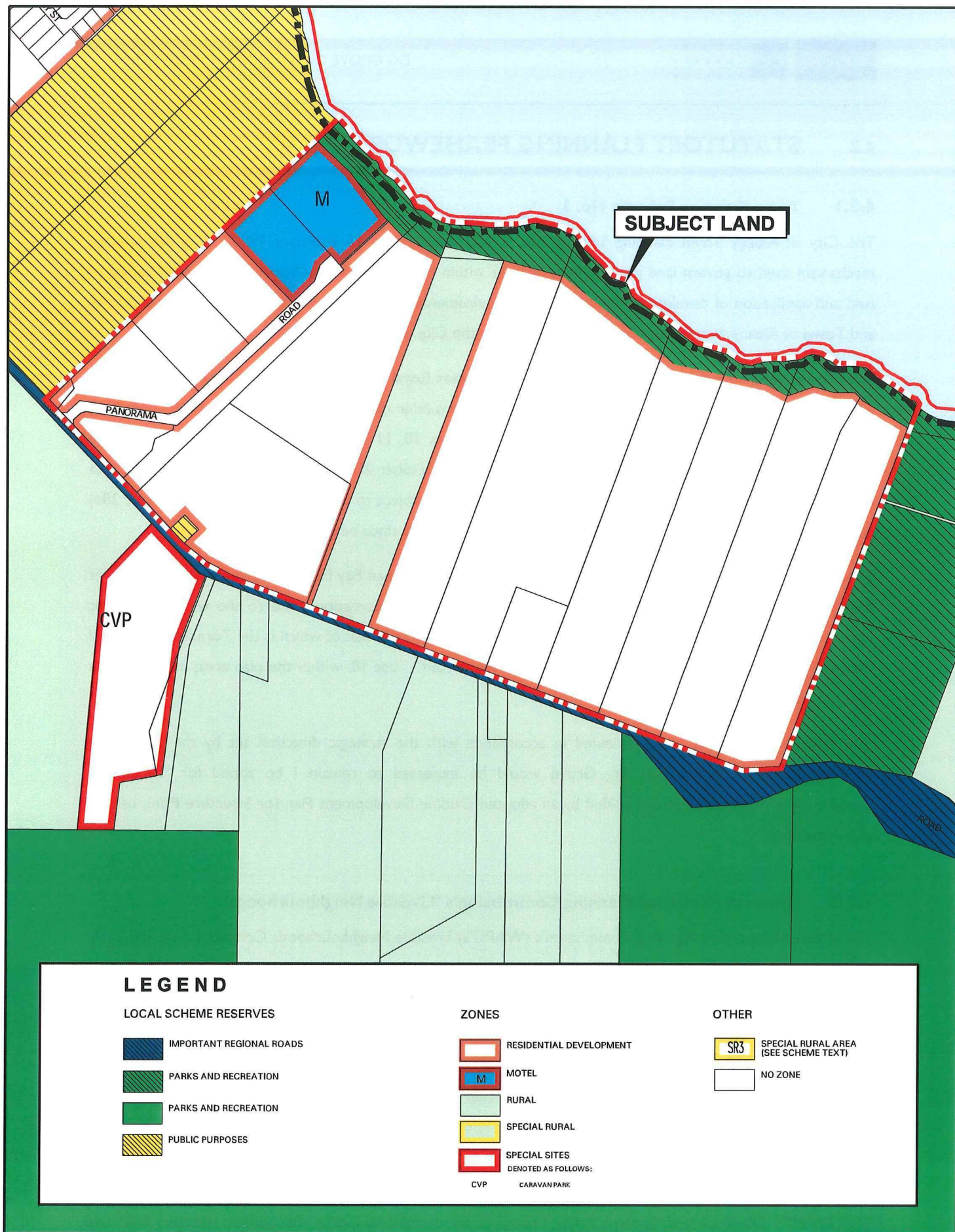
4.1.6 City of Albany Residential Design Policy

The City’s Residential Design Policy seeks to provide direction on areas with ‘higher’ development potential. It provides for development of mid rise (four storey) development in a range of locations, under specific circumstances. In relation to Big Grove, it promotes the development of a centrally located and accessible mixed use centre within the area, providing services for the local community as well as beach visitors, whilst avoiding negative impact on the coastal reserve or adjoining properties. The ODP responds to the policy by providing for a small village centre mid way along the Frenchman Bay Road frontage, with potential for further mixed use abutting the foreshore. Both sites are centrally located, accessible to all sites within the ODP area, and to beach visitors. The location of the village centre on Frenchman Bay Road (rather than internal to the

area) and opposite the school site maximises its viability and allows for some potentially additional use by passing traffic.

The Plan proposes development within the Village Centre below the height limit specified by the Policy (three rather than four storeys) and also states a requirement for a Detailed Area Plan. In relation to its specific criteria:

Policy criteria	Comment
The village centre shall generally be located centrally within comprehensive developments. They shall in no circumstance be closer than 20m to any existing property outside the development.	The proposed Village Centre meets the 20 metre requirement however is not located centrally to the site. Its location on Frenchman Bay Road rather internal to the site is justified on the basis that; <ul style="list-style-type: none"> – It remains highly accessible to both internal residents, and visitors, located on the main entry road into the area, and within walking distance of the beach; – It maximises commercial viability by allowing the centre to capitalise on passing trade; – It will create a main street character on the entrance road into the estate;
The village centre shall be set back from the coastal reserve far enough to ensure the development does not adversely impact on the reserve.	The locations of both the Village Centre and Mixed Use area comply with the coastal setbacks determined by MP Rogers and Associates (coastal engineers) under the State Coastal Planning Policy.
Buildings shall incorporate non-residential uses on a substantial proportion of the ground floor and be adaptable to changes in land use.	The Village Centre provisions and proposed Detailed Area Plan allow for commercial use of the ground floor and require adaptable spaces.
Public parking will be provided to service the centre.	Some on street carparking has been provided on the ODP, and the further on-site parking will be required to comply with the Scheme and R-Codes (unless otherwise approved by Council).
Buildings with larger footprints (over 500sq m) shall be articulated to break down their perceived bulk and establish a scale appropriate for the locality.	This provision will apply at development application stage, and will be further enforced through the Village Centre DAP.
The fourth floor of any building shall comprise a maximum of 60% of the footprint of lower floors.	A maximum height of three storeys is proposed.



LEGEND

Boundary of Outline Development Plan

0 10 20 30 40 50km

Not To Scale
Source : W.A.P.C.

3066-5-007c.ai
October 2010
Checked : N.T.

FIGURE 5

CITY OF ALBANY T.P.S. No. 3

Big Grove, ALBANY

4.2 STATUTORY PLANNING FRAMEWORK

4.2.1 Town Planning Scheme No. 3

The City of Albany Town Planning Scheme No. 3 was gazetted on 15 February 1980. It is the primary mechanism used to govern land use and development within the City of Albany boundaries through zoning of land and application of development standards and requirements. (It should be noted that the Shire of Albany and Town of Albany were amalgamated in 1998 to form the City of Albany.)

The area of foreshore frontage contiguous with the Princess Royal Harbour boundary is reserved for “Parks and Recreation” (refer to **Figure 5**). The majority of remainder of the unreserved land (namely Lots 2, 4, 9301, 302, 303, 9000 and 16 Frenchman Bay Road and Lots 10, 11, 12 and 17 Panorama Road) was zone “Residential Development” under Amendment 279 (gazetted October 2009). The abutting Big Grove east area (Lots 7, 109, 2, 20, 21, 110, 1 and 2 Frenchman Bay Road) is subject to a similar rezoning (Amendment 284) and was endorsed by the Minister for Planning 3 June 2010 and has since been gazetted.

The site is surrounded by a mixture of reserves and zones: Frenchman Bay Road is reserved as an “Important Regional Road”; the area in the east is reserved for “Parks and Recreation”; and to the west, for “Public Purposes”. The area to the south is zoned “Rural”, behind and to the east of which is the Torndirrup National Park which is reserved for “Parks and Recreation – Restricted”. Lot 18, within the plan area, has retained a “Special Site – Caravan Park” zoning.

The Scheme is currently being reviewed in accordance with the strategic direction set by the draft Local Planning Strategy. Under this, Big Grove would be expected to remain / be zoned for “Residential Development” with development guided by an adopted Outline Development Plan (or Structure Plan), namely this document.

4.2.2 Western Australian Planning Commission’s ‘Liveable Neighbourhoods’

The Western Australian Planning Commission’s (WAPC’s) Liveable Neighbourhoods Community Design Code is an operational policy and the WAPC’s preferred approach to the structure planning and subdivision of land. Liveable Neighbourhoods (LN) provides guidance on a number of elements including the movement network, public parkland, lot layout and urban water management, based on the ‘New Urbanist’ school of planning and design. The Outline Development Plan has been designed in accordance with the principles and objectives of the Code, as is discussed in further detail in later sections of the report. A completed LN Application Requirements Checklist is provided in **Appendix I**.

4.2.3 Western Australian Planning Commission Development Control Policy Manual

The WAPC’s Development Control Policy Manual is an operational policy that guides statutory land use planning across the State. A number of the policies relate specifically to structure planning and the subdivision

of land and are (generally) complementary to Liveable Neighbourhoods. The Outline Development Plan has been designed in accordance with the principles and objectives of the policies and this is discussed in later sections of the report.

4.2.4 Development Control Policy DC 3.7 (WA Planning Commission) - Fire Planning

The WAPC Policy DC3.7 – Fire Planning aims to ensure that new development incorporates adequate fire prevention and protection measures. The objectives of the policy are as follows:

- To identify areas where fire poses a significant threat to life and property;
- To avoid intensifying the fire to life and property through inappropriately located or designed land use and development; and
- To ensure that land use takes into account fire protection requirements and includes specific fire protection measures where there is any risk from fires.

The provisions of DC 3.7 'Fire Planning' have been addressed through the commission of a bushfire assessment and Fire Management Plan appended to this report, refer to **Appendix 2**. Council staff has recently confirmed that incorporation of the Edition 2 (May 2010) Planning for Bushfire Protection Guidelines should occur in the preparation of Fire Management Plans at the subdivision stage.

4.2.5 WAPC Planning Bulletin No. 64 – Acid Sulphate Soils

The WAPC's original Planning Bulletin No. 64 provided guidance on matters that should be taken into account in the rezoning, subdivision and development of land that contains potential for acid sulphate soils (ASS). The Bulletin's soil mapping identified the Big Grove Outline Development Plan area as containing no risk of acid sulphate soils occurring within 3 metres of the natural soil surface (or deeper). As such, no further investigation was considered necessary. This aspect is now considered by the Department of Environment and Conservation in its review of planning proposals.

4.3 ENVIRONMENTAL PLANNING FRAMEWORK

4.3.1 State Planning Policy No 2.7 Public Drinking Water Source Policy & South Coast Water Reserve And Limeburners Creek Catchment Area Water Source Protection Plan 2001

Public Drinking Water Source Areas (PDWSAs) are areas proclaimed by legislation to protect domestic drinking water sources. The Environmental Protection Authority's (EPA) objectives for the protection of PDWSAs in catchments that contain human activities are to ensure that:

- *Groundwater and surface water resources used for drinking water supply are protected in accordance with the Australian Drinking Water Guidelines (NHMRC & ARMCANZ 1996); and*

- Land use which could affect the quantity and/or quality of water are appropriately managed. (draft EPA Guidance Statement 33).

Areas within PDWSAs are classified according to a priority classification system into Priority 1, Priority 2 and Priority 3 water source protection areas. The priority classification system aims to avoid, minimise or manage the risk of groundwater contamination.

The subject land is partially within the South Coast Water Reserve, in close proximity to the Limeburner Creek Catchment, both of which are subject to a Water Source Protection Plan prepared by the then Water and Rivers Commission. This provides additional detail in the application of State Planning Policy 2.7 to the area, and establishes the boundaries of the Priority areas. The South Coast Water Reserve encompasses the capture zones of existing public water supply bores. The Priority 2 zoning of the South Coast Water Reserve encompasses all of Lots 4, 5 and 9 Frenchman Bay Road and parts of Lots 10, 301, 302, 303 and 9000 Frenchman Bay Road and Lot 10 Panorama Road.

Lot 5 also contains a small Water Corporation facility including service tanks and pumps with associated chemical storage and use. A land use buffer around this infrastructure extends from the centre of Lot 5 to a radius of 100 - 300m (deemed to coincide with the Priority 2 boundary), which partially affects Lots 301 and 302. Restrictions on land use within this area apply, and applications for these sites are subject to the input of the Department of Water. Whilst existing land-uses are recognised, the Policy seeks to ensure that the affect of new development on the catchment is minimised. In this regard, subdivision of lots of less than 2 hectares is generally discouraged, a recommendation which is reflected in the Plan.

Overall, no new development threatening the water supply will occur under the ODP with the exception of passive recreational activities.

4.3.2 EPA Environmental Guidance For Planning And Development (Draft Guidance Statement 33)

Environmental Guidance for Planning and Development provides an overview of the environmental assessment processes and framework applicable to development. In particular, it identifies the EPA's role in assessing Scheme Amendments and subdivisions, and in providing input into other proposals (including Structure Plans). Environmental considerations have a wide scope with different sites raising different issues. An Environmental Assessment undertaken by Coffey Environments for Big Grove (refer **Appendix 3**) seeks to identify, analyse and resolve these. Of particular relevance to Big Grove, the EPA considers that all waterways and their associated buffers require a high level of protection during strategic planning, decision-making and ongoing management.

To achieve a high level of protection, the EPA recommends that an approach to identifying and managing foreshore buffers should be developed during higher level planning processes such as structure planning. Through this process, the protection measures identified at the broad scale planning level can be implemented

at later, detailed levels of planning such as subdivision. A site-specific assessment of the foreshore has been undertaken for this site as part of the broader environmental review prepared to inform and support the rezoning and Outline Development Plan proposals (refer **Appendix 3**).

4.3.3 State Planning Policy No 2.6 – State Coastal Planning Policy

The Statement of Planning Policy 2.6: State Coastal Planning Policy (SCPP) is consistent with the vision, goals, principles, objectives and policies established in the draft Coastal Zone Management Policy for Western Australia and complements the Statement of Planning Policy: Environment and Natural Resources Policy, which requires planning strategies and schemes to identify and, where appropriate, include provisions for the sustainable use of the coast.

The objectives of the State Coastal Planning Policy are to provide for:

- Protection, conservation and enhancement in areas of landscape, nature conservation, indigenous and cultural significance;
- Public foreshore areas and access to these on the coast;
- The sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities in appropriate areas; and
- The location of coastal facilities and development that take into account coastal processes including erosion, accretion, storm surge, tides, wave conditions, sea level change and biophysical criteria.

SCPP is currently being reviewed by the Department of Planning. The objective of the review is to analyse the currency of the existing policy content based on factors such as continued relevance, and the extent and nature of change and pressures operating in the policy framework. It is understood the policy will be advertised for public comment around the last quarter of 2010 and adopted thereafter.

The abovementioned review been considered in preparation of this ODP through recent negotiations between MP Rogers, coastal modelling consultants, and the Department of Planning. The negotiations resulted in an agreed methodology for calculating the foreshore reserve setback. This is further detailed in the attached MP Rogers Report pertaining to physical coastal processes (refer **Appendix 4**) and the Environmental Assessment (**Appendix 3**) which considers the natural environment more generally, and foreshore protection, management and use.

4.3.4 WAPC Development Control Policy No. 6.1 Country Coastal Planning Policy

The planning, development and management of the coast in regional areas of Western Australia is further guided by the Western Australian Planning Commission (WAPC) Development Control Policy No. DC 6.1 titled 'Country Coastal Planning Policy' (CCPP). This Policy also requires the preparation of foreshore management plans (FMP) to minimise potential issues resulting from increased recreational pressures on the foreshore as a consequence of development.

The Policy states that Management Plan should focus on the coastal section adjacent to the development and should provide information relevant to identifying the site and the natural characteristics of the foreshore, together with information on existing land uses and associated issues and management measures such as access, rehabilitation and fencing, and should propose a strategy for implementation. The preparation of a Foreshore Management Plan accompanies this submission; refer **Appendix 5**, with the following recommendations and findings discussed in later section of this report.

4.3.5 Delineation of Foreshore Reserve

The State and Country Coastal Planning Policies recommend that foreshore reserves be ceded free of cost to the Crown as part of subdivision applications. Detailed site specific assessment to determine local coastal processes, storm surge, the 1:100 year flood line, topography, erosion/accretion, climate change/ sea level impact, areas of remnant vegetation, habitat values, tourism nodes and the general amenity of the area are required to be undertaken to ascertain an appropriate Foreshore Reserve line. Investigations regarding the proposed foreshore line have been undertaken by M P Rogers and Coffey Environments, and their findings are discussed later in this report. The technical reports with the findings of their investigations are appended to this document with the Coastal Branch at the Department of Planning confirming its acceptance of the study methodology and the new boundary of the Reserve.

The foreshore reserve defined by the Scheme remains in private ownership where it abuts Lots 109 and 110, and varies in width where it has been ceded elsewhere. In reviewing the foreshore as part of this structure planning process, Coffey Environments has recommended an increased foreshore setback line of varying width based on the site specific conditions, M P Rogers investigations and advice from the Department of Planning. This line assists in defining the boundary for developable land within the Outline Development Plan although retained lots (where the current owners wish to remain in their existing dwellings for the present) provide for continued use of this area pending redevelopment of these sites. This represents a continuation of the status quo, and allows for staged implementation of coastal planning policy.

4.3.6 Other Policies

A number of other policies, strategies and position statements have relevance to the planning of the site and have been taken into account in the preparation of this Outline Development Plan. However, the above provides an overview of those considered of primary significance and/or those highlighting site specific considerations worthy of detailed attention.

5.0 SITE ANALYSIS

5.1 ENVIRONMENTAL AND LANDFORM CHARACTERISTICS

5.1.1 Geographic Setting

The site comprises 120ha of land situated approximately 2km south east of the Little Grove townsite and 12km from the Albany City Centre. It is located between Frenchman Bay Road and Princess Royal Harbour, and its associated foreshore.

Albany is the Regional Centre for the Great Southern Region and a recognised growth centre driven by both economic expansion and lifestyle choices which are resulting in a growing population and demand for housing, as well as tourism, business and support industries. Its current population is approximately 32,500 (Western Australia Tomorrow, WAPC 2004).

