

Harley Dykstra

PLANNING & SURVEY SOLUTIONS



Structure Plan Modification RR 34

Lot 9000 Lancaster Road, McKail

Prepared by Harley Dykstra Pty Ltd for J & K Belfield, A & B Lucas and J Lucas

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ENDORSEMENT PAGE

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

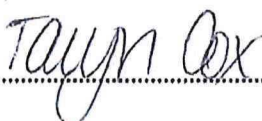
IT IS CERTIFIED THAT THIS STRUCTURE PLAN
WAS APPROVED BY RESOLUTION OF
THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

19 March 2020.....Date

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

20 March 2020.....Date

19 March 2030.....Date of Expiry

DOCUMENT CONTROL

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A	30.09.2016	Draft	Internal	For review
B	19.10.2016	Final	Client	Revisions following QA
C	20.6.2018	Final	CoA/DPLH	Revised to provide two fire EAW options
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1 INTRODUCTION

1.1 Introduction & Purpose

This report forms part of the proposal to modify the Structure Plan (SP) relating to Lot 9000 Lancaster Road, McKail (the 'subject site').

This report details a total of three (3) modifications to the Structure Plan, which reflect current planning rationale, best planning practice and opportunities and constraints of the subject site.

A background of the subject site and surrounding area is provided, prior to detailed discussion of each modification. Further, the report addresses future servicing, impacts of these changes on the surrounding area and key planning considerations guiding future development of the property.

Approval by the City of Albany and Department of Planning, Lands and Heritage is respectfully requested.

1.2 Subject Site Overview

The subject site is currently zoned *Rural Residential* and located within *Rural Residential Area No.34 (RR34)* of the City of Albany Local Planning Scheme No. 1 (LPS1). This area allows for the subdivision of Rural Residential lots down to a minimum size of 1 hectare, based upon land capability, service availability and the approved SP.

1.3 Legal Description

303 Lancaster Road (Lot 9000 on Deposited Plan 70052) is 19.9257ha in area. The property is contained on Certificate of Title Vol. 2814 Fol. 895 and the registered proprietors are:

- Joy Frances Lucas in 1/5 share;
- Jamie Belfield & Kelly Maree Belfield as joint tenants in 2/5 share; and
- Bradley James Lucas and Amy Diane Lucas as tenants in common in 2/5 share

A copy of the Certificate of Title is included in **Appendix A**.

1.4 Location

The property is located approximately 7km north-west of the Albany town centre, via Link Road as illustrated in **Figure 1**.

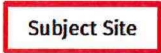


Figure 1: Location plan of Lot 9000 Lancaster Road, McKail

1.5 Surrounding Land Use

The subject site is zoned Rural Residential, however a mapping error is acknowledged on the City of Albany Scheme Map. Refer to **Figure 2** – land use zoning.

The land immediately surrounding the property is zoned for various purposes including General Agriculture, Rural Residential and Future Urban in the City of Albany Local Planning Scheme No.1 (LPS1).

The landholding to the north of the subject site, on the opposite side of Lancaster Road, is zoned *General Agriculture* and is 64.76 hectares in area. The property adjoining the eastern boundary of the subject site is zoned *Future Urban* with developed lot sizes around 4,000m².

Land adjoining the southern boundary of the subject site is zoned *General Agriculture*, with *Rural Residential Area 40* (RR40) located approximately 300m south of Lot 9000. Lot sizes in RR40 range from one to five hectares.

To the west of the subject site, on the opposite side of Link Road, land is zoned *Rural Residential* and included within *Rural Residential Area 35* (RR35). Developed lot sizes in RR35 range from approximately one to seven hectares.

Land adjoining the eastern boundary of the subject site is zoned *General Agriculture*, with *Rural Residential Area 25* (RR25) located approximately 500m east along Lancaster Road. Lot sizes in RR25 range from one to five hectares.

