



Ardess-Walmsley Local Structure Plan



Prepared by Edge Planning & Property for Ardess 1607 Pty Ltd and Ten Year Developments Pty Ltd

www.edgeplanning.com.au

November 2020

City of Albany Local Structure Plan No. 10

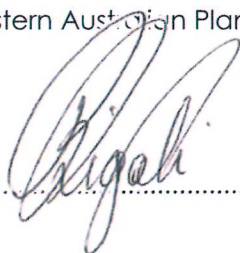
ENDORSEMENT PAGE

This Structure Plan is prepared under the provisions of the *City of Albany Local Planning Scheme No. 1*.

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

Date.....30-Nov-2020.....

Signed for and on behalf of the Western Australian Planning Commission:



an officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Witness..........

Date.....30-Nov-2020.....

Date of Expiry.....30-Nov-2030.....

TABLE OF AMENDMENTS TO LOCAL STRUCTURE PLAN

Amendment No.	Summary of the Amendment	Amendment type	Date Approved by WAPC
1	Schedule of Modifications	Amendments to Part One, Part Two and Local Structure Plan	29 September 2020

PRE-LODGE MENT CONSULTATION

Agency	Consultation	Method of consultation
City of Albany	March - December 2017	Meetings, emails and phone calls
Main Roads Western Australia	June, September and November 2017	Meetings, emails and phone calls
Department of Education	June and November 2017	Emails and phone calls
Department of Water and Environmental Regulation	June and November 2017	Emails and phone calls
Department of Planning, Lands and Heritage	June, July and December 2017	Meetings, emails and phone calls

EXECUTIVE SUMMARY

The *Ardess-Walmsley Local Structure Plan* has been prepared to facilitate new urban development, to guide subdivision and development within the Structure Plan area (to be called the 'site'), to coordinate with surrounding development and to support an amendment to the *City of Albany Local Planning Scheme No. 1*. The amendment proposes in part to facilitate the permissibility of the warehouse storage and commercial vehicle parking use in the Ardess Industrial Estate (Industrial Area IA1).

The site consists of the established Ardess Industrial Estate (Lot 10 Chester Pass Road, Walmsley) and Lot 521 Mercer Road, Walmsley. The site is strategically significant to Albany given its location, size, identification in the *City of Albany Local Planning Strategy* as Industry and Urban Growth, opportunities to create jobs, provide housing and connect roads and infrastructure to other development areas.

The Structure Plan proposes:

- significant residential development, an expanded light industrial area (employment land), a primary school and public open space (POS);
- substantial new residential lots, a range of densities, lot sizes and housing;
- retaining valuable native vegetation in the east-west bush corridor as POS (passive recreation) along with a large area of active recreation;
- improved vehicle, pedestrian and cycling connections and permeability through extending the surrounding road and pathway network including the extension of Range Road;
- safe and convenient access for pedestrians, cyclists and motorists; and
- coordinating with existing and proposed development.

The Structure Plan recognises the importance of the key environmental and landscape attributes of the area, and incorporates these in an urban form that will create environmentally responsive urban development.

Structure Plan summary table

Item	Data	Structure Plan reference (section number)
Total area covered by the Structure Plan	178.3348 hectares	Part Two, section 1.2.2
Area of each land use: ¹		
Residential	105 hectares	Part Two, section 3.3
Light Industry	58.5 hectares	Part Two, section 3.7
Public open space – Parks & Recreation (active)	3.46 hectares	Part Two, section 3.2
Public open space – Parks & Recreation (passive)	7 hectares	Part Two, section 3.6
Primary school	4 hectares	
Other (community purpose site)	0.3748 hectares	
Estimated lot yield		
Residential	1470 lots	Part Two, section 3.3
Light Industry	30 lots	Part Two, section 3.7
Total	1500 lots	
Estimated number of dwellings	1470 dwellings	Part Two, section 3.3
Estimated residential density	14 dwellings per hectare	Part Two, section 3.3
Estimated population ²	3675	Part Two, section 3.3
Number of primary schools	1	Part Two, section 3.6
Number of high schools	0	Part Two, section 3.6

Notes: (1) Roads not included in above area calculations. (2) Assumes 2.5 persons per dwelling.

This Structure Plan comprises two parts. Part One is the implementation section, while Part Two is the explanatory section with associated technical appendices.

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ARDESS-WALMSLEY LOCAL STRUCTURE PLAN

PART ONE - IMPLEMENTATION

1. Structure Plan area

This Structure Plan shall apply to Lot 10 Chester Pass Road, Walmsley and Lot 521 Mercer Road, Walmsley being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (Plan 1).

2. Structure Plan content

This Structure Plan comprises:

- a) Part 1 - Implementation section - This section contains the Structure Plan map and statutory planning provisions and requirements.
- b) Part 2 – Non-statutory (explanatory) section - This section to be used as a reference guide to interpret and justify the implementation of Part One.
- c) Appendices – Technical reports and supporting plans and maps.

3. Interpretation and Scheme relationship

Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the *City of Albany Local Planning Scheme No. 1* (the Scheme) including any amendments gazetted thereto.

The Scheme prevails over the Structure Plan in the case of any inconsistency.

4. Operation

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the Western Australia Planning Commission (WAPC).

5. Land use and subdivision requirements

The Structure Plan map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area.

5.1 Land Use Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under the Scheme.

The land uses, zones and reserves designated under the Structure Plan map (Plan 1) are to plan for the co-ordination of future subdivision and development of the Structure Plan area.

The Structure Plan shall be given due regard by the local government when assessing development applications. Once incorporated into the Scheme, the use and development controls of the Structure Plan will have force and effect.

The Structure Plan map (Plan 1) provides designations guiding the preferred locations for future land uses and future key infrastructure including roads. The designations are indicative and will be refined through detailed investigations and design at the time of rezoning, subdivision and/or development as appropriate.

Land within the Structure Plan area that is zoned 'General Agriculture' requires rezoning to 'Future Urban' via an amendment to the Scheme.

It is expected that the expanded light industrial area will be rezoned to 'Light Industry' while the land east of Range Road will be rezoned to 'Future Urban'.

All industrial areas and residential areas will be appropriately zoned prior to subdivision.

A local planning scheme amendment will need to be undertaken to introduce the land uses 'warehouse storage' and 'commercial vehicle parking'.

5.2 Residential

Plan 1 identifies residential density codes for the Structure Plan area.

Support residential development at minimum of R20.

A range of R-Codes will apply to residential areas shown on the Structure Plan. This will provide flexibility, allowing the final R Code to be applied closer to the time when the land will be subdivided.

On average, the Structure Plan area could accommodate approximately 14 dwellings per hectare. There are opportunities to create additional lots subject to market demand.

Support the residential precinct, including the future school site and public open space, being rezoned to 'Future Urban'.

Any subdivision or development application, proposing to clear or impact the linear native vegetation corridor on Lot 521 Mercer Road, is to be accompanied by a habitat assessment of native vegetation to determine impact on black cockatoo species and the western ringtail possum.

Landholders are to be advised (notification on title and notification on Development Application) that Chester Pass Road is a major heavy vehicle freight route and buildings within the vicinity may be affected by transport noise and vibration.

5.3 Light industry

The main access to the Ardess Industrial Estate is via a single entry road onto Chester Pass Road. Secondary access is permitted between the estate and Terry Road for as-of-right vehicles.

The first section of the private road, between Chester Pass Road and the first bend (left) is to be ceded at no cost to be listed as a public road. The required land area (width) to accommodate the road reserve is to be determined with the City.

The existing zoned industrial area may remain unsewered and confined to dry industries if all lots are above 1 hectare. On-site sewerage disposal shall utilise alternative treatment sewerage disposal systems unless the applicant can provide advice to the local government that soil conditions are conducive to the operation of septic tanks and leach drains and will not

result in unacceptable loss of nutrients to surrounding waterways, or create a risk to public health.

Maximum total of 30 industry lots/industrial land uses may be considered within the light industry precinct. This requirement applies due to limitations on adjoining transport infrastructure. A transport impact assessment has determined that the maximum number of restricted access vehicles that the current intersection design (Chester Pass Road) can handle is 180 restricted access vehicles per day.

5.4 Public open space

A minimum of 10 per cent public open space (POS) will be provided in residential areas in accordance with WAPC policy. POS is to be provided generally in accordance with Plan 1. The POS will provide a range of opportunities suitable for sporting activities, nature space, playgrounds and other facilities.

There may also be opportunities for joint community/school recreational use of the primary school oval.

5.5 Subdivision

Subdivision of the land shall generally be in accordance with the Structure Plan (Plan 1) approved by the WAPC with any minor variations approved by the WAPC.

Lot sizes are to address *DC4.1 Industrial Subdivision* for the area classified and then zoned as 'Light Industry'.

For land zoned 'General Agriculture', other than the creation of super lots, further subdivision will not be supported prior to rezoning to the 'Future Urban' zone.

5.6 Conditions of subdivision approval

At the time of subdivision, the following conditions may be recommended, as applicable, requiring the preparation and/or implementation of the following:

- a) Urban Water Management Plan.
- b) Bushfire Management Plan.

- c) A Local Development Plan to address matters in section 6.4.
- d) Revegetation/landscaping plan.
- e) Preventing direct vehicular access between lots and Chester Pass Road, Range Road, Terry Road (section classified as an Integrator Arterial Road) and between residential lots and Mercer Road.
- f) All residential lots being connected to the reticulated sewerage system.
- g) Additional light industrial areas, currently zoned 'General Agriculture', to be connected to reticulated sewerage.
- h) Notification of titles, for lots adjoining Chester Pass Road, advising that Chester Pass Road is a major heavy vehicle freight route and buildings in the vicinity may be affected by transport noise and vibration.
- i) Traffic Impact Assessment, which includes intersection treatment locations and intersection and road upgrades/contributions.

6. Development requirements

6.1 General

Development will be controlled by the Scheme and will be guided by the Structure Plan (Plan 1), the *Residential Design Codes* (for residential development), any approved Local Development Plan and any relevant Local Planning Policies.

The proposed predominant land use within the Structure Plan area will be residential development. It is also proposed to further develop and expand the Ardess Industrial Estate as a key employment area.

6.2 Residential development

The orientation and design of buildings should be sympathetic to existing landform.

6.3 Light industrial development

Industrial uses and development are required to meet industrial buffer standards (including as relevant risk, noise odour, dust, emissions, visual amenity and

other potential nuisances) and to not create detrimental impact on surrounding land uses including adjacent residential uses.

Development in the area classified as 'Light Industry' will be serviced with on-site wastewater disposal. Existing and proposed industries will be 'dry-type' light industrial uses. Development is required to have low wastewater generation and low volume of process water for disposal. Development shall comply with the *Government Sewerage Policy*.

On-site sewerage disposal shall utilise alternative treatment sewerage disposal systems unless the applicant can provide advice to the local government that soil conditions are conducive to the operation of septic tanks and leach drains and will not result in unacceptable loss of nutrients to surrounding waterways, or create a risk to public health.

The local government will require stormwater disposal measures to be implemented to ensure that maximum retention and infiltration occurs on site using individual soakwells, retention basins or other measures as deemed necessary. Oil and grease traps are to be provided within each building site to the satisfaction of the local government to ensure that nutrient export off the site is kept to a minimum.

Stormwater is not to be discharged from development into the Chester Pass Road drainage system.

The landowner shall retain and manage the landscaping strip adjoining the Chester Pass Road boundary of the site.

Development that incorporates restricted access vehicles will be advised that there is no guarantee that restricted access vehicles will be permitted to use Chester Pass Road between Menang Drive and the main roundabout (intersection with Albany Highway, North Road and Hanrahan Road) following the Albany Ring Road being completely constructed and operational to the Port of Albany. Associated development approvals may also contain

conditions or advice relating to future limitations of access for restricted access vehicles.

Trees on the inner radius of the bend in the Private Access Road to be removed to allow for appropriate sight lines for oncoming traffic. Provide additional shoulder width at the corner to allow for two opposing restricted access vehicles to pass each other simultaneously (as per the Transport Impact Assessment report 2019).

likely that the development will be staged over the next couple of decades. The staging will be flexible and should adapt to competing development fronts and the varying attractivity and cost of subdividing other development.

Lot 521 is zoned 'General Agriculture'. Accordingly, it will need to be rezoned prior to residential subdivision and development proceeding.

6.4 Local Development Plans

Local Development Plans will be required to support applications for subdivision and development relating to the following:

- a) Industrial and residential development adjoining Range Road to address access, car parking, built form, possible mixed uses and landscaping.
- b) Lots adjoining Terry Road (section classified as an Integrator Arterial Road), if there is no service road, to address access, built form, bushfire management and landscaping.
- c) Lots adjoining Mercer Road, if there is no service road, to address access, built form and landscaping.
- d) Where residential lot sizes are 260m² or less.