Albany is located on the south-west coast of Western Australia approximately 439km from Perth on latitude -32 longitude 118. It enjoys a temperate climate characterised by cool wet winters and warm dry summers. Annual rainfall is approximately 920mm. Summer temperatures generally vary between 18 and 23 degrees centigrade whilst winters are generally between 7.5 and 16 degrees centigrade. Summer afternoon breezes typically come from the south, southwest or southeast at approximately 21 to 30km/hr, though this can be exceeded on occasion. In autumn and winter, winds change from north-westerly to westerly and are typically between 11 and 22km/hr, increasing to 21 to 30km/hr and greater in the afternoons. Storm squalls can reach up to 50km/hr (Bureau of Meteorology, 2006).

5.1.2 Topography

The site is located on the northern edge of the granite-based ridge of Torndirrup Peninsula. It has been mapped as comprising an estuarine terrace with elevation of the dune and swale system, rising from about 4 metres up to approximately 10 metres AHD along the south-western (Frenchman Bay Road) and south-eastern boundaries (refer **Figure 6** for site contours). The site is underlain by calcareous sands with low dunes and swales, and minor underlying limestone that is rarely exposed (Coffey Environments, 2010).

The coastline in the vicinity of the site is mapped as a rocky one with hard cliffs and small sandy beaches, however the abutting section of coast has no visible cliff and comprises a narrow sandy beach. A rocky promontory is located to the southeast of the site in the vicinity of Limeburners Point (Coffey Environments, 2010).

The gentle slope of the site towards the Harbour (as shown by contours in **Figure 6**) provides no significant constraints to its development, and provides opportunities for views from a number of locations.

5.1.3 Geology & Geomorphology

Coffey Environments' 2010 review of the site describes its basic geological units as:

- LS5 (comprising limestone, very pale brownish yellow, fine to medium surrounded quarts and shell debris, generally friable; and
- S14 (comprising sand, white to pale grey, fine to medium, occasionally coarse, angular to sub-angular quartz, little fines, moderately sorted.

LS5 is stated to predominate over the site with S14 only occurring within proximity to Frenchman Bay Road. The site is predominantly located within an area of estuarine terraces with the south-western portion identified as parabolic and nested parabolic dunes of the Spearwood Dune System.

The majority of superficial soils across the site consist of light grey to white sand over laterite at variable depths.

The site has been mapped by the WA Planning Commission as having "Low to no risk" of Acid Sulphate Soils and PASS generally occurring at a depth of less than 3m (Coffey Environments, 2010).

No portion of the site has been registered on the Contaminated Sites Register though it is noted that the historic uses of the land including caravan park (Lot 18), dairy farming (Lots 1, 2, 109, 20, 21 and 110) and floriculture (Lot 16) have some potential to have generated contamination. However, the likelihood of significant contamination is considered low (Coffey Environments, 2009). More detailed site investigations and recommendations for remediation required (if any) will be undertaken as part of subdivision of the land.

5.1.4 Princess Royal Harbour

Princess Royal Harbour abuts the site and provides it with approximately 1,650 metres of frontage. Combined with the abutting Oyster Harbour to form King George Sound, at around 5,430 hectares, it is one of the world's largest natural harbours, and fundamental to the definition and function of Albany in both social, economic and environmental terms.

The depth of the Sound varies from about 10 to 32 metres, but much of Princess Royal Harbour, including the portion abutting the site, is silted and shallow (aussieheritage.com.au). The location of the site within the Harbour provides protection from off-shore wave conditions creating extremely low energy beaches. These have resulted in the formation of a shallow, gently sloping coastline, with reeds and other terrestrial vegetation growing down to the mean sea level (MP Rogers, 2009)

The Harbour has multiple uses including active use as a port, for recreation, aquaculture and conservation, which are provided for in the Albany Harbours Planning Strategy, discussed previously. The site's location on the Harbour provides many opportunities for high quality residential development oriented towards the water and taking advantage of views and the recreational opportunities this offers. The passive water-side location will also be important in establishing the character of the site (as it is with existing development). The site

CONTOUR & AERIAL IMAGE PLAN

Big Grove, ALBANY

LEGEND

- Boundary of Outline Development Plan
- Contours with Spot Heights (m)



FIGURE 6

1:6,000@A3 : SCALE
 27 May 2010 : DATE
 3066-5-008a.dgn : PLAN No
 a : REVISION
 N.T : CHECKED

Base data supplied by Harley Survey Group and Landgate

Aerial Photography dated June 2007 (Latest available from Landgate)
 Projection MGA Zone 50

Areas and dimensions shown are subject to final survey calculations.
 All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.

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currently contains several small wooden jetties extending some way into the harbour, but capable of use only for very low key recreational purposes.

The Woolstores to Frenchman Bay Foreshore Management Plan, prepared by Water and Rivers Commission and City of Albany in 2000, sets out management issues and specific recommendations relevant to this section of the foreshore.

Improvements to and management of the foreshore have been further addressed in a new/revised Foreshore Management Plan (FMP), refer **Appendix 5**, specific to the reserve abutting the site. This will ensure an appropriate interface between private development and the foreshore, appropriate conservation and management of areas of environmental significance, and provision for active and passive recreation. The gentle slope of the site down to the water also invites the location of multiple use swales as part of an integrated urban water management strategy for the site, though these will be located outside the existing reserved areas, and developed for use for recreation as part of the new/updated Foreshore Management Plan to ensure their recreational and environmental as well as infrastructure capacity.

5.1.5 Hydrology

There are no significant surface water features within the site, which is well drained, underlain by a shallow freshwater lens, with occasional swales across the site having winter water tables close to the surface (*Coffey Environments, 2009*). Two small, man-made wetlands created through excavation exist within Lot 7, presumably for aesthetic reasons.

There is a small drain on Lot 1 which discharges into the Harbour which appears to have a subsurface flow path. Limeburners Creek, located to the southeast of Lot 7, is a major creekline draining Torndirrup National Park. It drains into Princess Royal Harbour and is hydraulically connected to groundwater flow (*Water and Rivers Commission 2001*, referenced in *Coffey Environments, 2009*). The catchment of the Creek occurs over 500m from the eastern boundary of the study area.

The need to manage land use and development within the Water Source Priority zone in the southwest corner of the site has already been discussed and represents a constraint to the Outline Development Plan.

Further detail on hydrology and proposed water management for the site is contained in the Local Water Management Strategy provided in **Appendix 6**.

5.1.6 Vegetation

5.1.6.1 Background

A vegetation and flora assessment of Lot 1 Frenchman Bay Road was conducted by Dr Paul van der Moezel on 4 October 2006 while assessments of the remainder of the study area were conducted by Ms Janelle Atkinson and Ms Edith O'Shea (4 September and 21 November 2007) and reported in the Flora and Vegetation Survey

of the Big Grove Structure Plan Area (Coffey 2008). Mr Clinton van den Bergh carried out a targeted flora survey on Lots 1, 2, 7, 20, 21 109 and 110 Frenchman Bay Road in September 2009. The following is a summary of these reports. All personnel are qualified botanists from Coffey Environments.

5.1.6.2 Vegetation Assessment 2007

An initial Vegetation and Fauna Assessment of the site was undertaken by Coffey Environments in 2007 with subsequent surveys in type and condition mapping reproduced in **Figure 7**. This found that the site comprises areas of remnant bushland, pasture and cleared areas. Significant portions are considered to be in Completely Degraded, Degraded and Good condition, whilst some is of Very Good to Excellent condition (with portions on Lots 1, 7, 16, 301 and 302).

Vegetation has been mapped as representatives of the Torndirrup Vegetation System within the Darling (Warren) Botanical District. This is described as follows: *“most of the vegetation is developed on a mantle of recently consolidated sands which is little weathered, poor in nutrients and does not constitute a true soil. The climax of this calcareous sand appears to be Agonis flexuosa low woodland but this is only seen in low-lying or protected places. Inland of the sand mantle on soils of greater age there is an immediate change in forests, tall, medium and low, of Karri and Jarrah...”* (Coffey Environments, 2009).

5.1.6.3 Vegetation Assessment 2009

As part of the consideration and assessment of Amendment No. 284 additional environmental assessments were conducted by Coffey Environments in response to Environmental Protection Authority (EPA) advice on the rezoning, refer to **Appendix 77**. The EPA requested an additional targeted survey for Declared Rare Fauna (DRF) *Calectasia cyanea* and potential Threatened Ecological Communities (TES) *Banksia littoralis* swamps for the amendment area. As stated Coffey Environments previously conducted surveys of the subject land in October 2006, September 2007 and November 2007 (Coffey Environments 2009).

5.1.6.4 Calectasia Cyanea

Calectasia Cyanea is confined to the south coast of WA where it is known from a single population within Torndirrup National Park totalling approximately 100 plants. No DRF or Priority listed flora, including *Calectasia cyanea* were identified as occurring within the Peet Landholdings in the 2006 and 2007 surveys.

Following advice from the Office of the EPA, a targeted survey was carried out in August 2009 for *Calectasia cyanea* (Blue Tinsel Lily). Upon review of the Interim Recovery Plan (DEC, 2007) for *Calectasia cyanea*, the preferred habitat is described as ‘yellow sand or gravel over laterite in low near coastal heathland’ (DEC, 2007). During the site inspection of the Big Grove ODP area, the vegetation and soils were considered to be inconsistent with the preferred habitat of *Calectasia cyanea*. Soils were black/grey sands with limestone outcropping. The majority of the study area was mapped as Peppermint (*Agonis flexuosa*) woodlands with small patches of Yate (*Eucalyptus cornuta*). A copy of the targeted survey is contained in **Appendix 7**.

VEGETATION TYPES & CONDITION

Big Grove, ALBANY

LEGEND

LEGEND

- Subject Land Boundary
- Cadastral Boundary
- Topographic Contour (mAHD)
- Vegetation Mapping Boundary
- Vegetation Condition Boundary
- LWAF Vegetation Types (see Fig. 4b)
- Inferred Vegetation Complex Boundary
- H01 Quadrat Location

Vegetation Condition Legend

(Adapted from Bush Forever, Government of WA (2000))

- P - Pristine**
Pristine or nearly so, no obvious signs of disturbance
- E - Excellent**
Vegetation structure intact, disturbance affecting individual species and weeds are non-aggressive species.
- VG - Very Good**
Vegetation structure altered, obvious signs of disturbance. For example, disturbance to vegetation structure caused by repeated fires, the presence of some more aggressive weeds, dieback, logging and grazing.
- G - Good**
Vegetation structure significantly altered by very obvious signs of multiple disturbance. Retains basic vegetation structure or ability to regenerate it. For example, disturbance to vegetation structure caused by very frequent fires, the presence of some very aggressive weeds at high density, partial clearing, dieback and grazing.
- D - Degraded**
Basic vegetation structure severely impacted by disturbance. Scope for regeneration but not to a state approaching good condition without intensive management. For example, disturbance to vegetation structure caused by very frequent fires, the presence of very aggressive weeds, partial clearing, dieback and grazing.
- CD - Completely Degraded**
The structure of the vegetation is no longer intact and the area is completely or almost completely without native species. These areas are often described as 'parkland cleared' with the flora comprising weed or crop species with isolated native trees or shrubs.

Vegetation Complexes Legend

- 119 Eucalyptus diversicolor** Tall Forest F - Tall *Eucalyptus diversicolor* forest on low plains (<15m elevation). Species include *E. megacarpa*, *C. calophylla*, *Albizia lophantha*, *Podocarpus drouynianus*, *Pteridium esculentum*
- 144 Agonis scrub** - Low *Agonis flexuosa* woodland on low calcareous plains (<15m elevation). Species include *E. cornuta*, *B. ilicifolia*, *Scaevola crassifolia*, *Hibbertia cuneiformis*

FIGURE 7

N.T.S.@A3 : SCALE
27 May 2010 : DATE
3066-5-009a.ai : PLAN No
a : REVISION
N.T : CHECKED

Base data supplied by Coffey Environments

Aerial Photography dated June 2007, Projection MGA Zone 50

Areas and dimensions shown are subject to final survey calculations. All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.

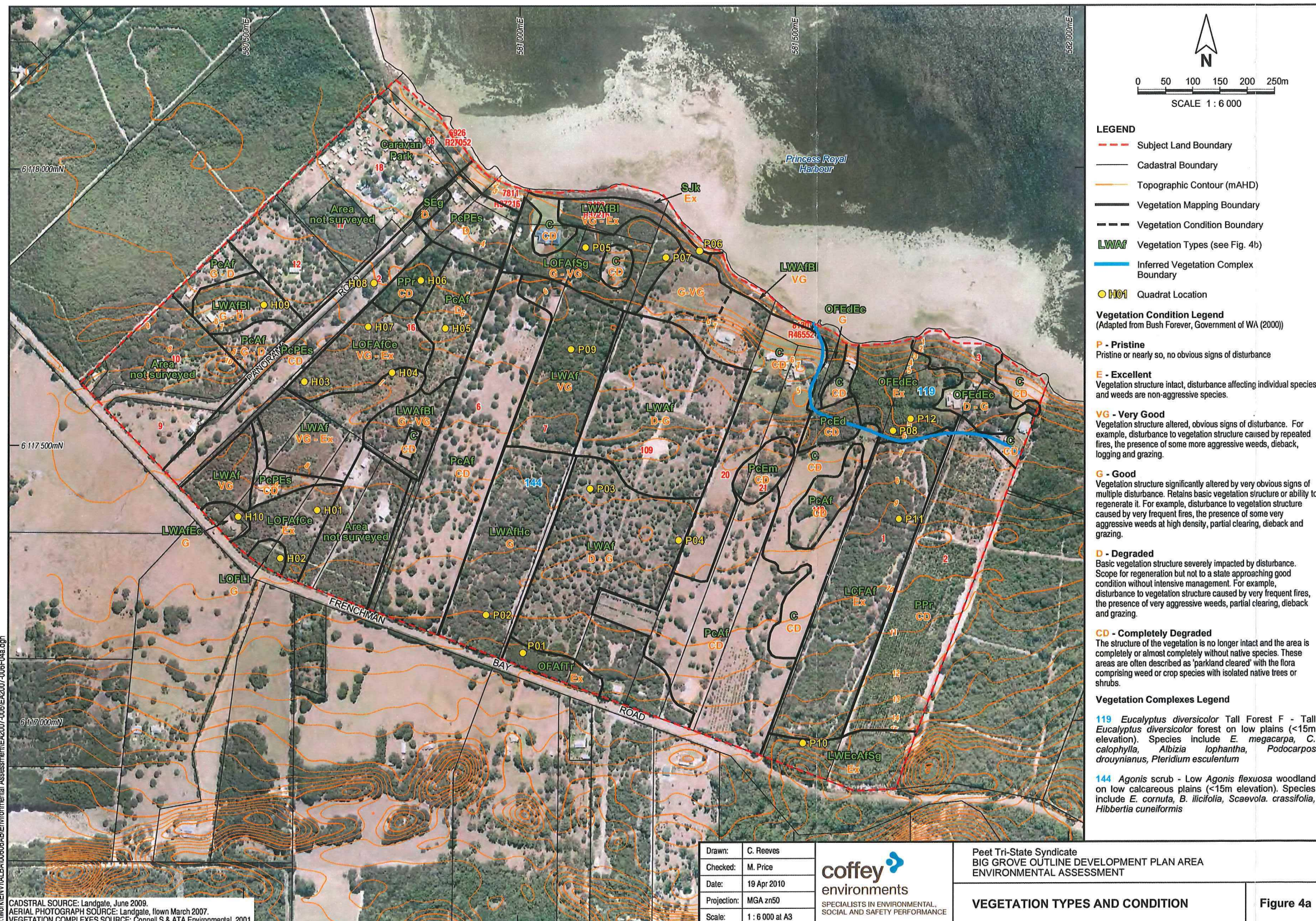
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No individuals of *Calectasia cyanea* were identified in the 2009 survey. During the site visit, the vegetation types were confirmed as woodlands of Peppermint and Yate, which is not considered to be the preferred habitat type for *Calectasia cyanea* (Coffey Environments 2010).

5.1.6.5 Banksia Littoralis Swamps

Based on recent and continuing survey work by the DEC, *Banksia littoralis* swamps may potentially be listed as a TEC; these preliminary survey results are very raw and an indicative vegetation type or vegetation community is not available for the *Banksia littoralis* swamps.

It is Coffey Environments informed conclusion that the potential for TEC *Banksia littoralis* swamps does not occur within the Big Grove ODP area. The small area that has similarities to the potential TEC is in a highly modified state and the locations of *Banksia littoralis* within the Peet landholding are also planned for protection within the proposed Foreshore Reserve (Coffey Environments 2010).

5.1.6.6 Thomasia Solanacea

A Priority 3 species, *Thomasia solanacea* was located by DEC in the northern half of Lot 7 Frenchman Bay Road in November 2009. Priority 3 species are poorly known taxa which are known from several populations, at least some of which are not believed to be under immediate threat (i.e. not currently endangered). Such taxa are under consideration for declaration as Declared Rare Flora.

There are at least 31 populations of the species between Waychinicup, Mount Manypeaks, Betty's Beach, Two Peoples Bay, Frenchman Bay, Bluff Knoll and Denmark which are listed on the DEC Florabase so the species is not considered to be under immediate threat. In addition, it is likely that if surveys were systematically undertaken in the region, that the species would be found to occur much more frequently than it currently is.

5.1.7 Fauna

Initial site analysis in 2006 (Level 1 fauna assessment) and 2007 identified the potential for a limited number of significant species to be present or to utilise the site, including Carnaby's and Baudin's Cockatoos, Western Archaeid Spiders, Carpet Pythons, White-bellied Sea Eagles (in the karri stands on Lots 1 and 110) and the Rainbow Bee-eater. In consideration of Amendment No. 284 the EPA recommended that specific fauna surveys be conducted (Refer **Appendix 7**). This included fauna surveys for the following species:

- Western Ringtail Possum;
- Mains Assassin Spider; and
- Carpet Python.

In addition and as result of recent negotiations with the DEC it was that noted there were some areas of interest for Western Ringtail Possum (WRP) habitat on Lots 1 and 7 and northern portion of Lot 109 Frenchman Bay Road, Big Grove. At this time (8 February 2010) the DEC requested a further survey be

undertaken by an independent scientist to ascertain and confirm numbers and densities in the areas noted above. A copy of this survey work is attached as **Appendix 8**.

Peet Tri-State Syndicate Ltd arranged for Coffey and Sandra Gilfillan (as an independent local scientist) to undertake the additional studies. The purpose and methodology of the additional survey work was confirmed to meet with DEC requirements in an email dated 19 April 2010, please refer to attachment 2 within **Appendix 8**. Contrary to the DEC email dated 19 April 2010 an email was sent by the DEC to Coffey on 29 April 2010 noting the additional survey work undertaken could not be used to determine population and densities in the areas of interest.