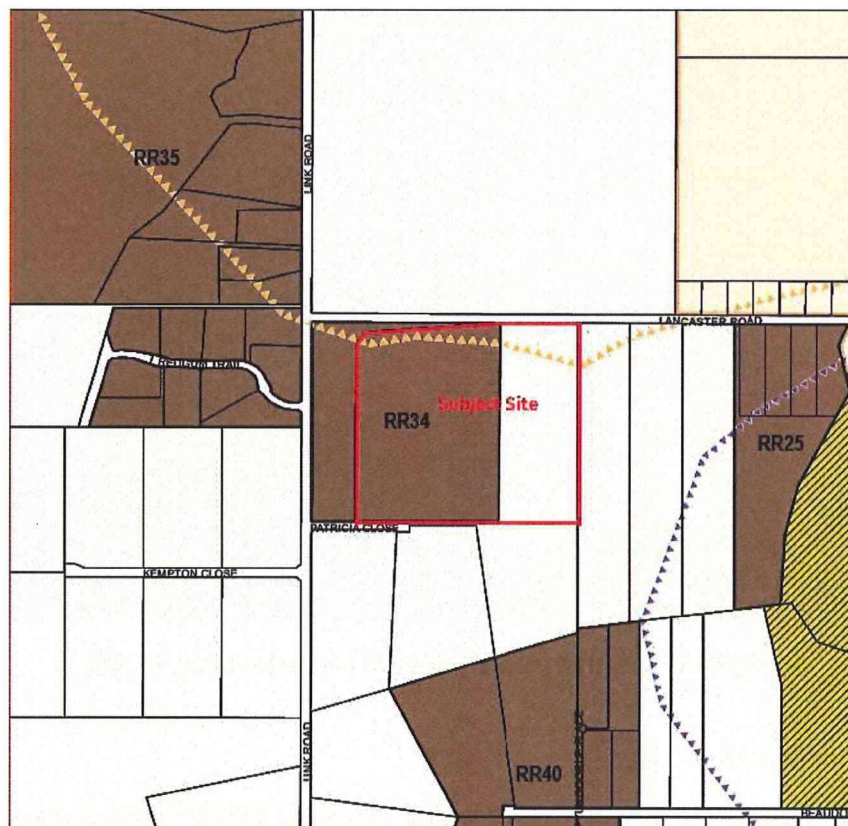


Figure 2: Land Use Zoning

(Source: DPLH)

1.6 Topography

The site is gently sloping from a maximum height of 65m AHD at the north-west corner of the site fronting Lancaster Road, towards the south-eastern corner of the site which is approximately 38m AHD and south western corner which is 43m AHD.

There are no significant topographical features located on the site including watercourses, wetlands, significant vegetation, flood plains or dams.

1.7 Transport Noise – Link Road

The subject site is impacted by MRWA noise associated with the future development of Link Road as a heavy vehicle transport route. This is denoted on both the Certificate of Title, Deposited Plan and adopted Structure Plan (2008).

Documentation relating to the MRWA noise affected land notes:

"The above land described is situated adjacent to the proposed Albany Ring Road and may be affected by transport noise. Further information regarding transport noise, including development restrictions and noise insulation requirements for noise affected property are available from the City of Albany."

City of Albany Planning Officers were consulted prior to finalising the amended SP and requested to provide additional information relating to transport noise. Unfortunately additional information was not able to be provided.

1.8 Albany Speedway Noise Special Control Area

The northern portion of the site is affected by a special control area associated with the Albany Speedway. Section 6.5 of the City of Albany Local Planning Scheme outlines provisions relating to the Albany Speedway Noise Special Control Area, including the following:

- *The Local Government may grant planning approval and impose conditions on the approval to require the applicant to incorporate design and construction methods/materials to reduce noise impacts to the dwelling; and*
- *The Local Government shall request the Commission impose a condition on the approval for the creation of any new lots created as a result of subdivision within the Albany Speedway Noise Special Control Area be required to have a memorial placed on the Certificate of Title stating that the land may be subject to temporary high noise levels from activities conducted at the Attwell Park Speedway.*

Future dwellings located within the Albany Speedway Noise Special Control Area will be subject to conditions requiring design and construction to address these noise impacts to the satisfaction of the City of Albany.