7. Other requirements

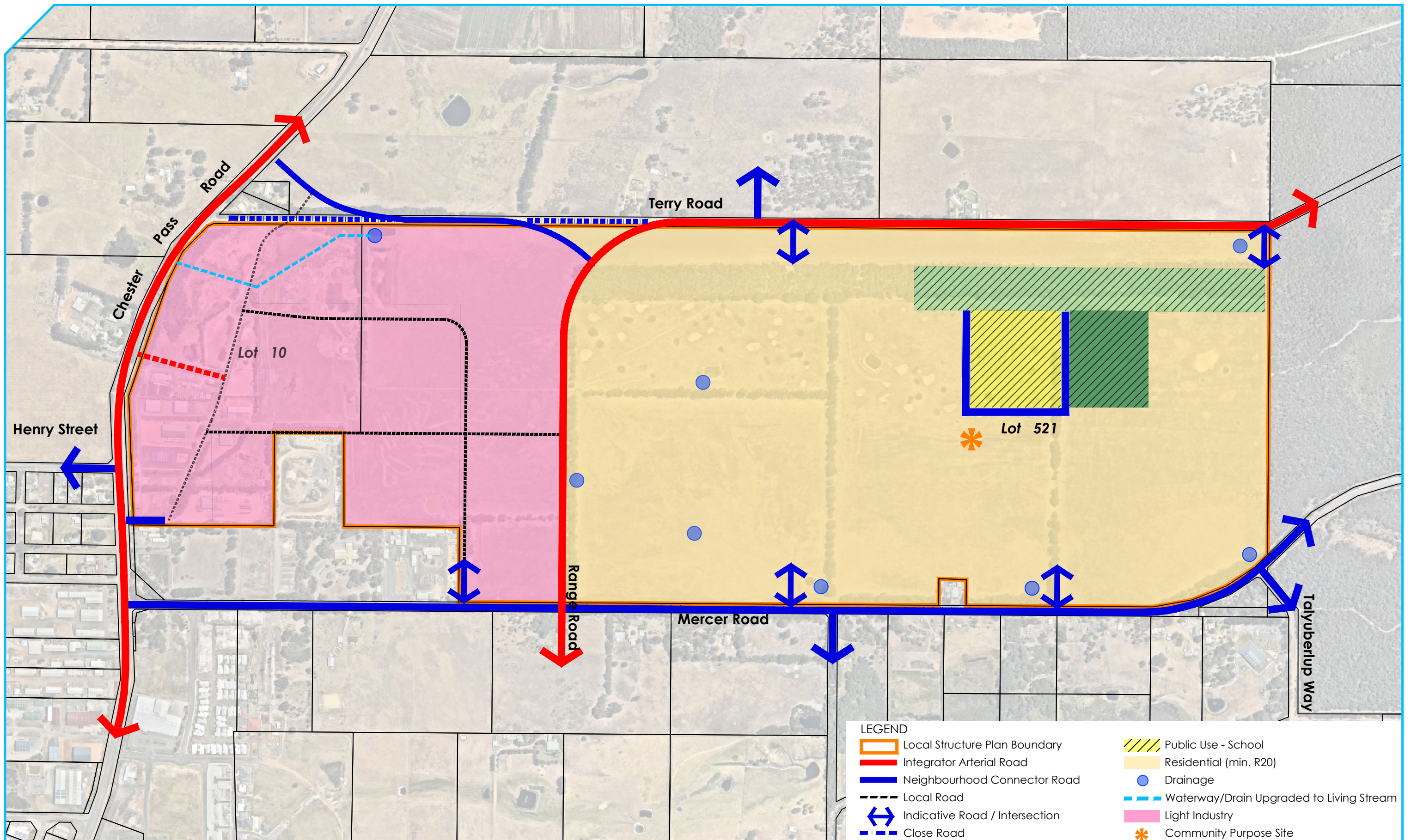
7.1 Developer contributions

Developer contributions are to be made in accordance with the WAPC's State Planning Policy 3.6 and any Local Planning Policy adopted by the City of Albany.

7.2 Staging

The Ardess Industrial Estate is long established industrial estate. It is initially proposed to expand the industrial area eastwards to the extension of Range Road.

The Structure Plan proposes a substantial residential area east of Range Road. It is



LOCAL STRUCTURE PLAN

Lot 10 Chester Pass Road and Lot 521 Mercer Road
Walmsley

LEGEND

- Local Structure Plan Boundary
- Integrator Arterial Road
- Neighbourhood Connector Road
- Local Road
- Indicative Road / Intersection
- Close Road
- Parks and Recreation - Active
- Parks and Recreation - Passive
- Public Use - School
- Residential (min. R20)
- Drainage
- Waterway/Drain Upgraded to Living Stream
- Light Industry
- Community Purpose Site
- Emergency Access Way

J	MODS AS PER DPLH 10.11.2020	201113
I	MODS AS PER DPLH 04.09.2020	201022
H	REVISED VERSION	191028
G	BASINS, SCHOOL, POS	190519
F	VARIOUS MODIFICATIONS	190411
E	NOTES AND MODS	180515
D	ADD EMERGENCY A. WAY.	171118
REV	DESCRIPTION	YYMMDD

DRAWING NUMBER EP 170520 06 REV J

SCALE 1:7500 SHEET A3

0 150 300m

Issued for design intent only.
All areas and dimensions are subject to detail design + survey.

edge
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PART TWO - EXPLANATORY SECTION

1. PLANNING BACKGROUND

1.1 Introduction and purpose

The purpose of the Structure Plan is to:

- create new urban development which is characterised by its setting, range of views and conservation of environmental/landscape character;
- provide a statutory land use plan for the area;
- provide a comprehensive framework for land use to facilitate future subdivision and development;
- facilitate an urban form that provides for housing, light industry, other uses and infrastructure that is responsive to the character of the site and locality;
- provide additional industrial lots and employment opportunities;
- provide for fully serviced residential development, ranging from low to higher density development;
- provide a range of public parkland catering for recreation, and nature activities by the local community;
- provide an integrated water management system that minimises risk to public health and enhances the quality of water flowing to Oyster Harbour; and
- protect, enhance and manage the environmental values of the site including native vegetation and fauna.

To proceed to the subdivision and development of the land, it is necessary to prepare a Local Structure Plan in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The Structure Plan, provided in Plan 1, shows how the site can be broadly subdivided and developed. The Structure Plan seeks to provide for the orderly and proper planning of the site in terms of land use, servicing and design.

The Structure Plan allocates land uses which are complementary to the

surrounding area and within the site. More detailed planning and investigations will occur at the scheme amendment, subdivision and development application stages.

The Structure Plan proposes an extension of the established Ardess Industrial Estate, a significant residential development with a range of residential densities (minimum of R20), a primary school and district POS.

The proposed expanded light industrial area will require connection to reticulated sewerage, while the residential area will be developed once reticulated sewerage has been established in the area.

The site is strategically significant to Albany given:

- the *City of Albany Local Planning Strategy* identifies Lot 10 and a portion of Lot 521 as 'Industry' with the balance of Lot 521 shown as 'Urban Growth';
- it is located 5km from the Albany central area, near an activity centre, employment areas and other facilities;
- it is surrounded by existing or planned urban development;
- it is critically important in providing connections to planned urban development and the extension of Range Road;
- it is a large land parcel unlike most land in the adjacent *Yakamia-Lange Structure Plan* area;
- it is an ideal site for residential and employment uses; and
- it is well connected to the State, regional and district road network.

1.2 Land description

1.2.1 Location

The Structure Plan area is located approximately 5 kilometres north of the Albany central area in the locality of Walmsley (see Appendix 1). The site is generally bordered by Chester Pass Road, Terry Road, Reserve 27179 and Mercer Road (Appendix 2). It is well located with

respect to the State and regional road network, providing easy and convenient vehicular access between the site and Albany and other parts of the Great Southern.

The site adjoins and is near various uses as outlined on the Context Plan including warehouse storage and commercial vehicle parking, City depot and dog pound, industry, commercial, rural and other urban uses (Appendix 3). To the east of Lot 521 is Reserve 27179 which contains remnant vegetation.

From a spatial and geographical perspective, the site provides a logical location for urban development including residential and employment uses.

1.2.2 Area and land use

The site is 178.3348 hectares in area. Lot 10 Chester Pass Road is 25.7335 hectares in area and Lot 521 is 152.6013 hectares in area. This compares with the smaller and more fragmented land ownership to the south of Mercer Road and within the *Yakamia-Lange Structure Plan* area.

The site consists of multiple land uses. Lot 10 Chester Pass Road comprises the Ardess Industrial Estate and cleared land used to

keep current and old farm machinery and sand/gravel piles. The industrial area comprises of sheds, office buildings, car parks, an internal road network and cleared areas for future development. Businesses within the industrial area include Albany Freight Lines, Designer Dirt (landscaping supplies) and Ardess Nursery.

The Ardess Industrial Estate is subject to various leases.

Lot 521 Mercer Road encompasses the majority of the site and comprises predominantly cleared rural land used for grazing cattle. There are no dwellings on Lot 521 Mercer Road. There are two small to medium sized sheds (one used to store hay and farm machinery and the other an old shearing shed), a set of cattle yards and a strip of remnant vegetation in the northern part of Lot 521.

A variety of land uses surround the Structure Plan area (refer to Appendix 3).

1.2.3 Legal description and ownership

Copies of the Certificate of Titles are provided in Appendix 4. The Structure Plan consists of two lots which are summarised in Table 1:

Table 1 – Legal Description					
Lot	Deposited Plan	Volume	Folio	Area	Ownership
Lot 10 Chester Pass Road, Walmsley	99325	2192	1	25.7335ha	Ardess 1607 Pty Ltd
Lot 521 Mercer Road, Walmsley	76829	2822	563	152.6013ha	Ten Year Developments Pty Ltd

1.3 Planning framework

1.3.1 Zoning and reservations

The *City of Albany Local Planning Scheme No. 1* (LPS1) zones Lot 10 Mercer Road as 'Light Industry' with the land identified as Industrial Area 'IA1'. Site specific controls are set out in Schedule 11 – Industry Area for Area No. IA1. Lot 521 Mercer Road is zoned 'General Agriculture'. The current zoning is shown in Appendix 5, while provisions relating to the Ardess Industrial Estate are outlined in Appendix 6.

1.3.2 Regional and sub-regional structure plan

There are no regional or sub-regional structure plans that apply to the Local Structure Plan area.

1.3.3 Planning strategies

Strategic planning for the area identifies the site in providing housing, employment and facilities to support the district and support employment growth.

The *City of Albany Local Planning Strategy* (LPS) sets the vision and long term land use planning direction for the City of Albany. Figure 2: Urban, shown in Appendix 7, classifies the site as 'Industry' and 'Urban Growth'.

The LPS sets a number of strategic objectives, principles and actions which include:

- To provide for a range of easily accessible community services and facilities.
- Facilitate a diversity of housing to align with the future population and social needs.
- Facilitate opportunities for local employment and economic growth by providing appropriate locations for establishing and growing business.
- To maintain an adequate supply and range of serviced industrial land in appropriate locations.
- To maintain the sustainable use of existing industrial sites.

- To integrate transport and land use planning in the City.

The Structure Plan is consistent with the strategic direction set by the LPS.

Industrial land demand and supply have been addressed through the *Albany Local Planning Strategy* (2019).

1.3.4 State and regional strategies and policies

The Structure Plan is consistent with the State and regional planning framework including:

- *State Planning Strategy 2050* – this has a vision of sustained growth and prosperity. Page 20 states 'The vision of sustained growth and prosperity envisages a future where Western Australians enjoy high standards of living, improved public health and an excellent quality of life for present and future generations';
- *State Planning Policy 1 State Planning Framework Policy* (Variation No. 2);
- *State Planning Policy 2 Environment and Natural Resources Policy*;
- *State Planning Policy No. 2.9 Water Resources*;
- *State Planning Policy 3.7 Planning in Bushfire Prone Areas*;
- *State Planning Policy No. 3 Urban Growth and Settlement* – promotes a sustainable settlement pattern, job creation, building on and within existing communities and the cost-effective use of infrastructure;
- *State Planning Policy 4.1 State Industrial Buffer Policy*;
- *State Planning Policy 5.4 Road and Rail Noise*;
- *Liveable Neighbourhoods* – promotes connected communities and a walkable community (further outlined below);
- *Development Control Policy 2.2 Residential Subdivision* – lots are required to be both suitable and capable of residential development;
- *Development Control Policy 4.1 Industrial Subdivision* – the location and configuration of the site and the

- development are consistent with DC4.1 including lot design, servicing and the efficient movement of traffic;
- *Guidelines for Planning in Bushfire Prone Areas*;
 - *Visual Landscape Planning in Western Australia Manual*;
 - *EPA Guidance Statement No 3 Separation Distances Between Industrial and Sensitive Land Uses*;
 - *Guidelines for Separation of Agriculture and Residential Land Uses*;
 - *Environmental Protection Bulletin 13 Guidance for the use of the Albany Regional Vegetation Survey in Environmental Impact Assessment*;
 - *Great Southern Regional Planning and Infrastructure Framework* - identifies Albany as a regional centre. An initiative to support economic development is to 'Make land available to facilitate the establishment of new industries in designated estates or precincts in Albany' (page 9); and
 - *Lower Great Southern Strategy 2016*.

Liveable Neighbourhoods is the State Government's key policy for the design and assessment of Structure Plans for new urban development. The Policy sets out a wide number of objectives and planning requirements relating to neighbourhood structure, roads and access, POS, commercial and shopping areas, schools and management of stormwater.