No alternative methodology was provided by the DEC and it was noted by the DEC that the second survey re-confirmed the numbers originally recorded by Coffey. Further negotiation is and will be undertaken through the ODP advertising process to refine the ultimate landuse pattern in this small area.

A summary of Coffey Environments findings and recommendations appear below, please refer to **Appendix 7** for the full additional flora and fauna studies (Coffey Environments 2009) and **Appendix 8** for the WRP Assessment (Coffey Environments 2010). .

5.1.7.1 Western Ringtail Possum

Western Ringtail Possums generally occur in low densities in the Albany region. During the site reconnaissance in August 2009, eight Western Ringtail Possums were located by Coffey Environments. Three dreys were also located. The low number of dreys indicates that Western Ringtail Possums may be utilising tree canopies and ground cover for shelter (Coffey Environments 2009).

A targeted survey on Lot 1 Frenchman Bay Road and the northern sections of Lots 7 and 109 Frenchman Bay Road was undertaken over 2 days and 3 evenings in April 2010 by Sandra Gilfillan (fauna consultant) and Melanie Price of Coffey Environments (Gilfillan, 2010; **Appendix 8**). Three WRP were located on 25 April 2010 (two individuals on Lot 1 and one individual on Lot 109) and three individuals on 28 April 2010 (two individuals on Lot 1 and one individual on Lot 109). No WRP were observed on the third evening of the survey. Nine dreys were located during this survey (3 dreys Lot 1, 2 dreys Lot 7 and 4 dreys on Lot 109). Scats were only detected at one site on Lot 109. This survey confirmed that WRP occur on the site in low numbers (Coffey Environment 2010).

When considering the results of all surveys, Coffey Environments considers that WRP are present in low numbers in the ODP area, where there is suitable habitat. As WRP numbers at Lot 1 Frenchman Bay Road have consistently been measured at between two and three animals, it is considered that part of this area should be retained in the ODP for connectivity (Coffey Environment 2010).

In terms of actions to retain and enhance WRP habitat, and to directly respond to the issues noted by the DEC in recent discussions, the ODP has been amended to widen the Public Open Space (POS) link on Lot 1 from the previous design of 4 December 2009 with a minimum width of 30m in the south, with most of its width

considerably wider (31m in the north, 46m to 115m in the mid section). This corridor effectively links POS area A (Bullich and Peppermint - *Eucalyptus cornuta* and *Agonis flexuosa*) and POS Area C (Karri and Bullich – *E. diversicolor* and *E. cornuta*).

Additionally linkages will be utilised both within POS and along road reserves to cater for the potential movement of Western Ringtail Possums in an urban setting, as recommended by Coffey Environments. Further detail in this regard is provided in section 8.

5.1.7.2 Mains Assassin Spider

Mains Assassin Spider favours peppermint (*Agonis*) coastal habitats. Twenty-six sites were surveyed during the August 2009 reconnaissance. A number of species were collected however none had features or characteristics of Mains Assassin spider.

Coffey Environments concluded that there are very few areas providing long undisturbed areas for suitable habitat. The areas of high quality Peppermint groves with sufficient understory are proposed for retention within the foreshore reserve and the Karri/ Peppermint vegetation on Lot 1 and lot 110 (Coffey Environments 2009).

5.1.7.3 Carpet Python

The Carpet Python generally inhabits substantial undisturbed patches of bushland. Coffey Environments assessment is that although Carpet Pylons may occasionally be recorded on the study site, it is unlikely to provide critical habitat for this species due to previous anthropogenic disturbance and a general lack of hollows (Coffey Environments 2009).

5.1.8 Visual Landscape Assessment

EPCAD landscape architects were commissioned to assess the visual implications of development of the ODP area. The assessment was undertaken in September and October 2009 and responds to EPA and City of Albany comments provided following consideration of Amendment No. 284. The following comments and findings, including a summary of proposed measures to militate against visual impacts are taken from the Visual Amenity Impact Assessment, contained in **Appendix 9**.

The most overwhelmingly dominant aspect of any panorama within the local area is the expanses of water and sky. Together they command the landscape, informing the 'coastal' character and reinforcing the scale of the landscape and man's place in it. Development in Big Grove will create a community of dwellings set out in a broad grid pattern with roads aligned so as not to conflict with identified major views into the development. There will be retained vegetation within public open space and extensive street tree plantings will revegetate the site (EPCAD 2009).

The growth of mature trees and the retention of trees in perimeter areas including the foreshore will screen built form at Big Grove from most viewpoints in the district. When viewed from specific locations at Sharp Point and on Eclipse Bay Road a roofscape could be prominent if colours are not restricted to those that relate to the local landscape. There is likely to be textural changes of the view resulting from planted vegetation and roof materials within the development site (EPCAD 2009).

The report assesses key locations as identified on plans and local maps as tourist destinations, local recreation points, points of interest, lookouts, roads and walking trails. They are grouped into the following areas;

- Vancouver Peninsula;
- Torndirrup National Park;
- Little Grove; and
- Albany Locality.

A summary of the key findings of the report in assessment of the 4 areas detailed above are outlined below, please refer to the full report for comprehensive detail:

- The site is seen from many areas but only at a significant distance where it is only a minor component of a broader extensive view;
- The existing landscape character includes diverse urban and built forms and from distant viewing points development of Big Grove will not introduce an element that does not already exist;
- The scale of the overall landscape compared with the small scale of the development site means that Big Grove will be hardly discernable from most viewpoints in the local area between 3 -8 Kilometre distances; and
- When travelling north down Eclipse Island Road (Sharp Point Road) toward the site, the proposed Big Grove development will be visible as a roofscape interjected with various scales of vegetation, however the development will not be visible within the naturalistic panoramas experienced at the Sharp Point Lookout (EPCAD 2009).

In response to these findings EPCAD recommend a number of landscape and built form response measures to mitigate against potential impacts. These have been included, where appropriate, into the overall design of the ODP and will be further detailed in Detailed Area Plans to be prepared as part of the subdivision process. A summary of the measures are outlined below, please refer to the full report for comprehensive detail:

- A 5m POS corridor along Frenchman Bay Road to reduce visibility of the development from road-users;
- Vegetation should be retained inside a buffer along a foreshore public open space;
- Retention of existing trees and vegetation within verges and public open space wherever possible;
- Extensive street tree planting of trees along all new roadsides within the development;
- Where possible local plant species should be used; and
- Formulate effective building design guidelines that address the following aspects:

- Built form be restricted to be below any adjacent ridgeline;
- Building materials should be non-reflective;
- Facade colours of buildings should be selected from a palette of local landscape shades;
- Minimise light colours (especially white) and restrict primary colours;
- Maximise screening of individual dwellings through vegetation or other measures; and
- Ensure that no buildings are seen as dominant in the landscape through the building approvals process.

5.2 URBAN ANALYSIS

5.2.1 Existing Land Use and Development

The site is currently subject to a number of existing uses including:

- Caravan Park – Lot 18;
- Bed and Breakfast – Lot 10; and
- Rural Living (including Floriculture on Lot 16).

Several sites show evidence of previous (or existing) rural use, including for floriculture for Proteoaceaea (Lot 16) and dairy farming (Lots 1, 2, 109, 20, 21 and 110). Poultry and storage sheds remain on Lot 110 and several sites contain dwellings and associated outbuildings (*Coffey Environments, 2009*).

Those sites under the control of the two major landowners are expected to be developed in accordance with the Outline Development Plan in stages. Those sites which have not directly participated will likely pursue development in their own timeframe (or potentially, not at all) and to retain their existing operation in the interim. Provision for retention of existing sites as well as schematic provision for its future development is a requirement of the Outline Development Plan. Retention of some tourism facilities including the Caravan Park and existing Bed and Breakfast in the west of the site both align with planning objectives and the understood intentions of respective site owners.

5.2.2 Surrounding Land Use and Development

The lots immediately to the west of the site are reserved for 'Public Purposes' under the Local Town Planning Scheme but it is understood that they are in private ownership. They are undeveloped and contain significant areas of remnant vegetation. The two lots to the east are similarly reserved for 'Parks and Recreation' and also contain significant remnant vegetation. The *Torndirrup National Park* is less than 500m from the western portion of the site and as close as 50 metres to the eastern portion and extends south to the Southern Ocean. All of these pose a fire risk, requiring detailed response in the Plan.

More broadly speaking, the site is surrounded by a variety of uses and activities ranging from residential development on conventional quarter acre lots or smaller (such as in Little Grove) to rural living and rural

residential retreats on “Rural”, “Special Rural” and “Conservation” lots. The foreshore to Princess Royal Harbour is contained within a number of reserve lots and has been substantially cleared.

In addition to the Caravan Park and Bed and Breakfast operations within the site, several sites in the locality are used for holiday accommodation. Little Grove Golf Course is located to the west of Humphrey Road.

The Little Grove Townsite and associated development along Frenchman Bay Road provide some additional facilities to support development of the site (including a Primary School), though with Albany expected to retain its commercial and administrative primacy. The proximity of the site to the National Park and significant tourist locations such as the Gap add to its desirability as a location, and assist in reinforcing its character.

5.3 MOVEMENT NETWORK

5.3.1 Road Network

The site is primarily serviced and accessed by Frenchman Bay Road, which connects it with Little Grove and the Albany City Centre to the west, and the National Park to the south and east. This is designated an ‘Important Regional Road’ in the City’s Town Planning Scheme.

Frenchman Bay Road is a two lane bitumen road developed to a major rural unkerbed road standard. It performs the function of district distributor and carries in the order of 1877 vehicles per day (March 2005). It currently operates at 80km / hr in the vicinity of the site with the 85 percentile being 84km / hr (pers comm. City of Albany, March 2008). With intensification of urban development, some improvements to the road, construction of appropriate intersections and reduction of speed may be required. In particular, Main Roads WA have indicated that some upgrading/widening of Frenchman Bay Road, along with upgrading of the intersection at Hanrahan Road/Princess Royal Drive may be required. The City has also indicated that widening of Frenchman Bay Road reserve may be required (on the northern side of the road), ceded free of cost at subdivision stage.

Discussions between the proponent and the City of Albany are continuing with a view to determining the specific nature of any road widening or intersection upgrades required, along with approximate timing/staging and costs. These findings are to be presented in an updated Traffic Assessment Report to replace that currently provided at Appendix 11. Where a clear need and nexus is established between development of the Big Grove ODP area and road upgrades/widening required, a Local Planning Policy shall be prepared by the proponent and adopted by the City of Albany under its Town Planning Scheme to identify a cost contribution schedule for works required as per the updated Traffic Assessment Report. The contributions will be proportionate to the total generation of traffic as identified in the Traffic Assessment Report and calculated on a per lot basis, to be levied as a condition of subdivision. Any costs associated with the administration, operation and financing of the Local Planning Policy would be built into the total contribution amount.

5.3.2 Cycle Network

No specific cycle strategies are known to apply to the site, though the Albany Harbours Planning Strategy flags the long-standing intention to construct a continuous Dual Use (Shared) Path route along the foreshore (which recommendation is included in the draft Foreshore Management Plan for this area). The City's Pathways Management Plan and annual works program also provide for ongoing maintenance and expansion of the pathway and cycle network. Provision for on-road cycling may be required on Frenchman Bay Road, whilst internal provision will be a requirement of any subdivision, in accordance with Liveable Neighbourhoods standards.

5.3.3 Pedestrian Network

No specific pedestrian network strategies apply to the site, though the identified foreshore cycle route is likely also to serve pedestrians as a Shared Path. Through movement within the estate is also well provided for through the interconnected street network proposed, with details of footpath location and implementation to be addressed at subdivision, in accordance with current standards.

5.4 SERVICE INFRASTRUCTURE

5.4.1 Reticulated Water

The Water Corporation has yet to finalise its planning for the servicing of the Big Grove locality, but will require that all residential lots are provided with a connection to its reticulated distribution system. It is anticipated that this will be achieved by extension from the Little Grove main under a Water Corporation pre-funding agreement.

5.4.2 Reticulated Sewerage

Extension of gravity sewerage connections to all sites will be required as a condition of subdivision. Water Corporation has yet to finalise its planning for the area but has advised that a pump station (most likely a permanent one) should be provided in the lower portion of the site; this is likely to be within the public open space adjoining the foreshore reserve, being the lowest point available. This is to be addressed in greater detail at the subdivision stage of the development. This will be connected to the existing gravity system located at the corner of Frenchman Bay Road and Paulas Way in Little Grove, approximately 2km from the subject land under a Water Corporation pre-funding agreement.

5.4.3 Stormwater Drainage

The site has excellent infiltration capacity posing no challenges for the disposal of on-site stormwater. Stormwater drainage for road reserves will be provided to the specifications of the City of Albany. Opportunities exist to combine drainage infiltration with public open space areas consistent with the integrated

urban water management principles now espoused by the WA Planning Commission and Department of Water. No high frequency, low intensity “first flush” stormwater will be directly discharged to Princess Royal Harbour. Further details of the proposed approach to water management are detailed in the appended Local Water Management Strategy, refer **Appendix 6**.

5.4.4 Power, Gas & Telecommunications

Extension of necessary services to the site will occur as pre-requisites to subdivision. Preliminary investigations have identified no inhibitions to this, with the exception of gas, for which no network or capacity for expansion currently exists. The two main developing owners have committed to the upgrade of the existing Western Power HV feeder to increase supply to cater for Urban development within Big Grove.

6.0 LANDOWNER CONSULTATION

The site comprises 22 privately owned lots. Of these, 11 lots (representing 78 ha or 65 percent of the total area) are active participants in the development of the Outline Development Plan. All owners have had some discussion with the proponents of the plan regarding the proposal, with their stated preferences included in the plan as far as can reasonably be accommodated. The schedule below details the consultation undertaken with individual landowners outside of formal advertising periods, their comments and how these have been accommodated in the plan.

Table 2 – Consultation with Landowners

Lot Address	Landowner	Comments
Lot 2 (Diagram Survey No. 032760) Frenchman Bay Road	George Vasiliu	<p>There have been numerous meetings and site visits with Mr George Vasiliu since early 2008. This has resulted in numerous modifications to the plan as follows:</p> <ul style="list-style-type: none"> • Remove POS adjoining the foreshore; • Inclusion of an R40 grouped site along the foreshore frontage; • POS A modified to exactly reflect area recommended to be retained by Coffey,; • Drainage removed from the POS on his property • Plan amended to show fewer roads. <p>Mr Vasiliu has also requested the proposed foreshore setback line be modified, a reduction in the vegetation to be retained and the fire separation distances to include the fire break within the reserve. Best practice methodology has been employed to establish the DoP accepted coastal processes setback, however the Lot 2 landowner may wish to seek independent assessment to review the line on his lot.</p>
Lot 1 Frenchman Bay Road	Peet Tri State Syndicate Limited	Participating landowner
Lot 110 Frenchman Bay Road	Peet Tri State Syndicate Limited	Participating landowner and the retained homestead owner has been involved in numerous discussions about the foreshore setback and ability to keep their house while the balance of the lot is developed.
Lot 21 Frenchman Bay Road	Peet Tri State Syndicate Limited	Participating landowner and the retained homestead owner has been involved in numerous discussions about the foreshore setback and ability to keep their house while the balance of the lot is developed.
Lot 20 Frenchman Bay Road	Peet Tri State Syndicate Limited	Participating landowner and the retained homestead owner has been involved in numerous discussions about the foreshore setback and ability to keep their house while the balance of the lot is developed.
Lot 109 Frenchman Bay Road	Peet Tri State Syndicate Limited	Participating landowner
Lot 2 (Diagram Survey No. 020800) Frenchman Bay Road	Bryce Campbell	Limited comments have been made by Mr Campbell
Lot 7 Frenchman Bay Road	Peet Tri State Syndicate Limited	Participating landowner

Lot 6 Frenchman Bay Road	Penelope and Barrington Kirby	<p>The Kirby's have been involved in numerous discussions over the evolution of the plan with the following amendments being undertaken since July 2008:</p> <ul style="list-style-type: none"> • Inclusion of 2 ha portion at the front that could be developed independent to retain homestead; • Ensure the school is wholly contained outside their lot; and • No more than 10% of the site to be used for POS. <p>The Kirby's have also noted a concern with fencing during course of the subdivision works on adjoining land parcels.</p> <p>Attended 2009 Owners Forum</p>
Lot 16 Frenchman Bay Road	Michael and Denise King	Direct consultation with P & B Corporation. Retained lot approved
Lot 9000 Frenchman Bay Road	Garth and Colleen Roberts	Attended 2009 Owners Forum. Sought clarification of subdivision process and timing, no objections.
Lot 303 Frenchman Bay Road	David and Christine Stean	Telephone and email queries made. Plan amended to adjust open space provision on the site.
Lot 302 Frenchman Bay Road	P & B Corporation Pty Ltd	Participating Landowner
Lot 301 Frenchman Bay Road	P & B Corporation Pty Ltd	Participating Landowner
Lot 2 (Diagram Survey No. 028985) Frenchman Bay Road	P & B Corporation Pty Ltd	Participating Landowner
Lot 18 Panorama Road	Panorama (WA) Pty Ltd	Attended 2009 Owners Forum. Commented on width of foreshore reserve adjacent to caravan park and raised concerns regarding rental tenants. No objections to ODP.
Lot 17 Panorama Road	Karen Saare	No comments yet made.
Lot 12 Panorama Road	Stuart Leckie	Attended 2009 Owners Forum.
Lot 11 Panorama Road	P & B Corporation Pty Ltd	Participating Landowner
Lot 10 Panorama Road	James and Joanne Hillis	Multiple queries and comments provided. Plan amended to reflect preferred layout submitted by consultant on behalf of the Hillis's. Direct reference to intention to continue to operate B & B in immediate future, and acknowledgement of this included on plan. Attended owner forum.
Lot 4 Frenchman Bay Road	Trevor Higgs	No comments yet made.
Lot 9 Panorama Road	Donald Phillips	Attended 2009 Owners Forum. Raised the issue that the easement along Panorama Road (benefiting Lot 9) is in conflict with proposed road access associated with the development. Had other queries in relation to development potential, and whether Panorama Road would be widened.
Lot 5 Frenchman Bay Road (Bore)	Water Corporation	Contact made by Water Corp in response to consultation letter 2009 but no comments or objections to the plan.
Lots/Reserves 6926, 7811, 7483, 8130, 3 & 66	Crown / City of Albany	No comments made (as landowner).

In addition to individual meetings and telephone and email communications and landowner briefing session/workshop was held on 9 December 2009. This has informed the latest plan contained within this amended ODP and reconciles with the schedule above. The workshops were held over two sessions (12:30pm and 6:00 pm) at South Coast Progress Assoc Hall – Bay View Drive, Little Grove. These sessions were attended by the proponent's representatives, Officers from the City of Albany and the following landowners: Jim and Joanne Hillis; Bill Dall; Dave Blogg; Penny and Barry Kirby; Garth and Colleen Roberts; Stuart Leckie; Donald Phillips and Karen; Trevor and Jean Widdison; and Norbet and Marianne Oehmen.