1.9 Vegetation

The property is predominantly cleared of vegetation with a small cluster of trees located midway along the eastern portion of the site. A small patch of remnant vegetation is located in the centre of the site dominated by Sheoak trees with scattered Jarrah trees and a grass understory. Small areas of forest line the northern and southern boundaries of the site comprising of both remnant vegetation and exotic plantings closer to neighbouring dwellings in the south.

The amended SP seeks to retain all existing vegetation where possible. The SP modifications include strategic revegetation areas to improve privacy and amenity, without introducing increased bushfire risk. Details of this are outlined in **section 3.3** of this report.

1.10 Existing Buildings & Structures

The subject site accommodates two existing dwellings and associated outbuildings which are located along the northern boundary fronting Lancaster Road. A horse shelter is located approximately 85m from the eastern boundary and 150m from the northern boundary.

Removal of the existing dwellings and outbuildings is not required to implement the Structure Plan modifications.

The amended Structure Plan provides for the eastern dwelling to be setback 13m and the western dwelling 130m from the future road reserve connecting to Lancaster Road.

2 PLANNING BACKGROUND

2.1 City of Albany Planning Strategy (ALPS)

The key local planning document relating to future planning of the subject site is the Albany Local Planning Strategy (ALPS). This proposal is consistent with the intent of ALPS which was endorsed by the WAPC in 2010.

The subject site and surrounding area is designated as Rural Residential on Map 9B of ALPS, as illustrated in **Figure 3**.

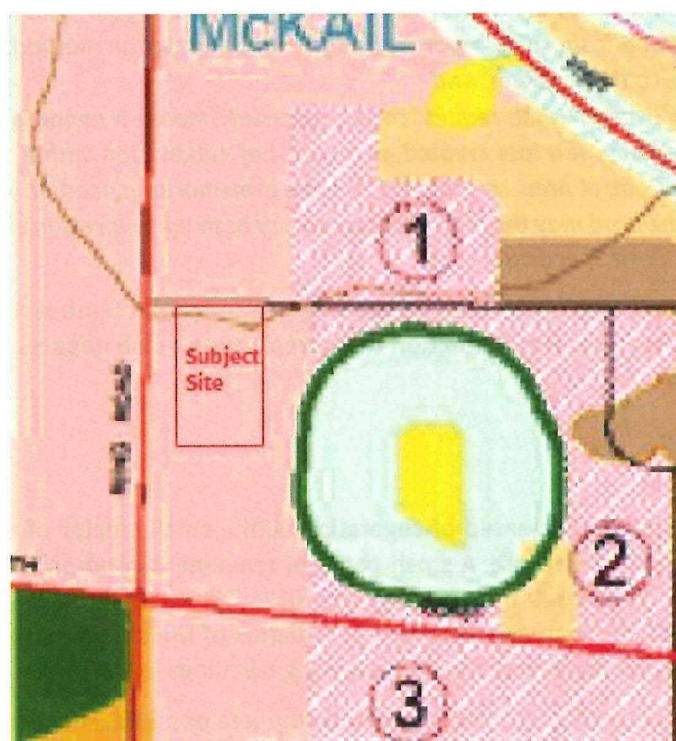


Figure 3: ALPS Map 9B extract (Source: CoA ALPS 2010)

Objectives of Rural Residential areas in ALPS include:

- To avoid areas of Rural Living on productive agricultural land, other important natural resource areas and areas of high bushfire risk, flooding and environmental sensitivity;
- Avoid the development of Rural Living areas on future and long term potential urban areas; and
- Minimise the potential for generating land-use conflicts.

The proposed modifications to the Structure Plan support these objectives, as implementation of the amended SP will provide Rural Residential lots within an existing Rural Residential zone and assist to contain encroachment of rural living areas onto agricultural areas and future urban land.

Furthermore, these modifications do not have the potential to generate land use conflicts as the subject lot is already an existing designated Rural Residential area and will be contained within the property boundaries.

2.2 City of Albany Local Planning Scheme No.1 (LPS1)

The City of Albany Local Planning Scheme No.1 (LPS1) is a statutory document responsible for implementing the findings of ALPS, and was endorsed by the WAPC in 2014. LPS1 provides provisions for the control, regulation guidance and coordination of public and private development and the use of land within the scheme area.