The Structure Plan is consistent with the aims of *Liveable Neighbourhoods* including it:

- facilitates ease of access in particular walking and cycling, through a network of connected streets that are safe, efficient and pleasant;
- fosters a sense of community, place and local identity through the creation of an urban village in a bush setting, bordered by open spaces (bush corridor on Lot 521 and Reserve 27179);
- supports public transport system, when feasible in Albany, through anticipated higher residential densities near Range Road and adjoining employment uses;
- provides a variety of lot sizes and housing types to cater for diverse

housing needs at housing densities that support provision of local services;

- conserves and incorporates key environmental areas into designs including native vegetation;
- integrates the design of POS and stormwater management systems; and
- maximises the use of land for housing relevant for the site's context and setting.

1.3.5 Local planning policies

The Council has endorsed a number of Local Planning Policies and various policies are of relevance to future development on the site.

1.3.6 Other approvals and decisions

The existing *Ardess Service Industry Estate Development Plan* is provided in Appendix 8. This plan has largely been implemented through the formation of civil works and associated development of the Ardess Industrial Estate. Following WAPC approval of the Structure Plan, the Development Plan will be rescinded.

The local government has issued various development and associated approvals in the Ardess Industrial Estate.



View from the Ardess Industrial Estate access way towards Chester Pass Road

2. SITE CONDITIONS AND CONSTRAINTS

2.1 Biodiversity and natural area assets

2.1.1 Overview

Bio Diverse Solutions (Environmental Consultants) prepared an *Environmental Assessment Report and Land Capability Assessment* to guide future environmental management and guide the formation of the Structure Plan (see Appendix 9). The assessments identify the measures proposed to mitigate and manage the environmental features of the site and focus on the natural areas to be retained within the site. The assessment concluded that the site has no significant environmental constraints to facilitate urban development.

The Structure Plan recognises the importance of the key environmental and landscape attributes of the area. It incorporates these in an urban form that creates an environmentally responsive urban development that meets the EPA, WAPC and local government environmental requirements. Consequently, the environmental outcomes of the Structure Plan are considerable. It is expected that future subdivision/development will have negligible environmental impacts given:

- the site is largely cleared;
- significant native vegetation will be conserved in POS;
- there are opportunities to undertake environmental repair through replanting;
- there are appropriate buffers to sensitive land uses;
- subdivision will be appropriately serviced including residential lots will be connected to reticulated sewerage;
- stormwater will be appropriately managed; and
- noise, dust and stormwater will be effectively managed.

2.1.2 Native vegetation

The majority of the site has been cleared. The main area containing native vegetation is in the north of Lot 521 where it is proposed to retain a significant component of the vegetation as POS.

There are no Ramsar listed sites, Wetlands of National Importance or Declared Rare or Priority species of vegetation. Nevertheless, the remaining native vegetation has value and it is proposed to retain a significant component.

There are two areas of remnant vegetation within the site. A broad scale vegetation survey of these two areas was conducted by Bio Diverse Solutions on 29 August 2017. The strip of vegetation running parallel with the northern boundary of the site (approximately 13 hectares in size) comprises Low Open Jarrah/Marri/Sheoak Forest in good condition. The small area of remnant vegetation in the south-east corner comprises mixed Eucalypt Forest in a degraded condition.

A search of publicly available databases through WA Atlas, Nature Map, and EPBC Protected Matter Search Tool indicates that no threatened, priority or declared rare flora is present on the site, or within the surrounding Nature Reserves and remnant vegetation.

A key element in preserving biodiversity is connectivity, largely based on connecting natural areas through retaining and/or enhancing native vegetation. Environmental corridors can be for ecological, recreational or utilitarian purposes or for multiple purposes (City of Albany: 2002).

Considerable work has been undertaken to identify and manage environmental corridors. This includes *Albany Greenways* (2002). Appendix 10 shows greenways in and around Albany including the bush corridor on Lot 521 Mercer Road. There are opportunities to connect the bush corridor on Lot 521 Mercer Road to the north and west. This includes planting native vegetation on the western section of Terry

Road adjoining the site and opportunities through the *Warrenup-Walmsley Local Structure Plan* to provide revegetation in drainage lines, as part of POS and within relevant road reserves.

Bio Diverse Solutions advise 'all efforts should be made to conserve existing native vegetation. There is support however to clear, as required, replanted vegetation which is Blue gums given they are generally unsuitable in an urban area.'

The following management measures are proposed to reduce the likelihood of impacts to vegetation and flora and to retain the key existing biological values of the site:

- considerable components of the remnant vegetation will be retained within the vegetation strip in the north-east of the site and in the south-east corner of the site. Inclusion of the native vegetation within POS will provide the most effective way of managing the conservation values of the native vegetation;
- access crossings within the vegetation strip will be limited to facilitate retention and natural regeneration of vegetation and to prevent adverse impacts particularly for transient fauna;
- there will be revegetation using native species, where currently there is very little native species and diversity, in POS and other areas to promote fauna habitat, flora diversity and biodiversity;
- rehabilitating waterways/drainage lines to create a 'living stream' through revegetation and as required fencing; and
- develop a greening strategy to increase green canopy and green spaces.

2.1.3 Fauna

The majority of the site has been cleared. As a result, fauna habitat has largely been removed. The only potentially significant fauna habitat on site is within the two areas of remnant vegetation.

Within the bush corridor, in the northern section of Lot 521, there is the potential for black cockatoo foraging, roosting and breeding habitat, and any impacts on these habitats should be minimised. Biodiverse Solutions supports this area being conserved as POS.

The Department of Biodiversity Conservation and Attractions in 2017 advised that vegetation in this bush corridor will support roosting Black Cockatoos species that are listed as threatened under the *State Wildlife Conservation Act 1950* and the Commonwealth's *Environmental Protection and Biodiversity Conservation Act 1999*. Additionally, significant areas of native vegetation are in Crown reserves to the east of the site that provide habitat for cockatoo and other threatened and non-threatened species along with landscape connectivity. The Department of Biodiversity Conservation and Attractions encourage the retention of as much of the strip of vegetation as possible on Lot 521 to support roosting habitat and landscape connectivity in the form of 'stepping stones'.

To reduce likely impacts to native fauna, considerable components of the bush corridor will be retained through maintaining the strip of remnant vegetation in the north of the site as POS. Additionally, native vegetation species will be used in areas of POS to promote habitat for native fauna species.

2.2 Landform and soils

2.2.1 Landform

Overall, the site has a gentle to moderate gradient. Topography over the site is undulating ranging from a high point of 51m AHD in the central northern portion of the site to a low point of 22m AHD in the southern central portion of the site. There is a ridge that runs from the central northern portion of the site to the south-west corner.

2.2.2 Geology and soils

Regolith of WA (Department of Mining, 2009) mapping indicates that soils across

the site are classified as sandplain, mainly Aeolian and include some residual deposits.

A Geotechnical Investigation was conducted on the 29 August 2017 by Great Southern Geotechnics under later winter conditions. The Geotechnical Investigation is included in Appendix 9. The investigation included both soil analysis and measuring of water table. The soil testing was conducted to assess the suitability of the site for the proposed residential and light industrial development including onsite sewerage disposal for the extension of the industrial area.

Soil testing showed that soils across the site comprised predominately of a silty sand topsoil, over sandy gravel (with a layer depth varying from 200 - 700mm), over sandy clay to the depth of the hole.

Permeability testing was conducted by Liquid Labs WA as part of the Geotechnical Investigation. Permeability at both borehole site TP3 and TP10 is extremely low which is consistent with the soil type (sandy clay) encountered at these locations.

Phosphorous Retention Index (PRI) results across the site varied consistent with soil type. The sandy clays found across most of the site were found to have a very high PRI and therefore a very high ability to fix nutrients and heavy metals. The sandy gravel found at TP1 also had an extremely high PRI, particularly for a sand, whereas the light grey sand found at TP6 had a low PRI and therefore a low ability of fixing nutrients and heavy metals.

Ten boreholes were constructed within the site to a depth of 2.3 metres and left open for a minimum of 1 hour to identify water table present. No groundwater was encountered.

2.2.3 Land capability

As set out in Appendix 9, a Land Capability Assessment of the site was conducted by Bio Diverse Solutions. The overall capability of the site supporting the Urban Development land use was rated as highly

capable for Mapping Unit 1 and very highly capable for Mapping Unit 2. The overall capability of the site supporting the Light Rural Industrial is rated as highly capable for Mapping Unit 1. Mapping Unit 2 was not encountered at the location of the proposed Light Rural Industrial land use. The degree of limitations for both Urban Development and Light Rural Industry for Mapping Unit 1 and Mapping Unit 2 is low to very low.

Accordingly, the site is capable of supporting urban development and has similar soil types and hydrology to the surrounding urban areas. The soils have good foundation stability and any inconsistencies (e.g. lateritic cap rock) can be managed via design and normal construction techniques.

2.2.4 Acid Sulphate Soils

Acid Sulphate Soil (ASS) mapping indicates the site is not situated on any known ASS. There is however a section of high to moderate risk of ASS occurring within 3m of natural soil surface to the south of the site on Mercer Road.

The final fill levels and excavation requirements of the future subdivision will determine if an ASS and Dewatering Management Plan is required to be prepared prior to subdivision. If required, the management plan will be prepared to satisfy the Department of Water and Environmental Regulation and will outline the soil management measures, the groundwater and dewatering monitoring measures and the contingency management measures required to minimise any environmental impacts.

2.2.5 Landscape impact

The western boundary of the site adjoins Chester Pass Road which is a tourist route connecting Albany to attractions including the Stirling Ranges and the Porongurup's. The site also forms part of the 'gateway' into Albany.

The site has mature planting adjoining the Chester Pass Road boundary which is

managed by the landowner. The mature planting, combined with the flat topography and the existing development adjoining Chester Pass Road, will ensure there will be manageable landscape impacts of new development when viewed from Chester Pass Road.

At the residential subdivision stage, a revegetation/landscape strategy will be formulated to provide a framework for the development of POS and the landscape within the public realm. The strategy will address matters including the landscape and design context, protection of remnant vegetation, rejuvenation of habitat and ecological linkages and water sensitive urban design (WSUD).

2.3 Groundwater and surface water

2.3.1 Overview

There are no significant waterways, wetlands or groundwater resources within the site or within the vicinity of the site. Accordingly, surface water or groundwater are not considered constraints to future urban development.

2.3.2 Surface water hydrology

There are no major naturally existing drainage networks or water bodies within the site. There is one minor waterway situated in the north-western section of Lot 10. This area will need to be managed sensitively in relation to stormwater planning within the site.

Hydrographic Sub-catchments (DoW, 2008) show the site to be within two surface water sub-catchments; with the northern and western portion of the site discharging to Willyung Creek to the north of the site and the central and southern portion of the site discharging to Yakamia Creek to the south of the site. Both the Willyung Creek and Yakamia Creek sub-catchments form part of the Oyster Harbour/Kalgan/King Catchment ultimately discharging to Oyster Harbour.

There are several man-made dams across the site, which are surface water fed and used for livestock drinking water.

2.3.3 Groundwater hydrology and hydrogeology

Australian Geoscience Mapping and Department of Water 250K Hydrogeological mapping places the site within the; 'Tertiary - Cainozoic - Phanerozoic (TPw) period: Plantagenet Group - siltstone, spongolite; minor sandstone, peat, and conglomerate.' The aquifer is a 'sedimentary aquifer with intergranular porosity – extensive aquifers, major groundwater resources.' (DoW, 2015).

As set out in section 2.2.2, a Geotechnical Investigation was conducted on the 29 August 2017 by Great Southern Geotechnics under late winter conditions. The investigation included measuring of water table. Ten boreholes were constructed within the site to a depth of 2.3 metres. Groundwater was not observed in any of the boreholes indicating there is no likely groundwater present beneath the site to a depth of 2.3 metres. The geotechnical investigation was undertaken in accordance with Australian Standards.

The site is not located within a Public Drinking Water Source Protection Area.

2.4 Bushfire hazard

The publicly released Bushfire Prone Area Mapping (DFES, 2017) shows that the majority of the site is located within a Bushfire Prone Area (situated within 100m of >1 ha of bushfire prone vegetation).

Bio Diverse Solutions have assessed bushfire risks and have prepared a BAL Contour Plan for the site (Appendix 9). The plan addresses *State Planning Policy 3.7 Planning in Bushfire Prone Areas* and the *Guidelines for Planning in Bushfire Prone Areas*. The plan has informed the Structure Plan and its design.

Based on the Bio Diverse Solutions assessment, the Structure Plan meets the

'Acceptable Solutions' of each Element of the bushfire mitigation measures as per the *Guidelines for Planning in Bushfire Prone Areas* (WAPC, 2017). Table 2 summarises the Bio Diverse Solutions assessment of the site and the Structure Plan against the bushfire protection criteria Acceptable Solutions for Elements A1, A2, A3 and A4.

Table 2 – Assessment against Acceptable Solutions

Element	Acceptable Solution	Applicable or not Yes/No	Meets Acceptable Solution
Element 1: Location	A1.1 Development Location	Yes	Compliant - BAL 29 or less applied to lots
Element 2: Siting and Design	A2.1 Asset Protection Zone	Yes	Compliant, APZ in BAL 29 or less
Element 3: Vehicular Access	A3.1 Two Access Routes	Yes	Compliant two access to 2 destinations - Compliant
	A3.2 Public Road	Yes	Compliant with EAW
	A3.3 Cul-de-sacs	Yes	Compliant
	A3.4 Battle axes	N/A	Compliant
	A3.5 Private driveways	Yes	N/A
	A3.6 Emergency Access Ways	Yes	Compliant on parent lot
	A3.7 Fire Service Access Ways	N/A	N/A
	A3.8 Firebreaks	Yes	Complaint
Element 4: Water	A4.1 Reticulated areas	Yes	Compliant
	A4.2 Non-reticulated areas	N/A	N/A
	A4.3 Individual lots in non-reticulated areas	N/A	N/A

Based on Appendix 9, the site and the proposed subdivision/development will have acceptable bush fire risks. Future development can be designed to achieve a maximum BAL rating of BAL-29, appropriate access and egress will be provided, new lots and development will be connected to reticulated water and hydrants will be installed.