The landowners who attended the workshop were generally supportive of the ODP and the process undertaken to date and the inclusion of their comments as detailed in the schedule above. The following is a summary of the general topics raised at the forum: Rental tenants causing disruption; width of proposed Foreshore Reserve and alignment of Physical Processes Setback; Procedure and timing for acquisition of foreshore reserve; POS provision/requirements; Staging of subdivisions; Level of servicing; Location of school site (safety along Frenchman Bay Road; Proximity to school site (parking, fencing, trespass, noise); Process for per lot contribution towards Primary School site (standard mechanism); Loss of rural lifestyle; and Fire Safety.

Council can therefore be confident that an appropriate level of consultation and input from the non participating landowners has been undertaken in formulation of this ODP.

The plan has been formulated to allow either the continued use of non-participating sites for their current (or any other approved) purposes for the foreseeable future, with capacity also provided (and notionally shown) for redevelopment of these properties in the future, if and when the respective owners wish to pursue this option.

All landowners had further opportunity to input as part of the formal consultation undertaken as part of the Outline Development Plan assessment and adoption process, with formal advertising occurring in late 2010 and early 2011. Comments received during this formal process were considered by Council in August 2011, with further modifications to the ODP carried out in response.

7.0 SUMMARY

Big Grove features a number of characteristics which influence and shape the Outline Development Plan in numerous ways including, but not limited to road network, land use, public open space and the foreshore reserve. The key considerations, opportunities and constraints are summarised below and illustrated in **Figure 8 – Opportunities and Constraints Map**. These issues are fundamental in providing for the most appropriate development concept for the subdivision of Big Grove.

Unrealised Residential Capacity

The potential and suitability of the land for residential use has been identified in the City of Albany's draft Local Planning Strategy. This takes into account a wide range of factors. It identifies the need for provision of additional residential development in suitable locations to meet population growth forecasts, highlights appropriate areas for this to occur and indicates the requirement for these to be comprehensively planned.

The proximity of the site to the Albany City Centre, a recognised growth centre, and the desirability of the location from an amenity perspective provides a further incentive towards development of the land for urban use. Whilst providing an opportunity, the sensitivity of the landscape also creates a constraint on what is appropriate on the site, and informs the desirable character of its development.

Visual Impact

The visual impact of development from various points across Albany require consideration in the initial design and further consideration during development of each subdivided land parcel. This will ensure visual impacts are minimised. The proponents commissioned EPCAD to undertake a Visual Landscape Impact Assessment and the findings of this assessment have been included in this ODP report. The findings will also inform future design guidelines and Detailed Area Plans to be prepared as part of the subdivision of the subject land.

Foreshore Reserve

Both the existing and recommended foreshore reserves require protection and management in accordance with state policy. Details of foreshore treatment have been outlined within the Foreshore Management Plan prepared by Coffey Environments and summarised in this ODP report.

Water Source Protection Buffer

Control of land-uses within the Water Source Protection Area is necessary to ensure impact on catchment water quality is limited. Guidelines and a requirement for Department of Water input into applications in this area apply.

Remnant Vegetation and Western Ringtail Possum (WRP) Habitat

The site contains a number of mature trees worthy of retention, as identified in the Coffey Environments report for the site (refer **Appendix 3**). Co-location of these with public open space areas is desirable, both

from an environmental, aesthetic and character perspective. These may potentially act as landmarks and attractions assisting in the creation of a sense of place.

Significant reserve and vegetation linkages adjoin both the eastern and western boundaries of the subject land. In addition to these areas, further linkages on Lot 1 (where there are areas of very good to excellent quality vegetation) are proposed. It will also be necessary to consider appropriate landscaping of streetscapes to ensure the effect of urban development on local habitats is minimised. The following key elements and strategies have been incorporated into the latest amended plan to ensure the vegetation and habitat for WRP is provided with the most appropriate protection in an urban setting:

- Retention of areas of Very Good to Excellent quality vegetation in the foreshore area, POS areas A, B, C and M that provide suitable WRP habitat.
- The Foreshore Management Plan (Coffey Environments, 2009) proposes that existing vegetation be retained and that most of the existing cleared areas of foreshore be replanted with local native plant species, including Peppermint, which would be suitable as WRP habitat. The proposed foreshore area comprises a corridor of approximately 80m wide by 1.3km long.
- Retention of vegetation and replanting of a 5m vegetated buffer (with Peppermint trees included) along Frenchman Bay Road (POS areas D, H and I).
- Retention of trees and understorey, where possible, within other areas of Public Open Space E, F, G, J, K, L, O N, O and P.
- Introduction of landscaping incentives for new landowners which prescribe the use of local native plant species, with a focus on Peppermint trees and local understorey species.
- Streetscaping to provide linkage at the road reserve level, with a focus on the planting of Peppermint trees.

These features are likely to result in the persistence and movement of WRP in the Big Grove area. It is expected that the low level of numbers will continue to persist, much as WRP do on Mounts Clarence, Adelaide and Melville. It should also be noted that City of Albany Reserves (930 and 931) and Lot 105 Frenchman Bay Road, which occur on the east and west ends of the ODP area are important areas of intact habitat that provide significant linkage from the Princess Royal Harbour foreshore to Torndirrup National Park and beyond, and complement the actions of the proposed ODP.

Retention of remnant vegetation in the Water Source Protection areas also offers an opportunity to both limit impact on the water source, and retains a diversity of vegetation types as well as creating an undisturbed outlook for tourist traffic on Frenchman Bay Road.

Fire Risk

The vegetation proposed to be retained and on surrounding sites poses a fire risk, requiring detailed response. The recommendations of a Fire Management Strategy have been incorporated in the Plan, with a more detailed

Fire Management Plan to be prepared prior to subdivision and in accordance with the Edition 2 (May 2010) Planning for Bushfire Protection Guidelines.

Independent and Staged Subdivision

The fragmented ownership of the landholdings within the Outline Development Plan area sets a challenge in preparing an Outline Development Plan that acknowledges existing lot boundaries and provides for independent subdivision, whilst also facilitating orderly and proper development of the land. An overarching developer contributions plan facilitating the independent subdivision of landholdings would be difficult to implement and administer, as has been the case in various other locations throughout the State. It is suggested that landowners undertake joint venture development and land assembly with neighbouring properties or develop those portions able to be developed independently, with the plan seeking to facilitate this as far as is feasible.

Servicing

No major constraints to the servicing of the land have been identified. Upgrades and extension of roads, water, sewer and power will all be pre-requisites to urban development. The site's geological permeability facilitates integrated urban water management solutions, though its gently sloping nature provides some constraints to where this can be accommodated.

Frenchman Bay Road

Construction of appropriate intersections to Frenchman Bay Road will be required to service the subdivision, and provision (or contribution towards provision) for on-road cycling facilities may be required.

The road serves an important tourism function and presents a mixed, though increasingly rural / natural character to the east. Protection of this character through provision of a 5 metre public open space landscape buffer is therefore appropriate.

Should it be concluded that further widening, or upgrades to intersections, of Frenchman Bay Road be required as a result of development (with a clear need and nexus established), then a fair and equitable contribution arrangement/mechanism would need to be developed for implementation at subdivision stage.

Retention of Existing Development

A number of landowners in the area do not wish to participate in redevelopment at this time, or wish to retain a homestead lot following sale of the balance of their land. Provision for this to occur without undermining the robustness of the plan is necessary to allow for staged development and to limit impact on existing and remaining residents.

OPPORTUNITIES & CONSTRAINTS PLAN

Big Grove, ALBANY

LEGEND

- | | |
|---|--|
| Boundary of Outline Development Plan | Fire Protection Setback |
| Original Physical Processes Setback (M P Rogers) | Drinking Water Source Protection area Zone (Coffey) |
| Physical Process and Foreshore Reserve Setback Required by Department of Planning (M P Rogers / Coffey) | Existing buildings to be retained in the medium term |
| Inferred Vegetation Complex Boundary (Coffey) | Landscape Buffer Frenchman Bay Road |
| Proposed Foreshore Reserve (Improvement through Foreshore Management Plan) | Vegetation Linkage (Flora/Fauna) |
| Parks and Recreation Reserve | Key Entry Roads (Treelined) |
| Proposed Public Open Space | Other Entry Roads (Treelined) |
| Existing Facility - Tourism | Existing Natural Drainage |
| Existing Vegetation in Excellent Condition recommended to be retained (Coffey) | Potential Views |
| Existing Vegetation in Excellent Condition (Coffey) | Potential Commercial Node |
| Very Good Vegetation (Coffey) (Further investigation being undertaken by the DEC) | Potential School Site |
| Vegetation Degraded (Coffey) | Walkable Catchment |

* Note: Refer to Figure 7 for full extent of vegetation data

FIGURE 8

1:4,000@A1 \ 1:7,500@A3 : SCALE
14 July 2010 : DATE
3066-8-002c.dgn : PLAN No
c : REVISION
N.T. : CHECKED

Base data supplied by Harley Survey Group / Landgate

Aerial Photography Dated March 2007 (Latest available from Landgate)
Projection MGA Zone 50

Areas and dimensions shown are subject to final survey calculations.
All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.

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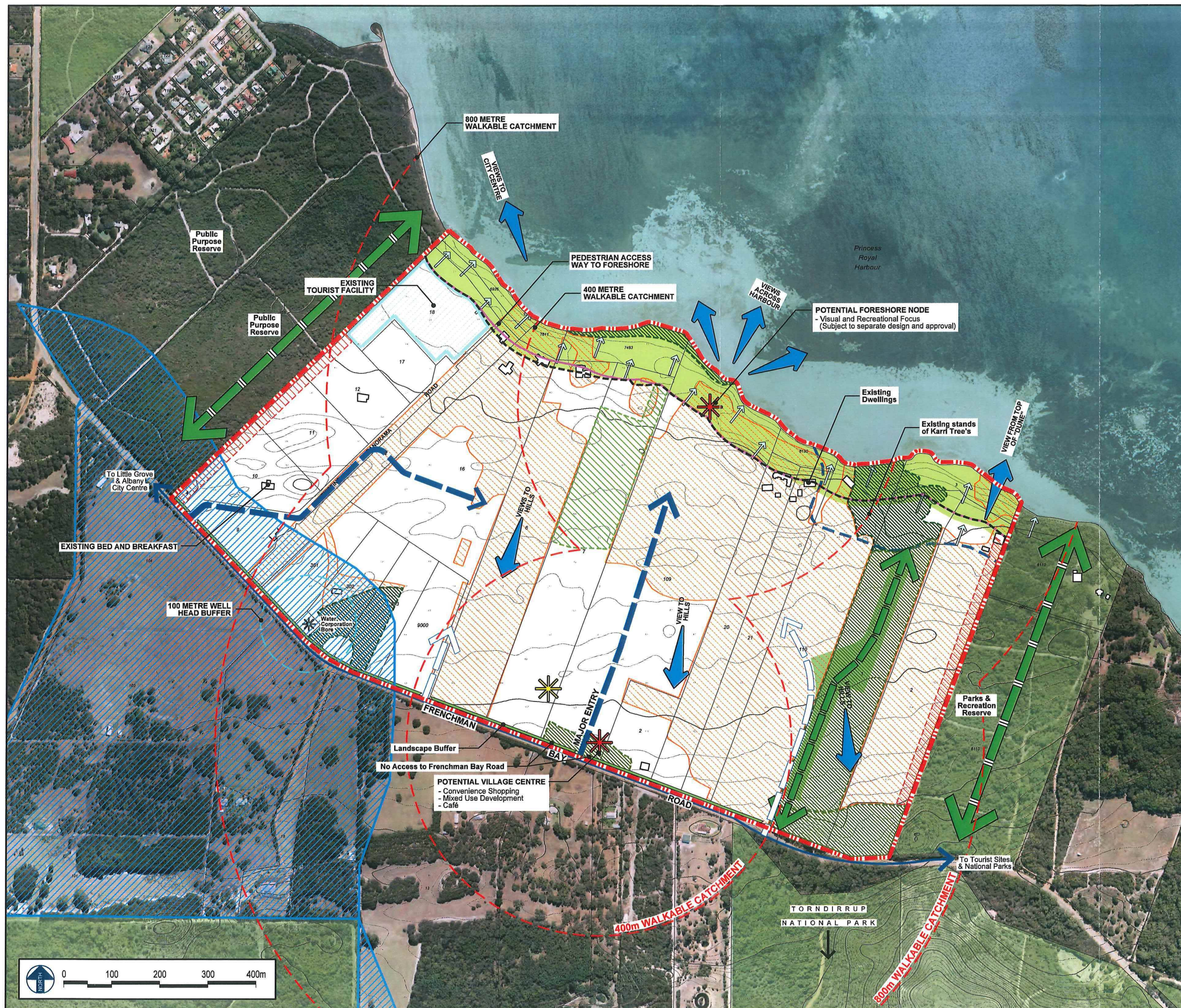


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C H A P P E L L
L A M B E R T
E V E R E T T



Market Demand

Whilst the current economic market creates demands for residential land in and near Albany in locations such as this, there are limitations to what it will bear. In particular, analysis suggests limited demand for medium and small lot product at this time, and similarly limited demand for commercial land uses in this locality.

Contemporary planning principles require provision for these uses however these need to be balanced against the limitations of the market, and a staged approach may be necessary. This includes the potential provision of a Village Centre along Frenchman Bay Road to maximise viability, this is in accordance with the draft Albany Activity Centres Planning Strategy. The draft Strategy acknowledges the potential for a medium sized neighbourhood centre in Big Grove. The ODP contemplates a smaller centre in the interim with opportunities to grow into the future through appropriate studies and amendments at a time the development matures to accommodate this growth.

Primary School

The Department of Education and Training (DET) has indicated the need for a primary school site to accommodate both the growth proposed by development of Big Grove and future growth areas of areas of Little Grove in the West and East Big Grove, as detailed in the Local Planning Strategy.

The location of the school site and proximity to Frenchman Bay Road provides both opportunities and constraints. There are also opportunities to co-locate the primary school with public open space and create a hub with the Village Centre, while also ensuring the tourism character of Frenchman Bay Road is maintained. DET has advised it will accept either a central or peripheral location for a school and have acknowledged the methodology used to select a peripheral site adjoining Frenchman Bay Road.

The good access into and out of the development will mean the primary school location maximises access in both the travel direction for Big Grove residents and access to the school from the future development of Big Grove in the east and overflow from Little Grove. The school has also been intentionally located entirely within the Peet landholding to ensure the complexities with the acquisition of this land is minimised for all government departments involved.

It is acknowledged and is notated on the plan that a parking and access strategy will be required through detailed planning for the school site to ensure good circulation of traffic through this area. Traffic will be managed by ensuring bus drop off and kiss and ride facilities are located away from Frenchman Bay Road.

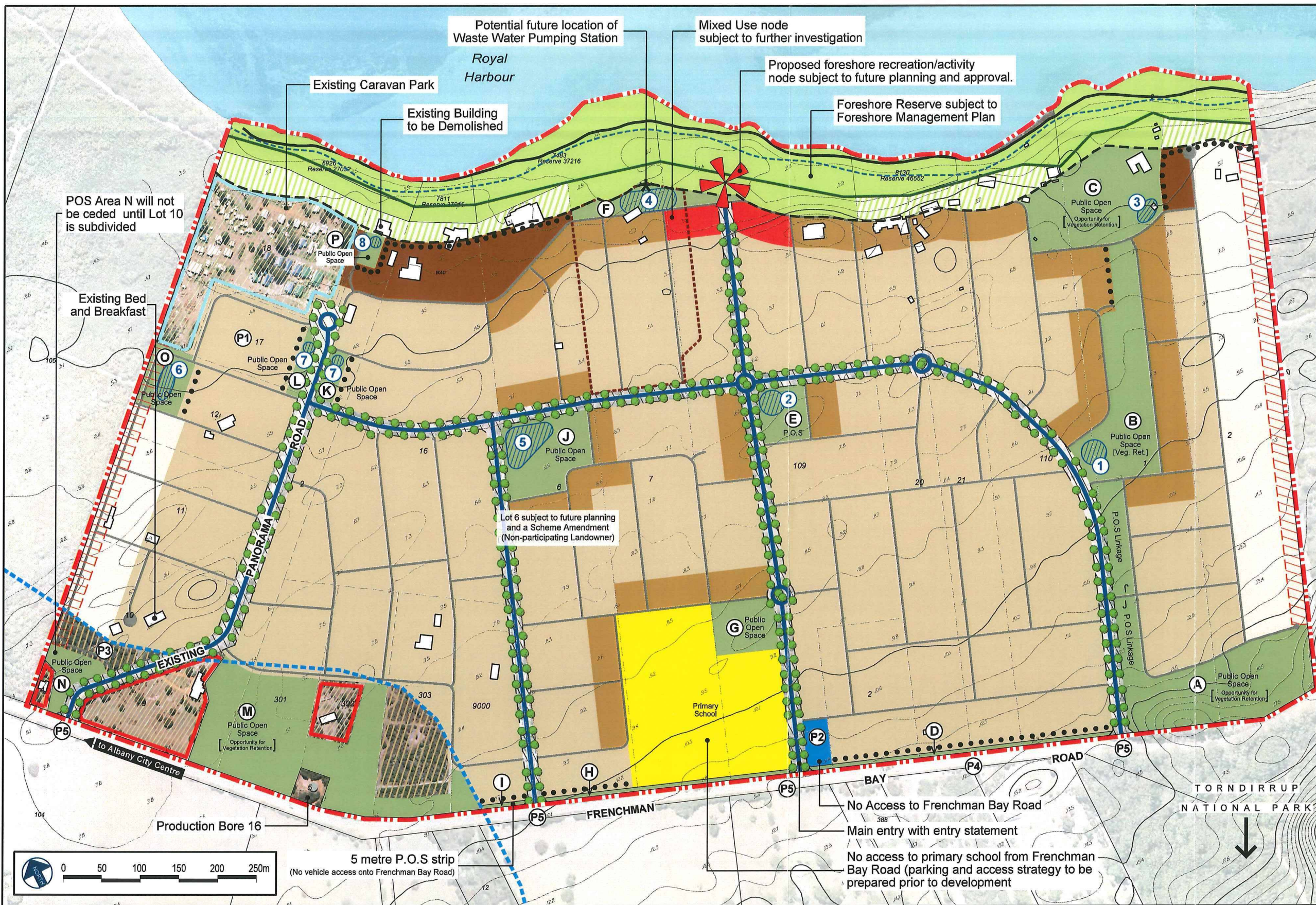
8.0 OUTLINE DEVELOPMENT PLAN RATIONALE

8.1 COMMUNITY DESIGN (ELEMENT I OF LIVEABLE NEIGHBOURHOODS)

The design of the Big Grove Outline Development Plan (**Figure 9**) has sought to follow New Urbanist principles of walkability, sustainability and robustness and is generally consistent with the WAPC's Liveable Neighbourhood Community Design Code (with LN criteria referenced throughout). It acknowledges the site context, its location on the opposite side of Princess Royal Harbour to the Albany City Centre and the opportunities and constraints listed above. In particular, it responds to the tourism and recreation activities nearby and the market demand and expectations for lot sizes in Albany.