The subject site is zoned Rural Residential and designated as area 34 (RR34) of LPS1. Schedule 15 of LPS1 outlines special provisions relating to RR34, including:

1. *Subdivision of RR34 shall generally be in accordance with the Subdivision Guide Plan RR34 endorsed by the CEO, with any minor variations approved by the Western Australian Planning Commission.*
2. *The minimum lot size shall be one hectare.*
3. *The following land uses are 'P' permitted uses –*
 - a) *Single House*
4. *The following land uses are 'D' discretionary uses –*
 - a) *Ancillary Accommodation;*
 - b) *Home Business;*
 - c) *Home Occupation;*
 - d) *Industry – cottage;*
 - e) *Public Utility; and*
 - f) *Rural Pursuit (which shall be limited to existing cleared and pastured land only).*
5. *Any dwelling shall be located outside of any development exclusion areas shown on the Subdivision Guide Plan and all buildings shall achieve the following minimum setbacks –*
 - a) *15 metres from the front boundary;*
 - b) *12 metres from a secondary road boundary; and*
 - c) *10 metres from all other lot boundaries.*

All proposed modifications comply with the existing control provisions listed in Schedule 15 of LPS1.

2.3 Adopted Structure Plan RR 34 (2008)

Rural Residential 34 was the subject of Amendment No. 243 to the City of Albany Town Planning Scheme No.3. Amendment No. 243 allows for the subdivision of Rural Residential lots down to a size of one hectare. A copy of the adopted SP is included in **Appendix B**.

The adopted SP (2008) provides for the subdivision of eighteen lots ranging in size from 1 hectare to 1.05 hectares. It also incorporates three key planning constraints for the site:

1. Access onto Lancaster Road;
2. Future closure of Patricia Place, and road connectivity through to adjoining landholdings to the south; and
3. Future road connectivity to the landholding to the east (Lot 13)

A total of three modifications to the adopted SP (2008) are proposed. **Section 3** of this report outlines each of the proposed modifications and details the planning rationale underpinning these changes.

3 PROPOSED MODIFICATIONS & RATIONALE

Modifications to the adopted SP (2008) are proposed to improve the resultant subdivision within Rural Residential Area No. 34. A total of three (3) modifications are proposed to the adopted Structure Plan. Details of these changes and supporting rationale are described in detail below.

A copy of these modifications are illustrated on the amended SP and included within **Appendix C**.

3.1 Modification 1

Adjusting the lot sizes and layout

This change is proposed to provide a variety of lot sizes and improved shape to address market feedback and current bushfire practices. These changes also allow for an efficient use of the land, by reducing the total length of roadways required to service the lots by approximately 16 per cent, or 150m.

The amended SP ensures all lots are greater than the one hectare minimum prescribed for RR34, and provides for efficient use of the land and services. Further, modification one supports current planning rationale to limit residential development encroaching into productive agricultural land and will not result in conflicting land uses with surrounding properties.

The amended SP will also not negatively impact on the surrounding amenity, or result in an increase to traffic using Lancaster Road.

3.2 Modification 2

Realigning the future internal road reserve to provide vehicle access and street frontage to all lots.

Modification two is proposed in response to modification one outlined above. To enable access and legal road frontage to all lots, the inclusion of an 18m wide road reserve connecting to Lancaster Road and Patricia Close is required. The alignment of this future road reserve is modified in accordance with an approved subdivision with a condition to allow for final design and engineering to the satisfaction of the local government, in consultation with Main Roads WA.

MRWA advice is that access onto Lancaster Road should be no closer than 330m from the centre line of Link Road. A copy of MRWA's advice is attached at **Appendix D**. The amended SP provides a connection point onto Lancaster Road approximately 363m from the centre line of Link Road, which is able to comply with the requirements of MRWA. Further, realignment of the road reserve provides a future connection to Lots to the south (currently accessed via Patricia Close) in accordance with the adopted SP (2008). No direct access is proposed from the subject site to Link Road in accordance with the advice from MRWA.