Future dwellings within the Bushfire Prone Area will be constructed to the required standard that correspond to their assessed BAL, as set out in AS 3959-2009 *Construction of Buildings in Bushfire-Prone Areas*.

A detailed Bushfire Management Plan will be required if any industry is defined as 'High Risk'. A Bushfire Management Plan and a Bushfire Emergency Evacuation Plan are required to support a future Development Application for the primary school.

Additionally, a detailed Bushfire Management Plan may be required to support the staged development of the subdivision.

2.5 Heritage

There is no registered Aboriginal heritage site within the Structure Plan area as set out on the Department of Planning, Lands and Heritage inquiry system. Proponents are however required to address the Department of Planning, Lands and Heritage's *Cultural Heritage Due Diligence Guidelines* and meet the provisions of the *Aboriginal Heritage Act 1972*.

The site does not contain any structure or place of heritage significance on the *City of Albany Municipal Heritage Inventory*.

2.6 Servicing

2.6.1 Overview

The Ardess Industrial Estate is provided with standard 'hard' infrastructure with the exception of reticulated sewerage. An internal access road, which is privately owned, provides vehicular access between the estate and Chester Pass Road. A sealed emergency access way, with an associated approved crossover, connects the internal access road with Terry Road. Additionally, an existing emergency fire access connects the Ardess Industrial Estate to Chester Pass Road.

2.6.2 Wastewater

There is currently no reticulated sewerage provided to the site. The existing zoned industrial area may remain unsewered and confined to dry industries if all lots are above 1 hectare. On-site wastewater disposal shall utilise alternative treatment sewerage disposal systems unless the applicant can provide advice to the local government that soil conditions are conducive to the operation of septic tanks and leach drains and will not result in unacceptable loss of nutrients to surrounding waterways, or create a risk to public health.

Additional light industrial areas, currently zoned 'General Agriculture', to be connected to reticulated sewerage.

All residential lots will be connected to the reticulated sewerage system.

2.6.3 Water

Future lots will be serviced with reticulated water. There are also opportunities for development to capture rainfall into water tanks for reuse within both industrial/commercial operations and on residential lots.

2.6.4 Stormwater

The western and northern portions of the site drain towards the north, while the

central and eastern sections drain to the south. Stormwater drainage will be managed through on-site reuse, detention and connection. Further details are outlined in section 3.5, Appendix 11 and Appendix 12.

2.6.5 Telecommunications and electricity

Future lots will be serviced with underground power.

2.6.6 Vehicular access

The site has good access to the State and regional road network. Restricted Access Vehicles (RAVs) are permitted on Chester Pass Road and to enter/leave the Ardess Industrial Estate via the private road.

It is noted, the northern road connection to Chester Pass Road will be for as-of-right vehicles only and not for RAV7 vehicles (heavy haulage vehicles).

To address traffic safety and create effective transport operating environments, direct vehicular access between lots and Chester Pass Road, Range Road, Terry Road (section classified as an Integrator Arterial Road) and between residential lots and Mercer Road is not supported.

There is a requirement that buildings are orientated toward major arterial roads to address visual amenity. In particular, lots adjoining Terry Road (section classified as an Integrator Arterial Road) and Mercer Road, if there is no service road, to address access, built form and landscaping.

2.7 Context and other land use constraints and opportunities

2.7.1 Context

The site is located approximately 5 kilometres north of the Albany central area.

The site is surrounded by a wide range of land uses including those outlined on Appendix 3. The site is surrounded by rural properties to the north, west and south and remnant vegetation (Reserve 27179) to the

east. The land to the north and west is zoned 'Future Urban'. To the south-west of the site along Chester Pass Road is Albany's main light industrial area which includes a range of businesses. To the south of Mercer Road is a shopping centre and a lifestyle village.

The Ardess Industrial Estate is a well-established industrial area which contains a number of sheds used for industrial, commercial and warehouse purposes along with uses such as transportation/logistics.

An internal access road, which is privately owned, provides access to the estate. A well-established landscape buffer is provided on the estate's western boundary adjoining Chester Pass Road.

The site is bordered by significant areas of remnant vegetation on its eastern boundary (Reserve 27179) which is reserved as 'Parks and Recreation' within LPS1. The vegetated reserve contributes significantly to the character and amenity of the area.

2.7.2 Rational for Structure Plan design

Major influences of the Structure Plan design include:

- designation of the site in the LPS as 'Urban Growth' and 'Industry' and including support to expand the Ardess Industrial Estate;
- design principles in *Liveable Neighbourhoods*;
- investigations and recommendations from Biodiverse Solutions;
- advice from the local government and State Government agencies;
- retaining a significant component of native vegetation including in the bush corridor;
- creating an urban village in a bush setting;
- promoting employment opportunities including facilitating warehouse storage, commercial vehicle parking and logistic operations;
- the *Ardess Service Industry Estate Development Plan*, existing

development in the Ardess Industrial Estate and likely future development;

- extending Range Road; and
- *Warrenup-Walmsley Local Structure Plan*.

The Structure Plan responds to the site's context, opportunities, constraints and the planning framework. The rationale behind the Structure Plan (Plan 1) includes to:

- address land use compatibility with adjoining/nearby uses and coordinate with surrounding development;
- provide light industrial development and employment in the western section and residential development in the central and eastern sections;
- provide a range of residential lot densities, sizes and housing which contribute to a greater choice of housing and at densities that are marketable and make efficient use of land and infrastructure;
- comply with *Guidelines for Planning in Bushfire Prone Areas*;
- have regard to topographic and other natural features along with required servicing;
- foster a sense of identity that reflects the natural character of the area and creates a sense of community;
- create an urban village in a bush setting, bordered by open spaces (bush corridor on Lot 521 and Reserve 27179);
- minimise the impact of development on sensitive environmental values;
- facilitate the safe and efficient movement of traffic and promote a connective and permeable walking and cycling network;
- provide a large district park;
- provide POS that conserves native vegetation, treats stormwater along with providing opportunities for a range of recreation;
- enhance the area through the provision of a primary school and a community purpose site;
- recognise there is increasingly a move away from manufacturing operations towards transportation logistics and storage, warehousing and distribution centres. The Ardess Industrial Estate is well suited to assisting with

transportation logistics with its excellent road access and as demonstrated by current development in the estate;

- provide an opportunity to create a high quality extension of Albany's urban area which maximises the views to surrounding features including Willyung Hill, Porongurup, Stirling Ranges, Mount Manypeaks, Mount Clarence, Mount Melville and the coast; and
- provide additional retail catchment to the existing Chester Pass Mall activity centre.

2.7.3 Structure Plan key proposals

The Structure Plan has been developed to guide the subdivision and development of the site. The Structure Plan proposes:

- light industrial development including expanding the Ardess Industrial Estate eastwards towards Range Road;
- residential development with densities being a minimum of R20;
- active and passive POS in the north-east section of the site including a large district park;
- a primary school site;
- community purpose site;
- drainage basins; and
- new roads, indicative intersections and opportunities for walking and cycling.

3. LAND USE AND SUBDIVISION REQUIREMENTS

3.1 Land use

3.1.1 Overview

The Structure Plan (Plan 1) provides guidance for future subdivision and development. The Structure Plan proposes additional light industrial development, low and medium density housing development, POS, a primary school site and a community purpose site. The Structure Plan supports a range of residential densities (above R20) to promote a variety of densities, lot sizes and types of housing.

Associated roads are identified including part of Range Road which connects central Albany with Oyster Harbour/Lower King and road widening for Terry Road (eastern section).

The Structure Plan summary table, in the Executive Summary, outlines key statistics and planning outcomes.

3.1.2 Suitability of proposed land uses

The site is suitable and capable of accommodating light industrial and residential development.

The western portion of the site is suitable for light industrial development to complement the existing Ardess Industrial Estate. Expanding the Ardess Industrial Estate will create considerable employment and economic activity.

The central and eastern portions of the site are suitable for residential subdivision/development consistent with the LPS. *Liveable Neighbourhoods* promotes the concept of 'walkable catchments'. Based on detailed design at the subdivision stage, it is expected that the residential area will be generally within 400 metres (equivalent of 5 minutes walking time) to an area of POS.

3.1.3 Integration with surrounding land use

The Structure Plan is compatible and integrated with surrounding land uses. The Structure Plan has considered the site's context, including adjoining and nearby land uses, and considered the compatibility of future development. In summary, the proposed light industry and residential uses are compatible with adjoining and nearby land uses/development given:

- the long established Ardess Industrial Estate is well-buffered to sensitive uses given it adjoins industrial and rural land. Additionally, Chester Pass Road is wide adjoining the site. This combined with the established planting provides a buffer to uses on the western side of Chester Pass Road;
- it is likely that there are greater noise and associated impacts from Chester Pass Road than from the Ardess Industrial Estate;
- the Structure Plan proposes light industry rather than general industry. Effectively managed light industry can be located adjoining residential development;
- Range Road will have a 30 metre reserve width incorporating street trees and landscaping;
- development conditions can further assist to minimise off-site impacts; and
- a requirement for industrial operators to appropriately manage their operation and control their impacts on their own property in accordance with standard practice and legal principles.

3.2 Public open space

3.2.1 Overview

The design of the POS system responds to a wide number of opportunities presented by the site, namely:

- retaining key environmental features such as a significant component of remnant vegetation;
- integrating surface water management measures into POS;

- providing generous sized POS that provide a range of recreational opportunities; and
- fostering a sense of community, place and local identity through the creation of an urban village in a bush setting, bordered by open spaces (bush corridor on Lot 521 and Reserve 27179).

3.2.2 POS provision

The Structure Plan provides the following POS:

- retaining the eastern portion of the vegetated bush corridor in the north-east section. The bush corridor will be passive POS;
- a generous sized district park for active recreation of approximately 3.46 hectares; and
- a community centre site located near the proposed primary school.

A schedule of POS for the Structure Plan Area is shown in Table 3.

Table 3 – POS Schedule	
Land use allocations	Hectares
Total Structure Plan area	178.3348
Less – Unrestricted POS not included in POS contribution	7ha
Total – Net site area	171.3348ha
Deductions	
Primary school	4ha
Light industry	58.5ha
Arterial roads:	
Range Road (30m reserve width)	2.67ha
Terry Road – eastern section (5m widening within Structure Plan area)	0.675ha
Gross subdivisible area	105.4898ha
Required POS @ 10 per cent	10.5489ha
POS contribution	
May comprise: minimum 80% unrestricted POS	8.439ha
May comprise: maximum 20% restricted POS – bush corridor total area 7ha	2.109ha
Unrestricted POS sites	
District park	3.46ha
Community purpose site	0.37ha
Restricted use POS	
Restricted use POS - bushland	2.109ha
POS provision	5.939ha

In addition to the above, there are opportunities for community use of the primary school oval under a shared access agreement with the Department of Education.

The amount of POS does not meet the minimum 10% requirement under *Liveable Neighbourhoods* and to provide for stormwater management systems. The current provision of POS has a shortfall of approximately 4.6 hectares.

The allocation of additional POS will be further refined during the subdivision stage as the detail of the stormwater management system is further determined through the Urban Water Management Plan. This will result in opportunities to improve dwelling yield and planning outcomes, while continuing to balance ecological and recreational needs that address *Liveable Neighbourhoods*.

The Structure Plan aims to provide wide ranging recreational opportunities while contributing to the unique identity of the locality. The Structure Plan recognises that well designed POS contributes to a community's better quality of life.

The provision of POS assists to create a distinctive sense of place, conserve important natural areas, provide active and passive recreational areas and provide convenient access to residential areas. Portions of the POS are also proposed to integrate with managing stormwater.

3.2.3 Nature space

While the majority of the site has been cleared, there are portions of remnant vegetation (the eastern section of the bush corridor) that will be retained within the POS. The retained bush corridor will be passive recreation. Retention of the native vegetation in public ownership will facilitate the effective management of the area for its conservation value.

The bush corridor contains native species or communities in a relatively natural state and hence contains biodiversity. The

Department of Biodiversity Conservation and Attractions have advised that the vegetation in this bush corridor will support roosting Black Cockatoos species that are listed as threatened under the *State Wildlife Conservation Act 1950* and the Commonwealth's *Environmental Protection and Biodiversity Conservation Act 1999*. Significant areas of native vegetation are in Crown reserves to the east of the site that provide habitat for cockatoo and other threatened and non-threatened species and landscape connectivity. The Department of Biodiversity Conservation and Attractions encourage the retention of as much of the strip of vegetation as possible on Lot 521 to support roosting habitat and landscape connectivity in the form of 'stepping stones'.

The role of the bush corridor is significant in enhancing the area's natural assets to the benefit of the community. The bush corridor is expected to be of high value to residents. The POS will be bordered by public roads to assist with management of the POS.