The design focuses on the harbour and views towards Albany CBD, set against a rural / natural vegetation backdrop, as the principle character-defining attributes. Key elements of the design include:

- Boulevard style entry leading to the foreshore and a modified grid layout reinforcing the relationship of the site with the water, whilst also providing excellent permeability;
- An increased foreshore reserve of a width approved by the Coastal Planning Branch at the Department of Planning. Design and management of this is subject to a Foreshore Management Plan to cater for both natural and landscaped areas, passive and active recreation, a cycle / dual use path and provision for a potential future foreshore node;
- A Village Centre located along Frenchman Bay Road to maximise exposure and viability;
- Mixed Use development adjacent to the foreshore reserve to provide opportunities for innovative land uses whilst accommodating the current market demand for residential dwellings;
- Provision for a Primary School that is centrally located within its catchment, with good access both from within the estate, and from the main entry road into Big Grove along Frenchman Bay Road;
- A significant ecological linkage to match with the reserves in the east and west. This ecological linkage will provide for a range of activities and habitat for fauna and is a minimum 30 metre wide with limited crossover points to maximise the green space.
- A range of secondary open space areas providing for both active and passive recreation and for the retention of vegetation on some sites;
- Retention of a 5 metre public open space landscape buffer along Frenchman Bay Road;
- Utilisation of low points in public open space for drainage to ensure disturbance to the natural environment is minimised;
- Retention of the existing caravan park site as a tourism site (and potential for the continued operation of existing Bed and Breakfast operations elsewhere on the site); and
- A range of residential sites with an increase in residential densities and mixed use areas in proximity to the Foreshore Reserve, the Village Centre and areas of open space.



OUTLINE DEVELOPMENT PLAN PROVISIONS

GENERAL

- Detailed Fire Management Plans shall be submitted with subdivision applications to the WAPC in accordance with 'Planning for Bushfire Protection - Edition 2'.
- To the extent the creation of any road shown on the ODP requires any easement or other interest in that land to be extinguished, the proponent must at its cost (including any compensation that may be payable) arrange for the interest to be extinguished.
- For areas identified as 'Low Density Residential (R25)' the average site area shall be 400m² rather than 350m² as per Section 9.3 of the Outline Development Plan Report.

(P1)

Should the owner of Lot 17 wish to develop their landholding for residential purposes a re-zoning from 'Motel' to 'Residential Development' zone prior to any residential subdivision or development would be required. Any rezoning requires separate approval by the Minister for Planning.

(P2)

A Detailed Area Plan is required for the Village Centre prior to development and shall be in accordance with the City of Albany Residential Design Code Policy with car parking in accordance with the City of Albany Scheme.

(P3)

Land identified as "Residential" to be retained for vegetation protection and added to one lot outside the Priority 2 Protection Area at the time of subdivision. Further subdivision, erection of a dwelling or waste disposal is prohibited.

(P4)

Should a need for widening of the Frenchman Bay Road reserve be identified, such widening will need to be accommodated north of Frenchman Bay Road (to meet the City requirements). Public Open Space schedule may require adjustment at subdivision stage.

(P5)

Frenchman Bay Road intersection treatments to be designed in accordance with the Traffic Assessment Report at the subdivision stage.

LEGEND

Outline Development Plan Boundary	Village Centre (R40 - R60) - Requires Detailed Area Plan and POS Calculation Review	Dual Use Path (2m wide) Indicative alignment only - refer to Foreshore Management Plan	HSD - Horizontal Setback Datum
Land Use: Low Density Residential (R10)	Primary School	South Coast Water Reserve - Priority 2 Protection Area	Physical Process and Foreshore Reserve Setback Required by the Department of Planning (M P Rogers / Coffey)
Low Density Residential (R17.5)	Public Open Space (Cash in Lieu at subdivision stage for those lots that do not provide 10% open space of land)	Existing Buildings / Houses	Remnant Vegetation
Low Density Residential (R25)	Foreshore Reserve	Detailed Area Plan (DAP) for lots adjoining POS / Foreshore Reserve (permeable fencing, habitable room orientation etc)	
Medium Density Residential (R30) - Requires Detailed Area Plan	Future Foreshore Reserve	Fire Protection	
Residential	Foreshore Node	POS Identifier	
Rural Residential	POS / Drainage	Drainage Identifier	
Tourism	Infrastructure: Neighbourhood Connector	Development Plan Provision Identifier	
Mixed Use R30	Access Street	Existing Parks and Recreation Reserve Boundary (as shown on TPS maps)	

OUTLINE DEVELOPMENT PLAN (O.D.P.) Big Grove, ALBANY

Base data supplied by Harley Survey Group \ Landgate
Aerial Photography Dated March 2007 (Latest available from Landgate)
Projection MGA Zone 50

Areas and dimensions shown are subject to final survey calculations.
All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.

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Peet Tristate syndicate Ltd,
P & B Corporation : CLIENT
1:5,000@A3 / 1:2,500@A1 : SCALE
29 March 2012 : DATE
3066-4-009r.dgn : PLAN No
r : REVISION
S.V. : PLANNER
R.F. : DRAWN
N.T. : CHECKED

FIGURE 9



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CHAPPELL
LAMBERT
EVERETT

The vision for Big Grove is for a high quality, 'walkable' community estate with strong relationships to the surrounding water and landscape, with a focus along the main boulevard entries. These provide access to both the Village Centre and foreshore node, as well as good access to surrounding recreational facilities and the Albany City Centre. Whilst the Plan caters for some provision of local services and employment to complement those already offered in Little Grove and Albany, providing a degree of self-sufficiency and contribution to both social and economic sustainability, the estate is seen to operate as a discrete but inter-dependent component of the broader Albany town, with commercial primacy remaining in the CBD.

The design philosophy applied will protect and enhance key existing natural environmental features whilst minimising the impact on adjacent land uses and resources. It will increase the residential population within Big Grove consistent with Council's objectives as laid out in the draft ALPS (**Figure 4**) for residential development of the site, and secure a foreshore reserve along the northern boundary to Princess Royal Harbour.

The detailed design of the Plan was influenced and shaped by the following objectives and considerations:

- The creation of boulevard style entries that lead to the Village Centre and foreshore node and therefore contributes to marking the Village Centre and foreshore node as the foci of the new development;
- Provision of vegetation links and landscaping of streetscapes to ensure protection of fauna and a 'green' character;
- Provision for limited access from Frenchman Bay Road that allows for the safe and efficient movement of vehicles;
- Provision of a robust road network that provides permeability, legibility and flexibility for a range of transport modes, and facilitates various development densities and housing types;
- Good pedestrian amenity through the provision of a footpath network and streetscape detail to encourage walking;
- Provision of strong direct links to the foreshore to maximise access and view corridors, and reinforce the relationship of the site to the Harbour;
- Facilitation of public access to and along the foreshore and provision of an appropriate interface that accommodates both recreational uses, open space and drainage and protection of the landscape;
- Provision for a Village Centre in a convenient location to provide local services to the community and passing tourist trade, a focus for the development and opportunities for some local employment and commerce, and community interaction;
- The provision of a primary school site that would work in tandem with the Village Centre, located so as to cater for the ultimate catchment outside the ODP area and share an oval to ensure the efficient provision of land. It has also been located within one land owner's parcel (Peet) to ensure any complexities with its future acquisition is minimised through dealing with one landowner only.

- Provision of a range of dwelling types with concentration of medium densities in areas of highest amenity and access;
- Maintenance of a predominantly low rise building form to limit visual impact, and direct focus to key sites;
- Maximisation of the north-south and east-west orientation of lots to encourage the use of passive solar design principles in dwelling design;
- Provision of an area of Public Open Space adjacent to the foreshore reserve to retain the landscape amenity and significant stand of karri tress along the north eastern boundary;
- Incorporation of passive public open space over the majority of the Water Source Protection Area to limit impact on water catchment and allow for retention of endemic vegetation types;
- Restriction of more intense development within the Water Source Protection Area in keeping with the Department of Water planning guidelines.
- Retention of a 5 metre landscaped buffer along Frenchman Bay Road to maintain the tourism character of this route;
- Potential for the retention of vegetation within other Public Open Space areas and along Panorama Road;
- Application of integrated urban water management principles through the use of landscaped swales to assist in drainage;
- Acknowledgment of landowners' intentions and sale contracts for the retention of existing buildings and/or the development of landholdings to ensure a sound and implementable design which caters for both current preferences and future alternatives. This includes the retention of previously approved and constructed residences, some of which are located in close proximity to the Harbour; and
- Acknowledgment of comments and concerns noted by the DEC in numerous discussions and meetings with them since the submission of the plan in December 2009. This includes additional survey work detailed in section 5, and the following modifications:
 - Protection of fauna habitat and ecological linkages where possible;
 - the length of direct road frontage between the east boundary of Lot 2 and Reserve 930 being reduced, to provide a softer interface with the adjoining bushland and reduce native fauna road kills; and
 - Visual amenity from Torndirrup National Park and the Albany township are not unduly affected through design guidelines and provisions, as detailed in the Visual Landscape Assessment and implementation section of this ODP.

8.2 SUSTAINABLE URBAN DESIGN

An assessment of the Big Grove Outline Development Plan against key elements of sustainable urban design demonstrates both the approach taken and the expected outcomes. **Appendix 10** outlines the normal targets

used on comparative urban residential projects, and the performance achieved by the Big Grove Outline Development Plan. In assessing the Plan, the sustainability criteria demonstrate the integrity of the design and sound basis for its implementation.

8.3 LAND USE

The Big Grove Outline Development Plan provides for an estimated 800 - 1000 residential and rural-residential lots ultimately, together with active and passive open space, Foreshore Reserve, a Village Centre, a Mixed Use area, Primary School, and a tourism site. The Outline Development Plan also provides for a potential foreshore node, though this would be subject to a separate planning process. The land use composition of the Plan is summarised in the following table:

Table 3 – Summary Land Use Table

Site Area (ha)			115.60
Less			
Foreshore Reserve	6.09		
Net Site Area (NSA) = Site Area - Foreshore Reserve			109.51
Deductions (ha)			
Village Centre	0.19		
Water Corporation Bore Site	0.16		
Tourism Site	3.14		
Rural Residential	2.30		
Primary School Site	3.50		
Uncredited Drainage	1.32		10.61
Gross Residential Area (GRA) = NSA-Deductions			98.9
Public Open Space Required			
Public Open Space contribution (ha) = 10% GRA			9.89
May comprise:			
Minimum 80% unrestricted Public Open Space		7.91	
Maximum 20% restricted use Public Open Space		1.98	
Open Space Provided (Refer POS Schedule)			
Total Unrestricted Public Open Space sites		10.53	
Max. 20% Restricted POS		0.52	
Total Credited POS provided (Surplus)			11.05 (1.16)

NOTE: all areas are indicative only. Subject to review and refinement at subdivision.

8.3.1 Residential

The Outline Development Plan provides for a range of lot types and residential densities including:

- Low density 'Rural Residential' lots within the Water Source Protection Area;

- R10 lots along the eastern and western boundaries, providing for larger lots to meet fire hazard separation requirements;
- Low density R17.5 lots in the central portion of the Outline Development Plan area;
- An increase in density to R25 (Cottage Lots) adjoining the Village Centre site and around areas of POS and the foreshore;
- Mixed Use development along the foreshore at the junction with the main entry spine road to tie-in with the future foreshore node;
- Medium density (R30) housing abutting the foreshore; and
- Opportunities for higher densities within the Village Centre (R40 – R60) and Mixed Use site (R30).

This provides for a residential density of approximately 17 dwellings per hectare of assumed site area which complies with the guideline densities specified in Liveable Neighbourhoods (LN Element 1 R17).

Table 4 – Lot Yield Schedule

Lot Type	Net Residential Area	Minimum Average Lot Size*	Potential Maximum Lot Yield
R10	5.43ha	1000m ²	36**
R17.5	48.48ha	571m ²	849
R25	5.97ha	400m ²	149
R30	2.48ha	300m ²	82
Rural Residential	3.29ha	N/A	4
Total	65.42ha		1122

* Minimum average lot sizes are as per the Residential Design Codes of Western Australia (R-Codes), except for R25 lots which have been increased from a 350m² minimum average lot size (as per the R-Codes) to a 400m² minimum average lot size under this ODP.

** Although the minimum average lot size permitted by the R-Codes for R10 lots is 1000m², based on a minimum frontage of 20m and a 70 metre depth (catering for a fire separation distance of 40m), lot sizes in the order of 1500m² are more likely to be achieved (with this reflected in the potential yield figures).

8.3.1.1 Base Density: Residential R17.5

Market research indicates demand for residential lots in the Albany region to be dominated by 550m² to 750m² size lots, namely lots at a Residential Design Code density of R17.5. The predominate density proposed for the Big Grove Outline Development Plan is therefore R17.5. These lots are evenly spread throughout the central area of the site with provision for high amenity areas adjacent to Public Open Space and the Village Centre to be developed at a higher density (consistent with Element 1 R18 of Liveable Neighbourhoods).

8.3.1.2 Low and Medium Density: Residential R25 and R30

The provision of Cottage Lots at an R-Code density of R25 assists the Plan in meeting contemporary urban design principles for a diverse lot mix, and addressing issues of affordability and efficient use of the land. The R25 density has been located to take advantage of high amenity areas like the foreshore and areas of Open Space, as well as the Village Centre/Mixed Use area, assisting in its long term economic viability.

As required by Liveable Neighbourhoods (LN E7 R31) an area of Residential R30 Mixed Use has been planned along the foreshore and adjoining the potential foreshore node. This site has been provided for potential home based business that will work in conjunction with the foreshore node. This will work differently to the Village Centre which has been located to maximise economic viability and provide for day to day convenience goods, post box etcetera. The mixed use area will be supported by Detailed Area Planning to assist with coordination with the foreshore node and promote the area for home based businesses.

Medium Density Residential R30 in the form of Grouped Housing sites are provided in several locations along the foreshore to provide a further range of dwelling types and capitalise on access provided to the foreshore (LN E1 R18). These sites will require Detailed Area Plans to guide their development and ensure appropriate treatment to the foreshore reserve (LN E3 R28). These might typically involve prescribed setbacks, orientation, surveillance, landscaping and fencing design controls along the interface. Access controls may also be appropriate.

8.3.1.3 Residential R10

Lots along the eastern and western boundaries are recommended by the Fire Management Strategy to be provided with a 20m Fire Separation Zone and a 20m Building Protection Zone (which can incorporate building setback area). Buildings on these sites are required to comply with AS3959 'Construction of Buildings in Fire Prone Areas' requirements while the 40m setback applies.

8.3.1.4 Rural Residential

Rural Residential zoning with lot sizes generally between 2,000m² and 10ha (in accordance with the City of Albany's Local Rural Strategy) is allocated to the developed portions of those lots within the Water Source Protection area (although lot sizes under 2,000m² may be permitted to cater for existing retained dwellings, in accordance with the ODP). Existing development is acknowledged under Department of Water guidelines as legitimate, however future development and subdivision will require referral to the Department of Water during which process proponents will need to address the guidelines and requirements of the Department to minimise/reduce risks to the water source. Provision of sewer will assist in protecting water quality and is critical in the support of development in the area. Designation on the ODP of existing house sites within the P2 area as Rural Residential (being Lot 4, Lot 9 and Pt Lot 302) is supported by DoW for existing houses but not for any additional dwellings nor any intensification of landuse.

Other compatible uses within this Rural Residential designation include those otherwise permitted within the “Residential” zone of Albany’s Town Planning Scheme No. 3 or rural uses, where either of these are deemed to be compatible with residential amenity and also consistent with Department of Water guidelines.

8.3.2 Village Centre (Element 7 of Liveable Neighbourhoods)

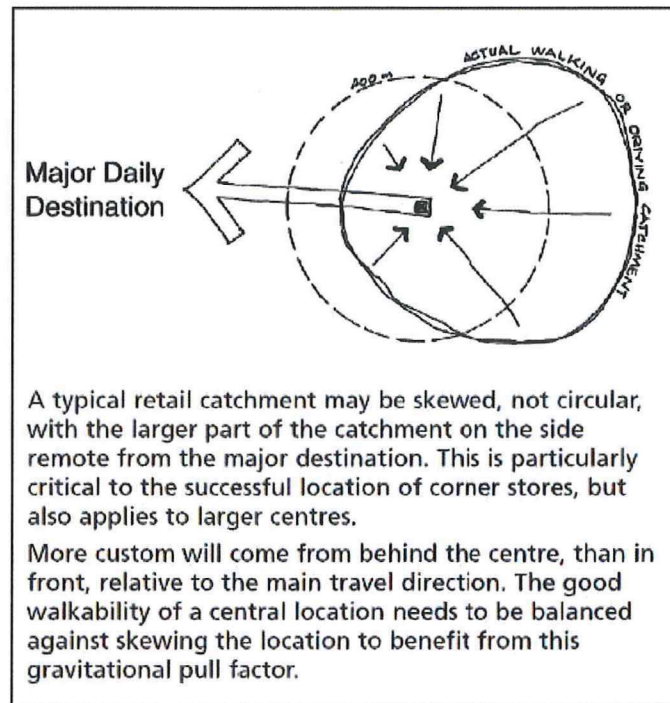
The Village Centre is located on the main spine road entry into the development (LN E7 R5) and has direct access to the potential foreshore node and mixed use area along the foreshore. The potential success of the centre is enhanced by the access provided internally within the estate and externally from passing trade (LN E7 R14), the proximity of medium density development, co-location with the Primary School to allow one-stop convenience shopping when dropping/ picking the children up from school and the potential for mixed use buildings and home based businesses to consolidate its function.

The ultimate intention for the site is for the development of grouped or multiple dwellings with a 4 corner store. The Village Centre designation means that the site is not restricted to solely commercial land uses, giving it robustness and flexibility to cater to the differing demands of the local Big Grove catchment over time (LN E7 R15).