3.3 Modification 3

Adjusting the revegetation areas

This modification is required to reflect the revised lot layout. The revised revegetation areas noted on the amended SP will provide visual screening and wind breaks. The revegetation will be subject to APZ standards outlined in SPP 3.7 – Planning in Bushfire Prone Areas, to ensure no increase to bushfire risk to future dwellings.

Native tree species will be planted in the revegetated areas which are endemic to the locality. Planting should occur in winter to achieve the highest success rate.

4 SERVICING CONTEXT

The existing dwelling on the subject site is serviced by power, reticulated scheme water, onsite effluent disposal and telecommunication infrastructure. These services are proposed to each lot in the amended SP.

Individual services are outlined in more detail below.

4.1 Water

A reticulated water main is located within the road reserve of Lancaster Road which services the locality. The existing dwellings are connected to this reticulated scheme water.

Section 5.5.13.2.10 of LPS 1 notes “where available, a reticulated water supply from a licensed water service provider shall be provided to each lot.” All proposed lots are able to be serviced with reticulated scheme water extending from the Water Corporation mains located within the Lancaster Road reserve.

4.2 Electricity

Both aerial power and underground power are present in the Lancaster Road and Patricia Close road reserves with the existing dwellings being serviced by an overhead electrical supply(s).

All proposed lots will be serviced with an underground electricity supply in accordance with Western Power requirements.

4.3 Gas

No reticulated gas is available in the area. Any use of gas will be required to be supplied using bottled gas.

4.4 Telecommunications

Telecommunications lines are available in Lancaster Road reserve and the existing houses will maintain their connections to this service. All proposed lots may be serviced with a telecommunication connection.

4.5 Access

Access to the amended SP is to occur via a single access road, joining to Lancaster Road. Details of this road are discussed in more detail in **section 3.2** of this report.

The amended SP also proposes two 6m wide battleaxe driveways, collocated to provide a 12m wide access and assist with reducing bushfire risks. The battleaxe driveways will provide all weather access and be constructed to a compacted gravel or limestone standard at the time of subdivision.

Further details on emergency access is discussed in **section 3.4** of this report.

4.6 Bushfire Management and Emergency Egress

The property is located within a bushfire prone area, as prescribed by the Commissioner of Fire and Emergency Services. State Planning Policy 3.7 - Planning in Bushfire Prone Areas, requires subdivision applications for properties identified within bushfire prone areas to be supported by a Bushfire Management Plan prepared by a certified bushfire planning practitioner.

A Bushfire Management Plan has been prepared by Bio Diverse Solutions outlining various measures that enable the amended Structure Plan to comply with SPP 3.7, including; location, siting and design of development, access and water. A copy of the Bushfire Management Plan is included at **Appendix F**.

The Bushfire Management Plan confirms that the amended Structure Plan is able to comply with the requirements of SPP 3.7. Further details regarding vehicle access can be found in **section 3.4** of this report.

4.7 Effluent Disposal

As reticulated sewerage is not available within the locality, the existing dwellings are connected to traditional septic systems with leach drains.

A detailed land capability assessment was previously prepared over the land confirming suitable clearances from the ground surface to late winter ground water levels to accommodate onsite effluent disposal to all lots. This land capability assessment supported the adopted SP (2008) which was adopted by the City of Albany.

A copy of the land capability assessment is included at **Appendix E**, which notes:

"Even though much of the site is gently sloping, waterlogging is a potential limitation along the southern boundary. It is recommended that dwellings be located on the higher ground on the southern lots."

This recommendation has been acknowledged in the SP modifications.

4.8 Drainage

Due to the nature of the property, drainage currently occurs through ground infiltration. All future residential development will require drainage to be contained on-site to the satisfaction of the City of Albany. This is likely to occur through a combination of soak-wells, drainage swales and rainwater tanks.

Surface run off associated with the paved road will be contained within roadside swales which will drain via ground infiltration. This method of drainage has been adopted throughout other Rural Residential estates and has proven to function well.