Passive, conservation style POS is consistent with the desired character and lifestyle of the area. There will be opportunities for low-key recreation within the bush corridor, with details to be addressed at the subdivision stage.

3.2.4 District park

A large district park of approximately 3.46 hectares is proposed on Lot 521 in the north-east section.

There is an opportunity to provide attractively designed areas of POS which will be overlooked by the surrounding residential areas. The POS should be maintained to a high standard to be appealing to the community.

It is expected that the district park will be used for active recreation, passive recreation, and unstructured active play. It could be developed for active recreational use such as playgrounds, exercise facilities, half-court basketball

courts along with passive facilities such as picnic/barbecue areas and seating.

3.2.5 Community purpose site

A community purpose site is proposed near the primary school. While details will be addressed at the subdivision stage, including its ownership or vesting, it is envisaged the site will be around 4000m² in area. The community purpose site will be an asset to the area and will complement the primary school.

3.3 Residential

The Structure Plan will provide a minimum of R20. The site is expected to facilitate a mix of densities, lot sizes and housing types. Increasing population in Albany, a designated regional centre, adds to its overall viability, vitality and prosperity and the range of services that can be sustained.

Future subdivision will meet the minimum lot size and will comply with the average lot size requirements of the *Residential Design Codes* for the specified density coding.

Approximately 105 ha has been identified as gross residential development land.

The LPS recommends that urban residential densities of at least R20 are to be achieved in 'Urban Growth' areas. The R20 density code is the equivalent to an urban density of approximately 14 dwellings per hectare of gross urban land. It is estimated approximately 1470 residential lots will be created, based on 14 dwellings per hectare of gross urban land. Final yields will be determined at the subdivision design stage. Over the life of the project, there is an opportunity to achieve an increased overall density, subject to market demand.

As previously outlined, it is intended to foster a sense of community, place and local identity through the creation of an urban village in a bush setting, bordered by open spaces (bush corridor on Lot 521 and Reserve 27179). Based on land use allocation, street block pattern and associated lot orientation, the Structure Plan seeks to promote views and outlooks.

Residential development should respond to the unique character of the area and be sympathetic to existing landform. Consideration should be made to formulating Building and Landscaping Guidelines supported by restrictive covenants.

The expected higher density near Range Road will maximise opportunities for future access to public transport.

3.4 Movement networks

3.4.1 Current situation

The site has excellent access to the National and State highway network and the regional road network. Additionally, the site is highly accessible by road with convenient access to the Albany central area and the Albany urban area. This will ensure convenient vehicular access that meets safety and amenity objectives.

Vehicular access between the site and Chester Pass Road is via an existing sealed access way (private road). There are appropriate sight distances in both directions where the access way intersects with Chester Pass Road (which is four lane dual carriageway adjoining the site) which facilitates safety for road users.

It is proposed that the first section of the private road, between Chester Pass Road and the first bend (left), is to be ceded at no cost to be listed as a public road. The required land area (width) to accommodate the road reserve is to be determined with the City.

The City has previously approved a crossover from the site onto Terry Road. In comparison to the main and direct access between the Ardess Industrial Estate and Chester Pass Road, the crossover to Terry Road is used only occasionally. Terry Road is not a classified Restricted Access Vehicles (RAV) route, so all RAVs are required to enter and leave the Ardess Industrial Estate via the main Ardess Industrial Estate access way. No RAV's are permitted to access or leave the Ardess Industrial Estate via Terry

Road. 'As of right' vehicles are however able to use Terry Road.

Chester Pass Road is an approved road train route and it has a speed zoning of 60kph where the Ardess Industrial Estate access road intersects with Chester Pass Road. MRWA are supportive of RAVs to RAV Category 7 entering and leaving the site from the Ardess Industrial Estate access road. RAV Category 7 relates to vehicles (prime mover towing a semi-trailer and B Double or a B Double towing a dog trailer) that have a maximum length of 36.5 metres and a maximum mass of 107.5 tonnes.

Given the site adjoins Chester Pass Road, the impact of RAVs on general traffic on the Structure Plan area is minimised. RAVs will enter and leave the site in a forward gear.



Chester Pass Road looking towards Chester Pass Mall with Ardess Industrial Estate on the left

3.4.2 Proposed movement system

Various traffic impact studies have been prepared for the locality. In summary, these studies conclude that the road network and intersections have sufficient capacity to address traffic generation from the development. The Structure Plan has been complemented with the Traffic Impact Assessment prepared by Wood & Grieve (Appendix 13).

The Structure Plan proposes:

- a movement network that maximises permeability and legibility. New connections provide access to surrounding areas;
- key roads on a north-south and east-west grid to promote permeability including connecting the Ardess Industrial Estate with Range Road;
- an extension of Range Road will provide an alternative north-south route to Chester Pass Road and Lower King Road/Ulster Road;
- road reserve widths of 30 metres on Range Road/Terry Road to cater for eventual four lanes, stormwater management, services and street trees;
- roads within the industrial area will be designed and developed to accommodate heavy vehicles;
- no direct vehicular access between lots and Terry Road/Range Road. There will be limited or no access between lots and Mercer Road with this matter to be addressed at the subdivision stage;
- no additional access to Chester Pass Road is permitted;
- no cul-de-sacs in the light industry estate and no or limited cul-de-sacs in the residential area;
- trees on the inner radius of the bend in the Private Access Road to be removed to allow for appropriate sight lines for oncoming traffic. Provide additional shoulder width at the corner to allow for two opposing RAV's to pass each other simultaneously (as per the Transport Impact Assessment report 2019); and
- maximum total of 30 industry lots/industrial land uses may be considered within the industrial areas. This condition applies because of limitations on adjoining transport infrastructure. A transport impact assessment has determined that the maximum number of restricted access vehicles that the current intersection design (Chester Pass Road) can handle is 180 restricted access vehicles (RAV) per day.

The Structure Plan will ensure convenient vehicular access that meets safety and amenity objectives. The Structure Plan is guided by the appropriate road types from *Liveable Neighbourhood*. Neighbourhood connector roads are proposed as the key

access and egress connectors for the Structure Plan area.

The final design will be subject to detailed civil engineering design at the subdivision stage. Roads in the industrial area will be designed and constructed to accommodate heavy vehicles in accordance with local government requirements. Roads in the residential area will be developed to an urban standard to the satisfaction of the City.

3.4.3 Key issues

In time, it is expected that the western section of Terry Road will be realigned. The existing intersection of Terry Road/Chester Pass Road is expected to be closed and the intersection relocated northwards to provide appropriate vehicular sight distances in both directions. This is separately addressed in the *Warrenup-Walmsley Local Structure Plan*.

MRWA is seeking changes to the realignment of Terry Road including connecting it with Harvey Road to create a 4-leg roundabout. MRWA advise the advantage to the design is safety. A 4-way roundabout is more effective than a 3 leg, the land to build the roundabout already resides in the Harvey Road truncations and it reduces the number of conflict points.

Chester Pass Road will continue to act as part of the Restricted Access Vehicle (RAV) Class 7 Network until the Albany Ring Road is finalised.

Development in the light industrial area that incorporates RAVs will be advised that there is no guarantee that RAVs will be permitted to use Chester Pass Road between Menang Drive and the main roundabout (intersection with Albany Highway, North Road and Hanrahan Road) following the Albany Ring Road being completely constructed and operational to the Port of Albany. Associated development approvals may also contain conditions or advice relating to future limitations of access for RAVs.

Given there is existing light industrial development adjoining Chester Pass Road, there are no traffic noise implications from Chester Pass Road on future development on the site.

In the future, the owners of Lot 10 Chester Pass Road and the City will review whether the private road becomes vested with the City as a public road.

3.4.4 Vehicle manoeuvring and parking

Vehicle parking and manoeuvring areas for industrial/commercial development will be contained on site and all vehicles will be able to enter and leave the site in a forward gear. Vehicular access, parking and manoeuvring areas will be constructed, drained and where necessary sealed to the satisfaction of the local government.

3.4.5 Pedestrian and cyclist movements

The site's location and the Structure Plan design provide considerable opportunities for walking and cycling. A strong pedestrian network is promoted in the Structure Plan to enable connectivity, access and recreational opportunities.

There are various opportunities to promote walking and cycling to/from the site which will be considered in more detail in future planning and design stages. Dual use paths and footpaths will be provided in the residential area in accordance with *Liveable Neighbourhoods*.

3.4.6 Public transport

The site is not currently serviced by public transport. It is expected that Range Road/Terry Road and Chester Pass Road will be identified as future public transport routes connecting the Albany central area with localities including Oyster Harbour, Lower King, Warrenup and Pendeen.

3.5 Water management

A Local Water Management Strategy (LWMS) has been prepared in support of the Structure Plan as required by *State Planning Policy 2.9 Water Resources* and

Better Urban Water Management (WAPC 2008). Refer to Appendix 11. This is complemented with the Stormwater Management Plan prepared by Wood & Grieve set out in Appendix 12.

The LWMS outlines there are opportunities to enhance water quality and quantity onsite before being discharged offsite. Accordingly, stormwater management from the site is required be effectively designed, constructed and managed to the satisfaction of the local government and Department of Water and Environmental Regulation to meet publications such as *State Planning Policy 2.9 Water Resources*, *Better Urban Water Management*, *Stormwater Management Manual for Western Australia*.

The LWMS details the integrated water management strategies to facilitate future urban water management planning. The LWMS will achieve integrated water management.

The LWMS sets out a number of management/design measures to be implemented to reduce the impact of the proposed development on surface water and groundwater flows, levels and quality, the function and environmental values of the site, or its interconnected areas.

Stormwater management is required to ensure there are limited off-site impacts through adopting WSUD. This recognises that water is a valuable resource. WSUD aims to reduce stormwater runoff, remove nutrients and contaminants, protect receiving environments, minimise water use, maximise water conservation, promote fit-for-purpose use and promote re-use.

In particular, the subdivision/development is required to ensure that stormwater is designed to ensure that post development run-off rates are no greater than pre-development run-off rates.

The LWMS confirms that there are no significant constraints or sensitive features which would preclude implementation of WSUD.

Based on geotechnical investigations, the land capability assessment and the proposed management measures, it is not expected that any changes to groundwater flows, levels or quality will have an adverse impact on the function and environmental values of the site.

There are limited water management risks associated with development of the site. Based on the geotechnical investigations (see section 2.2.3), there is no requirement to undertake pre-development groundwater monitoring. Overall, the soil types enable stormwater infiltration at source.

Based on geotechnical investigations (Appendix 9), it is expected that lots can support on-site reuse and/or detention.

The Stormwater Management Plan (Appendix 12) shows catchments (including areas), major flow paths for land affected by flooding (1% Annual Exceedance Probability), existing and proposed basins, proposed living stream, design data and typical treatment/storage basin.

The Stormwater Management Plan includes indicative locations of stormwater basins higher up in the sub-catchments along with basins at each low point within the catchments. These basins will be designed and landscaped to become a significant feature of the development.

The Stormwater Management Plan also highlights where particular mitigation measures are required such as addressing erosion in steep areas.

The LWMS in association with the Stormwater Management Plan set out that infiltration on each lot and for roads/other impervious areas will be through at-source control. This will be achieved through bio-retention, swales, floodways, treatment trains, public open space and basins.

As set out in Appendix 9, a Land Capability Assessment of the site was conducted by Bio Diverse Solutions. A small portion of land, identified as Mapping Unit 2, had a

low capability. This land is located near Mercer Road in the residential area. The main identified limitations for Mapping Unit 2 were that soils have a low Phosphorus Retention Index (PRI) and very low soil absorption.

There are various measures that can overcome the land capability issues for Mapping Unit 2. It is expected that suitable clean fill will be required which is complemented with enhanced stormwater management. Gardens and open space can incorporate soils that have a higher PRI which can be promoted using suitable native species.

The waterway in the north-west section of the site is to be landscaped/revegetated to become a 'living stream'.

Stormwater is not to be discharged from development into the Chester Pass Road drainage system.

As outlined in the LWMS, an Urban Water Management Plan is required to be undertaken at the subdivision stage to support residential subdivision to provide detailed design in accordance with Department of Water and Environmental Regulation and local government requirements. This will address, in detail, the approach to matters such as managing erosion in steep areas.

3.6 Education facilities

The estimated lot yield of 1470 residential lots and a population of approximately 3675 people will generate demand for one primary school.

Liaison with the Department of Education confirms that one primary school will be required within the Structure Plan area to service the site and a catchment extending outside of the Structure Plan area. Provision for a high school is not required.

A four hectare primary school site is set aside for education facilities in the north-east section of the Structure Plan area. The school is conveniently located to the

residential area on Lot 521 and to the future school catchment north of Terry Road.

The school site is bordered on three sides by roads to assist with access and parking. There will be effective circulation for traffic around the school site which will assist to reduce traffic congestion and illegal parking issues at peak school periods. This in turn will assist to reduce congestion in the local streets as traffic moves to and from the school site.

The site has minimal physical constraints, is gently sloping, is well drained and is capable of supporting school buildings.

There are opportunities for community use of the school oval under a shared access agreement with the Department of Education. If agreed, it will satisfy the requirement for an active sporting area in the northern portion of the site and provide another public recreational asset.

3.7 Activity centres and employment

The City and the WAPC (via documents such as *Liveable Neighbourhoods*) promote employment and economic growth which will be assisted by the proposed expansion of the Ardess Industrial Estate to Range Road.