It is proposed to facilitate limited convenience retailing on the eastern side of the main street with an allowance made through design for ground floor uses to convert at a later time. As an interim use, residential occupation would be permitted on the ground floor providing sufficient scope is made through the development for a corner store by way of a minimum 3 by 3 metre space being provided within the “shop front” area with separate access to the ground floor abode. The site specific design requirements would be addressed via a Detailed Area Plan (LN E7 R3).

The site is well located on the main north-south distributor and Frenchman Bay Road and maximises accessibility for residents, whether their main mode of transport is private vehicle, bicycle or by foot. The location along Frenchman Bay Road, whilst maximising viability through access to passing trade will also allow for the potential for the actual retail catchment to be slightly skewed, this is due to the location of the major daily destination. In the Big Grove instance daily traffic flow will direct towards Albany and therefore Frenchman Bay Road. More custom will therefore come from behind the centre, and therefore cover a larger catchment of the Big Grove Residential area, refer to Figure 10 below. The location along Frenchman Bay Road will ensure it is located on an intersection of relatively busy streets with good through traffic levels of between 5,000 to 10,000 vehicles per day at post development levels (LN E7 R14).

Figure 10 – Typical Shape of a Retail Catchment



(Source: Figure 71: Liveable Neighbourhoods October 2007)

The area of sustainable commercial floorspace for the Village Centre site is difficult to ascertain at this stage: the draft City of Albany Activity Planning Centres Strategy (ACPS) shows Big Grove located along the Frenchman Bay Road side of the development area and notionally shows it as a potential small to medium sized Neighbourhood Centre. Discussions were undertaken with Shrapnel Urban Planning and it was acknowledged that ultimate development size was outside the scope of the ACPS study timeframe. The location along Frenchman Bay Road was considered appropriate in maximising viability and passing trade and its incremental growth was incumbent on future economic factors and growth. These could be accommodated with increases in the size of the Village Centre at a later time when the catchment matures and if there is market demand. The Detailed Area Planning required for the Centre should ensure an appropriate design outcome and sufficient robustness to allow for change over time.

The Village Centre would be further enhanced by the inclusion of residential development and home based businesses, especially as an interim measure whilst its catchment and unique character develop over the life of the project (LN E7 R15). Detailed design can cater for this evolution by ensuring any buildings constructed allow easy conversion to commercial (or partial) use such as separate front and rear/upper entrances, facades & setbacks and internal stud walls. In this way the building can initially be occupied solely as a residence with the front room converting to a retail use as the catchment population increases.

8.3.3 Tourism Site

The existing Caravan Park has been designated a 'Tourism Site', recognising the existing operation and providing capacity for further development and change over time. The site is reasonably substantial in size, regular in shape and has excellent access and views to the Harbour, giving it considerable capacity to develop in a range of forms in the future, many of which will be enabled by provision of sewer. The site has, however, retained its 'Motel' zoning under the Town Planning Scheme and would therefore require rezoning to support other uses.

Retention of a tourism function of some type in this location is considered important and consistent with State and Local Policies. The employment opportunities afforded by tourism development are also desirable.

The operation of the Caravan Park is complemented by a range of tourism accommodation in nearby lots, including Bed and Breakfast establishments in the Plan area.

8.4 MOVEMENT NETWORK (ELEMENT 2 OF LIVEABLE NEIGHBOURHOODS)

8.4.1 Regional Road Network

Frenchman Bay Road is the sole connection with the Albany regional road network. The existing Panorama Road entry from Frenchman Bay Road will be retained with three new connector roads provided along the southern boundary of the ODP to provide access to the development. Separation distances of approximately 350 metres after the bend in Frenchman Bay Road are achieved. The proposed new road intersections will provide for ease of access to the development and good permeability whilst limiting additional connections to and conflict points on Frenchman Bay Road. There will be no other access or egress to Frenchman Bay Road with all access to lots, including the school, to be provided from internal roads. It is anticipated that the new road intersections will allow for the full range of turning movements with intersection treatments to accord with City of Albany design requirements. The detail of such treatments will be addressed at subdivision.

Discussions between Council staff and the project team as part of the preparation and preliminary review of the ODP, as well as following advertising and submissions received from Main Roads WA (MRWA), suggest that some upgrading/widening of Frenchman Bay Road, along with upgrading of the intersection at Hanrahan Road/Princess Royal Drive may be required. The City has also indicated that widening of Frenchman Bay Road reserve may be required (on the northern side of the road), ceded free of cost at subdivision stage.

Wood and Grieve Engineers have prepared a Traffic Impact Assessment (refer Appendix 11) using existing traffic flow data supplied by the Council and allowing for an increase in traffic as other development areas (as identified in the draft Local Planning Strategy) are constructed. This analysis concluded that whilst anticipated total volumes of traffic along Frenchman Bay Road may, by 2031, justify some widening of the eastern end of the road, this is not a necessity and is not generated solely by the Big Grove ODP. As such, the Council needs to determine the cost-benefit of pursuing such widening, and to determine contribution requirements

proportionate to usage if they wish to pursue it. This item and the details of intersection upgrading required are the subject of current discussions between the proponents and the City, and will be incorporated into a final revised traffic report to replace that in Appendix 11 prior to subdivision.

Following agreement on the precise scope of works required along Frenchman Bay Road, a Local Planning Policy is required to be developed by the proponent and approved by the City prior to subdivision which specifies these works, and apports costs where there is a nexus between the works and the demand generated by the development. The contribution will be proportionate to the total generation of traffic as identified in the approved Traffic Assessment Report, calculated on a per lot basis, to be levied as a condition of subdivision. Any costs associated with the operation and financing of the Scheme would be built into the total contribution amount.

With regard to the intersection of Frenchman Bay Road and Hanrahan Road, Wood and Grieve's analysis of future residential and tourist traffic generation has concluded that only the morning peak vehicle movement right out of Frenchman Bay Road will require upgrading by 2031 to maintain a reasonable level of service. They further note that based on current standards, the movement qualifies for upgrade now, even without the proposed development. Given the intersection's strategic significance with regard to future regional freight traffic associated with the Port, it is understood that the ultimate standard of intersection will be best served through implementation of MRWA's higher standard 'Ring Road' design. Funding for this is a state responsibility given that it is necessitated by freight traffic, rather than local residential development. It is acknowledged, however, that in light of the uncertainty of the timing of the ring road, some interim upgrading may be required to cater for the increase in morning peak movements (to which the Big Grove development will proportionately contribute). The nature of interim works will be specified in the Local Planning Policy required prior to subdivision however appear most likely, at this stage, to comprise temporary traffic lights.

8.4.2 Local Road Network

The internal road network design is influenced by an acknowledgment of lot and land ownership boundaries, included retained homestead lots, whilst still providing a permeable, legible, robust and integrated network and hierarchy of roads (LN Element 2 E12-14). The internal road network is based primarily on 15 metre to 18 metre road reserves (Access Street B, C or D), which are of sufficient width to accommodate a 6m carriageway, service trenching, street trees and pedestrian and cyclist paths in accordance with Liveable Neighbourhoods standards.

Boulevard style entry roads from Frenchman Bay Road are also proposed; these roads reserves are generally proposed at 20-25m wide and provide view corridors to the foreshore and lead to the potential foreshore node. These road reserves will be provided with significant plantings and landscaping to both enhance the rural and tourism characteristics of the area, address the potential visual landscape impacts as detailed by EPCAD and also provide for streetscape linkages habitats for fauna species. This landscaping will adjoin with public opens space linkages. This is especially evident on Lot 1 Frenchman Bay Road.

8.4.3 Pedestrian/Cyclist Network

The proposed road network provides an adequate verge width for the construction of a footpath on at least one side of the road providing an interconnected and pleasant pedestrian network (LN E2 R30-36). Due to the expected low volumes of traffic (<3000 vpd), the internal road network provides a safe environment for on-street cycling to supplement the dual use path proposed along the foreshore (LN E4 R39-40).

The open space network and foreshore reserve provides an opportunity to construct recreational pedestrian and cyclist facilities that may ultimately connect to a wider local and regional network of paths (LN E2 R41-44). However at this time the majority of movements to and through the site would be expected to be served by the existing and proposed road network.

8.5 LOT LAYOUT (ELEMENT 3 OF LIVEABLE NEIGHBOURHOODS)

The Outline Development Plan achieves the residential density and diversity requirements of Liveable Neighbourhoods by providing for a range of lot types and sizes from large Rural Residential lots to Higher Density Residential R40 to R60 units within the Village Centre. However, its location on the relative outskirts of Albany, unserved by public transport reduces the imperative to achieve high overall density (LN E3 R2-6), with the majority provided at Residential R17.5.

Mixed Use development opportunities are provided through the capacity of home offices to establish and through the Village Centre and mixed use area (LN E3 R15).

Lot sizes and dimensions respond to site-specific imperatives including the opportunities afforded for views and amenity offered by the Harbour, and the restrictions imposed through bush fire hazard management, drinking water protection requirements and amenity / character considerations (LN E3 R17).

The majority of lots orient north south or east west, facilitating climate responsive design (E3 R18), though in some areas, other constraints (such as the existing alignment of Panorama Road, and Retained Lot configuration) require some flexibility in this. All lot cells have been designed in accordance with Liveable Neighbourhoods requirements (Appendix 2 Phase 8) so that they are between 12 and 240 metres.

No lots are proposed with frontage to more than one street (LN E3 R26) though several abut Foreshore Reserve in which circumstances Detailed Area Plans are required to address interface.

All open space areas are provided with surveillance from abutting development (LN E3 R27) though in several instances, particularly where buildings are to be retained, some direct frontage is proposed. Treatment of these boundaries with appropriate fencing is proposed (LN E3 R28).

No direct frontage is provided to Frenchman Bay Road to limit both visual impact and traffic conflict (LN E3 R30). Detailed Area Plans are proposed for R30 lots abutting the foreshore, for the Village Centre and Mixed Use lots and, if required, for rear loaded (laneway) lots (LN E3 R34-36)

8.5.1 Retained Lots

As part of the staged development of the ODP area, it is acknowledged that the incumbent/existing landowners of Lots 2 (Diagram Survey No.032760), 6, 16, 20, 21, 109 and 110 may wish to retain an area of land and their houses within homestead lots to enable their continued occupation for the foreseeable future. The Outline Development Plan has been prepared to allow for this to occur without prejudicing the capacity of the remainder to be redeveloped in an appropriate form.

The Plan also provides for the eventual redevelopment of these sites in accordance with the Outline Development Plan, if and when the existing landowners wish to proceed with this. This mechanism allows for the staged redevelopment of the area in an orderly fashion. The transfer of the future foreshore reserve (as shown on the ODP) to the Crown would occur once these lots take advantage of the urban zoning and develop/subdivide, which would also require the removal of all existing structures contained within the future reserve. The minimum lot size of each homestead lot shall be 1ha to ensure there is sufficient development potential to promote further subdivision of each lot.

As part of initial creation of the retained lots, where there is a portion of land on the harbour side of the dwelling which is identified as foreshore reserve on the ODP (as opposed to 'future foreshore reserve'), the WA Planning Commission may require this portion to be ceded at this stage to ensure that any linkage opportunities are secured at this time. A Notification will be required to be placed on the Title advising that the dwelling is located within the physical processes setback as detailed within the Big Grove ODP and that the dwelling may be subject to damage in the future as a result of such processes. It will further inform that any further subdivision of the homestead lot will necessitate the ultimate foreshore reserve being ceded free of cost to the Crown with all structures being demolished.

8.6 PUBLIC OPEN SPACE (ELEMENT 4 OF LIVEABLE NEIGHBOURHOODS)

The Outline Development Plan proposes a series of landscaped parks to meet both passive and active recreation needs. The primary focus is inevitably on the foreshore, given the special attraction this holds for people. This is supported by a series of secondary local parks and areas of vegetation retention spread throughout the estate. All parks are connected by a series of pedestrian and cycle routes, maximising usability and accessibility to the whole community. All lots are within 300m of a park in accordance with Element 4 R14 of Liveable Neighbourhoods.

The plan also provides for a significant ecological linkage along Lot 1, this is in acknowledgement of the comments provided by the DEC after the initial Amended ODP was submitted in December 2009 and the potential to provide for a habitat for WRP and retain excellent quality vegetation, whilst balancing this against the urban development of the land.

The plan demonstrates compliance with Liveable Neighbourhoods and principles of site responsive design in considering the topography of the land and drainage requirements, the foreshore reserve, the satellite nature

of the development adjacent to the Torndirrup Natural Park and areas of Recreation Reserve and the retention of important areas of vegetation for passive recreation and walk trails to tie in with the unique characteristics of Big Grove.

Figure 52 of Liveable Neighbourhoods demonstrates how 400 metre neighbourhood pedsheds relate to the provision of district, neighbourhood and local parks. As stated above the assessment of the POS provision in Big Grove should be undertaken in the context that there is a large area of land being given up as Foreshore Reserve and some of the POS provision has been matched with the reserve to ensure vistas and use of the cleared areas of foreshore is maximised in an efficient and manageable way. Big Grove is also a satellite development where its local surrounding and context means it is unlikely to be linked to any other future urban areas in the medium to long term.

The detail of Open Space allocation is normally addressed at the subdivision stage. However, it is notionally shown in the Outline Development to illustrate intent and key principles, to guide placement and to demonstrate capacity to meet statutory requirements. It includes provision of:

- Additional Foreshore Reserve (no POS credit) consistent with the foreshore line recommended by Coffey Environments and supported by the Department of Planning (consistent with Element 4 R9 and R10 of LN);
- Local Open Space (including an integrated drainage function) abutting the Foreshore Reserve to expand on the usability of the foreshore;
- Two Open Space areas in the east of the site to allow for retention of vegetation recommended by Coffey Environments (Element 4 R20 of LN);
- Open space abutting the Primary School to cater for an oval and provide for active use;
- A large area of open space supported by a minimum 30 metre wide ecological linkage on Lot 1 Frenchman Bay Road to address Environmental Protection Authority comments received as part of consideration of Amendment No. 284 and recent DEC comments. Further landscaping of the streetscapes, will be undertaken to emphasis and add to these fauna corridors
- A large open space area in the west of the site coinciding with the Water Source Protection Area and allowing for retention of vegetation as well as landscaped (though low maintenance, unfertilised) areas (Element 4 R20 of LN); and
- A number of smaller local and neighbourhood parks, many of which also form an integrated drainage function (Element 4 R21-26 of LN).

Public Open Space on non-participating lots is notionally shown only, but illustrates how the Outline Development Plan area might meet the 10 percent of Gross Residential Area required under WAPC policy (Element 4 R4, R5, R31 of LN). A total of around 12.17 hectares of open space is indicated (excluding additional Foreshore Reserve), representing 13 percent of the Net Residential Area (NRA). Of this, some include components of open space incorporating an integrated drainage function. Drainage areas have been

located at low points to ensure disturbance to the natural environment is minimised. POS allocation across the site is shown as follows:

Table 5A – Drainage Basin Calculations (simplified)

Catchment Identifier	POS which Drainage is incorporated	Top Water Level (TWL) for 1:1 yr event (No Credit)	Top Water Level (TWL) for 1:10 yr event	Restricted Open Space Credit (difference between 1:1 yr TWL and 1:10 yr TWL)
1	B	0.0825	0.1315	0.0490
2	E	0.2834	0.3708	0.0874
3	C	0.1008	0.1537	0.0529
4	F	0.2511	0.3361	0.0850
5	J	0.2270	0.3070	0.0800
6	O	0.2038	0.2777	0.0739
7	K + L	0.1319	0.1878	0.0559
8	P	0.0454	0.0852	0.0398
Total		1.326	1.850	0.524

Table 5B – POS Schedule

POS AREA	Type / Function	Gross Area (ha)	Drainage Identifier	Uncredited Drainage (1:1yr event)(ha)	Nett POS (ha)	Restricted Area (1:1 to 1:10yr drainage) (ha)*	% of Gross	Unrestricted Area (ha)	% of Gross	Total Creditable POS (ha)
A	Local. Remnant vegetation	2.573		0.000	2.573	0.000	0.000	2.573	100.000	2.573
B	Local. Remnant vegetation	1.507	1	0.083	1.424	0.049	3.252	1.375	91.272	1.424
C	Local. Remnant vegetation	1.668	3	0.101	1.567	0.053	3.172	1.514	90.784	1.567
D	Landscape buffer	0.195		0.000	0.195	0.000	0.000	0.195	100.000	0.195
E	Local. Landscaped	0.371	2	0.283	0.087	0.087	23.571	0.000	0.000	0.087
F	Extension of foreshore	0.350	4	0.251	0.099	0.085	24.258	0.014	4.081	0.099
G	Active as part of School Oval	0.500		0.000	0.500	0.000	0.000	0.500	100.000	0.500
H	Landscape buffer	0.159		0.000	0.159	0.000	0.000	0.159	100.000	0.159
I	Landscape buffer	0.029		0.000	0.029	0.000	0.000	0.029	100.000	0.029
J	Local. Landscaped	0.934	5	0.227	0.707	0.080	8.566	0.627	67.127	0.707
K	Pocket. Landscaped	0.147	7**(50%)	0.066	0.082	0.028	18.928	0.054	36.364	0.082
L	Pocket. Landscaped	0.125	7**(50%)	0.066	0.059	0.028	22.302	0.031	25.020	0.059
M	Local. Remnant vegetation	3.199		0.000	3.199	0.000	0.000	3.199	100.000	3.199
N	Local.	0.260		0.000	0.260	0.000	0.000	0.260	100.000	0.260
O	Pocket. Landscaped	0.277	6	0.204	0.074	0.074	26.679	0.000	0.000	0.074
P	Pocket. Landscaped	0.085	8	0.045	0.040	0.040	46.714	0.000	0.000	0.040
Total		12.379		1.326	11.053	0.524		10.530		11.053

Drainage data based on preliminary estimations included in LWMS 2009. These are subject to development as part of an UWMP at subdivision. Areas are approximate only and subject to detailed design and development at subdivision.

* Includes areas for 1:10 yr drainage excluding 1:1 year event areas (which is uncredited) as per Liveable Neighbourhoods.