The Structure Plan will have various economic benefits including supporting local employment, supporting local services and strengthening the local economy which is consistent with the planning framework. For instance, implementation of the Structure Plan will:

- provide a range of opportunities and choices for businesses, most which are expected to be small to medium sized operations;
- assist in the economic sustainability and strength of Albany and contributes to the local and regional economy. Development of the site will contribute to job creation (direct and indirect jobs) and it will assist in the growth and diversify of the City's economic base and add to the overall vitality and prosperity of Albany;

- support a growing and more diverse industrial and logistics sector which will provide an important foundation for the future economic growth of Albany;
- create employment close to where people live; and
- assist with employment self-sufficiency in the district.

Other employment generators within the Structure Plan area include the primary school and home businesses.

3.8 Infrastructure coordination, servicing and staging

3.8.1 Overview

Background servicing information is set out in section 2.6. Future subdivision and development will be appropriately serviced in accordance with local government and WAPC requirements.

The subdivision/development of the site, as advocated by the Structure Plan, will require the extension and upgrading of essential civil infrastructure. There will be a need for more detailed investigations and design to ensure there is capacity of these services for the subdivision. The capacity of existing infrastructure to service future subdivision will need to be determined prior to the issue of titles.

3.8.2 Sewerage disposal

Biodiverse Solutions assessed the proposed expanded light industrial area being serviced with on-site sewerage disposal against the *Government Sewerage Policy*. The assessment found that the proposed light industrial area is appropriate for on-site sewerage disposal. In addition, the low permeability and high PRI of the soils in the location of the proposed industrial area will allow for slow draining assisting the process of being fixed by soil microbes.

While noting the above, the servicing approach required by the WAPC is:

- existing zoned industrial area may remain unsewered and confined to dry industries if all lots are above 1 hectare.

On-site wastewater disposal shall utilise alternative treatment sewerage disposal systems unless the applicant can provide advice to the local government that soil conditions are conducive to the operation of septic tanks and leach drains and will not result in unacceptable loss of nutrients to surrounding waterways, or create a risk to public health;

- additional industrial areas, currently zoned 'General Agriculture', to be connected to reticulated sewerage; and
- all residential areas are connected to reticulated sewerage.

As the current light industrial area is in a sewerage sensitive area, a secondary sewerage treatment system with nutrient removal should generally be used. The provision of on-site sewage disposal systems including calculation of land application area will be in accordance with minimum site requirements contained in Schedule 3 of the *Government Sewerage Policy* and must be approved for use in Western Australia by the Department of Health. LPS1 requirements for the current Light Industrial area require 'dry industry' and 'alternative treatment sewerage disposal systems'.

As outlined above, all residential lots will be connected to the reticulated sewerage system. To service residential lots, waste water pumping stations (WWPS) will be required. It is expected that the northern portion of the site will be serviced with a WWPS located outside the site in the northeast corner of Lot 4925 Terry Road. South of the ridge line on Lot 521, the majority of the site is expected to be serviced with a WWPS located outside the site on Mason Road within the *Yakamia-Lange Structure Plan* area. Both WWPS's eventually discharge into the WWPS on the corner of Albany Highway and Le Grande Avenue.

While the permanent WWPS and their pressure mains are ultimately funded by the Water Corporation, pre-funding of those works by developers is likely to be required to enable subdivision to proceed. These

costs can be shared between developers both within and outside of the Structure Plan area.

3.8.3 Reticulated water

Proposed lots will be connected to the reticulated (scheme) water system. This will require an extension and upgrading of the water main, plus advancing the programmed enlargement of a supply main to ensure proposed lots have sufficient pressure to meet Water Corporation's licence conditions and its Customer Charter. Hydrants will be installed based on Water Corporation guidelines.

The reticulated water supply should be complemented with rainwater capture and storage, with landowners/operators required to install rainwater tanks as a condition of development approval.

3.8.4 Power supply and telecommunications

All proposed lots will be serviced with underground power and required telecommunication infrastructure. Electrical trenching within the site will also be used for communications cabling as well.

Existing HV power supplies are available in adjacent commercial and industrial areas and can be extended in a staged program to service the site. While no significant offsite infrastructure upgrades are anticipated, this will need to be confirmed closer to the subdivision stage.

3.8.5 Gas

Albany has an LPG reticulated gas network operated by Atco Gas. While the current system is limited and there is no network in the Walmsley locality, upgrades currently being carried out may extend the system.

The options at present are an individual household/commercial premise bottled supply or the establishment of a centralised 'bullet' for reticulated gas to each household and commercial premise.

3.8.6 Staging

A staged development will occur, with the initial stages being the expansion of the Ardess Industrial Estate to the east. The formulation of future stages will consider the location of services, demand and feasibility considerations. Residential subdivision will only be feasible and environmentally sustainable once reticulated sewerage has been established in the area.

3.9 Developer contributions arrangements

Developer contributions are to be made in accordance with the WAPC's *State Planning Policy* 3.6. Contributions may be required for:

1. The ceding and development of land for a north/south link road, namely 'Range Road'; and
2. Road upgrading and/or intersection treatments as may be required at the subdivision stage, as recommended by a Traffic Analysis to the satisfaction of the City of Albany.

Note: The value of contribution for Range Road may consider:

1. Value of land ceded (30m W/L); +
2. Road construction costs; divided by:
3. Proportion of vehicles attributed to structure plan; divided by
4. Expected dwellings;
5. Cost per lot.

Note: Road upgrading and/or intersection treatments may be required for Terry Road, Mercer Road and the intersection between the Range Road and Mercer Road. Cost sharing mechanisms may apply.

3.10 Implementation

Implementation of the Structure Plan will be through application of the provisions of Part One - Implementation of the Structure Plan through scheme amendment, subdivision and/or development processes.

4.0 CONCLUSION

The *Ardess-Walmsley Local Structure Plan* coordinates and facilitates a strategically significant development area as identified in the City of Albany Local Planning Strategy. Its relative proximity to the Albany central area, retail, commercial and industrial activity provides an opportunity to consolidate development which maximises access to employment and services.

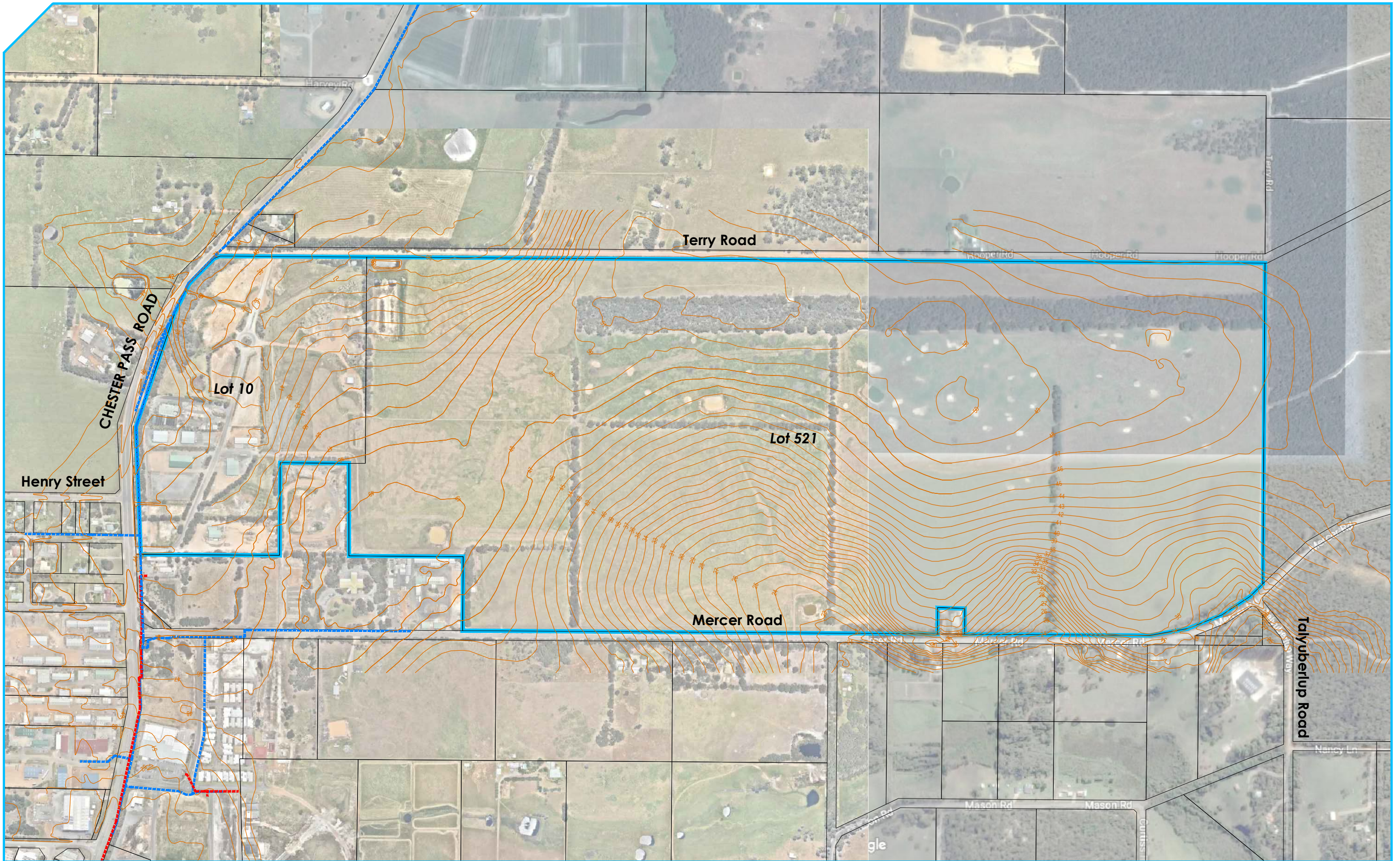
The Structure Plan recognises the importance of the key environmental and landscape attributes of the area, and incorporates these in an urban form, that creates an environmentally responsive urban development that meets the EPA, WAPC and City of Albany's environmental requirements.



View of Ardess Industrial Estate and surrounding area

APPENDIX 1

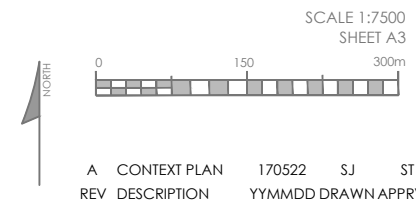
APPENDIX 2



SITE PLAN
Lot 10 Chester Pass Road
and Lot 521 Mercer Road
Walmsley

Legend

- | | |
|--|--|
|  Structure Plan Boundary |  Existing u/ground Water Pipe |
|  Existing Lot Boundary |  Existing u/ground Sewer Pipe |
|  Contours | |



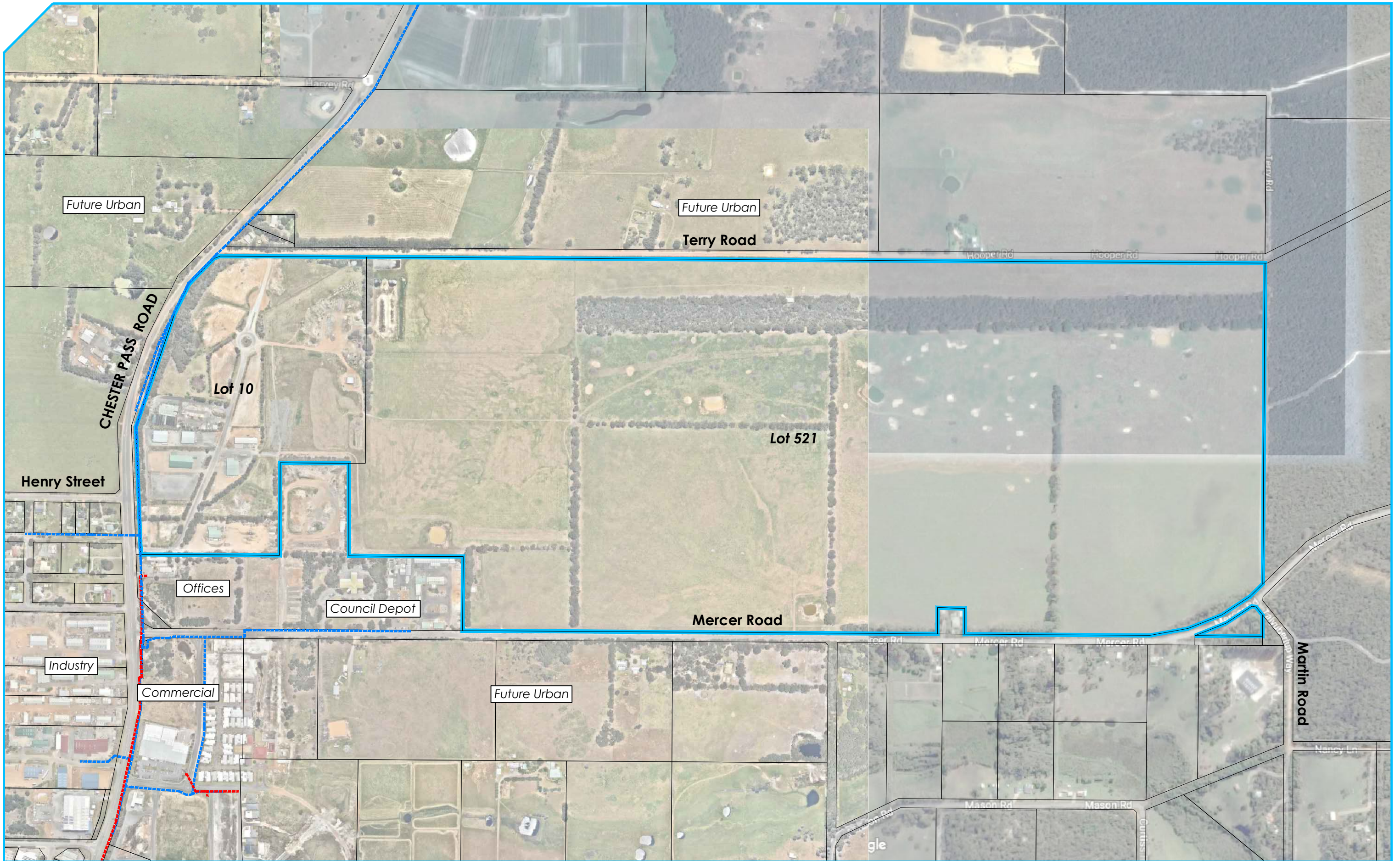
DRAWING NUMBER
EP 170520 01

REV
A

edge
PLANNING & PROPERTY

Edge Planning & Property
134 Hare Street, Mount Clarence
ALBANY WA 6330
E: steve@edgeplanning.com.au
M: 0409 107 336

APPENDIX 3



CONTEXT PLAN
Lot 10 Chester Pass Road
and Lot 521 Mercer Road
Walmsley

Legend

- Structure Plan Boundary
-
- Existing Lot Boundary



DRAWING NUMBER
EP 170520 03

REV
A

Issued for design intent only.
All areas and dimensions are
subject to detail design + survey.



APPENDIX 4

ORIGINAL: Not to be removed from the Department of Land Administration.

Application H436981

Volume 1575 Folio 458

WESTERN



AUSTRALIA

VOLUME FOLIO
2192 1
IN THE REGISTER



CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

The person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements, encumbrances and notices shown in the Second Schedule hereto.

Dated 5th May, 2000

J. H. Gale
REGISTRAR OF TITLES



ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Plantagenet Location 392 and being Lot 10 on Diagram 99325, delineated on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

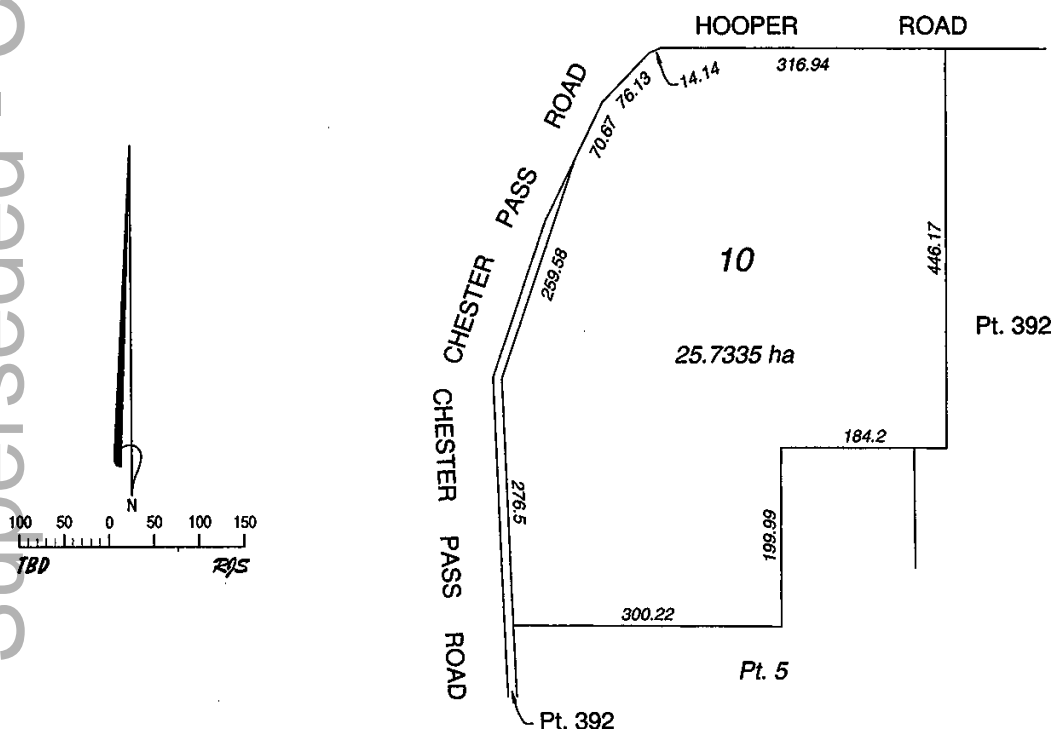
Ten Year Developments Pty Ltd of 51 Collie Street, Albany.



SECOND SCHEDULE (continued overleaf)


1. EASEMENT for Drainage purposes created on Diagram 99325 under Section 27A TP&D Act.
2. MORTGAGE H436984 to Ten Year Developments Pty. Ltd. of 51 Collie Street, Albany. Registered 5.5.00 at 11.19 hrs.

THIRD SCHEDULE



NOTE: Entries may be affected by subsequent endorsements.

VOLUME FOLIO
2192 1
IN THE REGISTER

FIRST SCHEDULE (continued)		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS			
PARTICULARS	INSTRUMENT		REGISTERED	TIME	SEAL & INITIAL
	NATURE	NUMBER			
Ardess 1607 Pty. Ltd. of Lot 52 Lower Denmark Road, Albany.	Transfer	H436983	5.5.00	11.19	

[illegible]

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER	
521/DP76829	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

VOLUME
2822FOLIO
563

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 521 ON DEPOSITED PLAN 76829

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

TEN YEAR DEVELOPMENTS PTY LTD OF 51 COLLIE STREET, ALBANY

(AF M485739) REGISTERED 5/12/2013

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP76829
PREVIOUS TITLE: 2795-990
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: CITY OF ALBANY

NOTE 1: M485739 THIS LOT/TITLE CREATED AFTER CROWN LAND INCLUDED INTO THE FREEHOLD ESTATE WITHOUT PRODUCTION OF THE DUPLICATE CERTIFICATE OF TITLE.
CURRENT DUPLICATE FOR THE WITHIN LAND IS STILL VOLUME 2795 FOLIO 990 EDITION 1

WESTERN



AUSTRALIA

REGISTER NUMBER 10/D99325	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 21/7/2014

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2192FOLIO
1

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 10 ON DIAGRAM 99325

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

ARDESS 1607 PTY LTD OF LOT 52 LOWER DENMARK ROAD, ALBANY
(T H436983) REGISTERED 5 MAY 2000

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. *L643182 CAVEAT BY ANNE WALMSLEY AS TO PORTION ONLY LODGED 2.6.2011.
2. *L643183 CAVEAT BY GORDON WALMSLEY AS TO PORTION ONLY LODGED 2.6.2011.
3. *L643184 CAVEAT BY PETER WALMSLEY AS TO PORTION ONLY LODGED 2.6.2011.
4. *L643185 CAVEAT BY RHODA WALMSLEY, GEORGE WALMSLEY AS TO PORTION ONLY LODGED 2.6.2011.
5. M685117 EASEMENT TO CITY OF ALBANY FOR DRAINAGE PURPOSES - SEE DEPOSITED PLAN 76833 REGISTERED 26.6.2014.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

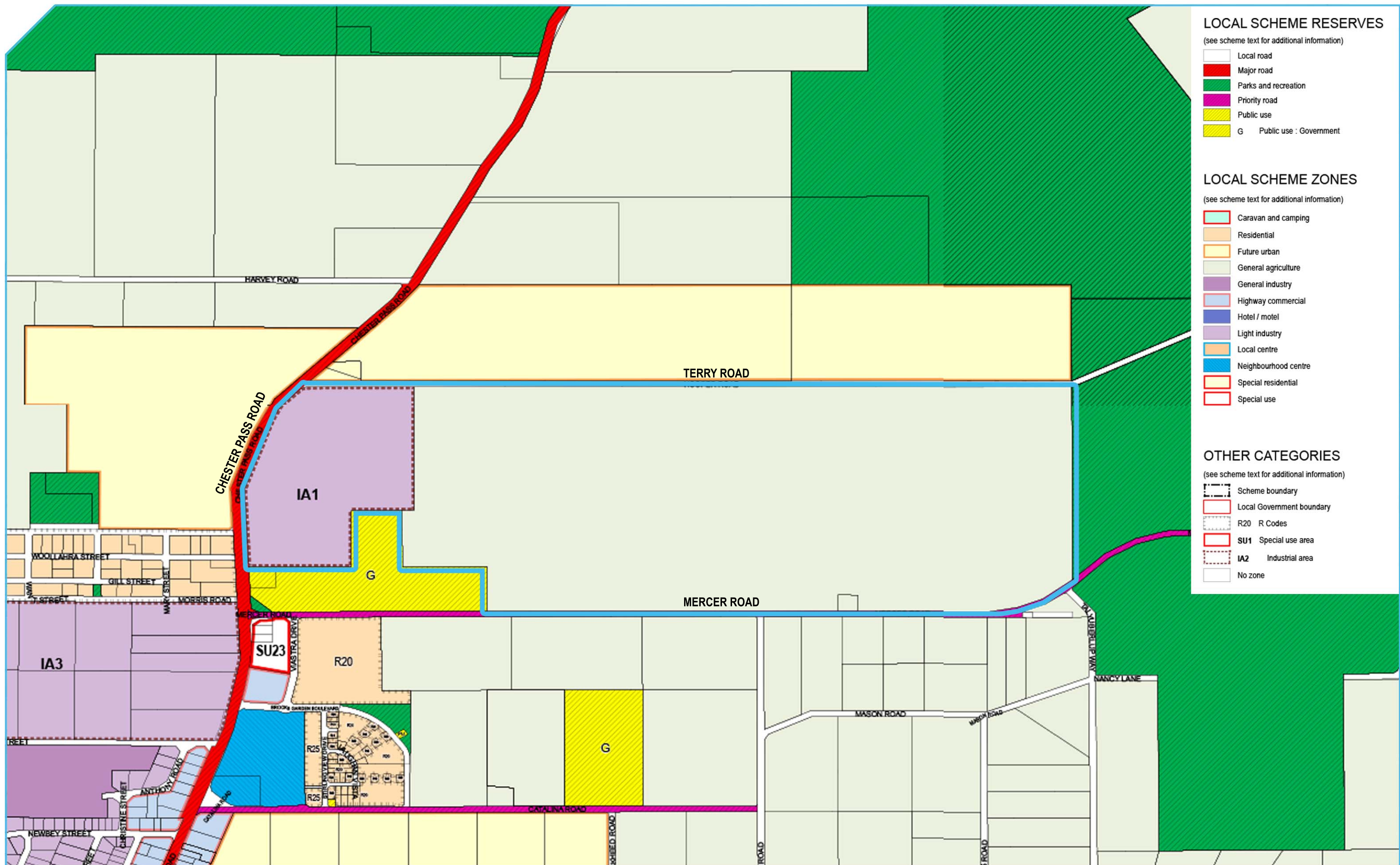
STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2192-1 (10/D99325).
PREVIOUS TITLE: 1575-458.
PROPERTY STREET ADDRESS: 230 CHESTER PASS RD, WALMSLEY.
LOCAL GOVERNMENT AREA: CITY OF ALBANY.

NOTE 1: M498174 DEPOSITED PLAN (INTEREST ONLY) 76833 LODGED.

APPENDIX 5



LOCAL SCHEME RESERVES

(see scheme text for additional information)

- Local road
- Major road
- Parks and recreation
- Priority road
- Public use
- G Public use : Government

LOCAL SCHEME ZONES

(see scheme text for additional information)

- Caravan and camping
- Residential
- Future urban
- General agriculture
- General industry
- Highway commercial
- Hotel / motel
- Light industry
- Local centre
- Neighbourhood centre
- Special residential
- Special use

OTHER CATEGORIES

(see scheme text for additional information)

- Scheme boundary
- Local Government boundary
- R20 R Codes
- SU1 Special use area
- IA2 Industrial area
- No zone

EXISTING ZONING PLAN
Lot 10 Chester Pass Road
and Lot 521 Mercer Road
Walmsley

Legend

- Structure Plan Boundary



A EXISTING ZONING 170522 SJ ST
REV DESCRIPTION YYMMDD DRAWN APPRVD

DRAWING NUMBER
EP 170520 04
REV A

Issued for design intent only.
All areas and dimensions are
subject to detail design + survey.