** Assumes catchment and basin areas originally estimated for POS L can be split 50:50

Table 6 – POS by Ownership

LANDOWNER	LOT No.	AREA (ha)	PRIMARY SCHOOL	VILLAGE CENTRE	RURAL RESIDENTIAL	TOURISM	FORESHORE	WATER CORP SITE	DRAINAGE IDENTIFIER	UNCREDITED DRAINAGE (1:1yr event)	TOTAL DEDUCTIONS	NET DEVELOPABLE AREA	P.O.S. REQUIRED (ha)	POS IDENTIFIER	GROSS P.O.S PROVIDED (ha)	NETT POS (Gross minus Non-Creditable Drainage)	RESTRICTED P.O.S. (1:1 to 1:10yr drainage)	RESTRICTED POS %	UN-RESTRICTED P.O.S.	UN-RESTRICTED POS %	TOTAL CREDITABLE POS	POS ANOMOLY
Peet Ltd.	1	9.571	-	-	-	-	0.346		1 + 3	0.183				A	1.473	1.290						
	7	9.625	2.260	-	-	-	0.373		4	0.251				B	1.407	1.407	0.025					
	20	4.832	-	-	-	-	0.205							C	1.310	1.310	0.053					
	21	4.849	-	-	-	-	0.234							F	0.240	-0.011	0.085					
	109	18.211	1.242	0.194	-	-	2.281		2	0.283				H	0.060	0.060						
														D	0.033	0.033						
														D	0.033	0.033						
														E	0.371	0.087	0.087					
														D	0.014	0.014						
														F	0.110	0.110						
	110	10.400	-	-	-	-	1.015							G	0.500	0.500						
														H	0.038	0.038						
														A	0.011	0.011						
														B	0.100	0.100	0.025					
														C	0.358	0.358						
														D	0.058	0.058						
	Total	57.487	3.502	0.194	-	-	4.454			0.718	8.868	48.619	4.862		6.116	5.398	0.274	5%	5.124	95%	5.398	0.536
George Ernest Visilliu	2	9.427	-	-	-	-	0.341				0.341	9.085	0.909	A	1.090	1.090	0.000	0%	1.090	100%	1.090	0.181
Bryce Angus Campbell	2	2.000	-	-	-	-	-				0.000	2.000	0.200	D	0.057	0.057	0.000	0%	0.057	100%	0.057	-0.143
P&B Corporation Pty. Ltd. - Lot 16 under contract from M & D King	2	3.191	-	-	-	-	0.138		7 (0.5)	0.066				K	0.147	0.082	0.028					
	11	2.762	-	-	-	-	-		8	0.045				M	0.585	0.585						
	301	2.353	-	-	0.122	-	-							P	0.085	0.040	0.040					
	302	2.447	-	-	0.432	-	-							M	1.254	1.254	0.000					
	16	9.703	-	-	-	-	0.223			0.000				M	0.970	0.970	0.000					
	Total	20.457	-	-	0.554	-	0.361			0.111	1.026	19.431	1.943		3.042	2.930	0.068	2%	2.863	98%	2.930	0.987
Trevor Higgs	4	0.114	-	-	0.114	-	-			0.000	0.114	0.000	0.000		0.000	0.000	0.000		0.000		0.000	0.000
Penelope / Barrington Kirby	6	9.392	-	-	-	-	0.331		5	0.227	0.558	8.835	0.883	J	0.934	0.707	0.080					
	Total	9.392					0.331			0.227	0.558	8.835	0.883	H	0.060	0.060	0.000	10%	0.687	90%	0.767	-0.116
Donald Phillips	9	1.376	-	-	1.365	-	-				1.365	0.011	0.001		0.000	0.000	0.000		0.000		0.000	-0.001
James Andrew / Joanne Hillis	10	2.859	-	-	0.260	-	-				0.260	2.599	0.260	N	0.260	0.260	0.000	0%	0.260	100%	0.260	0.000
Stuart Martin Leckie	12	2.319	-	-	-	-	-		6	0.204	0.204	2.115	0.212	O	0.277	0.074	0.074	100%	0.000	0%	0.074	-0.138
Brenton James / Leigh Robert Kelly	17	1.363	-	-	-	-	-		7 (0.5)	0.066	0.066	1.297	0.130	L	0.125	0.059	0.028	47%	0.031	53%	0.059	-0.071
Panorama (WA) Pty. Ltd.	18	3.743	-	-	-	3.144	0.599			0.000	3.743	0.000	0.000		0.000	0.000			0.000		0.000	0.000
David Henry / Christine Mary Stean	303	2.500	-	-		-	-			0.000	0.000	2.500	0.250	M	0.250	0.250	0.000	0%	0.250	100%	0.250	0.000
Garth Alan / Colleen Grace Roberts	9000	2.400	-	-		-	-			0.000	0.000	2.400	0.240	I	0.029	0.029	0.000					
	Total						0.000			0.000	0.000	2.400	0.240	M	0.140	0.140	0.000	0%	0.169	100%	0.169	-0.071
Water Corporation	5	0.160						0.160			0.160	0.000	0.000		0.000	0.000			0.000		0.000	0.000
SUBTOTAL		115.597	3.502	0.194	2.293	3.144	6.087	0.160		1.326	16.706	98.891	9.889		12.379	11.054	0.524	5%	10.529	95%	11.054	1.164

Open space locations have primarily been determined based on natural features (including habitat for WRP), accessibility to their catchment population and usability. Consideration has, however, also been given to allocation of open space between individual owners to facilitate independent development. Perfectly equitable allocation has not been possible in all circumstances: some lots, for example, being too small to provide a reasonable open space area. However allocations in suitable locations have been nominated to most lots, to ensure overall compliance with the 10% requirement and a broad structure. Further refinements to this can be expected to occur as part of the subdivision process as and when sites develop (in this regard, refined POS calculations will also be provided as part of subdivision applications taking into account the updated traffic report, drainage requirements and any further changes to POS/vegetation areas etc).

The provision of POS is in accordance with Liveable Neighbourhoods objectives to improve land efficiency by:

- Providing a passive recreation area incorporating retention of vegetation within the Water Source Protection Bore area and in the east of the site;
- Maximising POS where greatest demand as well as recreational and conservation opportunities exist (along the foreshore and Lot 1);
- Matching the use of the POS to the rural and tourism characteristics of the area by retaining vegetation to allow for active recreation in combination with the conservation of excellent vegetation; and
- Provision of local POS within walking distance of all sites.

All open space areas are provided with surveillance, either through abutting road reserves or, in limited circumstances, from abutting development where Detailed Area Plan requirements would ensure appropriate orientation and design of buildings and fencing (Element 4 R12 of LN).

8.6.1 Ecological Linkage and WRP Habitat

In addressing DEC concerns about both the quality of vegetation on Lot 1 and the areas for WRP habitat there has been a significant increase to the ecological corridor being provided within Lot 1. The plan has been amended to widen the Public Open Space (POS) link on Lot 1 from the previous design of 4 December 2009 to the design shown in the ODP with a minimum width of 30m in the south, with most of its width considerably wider (31m in the north, 46m to 115m in the mid section). This corridor effectively links POS area A (Bullich and Peppermint - *Eucalyptus cornuta* and *Agonis flexuosa*) and POS Area C (Karri and Bullich - *E. diversicolor* and *E. cornuta*).

The following table demonstrates the amount of land conserved for vegetation and WRP habitat on Lot 1. It shows that 47.39% of the site is being retained in addition to other areas of vegetation in the ODP.

Table 7 - Lot 1 POS and Foreshore Reserve

Area	Hectares
Lot 1 Total Area	9.5708ha
Foreshore Reserve	0.3463
POS Area A	1.4728
POS Area B	1.407
POS Area C	1.3098
Total	4.5359
Total	4.5359
Percentage given up for reserve or POS	47.39%

A summary of the features that are proposed in the ODP include:

- Retention of areas of Very Good to Excellent quality vegetation in the foreshore area, POS areas A, B, C and M that provide suitable WRP habitat.
- The Foreshore Management Plan (Coffey Environments, 2009) proposes that existing vegetation be retained and that most of the existing cleared areas of foreshore be replanted with local native plant species, including Peppermint, which would be suitable as WRP habitat. The proposed foreshore area comprises a corridor of approximately 80m wide by 1.3km long.
- Retention of vegetation and replanting of a 5m vegetated buffer (with Peppermint trees included) along Frenchman Bay Road (POS areas D, H and I).
- Retention of trees and understorey, where possible, within other areas of Public Open Space E, F, G, J, K, L, O N, O and P.
- Introduction of landscaping incentives for new landowners which prescribe the use of local native plant species, with a focus on Peppermint trees and local understorey species.
- Streetscaping to provide linkage at the road reserve level, with a focus on the planting of Peppermint trees.

These features are likely to result in the persistence and movement of WRP in the Big Grove area. It is expected that the low level of numbers will continue to persist, much as WRP do on Mounts Clarence, Adelaide and Melville. It should also be noted that City of Albany Reserves (930 and 931) and Lot 105 Frenchman Bay Road, which occur on the east and west ends of the ODP area are important areas of intact habitat that provide significant linkage from the Princess Royal Harbour foreshore to Torndirrup National Park and beyond, and complement the actions of the proposed ODP.

It is believed that these measures comply with the intention of the *Environment Protection and Biodiversity Conservation (EPBC) Act* Policy Statement 3.10 (Department of Environment, Water Heritage and the Arts (DEWHA), 2008) which outlines the following mitigation and management activities as necessary or desirable for the persistence of WRP: DEWHA has advised that formal referral of the proposal for Federal assessment is not required.

- Retain and improve habitat areas and corridors;
- Retain Peppermint trees;
- Re-create habitat areas and corridors with landscape plantings; and
- Plant and nurture new Peppermint trees.

8.6.2 Foreshore Reserve

The coastal setback requirement assessed by MP Rogers (refer **Appendix 4**) is designated as Foreshore Reserve on ODP. It provides for a setback of 78 metres to 89 metres and provides for local coastal processes, storm surge, the 1:100 year floodline and a climate change/sea level rise factor. Its formulation also takes into account topography, areas of remnant vegetation, habitat values, tourism opportunities and the general amenity of the area. The foreshore area would be required to be given up free of cost as a condition of subdivision approval as and when the ODP is acted upon for each parent lot.

The proposed Foreshore Reserve area is almost 12ha and has been enhanced through the provision of additional abutting areas of POS. These provide for a wider reserve at the central focal point of the reserve and inclusion of integrated drainage swales to maximise its useability and attractiveness. *Public Open Space C* also provides for retention of a significant stand of Karri trees recommended to be retained.

The Foreshore Reserve will be enhanced through the implementation of a specific Foreshore Management Plan prepared for the area (refer **Appendix 5**) which provides for:

- Foreshore access and fencing;
- Enhancement and rehabilitation of remnant vegetation in accordance with the Albany Harbours Strategy;
- Additional planting and landscaping to enhance the ecological value of the area, as well as its recreational and visual appeal;
- Installation of a continuous Dual Use Path;
- Provision of other recreational facilities and infrastructure such as benches, rubbish bins and BBQs; and
- Appropriate interface with abutting roads and lots to ensure good demarcation between public and private land, surveillance and amenity.

It also nominates a potential (low key) foreshore node as a focal point for recreation, though the precise nature of this would require further exploration and approval.

The Management Plan will require endorsement by Council and the WAPC with input from the Department of Environment and Conservation, and will therefore need to meet their requirements both for design, use and maintenance.

8.6.3 Foreshore Recreation/Activity Node

An indicative Foreshore Node is notated with an asterisk on the plan. Whilst not yet defined, this area is considered to have potential for future for Tourism/Cafe purposes to support the Foreshore Reserve as a recreation area and provide a focus to the local and visiting community, whilst ensuring the protection of the natural environment. The chosen location is considered most appropriate as all the main connector roads lead to this node, it is in close proximity to the Mixed Use area, it is within a wider area of reserve and it provides for views across the harbour. Development of this area is not being proposed as part of this Outline Development Plan; a Detailed Area Plan to guide its development will be prepared following further consideration of opportunities and constraints, particularly relating to environmental and urban design issues. The indicative location of the foreshore node accords with the Albany Harbours Planning Strategy to ensure that recreational use of the foreshore can be managed in concentrated nodes and is sited so as to minimise impact on environmentally sensitive areas, is easily accessible by sealed road and does not promote uncontrolled use of the foreshore area.

8.7 WATER MANAGEMENT

A Local Water Management Strategy has been prepared for the site (**Appendix 6**). This seeks to establish the broad-level design and management measures for flood mitigation and effective stormwater management at the structure planning stage, with its direction integrated into the Outline Development Plan (LN E5 R1). It addresses groundwater levels and quality, surface water, Acid Sulphate Soils, soil contamination, significant flora, foreshore setbacks and hydrological opportunities and constraints, and makes recommendations on:

- Stormwater management systems;
- Vegetation and public open space management;
- Water conservation;
- Wastewater;
- Education;
- Monitoring; and
- Contingency planning.

It proposes application of a number of key principles and objectives and, in particular, that:

- No high frequency, low intensity “first flush” stormwater will be directly discharged to Princess Royal Harbour;
- Stormwater be managed through integrated infiltration swales in open space where possible (LN E5 R4);
- Use of structural and non-structural management measures to minimise pollutant export and impact on water quality;
- Water quality be monitored and carefully managed (LN E5 R5-7);
- Water demand be limited through appropriate design and management of open space, use of stormwater runoff in open space and potential provision of rainwater tanks to householders (LN E5 R8-9); and
- Open space areas incorporating integrated drainage be carefully designed to ensure that both drainage and recreation and aesthetic considerations are met (LN E5 R13).

Further detail on implementation will be provided through an Urban Water Management Plan arising from a condition of subdivision approval.

As a specific initiative, as part of their commitment to sustainability and water sensitive urban design and in recognition of the unique character of the area and its climate, Peet Limited and P & B Corporation are also proposing to provide rainwater tanks to lot purchasers to facilitate water harvesting and sustainability. **Figure 11** notionally illustrates one way in which these can be used.

Figure 11 – Stormwater Harvesting Concept



8.8 PRIMARY SCHOOL (ELEMENT 8 OF LIVEABLE NEIGHBOURHOODS)

Given the forecast lot yield for the Big Grove ODP area and its surrounding catchment and discussion with the Department for Education and Training (DET) there is a need to allocate a local primary school site.

In consultation with DET staff, a Primary School site has been provided in a location central to its larger catchment to the west and east of the Big Grove ODP area. It will not include direct access from Frenchman Bay Road to ensure the visual amenity of the tourism characteristics along this route is not affected and the access to the school is safe. It is also co-located with the Village Centre to establish this as a strong community focal point (LN E8 R5-6). A 3.5 hectare area is nominated with the abutting Public Open Space area providing for shared use of oval space (LN E8 R11-12). The site is not constrained by topography, services or natural features (LN E8 R19) and is suitably located to provide ease of access to its community (LN E8 R10-28) and surrounding catchment to the east of Big Grove and Little Grove.

There will be no allowance for direct connection of the school site with Frenchman Bay Road, as the school abuts the 5 metre wide POS strip and fencing shall be built along this boundary. This will be addressed through the development process for the school and the implementation of a Traffic and Access Strategy at this time. The POS has been provided in accordance with requests made by Council Staff. There are likely to be two drop off points, a kiss and ride area to the north and bus parking along the main boulevard entry road, this demonstrates that traffic can be effectively managed. Consultation with the DET following submission of the original ODP has resulted in general support for the school along Frenchman Bay Road and adjoining the Village Centre as it will be used by children from other areas in the larger region.

8.9 UTILITIES (ELEMENT 9 OF LIVEABLE NEIGHBOURHOODS)

8.9.1 Reticulated Water

The Water Corporation has yet to finalise its planning for the servicing of the Big Grove locality, but will require that all residential lots are provided with a connection to its reticulated distribution system as a standard condition of subdivision. It is anticipated that this will be achieved by extension from the Little Grove main. Peet Tri State Syndicate Ltd & P&B Corporation will enter into a pre-funding agreement with the Water Corporation for extension and upgrade of major water and sewerage infrastructure.

8.9.2 Reticulated Sewerage

Extension of gravity sewerage connections to all urban sites will be required as a condition of subdivision. Water Corporation has yet to finalise its planning for the area but has advised that a pump station (most likely a permanent one) should be provided in the lower portion of the overall ODP area; this is likely to be within the public open space adjoining the foreshore reserve to the east, being the lowest point available. This is to be addressed in greater detail at the subdivision stage of the development. The pump station will be connected to the existing gravity system located at the corner of Frenchman Bay Road and Paulas Way in Little Grove, approximately 2km from the subject land.

8.9.3 Stormwater Drainage

The site has excellent infiltration capacity posing no challenges for the disposal of on-site storm water. Storm water drainage for road reserves will be provided to the specifications of the City of Albany. Opportunities exist to combine drainage infiltration with public open space areas consistent with the integrated urban water management principles now espoused by the WA Planning Commission and Department of Water. No high frequency, low intensity “first flush” stormwater will be directly discharged to Princess Royal Harbour. Larger intensity flood events will grade towards the foreshore consistent with standard drainage management practise. Further details of the proposed approach to water management are detailed in the appended Local Water Management Strategy, refer **Appendix 6**.

8.9.4 Power, Gas & Telecommunications

Extension of necessary services to the site will occur as pre-requisites to subdivision. Preliminary investigations undertaken by Wood and Grieve have identified no inhibitions to this, with the exception of gas, for which no network or capacity for expansion currently exists. Upgrade to the existing Western Power HV feeder will be arranged and funded by Peet Tri State Syndicate Ltd and P&B Corporation.

8.10 FIRE MANAGEMENT

The location of the site within predominantly undeveloped area presents a fire risk. To mitigate this and address WAPC policy requirements (including Liveable Neighbourhoods Element 1 R25), a Fire Management Strategy has been prepared for the site (**Appendix 2**). The recommendations in the Fire Management Strategy have been reflected in the Implementation section (9) of this ODP.

Setback and building design requirements have generally been incorporated into the Outline Development Plan, though these requirements can be refined through preparation and approval of a more detailed Fire Management Plan at later stages of planning in accordance with FESA, WAPC and Council guidelines and policies and also the recent May 2010 guideline review. Staging, fire hydrant and management requirements would be expected to be imposed on subdivision and development approvals.

8.11 FUNDING OF COMMON INFRASTRUCTURE

With Water Corporation infrastructure to be upgraded under a pre-funding arrangement and with negotiations promoting specific contribution arrangements for any road widening/intersection upgrades now underway, a comprehensive common infrastructure contribution scheme is not proposed. Existing acquisition and per lot charge arrangements for primary school needs are established, and POS distribution largely corresponds to separate owners' 10% POS obligation (See Table 5) with cash in lieu provisions under the Planning and Development Act 2005 in place to deal with smaller properties and the betterment or maintenance of the Big Grove parks. Peet Tri State Syndicate and P&B Corporation (the "Proponent") will be responsible for the foreshore management commitments in line with the Foreshore Management Plan (refer Appendix 5).