Edge Planning & Property
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M: 0409 107 336

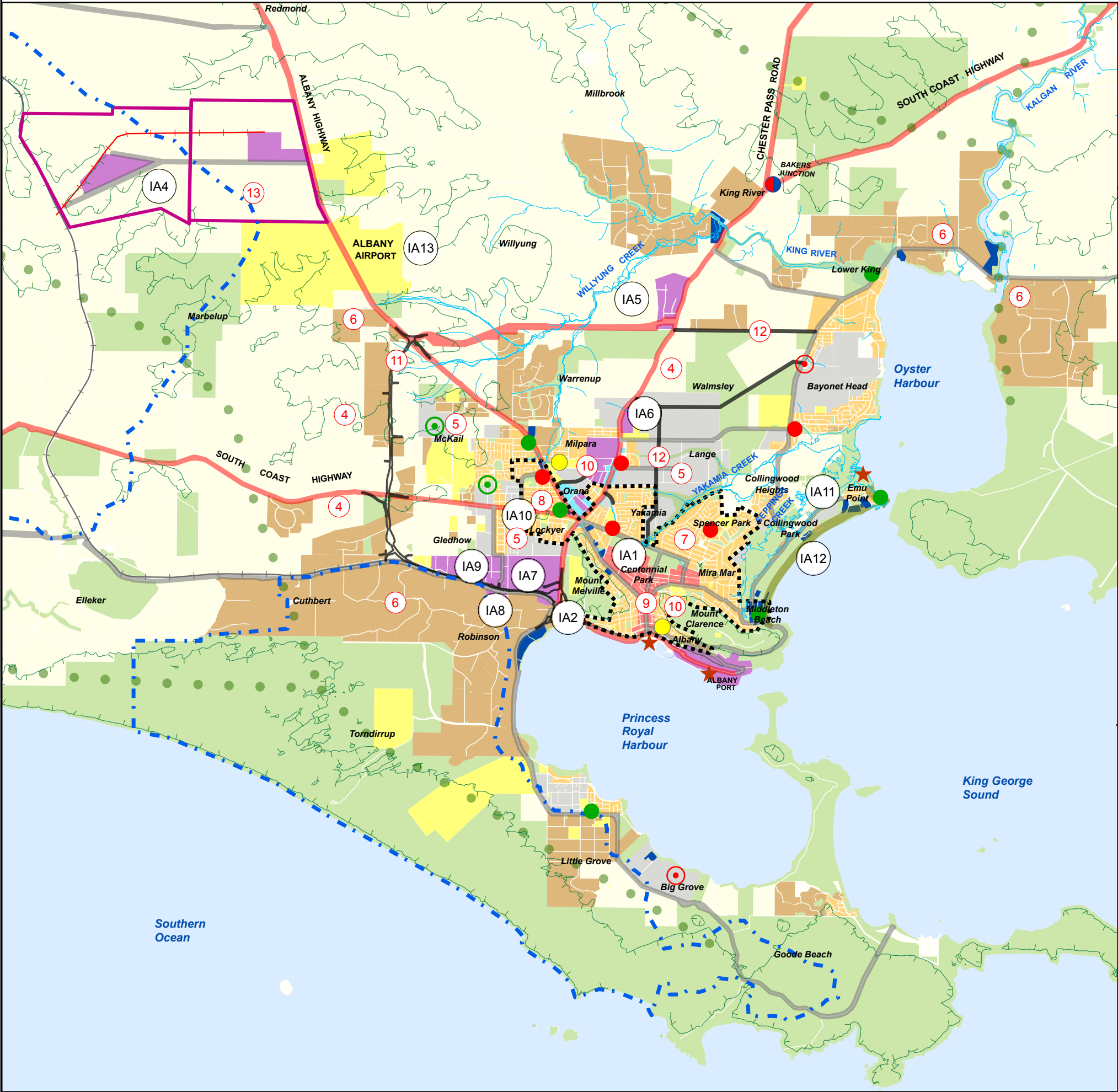
APPENDIX 6

No.	Industrial Area	Special Conditions Applying to Industrial Area
IA1	Ardess Light Industrial Estate, Chester Pass Road and Terry Road, Walmsley	<p>1. Subdivision</p> <p>1.1 Subdivision of the land shall generally be in accordance with Development Guide Plan IA1 endorsed by the CEO, with any minor variations approved by the Western Australian Planning Commission.</p> <p>2. Land Use</p> <p>2.1 Notwithstanding any other requirements of the Zoning Table, the following land use restrictions shall apply -</p> <p>(i) All industrial uses within the zone shall comply with the definition of a 'Dry Industry' as follows:</p> <p><i>Dry Industry means an industrial land use which can demonstrate to the satisfaction of the Local Government that the quality/quantity and volume of wastes produced from its operations can be successfully disposed of on-site without creating any adverse environmental or health effects.</i></p> <p>2.2 The Local Government may permit a maximum of 16 dry industries (industries which do not have significant effluent or waste disposal requirements) on the lot (average density = 1.62 hectares per industry).</p> <p>3. Site and Building Requirements</p> <p>3.1 All buildings and structures are to have minimum setback as follows:</p> <p>(i) Internal Road: 9 metres; and</p> <p>(ii) Revegetation Areas: 10 metres.</p> <p>3.2 The setback from the internal road can be used for landscaping, car parking or trade display.</p> <p>4. Access to Ardess Industrial Estate</p> <p>4.1 Access to the estate will be via a single entry road onto Chester Pass Road.</p> <p>4.2 All internal roads and crossovers will be required to be sealed to the satisfaction of the Local Government. The minimum road pavement width for the internal road(s) should be 10 metres with 2 metre shoulders to allow the passage of two passing vehicles past a further vehicle parked at the verge. Minor roads are to be constructed to at least 5 metres pavement width.</p> <p>5. Stormwater Management</p> <p>5.1 The Local Government will require stormwater disposal measures to be implemented to ensure that maximum retention and infiltration occurs on site through the use of individual soakwells, retention basins or other measures as deemed necessary. Oil and grease traps are to be provided within each building site to the satisfaction of the Local Government to ensure that nutrient export off the site is kept to a minimum.</p> <p>6. Effluent Disposal</p> <p>6.1 On-site effluent disposal shall utilise alternative treatment effluent disposal systems unless the applicant can provide advice to the Local Government that soil conditions are conducive to the operation of septic tanks and leach drains and will not result in unacceptable loss of nutrients to surrounding waterways, or create a risk to public health.</p>

APPENDIX 7

Local Planning Strategy 2019

Figure 2: Urban



Legend

Designation

- | | | |
|--------------------------------------|-----------------|-----------------------------|
| Rural | Commercial | Neighbourhood Centre |
| Parks and Recreation | Industry | Future Neighbourhood Centre |
| Rural Living | Public Use | Local Centre |
| Urban | Regional Centre | Future Local Centre |
| Existing Tourism Accommodation Sites | Urban Growth | Rural Enterprise |

Strategic Direction/Action

- | | |
|--|---|
| 4 Protect agricultural land from urban sprawl and inappropriate development | IA1 Investigation Area 1 - Centennial Park Urban Renewal Area |
| 5 Direct urban settlement growth of Albany to areas designated as 'urban growth' | IA2 Investigation Area 2 - Wool Stores |
| 6 Direct rural living settlement of Albany to areas designated as 'rural living' | IA3 Investigation Area 3 - Neighbourhood and Local Centres |
| 7 Support the collaboration between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area | IA4 Investigation Area 4 - Mirambeena Strategic Industrial Area |
| 8 Identify localities or precincts in the City suitable to increase residential densities (infill development) based on accessibility to services and facilities, utility infrastructure, heritage, character and amenity, and land capability | IA5 Investigation Area 5 - Pendeen Expansion Area |
| 9 Continue to protect the primacy of the regional centre, identify its unique identity and build upon this, facilitate new mixed-use commercial development, increase the density and diversification of housing within and surrounding the regional centre, protect and enhance the heritage character, improve public realm with universal access, improve public transport, walkability and bikeability, diversify users - residents (age and cultural diversity), workers and visitors that engage with the regional centre and attract the location of regional facilities | IA6 Investigation Area 6 - Proposed Ardross Estate Light Industrial Area |
| 10 Identify education precincts in conjunction with activity centres and support diversification of housing and land uses to cater for accommodation, entertainment and shopping needs of students | IA7 Investigation Area 7 - Lot 2 Hanrahan Road (CSBP Fertiliser Depot) |
| 11 Advocate for the completion of the Ring Road | IA8 Investigation Area 8 - Robinson Industrial Area |
| 12 Facilitate the planning and construction of key link roads | IA9 Investigation Area 9 - Gledhow Industrial Area |
| 13 Advocate for development of industry in Mirambeena | IA10 Investigation Area 10 - Mueller Road |
| | IA11 Investigation Area 11 - Protection of Yakamia Creek and Lake Seppings |
| | IA12 Investigation Area 12 - Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan |
| | IA13 Investigation Area 13 - Potential Airport Business Area |

Other

- | | | |
|---|-------------------------------------|----------------------------|
| Rail | Indicative Rail Spur Extension | Macro-corridors |
| Primary Road | District Road | Landscape Protection Areas |
| Significant waterway | Strategic Important Road Extensions | SCA PDWSA |
| Investigation Area 4 - Mirambeena Strategic Industrial Area | Housing Strategy | Education Precinct |
| Investigation Area 12 - Emu Point to Middleton Beach CHRMAP | Strategic Infrastructure | |

1 0.5 0 Kilometers

1:100,000

SCALE @ A3

This map has been produced by the City of Albany using data from a range of agencies.

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MXD: X:\Planning & Development\Planning_Services\Strategic_Planner\ALPS\Review\new ALPS\MXD's & shapefiles\Fig 2 Urban.aprx Date Printed: 19/11/2019

APPENDIX 8

Legend



To be read in conjunction with the City of Albany Town Planning Scheme No. 3

Service Industry Zone:

i) Council shall not permit an industrial use unless it can be demonstrated that by application of buffer standards in place at the time the industry can be accommodated without detrimental impact upon surrounding land uses and that the industry will perform as a "Dry Industry".

ii) The landowner will be required to demonstrate that prospective industries will be able to meet environmental guidelines in terms of risk, noise, dust, emissions or other potential nuisance and be able to be accommodated on the site without the need for a buffer distance of greater than 50m.

iii) The landowner shall be required to plant and maintain suitable revegetation areas to maintain visual amenity of the site and to assist in nutrient assimilation. Council may require additional plantings as a condition of Planning Scheme Consent or allow a variation to any revegetation plan if an area of the same or greater extent is planted elsewhere within the site to Councils satisfaction. The choice of species shall be the responsibility of the landowner but at least 50% of the trees must be capable of growing to a height of 3m within 5 years, with preference given to species endemic to the region.

iv) Applications for Planning Scheme Consent shall be required for all uses as listed in Table 1 for the Service Industry Zone and any change of use. The Application for Planning Scheme Consent shall require the submission of a completed "Application for Planning Scheme Consent", three copies of the plan showing the exact location of any buildings or displays proposed and three copies of scaled elevation plans for any buildings or displays showing colours and materials to be used.

v) Uses not specifically listed in Table 1 may be permitted if, in the opinion of Council, they will fulfil the objectives of the zone. Such uses will be regarded as "AA" uses for the purposes of public consultation and advertising. Any additional requirements for individual areas are to be listed in Schedule 6 - Service Industry zone.

Extract from Schedule VI "Special provisions relating to the Ardess Service Industry Zone"

i) Council may permit a maximum of 16 dry industries on the lot (average density = 1.625ha per industry). The area allotted to each industry will be dependant upon individual industry requirements in terms of area, internal buffers and land capability. Any requests by the landowners to increase the maximum number of industries shall be made in the manner of Scheme Policy or Scheme Amendment to be decided upon by Council and dependant upon the scale and nature of the proposed changes.

ii) All buildings and structures shall be set back a minimum of 20 metres from the internal road and 10 metres from any revegetation area. The 20m setback from the internal road can be used for landscaping, carparking or trade display in a similar manner to the standards set by provisions 5.7 to 5.9 inclusive or any alterations to these provisions by way of a Town Planning Scheme Policy or Amendment.

iii) Council may vary the setback requirements for any setback if the landowner can demonstrate that it will not adversely impact upon adjoining industries, revegetation or access for firefighting purposes and may require further screening within the reduced setback area to compensate for any perceived or actual loss of amenity.

iv) All entrance to the estate will be via a single entry onto Chester Pass Road.

v) Advertising signs for individual businesses shall not be visible from Chester Pass Road although a sign stack approved by and to the specifications of the Main Roads Department may be erected upon Chester Pass Road at the entry statement.

vi) A single entry statement may be erected at the Chester Pass Road entrance subject to advice and approval from Council and the Main Roads Department.

vii) All internal roads and crossovers will be required to be sealed to the satisfaction of Council. The minimum standard proposed is for the main internal road to have a pavement width of 10m with 2m shoulders to allow the passage of two passing vehicles past a further vehicle parked on the verge. Minor roads are to be constructed to at least 5m pavement width.

viii) Council will require stormwater disposal measures to be taken to ensure that maximum retention and infiltration occurs on site through the use of individual soakwells, retention basins or other measures as deemed necessary. Oil and grease traps are to be provided within each building site to the satisfaction of Council to ensure that nutrient export off the site is kept to a minimum.

ix) On site effluent disposal shall utilise amended soil systems unless the proponent can provide advice to Council that soil conditions are conducive to the operation of septic tanks and leach drains and will not result in unacceptable loss of nutrients to surrounding waterways, or risk to public health.

x) The landowner shall be directly responsible for the maintenance of amenity in those areas surrounding individual industries and shall take necessary means to rectify unsightly displays or unkempt land as directed by Council.

xi) Carparking bays shall be provided in accordance with relevant standards as directed by Council.

xii) The landowner shall provide a copy of these Special provisions to prospective tenants and provision shall be made to the satisfaction of Council to prove that this has occurred and that the prospective tenant has read and understood their content.