As previously noted, discussions between the proponent and the City of Albany are continuing with a view to determining the specific nature of any road widening or intersection upgrades required, along with approximate timing/staging and costs. These findings are to be presented in an updated Traffic Assessment Report to replace that currently provided at Appendix 11. Where a clear need and nexus is established between development of the Big Grove ODP area and road upgrades/widening required, a Local Planning Policy shall be prepared by the proponent and adopted by the City of Albany under its Town Planning Scheme to identify a cost contribution schedule for works required as per the updated Traffic Assessment Report. The contributions will be proportionate to the total generation of traffic as identified in the Traffic Assessment Report and calculated on a per lot basis, to be levied as a condition of subdivision. Any costs associated with the administration, operation and financing of the Scheme would be built into the total contribution amount.

9.0 IMPLEMENTATION (STATUTORY REQUIREMENTS)

9.1 General Requirements

The purpose of the Big Grove ODP is to guide and coordinate future land use, subdivision and development for land zoned 'Residential Development' within the plan area, in accordance with the provisions of the City of Albany's Town Planning Scheme. The plan area also includes land currently zoned 'Motel' and 'Rural' and reserved for 'Public Purposes' and 'Parks and Recreation', with the ODP also providing guidance on preferred future land use, subdivision and development for these areas.

Land not zoned Residential Development may require rezoning prior to subdivision and development in accordance with the ODP.

Minor variations to the requirements of the ODP may be supported subject to complying with the ODP Objectives described in Section 9.2 below. Where there is a discrepancy between Section 9 of the ODP and other ODP sections or supporting information, the provisions of Section 9 shall apply.

9.1.1 Land Use

Land use within the ODP area is regulated by Table I of the City of Albany Town Planning Scheme, which nominates the permissibility of specific land 'Use Classes' within the various zones. The Big Grove ODP provides guidance to the City of Albany in the exercising of discretion for the location and layout of land uses within the ODP area.

Residential density as nominated on the ODP plan shall be in accordance with the provisions of the R Codes except where varied by this ODP.

Where there is a discrepancy between the provisions of the Scheme and this ODP, the provisions of the Scheme shall apply.

9.1.2 Subdivision

Subdivision within the ODP area is to be consistent with the objectives provided in Section 9.2, and the ODP plan with regard to the design of movement networks, distribution of public open space areas, residential densities and lot configuration.

Residential density as nominated on the ODP plan shall be in accordance with the provisions of the R Codes except where varied by this ODP.

9.1.3 Development

Council shall be guided by the ODP and any Detailed Area Plans within the ODP area when giving consideration to development which requires Council approval for all land zoned or reserved within the plan area.

9.2 Objectives

- To facilitate an urban form that provides for housing and associated community facilities which is responsive to the character of the site and the locality, as depicted on the ODP Plan;
- To respond to the natural features of the land including the natural vegetation, foreshore and visual amenity;
- To provide safe and convenient vehicle and pedestrian access;
- To provide a stormwater system that minimises risk to public health and amenity, protects the built environment from flooding and water logging, protects existing waterways, wetland and foreshore and is economically viable in the long term;
- To maintain vegetation, where possible, within road reserves, public open space, foreshore areas, and individual lots; and
- To provide a range of public open spaces catering for both passive and active recreational use by the local community.

9.3 Residential

Land designated Low Density Residential or Medium Density Residential on the ODP Plan shall be used predominantly for residential housing purposes, consistent with City of Albany Town Planning Scheme objectives for the 'Residential Development' zone. In relation to the R25 density coding, the ODP amends Table 1 of the R-Codes by increasing the minimum average site area from 350m² to 400m².

Land designated 'Residential' (with no density indicator) is included within the South Coast Water Source P2 Protection Area and is to be combined with a building area / lot outside the P2 area. No further subdivision of this land will be permitted. Future land uses in this area must also take into account the Department of Water's Water Quality Protection Guidelines and Codes of Practice. Minor modification to the road layout will be required to facilitate this outcome.

Where an existing house is located within the foreshore (or future foreshore) as shown on the ODP, that house may be subdivided from that lot onto a lot of not less than 1ha subject to the provisions of section 9.10.

9.4 Mixed Use

Land designated Mixed Use should be used predominantly for residential purposes, with 'Home Business' and 'Home Occupation' uses also permissible (as provided for in the 'Residential Development' zone under the Scheme).

9.5 Rural Residential

Land designated rural residential is located within the South Coast Public Drinking Water Source Protection Area and as such no further subdivision of these lots will be supported. Future land uses are also required to be in accordance with the Department of Water's Water Quality Protection Guidelines and Codes of Practice.

9.6 Tourism

Land designated Tourism is currently used as a caravan park. Continuation of this tourism use is provided for in the ODP. Redevelopment of the site for tourist purposes is also provided for in the ODP subject to meeting other applicable provisions of the ODP particularly height limits, visual amenity, retention of existing vegetation, the provision of reticulated water and reticulated sewerage, etc.

9.7 Village Centre

The ODP nominates that land designated 'Village Centre' for convenience shopping and commercial uses, along with complementary residential uses, consistent with those permitted by the Scheme within the 'Residential Development' zone.

Development within the Village Centre shall be restricted to 3 storeys in height, and shall be required to accord with a Detailed Area Plan approved for the site. Adaptable residential and commercial use of the ground floor area shall be provided for through a minimum requirement for a 3m floor to ceiling height and provision of disabled access through primary entrances.

9.8 Primary School

A site for a new primary school is identified on the ODP Plan.

The Primary School shall be subject to an Access and Parking Strategy which shall be provided to the satisfaction of Council and the WAPC (upon advice from the Department of Education) prior to creation of this lot. There is to be no direct access from the school site to Frenchman Bay Road.

9.9 Public Open Space

The ODP Plan shows the indicative locations for public open space (POS) within the plan area. POS is to be located generally in accordance with the outline development plan. Variations to the location of POS may be supported subject to complying with the objectives of the Plan and State and local government policy.

POS Schedules have also been prepared. Updated POS schedules shall be submitted at the time of subdivision detailing the existing POS and the land proposed for POS in the ODP area at the time of subdivision. The indicative locations for public open space as shown on the ODP plan may need to be modified consistent with updates of the POS schedule. Modifications to the POS schedules shall be considered minor by the WAPC and not require advertising of the ODP.

Where a lot is not required by the ODP to provide at least 10% of the area of the lot as POS, a minimum of 10% of the subdivisible area is to be provided as either land if requested by Council or cash in lieu of land. Any monetary contribution paid to Council shall be used for the purpose of purchase of land for POS or improvements to POS in the ODP area.

9.10 Foreshore Reserve

A foreshore reserve shall be provided along the length of Princess Royal Harbour as shown on the ODP plan.

Land designated as 'Future Foreshore' on the ODP plan includes either:

- a part of a lot which contains an existing dwelling which may be retained on a lot of not less than 1 ha in area; or
- part of the land within the existing caravan park.

Further intensification of land uses within the Future Foreshore area is not supported. The land owner is required to enter into an agreement to this effect at the time of subdivision of an existing house on a retained lot. A notification on the title of the retained lot shall also be required, advising of its vulnerability to coastal processes over the next 100 years, and that upon further subdivision or development of the land the future foreshore area as shown on the ODP shall be ceded to the Crown free of cost.

Land designated Future Foreshore shall be dedicated to the Crown as Foreshore Reserve free of cost at the time that the retained lot is further subdivided in accordance with the ODP.

Once the Future Foreshore area has been ceded to the Crown free of cost as a condition of subdivision or development approval, development within the Future Foreshore area shall be in accordance with the approved Big Grove ODP Foreshore Management Plan.

A conceptual Big Grove ODP Area Foreshore Management Plan has been prepared for the ODP area. Development within the Foreshore Reserve shall be in accordance with this Foreshore Management Plan and

include (ultimately) a continuous Dual Use Path and specified activity nodes with associated infrastructure (bins, seats etc). Implementation of the Plan shall be either in stages in accordance with subdivision of the adjoining land or via a contribution towards the cost of providing such works. The road abutting the Foreshore Reserve shall be provided with on-street parking and access to the foreshore restricted by bollards and gates / chains to the specification of Council.

Any existing structures within the land ceded free of cost as Foreshore Reserve shall be removed or retained for public use, as agreed with Council. Any buildings proposed within the Foreshore Reserve shall be designed to the satisfaction of Council to ensure acceptable visual impact.

9.11 Remnant Vegetation

The ODP retains significant remnant vegetation within the foreshore reserve and public open space areas as shown on the ODP plan.

Following detailed assessment by the proponent and State Government agencies the value of remnant vegetation on Lots 7 and 109 could not be determined. The proponent shall undertake further consultation with the EPA to confirm the value of remnant vegetation and appropriate land use prior to any further subdivision and development within that area shown as 'Remnant Vegetation' on the ODP plan. Should the existing ODP design remain appropriate, no further modification to the ODP shall be required.

9.12 South Coast Water Reserve

The south-western corner of the OPD area is included in the South Coast Water Reserve. A Water Corporation production bore is located within this reserve.

Three existing houses are located within the water reserve, and are shown as rural residential lots on the ODP. Two areas of vacant land are shown as Residential within the reserve which shall be combined with a lot (including building envelope) outside the water reserve to create one single lot each. These lots shall not be further subdivided. The balance of the area within the water reserve is shown as public open space.

Due to the need to protect the integrity of the water reserve, no additional subdivision other than that mentioned above is to be created within the reserve area. Development within the reserve area shall be required to address the water quality management objectives specified in the *'Land Use Compatibility in Public Drinking Water Source Areas'* Water Quality Protection Note and any other applicable policy to the satisfaction of the Council upon the advice of the Department of Water.

9.13 Road Infrastructure

Road alignments are generally to be located in accordance with the ODP. Variations to the locations may occur where local circumstances dictate in order to protect existing vegetation, provide a better traffic management outcome, refine lot orientations, increase public access to public open space and foreshore areas, etc.

To the extent that the creation of any road shown on the ODP requires any easements or other interest in that land to be extinguished, the proponent must at its cost (including any compensation that may be payable) arrange for the interest to be extinguished.

Intersection treatments are required for the roads within the ODP area intersecting Frenchman Bay Road.

Access to the foreshore is to be maintained from Panorama Road. The road abutting the foreshore shall be provided with on-street parking and access to the foreshore restricted by bollards and gates / chains to the specification of Council.

A Shared Use Path is to be constructed along the foreshore either within the reserve (subject to compliance with the approved Foreshore Management Plan and detailed plans) and/or along parallel roads. The path is to be constructed at the earliest opportunity (with the option for interim alignment/temporary arrangement for staged development). Paths are to be constructed or a contribution paid towards their future construction by each lot owner as a condition of subdivision or development.

Upgrading of Frenchman Bay Road contiguous with the ODP area to be defined by the City of Albany based on impact of development, with costs shared by Big Grove proponents. A proportionate contribution to upgrading other parts of Frenchman Bay Road including intersection treatments in accordance with a Road Contribution Policy to be adopted by Council shall also be required.

Frenchman Bay Road and Hanrahan Road intersection upgrade requirements are to be further defined by the City of Albany in consultation with MRWA, with costs based on apportioned impact of development.

9.14 Sewer and Water Infrastructure

All future development and subdivision (except for the creation of retained lots to excise existing dwellings adjacent to the foreshore and South Coast Water Reserve Priority 2 Protection Area) within the ODP area is to be provided with reticulated water and reticulated sewerage infrastructure. Subdivision and development within the ODP area shall not be supported unless the proposal can provide reticulated water and sewerage services.

9.15 Electricity

All future subdivision and development within the plan area shall provide underground reticulated electricity.

9.16 Urban Water Management

A Local Water Management Strategy (2011) has been prepared and approved for the ODP area.

An Urban Water Management Plan (UWMP) shall be submitted with all subdivision and/or development applications in accordance with the objectives, principles and delivery approach outlined in the Stormwater Management Manual for Western Australia and the principles of the Big Grove Local Water Management Strategy. Prior to designing a UWMP, developers shall consult with the Department of Water (DOW), City of Albany and other relevant stakeholders.

As a means to manage nutrient inputs; design and development is required to retain the post development hydrology as close as possible to the pre-development hydrology. Adequate field investigations shall be undertaken to determine the appropriate hydrologic regime for the site.

Runoff from the constructed impervious areas (e.g. roofs and paved areas) is to be retained or detained on-site through the use of tanks, soak wells, pervious paving, vegetated swales and/or native gardens.

9.17 Fire Management

A conceptual Fire Management Strategy - Big Grove has been prepared for the ODP area.

A detailed Fire Management Plan shall be prepared for any subdivision and development in the ODP area. Development shall accord with an approved Fire Management Plan in accordance with FESA/WAPC Planning for Bush Fire Protection Edition 2, and the City of Albany Fire Management requirements, which shall accord with the provisions of the Fire Management Strategy for the area, namely:

- Development abutting POS areas within which remnant vegetation is to be retained (namely POS area A, B, C and M) shall provide an adequate (21m) Building Protection Zone (which may include road reserve, foot or dual use path and setback area) and appropriate dwelling construction standard in accordance with AS 3959-2009;
- Development abutting the reserves outside the ODP area at the western and eastern ends of the ODP shall provide a 20m Building Protection Zone (which may include road reserve, foot or dual use path and setback area) and a 20m Fire Hazard Separation Zones (which may include road reserve and setback area as well as cleared areas of Open Space) to adjacent lots. Buildings within these lots shall comply with AS3959-2009 *Construction of Buildings in Fire Prone Areas*
- Development abutting POS areas which are predominantly cleared (and proposed to remain so – below 2 tonnes fuel load / ha) shall be provided with either a road reserve between the lot and

- POS or an adequate Building Protection Zone, and to comply with an appropriate dwelling construction standard in accordance with AS 3959-2009;
- Development abutting the foreshore shall provide a 20m Building Protection Zone (which may include road reserve, foot or dual use path and setback area) where the adjoining foreshore is vegetated or a lesser setback (to be determined through the applicable Fire Management Plan) if the adjoining foreshore is cleared and designated in the approved Foreshore Management Plan to remain so. Buildings within these lots shall comply with AS3959-2009, with the applicable construction standard determined through the Fire Management Plan;
- A minimum of two entrance / egress points must be maintained from the site to Frenchman Bay Road at all times;
- During development construction, a 6 m wide gravel access (or other suitable buffer) shall be provided between development and non development areas;
- Fire hydrants shall be installed at each stage of development at 200m intervals;
- Remnant vegetation retained on lots shall be maintained below a maximum of 4.6 tonnes fuel load / ha.

9.18 Geotechnical Investigation and Acid Sulphate Soils Management

A Geotechnical Survey will be required for subdivision or development proposals to determine acidity, contamination and building capability.

The areas defined as having acidity present will need to be treated during the subdivision or development phases.

9.19 Visual Management

A Visual Amenity Impact Assessment (VAIA) has been prepared for the ODP area. The assessment contains recommendations for the management of visual impacts from the development. All subdivision and development within the ODP area shall be required to comply with the management recommendations of the VAIA including those listed below.

A vegetation screen/buffer is required adjacent to Frenchman Bay Road to screen development from the road. Development along Frenchman Bay Road will be required to be screened to minimise visual impact to the road. Fencing along Frenchman Bay Road to be low visibility and low maintenance to the satisfaction of the City of Albany.

Light colours (zincalume, off white, cream) for roofs of building are not permitted in the Outline Development Area. Preference is for dark tonings, particularly for building facades on the northern edge of the development, including black, dark blue brown, dark red, grey and dark green. Subject to later detailed site specific assessment buildings should be generally limited in height to 3 Storeys. This assessment should also deal with the need for measures (overhanging eaves, recessed windows) to minimise light reflection and glare.

Retention of existing trees (where practical) and planting of additional semi-mature trees along all roads is desirable, and shall be required along boulevard style roads shown on the ODP Plan. Rooflines shall not extend above Grove Hill / Snake Hill ridgeline when viewed from the panorama location identified in the Visual Amenity Impact Assessment.

Where potential for retention of native vegetation is identified on the ODP, native trees shall represent the predominant form of the POS. This may involve some remediation and revegetation, and some landscape development, as approved in the POS applicable development concept. Areas with regionally or locally significant vegetation shall maintain and enhance this.

Active and passive areas of POS (including the foreshore) are to be developed with appropriated infrastructure and the cost of the developer in accordance with approved plans.

9.20 Detailed Area Plans

At the time of subdivision and / or development, Council may request the provision of Detailed Area Plans (to be adopted as a Local Planning Policy) for:

- The Village Centre,
- Medium Density Residential R40 sites;
- Mixed Use sites;
- Sites with direct frontage to Public Open Space and Foreshore; and
- Other sites considered significant in the ODP area.

DAPs should reference Requirements 34 to 36 of Element 3 of Liveable Neighbourhoods and may be required to address the following:

- Positioning of building envelopes;
- Orientation of buildings and provision of surveillance;
- Vegetation protection and rehabilitation areas;

- Fencing;
- Vehicle access points; and
- Private Open Space

Uniform fencing shall be provided along existing lot boundaries to protect the amenity of neighbouring landowners.

9.21 Subdivision

Subdivision applications shall be assessed against the provisions of this Plan and applicable State and local government policies.

Standard conditions expected to be imposed relate to:

- Provision and connection to infrastructure (power, water, sewer, telecommunications);
- Design and construction of road infrastructure and intersections;
- Provision, design (including retention of vegetation) and construction of public open space areas;
- Approval and implementation of a Fire Management Plan;
- Transfer of Foreshore and/or Future Foreshore areas to the Crown free of cost (whichever is applicable under 9.10);
- Approval and implementation of a Foreshore Management Plan
- Dedication of the land for the primary school or a contribution towards the primary school site acquisition; and
- Preparation of Detailed Area Plans.

Staged subdivision shall consider and address access arrangements, infrastructure co-ordination, fire management, foreshore upgrading obligations and integration with existing and future adjoining development.

Subdivision within the ODP area shall be accompanied by a staging plan to ensure there is sufficient access, egress and services to the site, as required by the Fire Management Plan and servicing agencies.

10.0 CONCLUSION

The Big Grove Outline Development Plan provides the framework for the development for a high quality residential estate, demonstrating urban design excellence and consistency with sustainability principles. It responds to the direction set by the draft Albany Local Planning Strategy by providing for the consolidation of the existing Big Grove community, and additional residential land in the Albany locality. Based on the principles and provisions of the WAPC's Liveable Neighbourhoods Community Design Code, it facilitates the staged development of a satellite community on the Harbour Foreshore, making the most of its location as both an outreach of the Albany City Centre, but also maintaining the natural character and relaxed lifestyle of its semi-rural location.

Following adoption of the Outline Development Plan subdivision applications will be lodged with the Western Australian Planning Commission to enable staged development of the estate to progress through construction, clearance, sale and built form development.