5 CONCLUSION

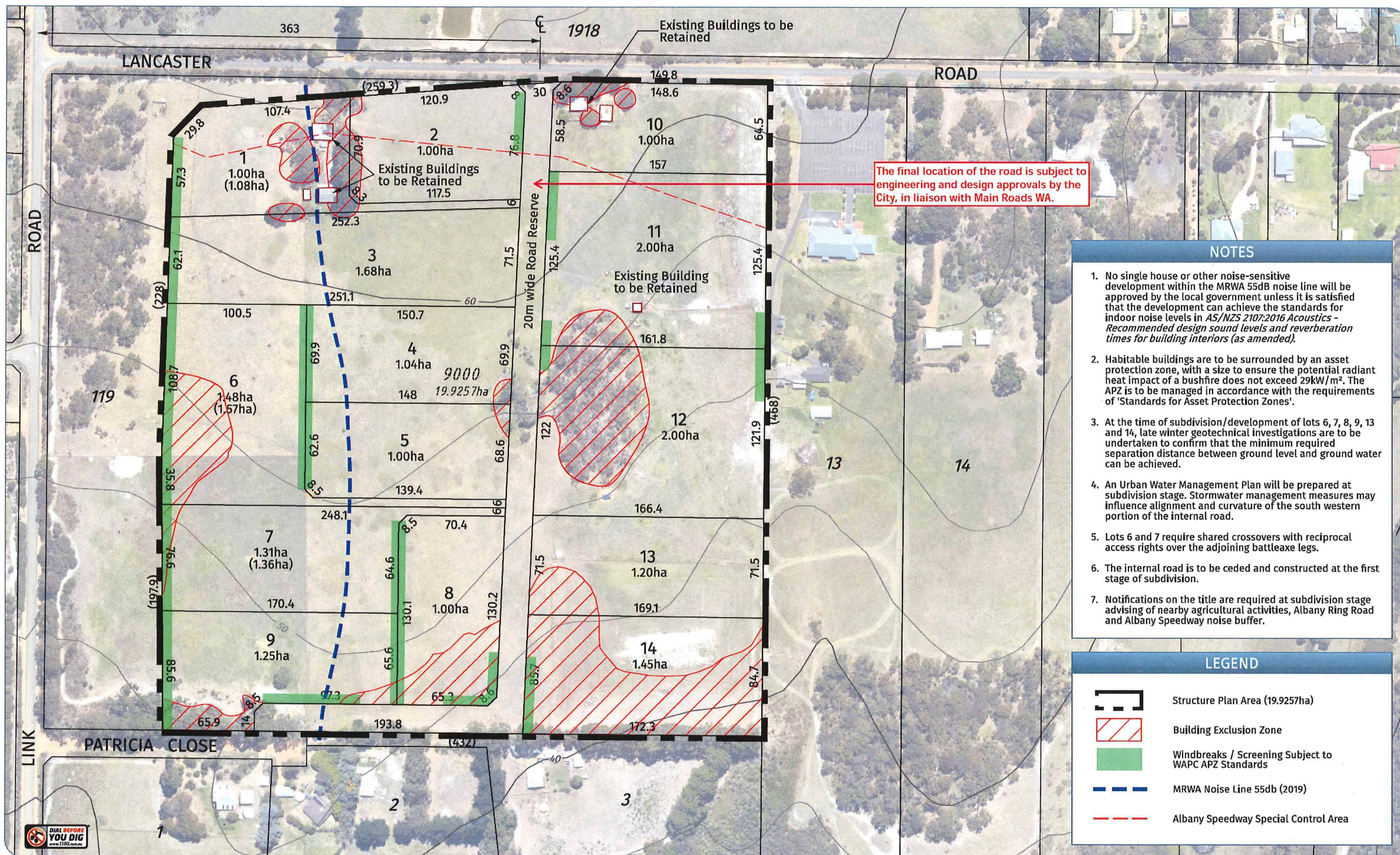
This report forms part of the proposal to amend the adopted Structure Plan (2008) relating to Rural Residential Area 34 (the 'subject site'), and details three (3) modifications that acknowledge market feedback, current planning rationale, best planning practice and opportunities and constraints of the subject site.

The modifications proposed within the amended SP represent a logical consolidation based upon sound planning rationale, and supports an attractive and efficient manner in which to subdivide the land.

The proposed modifications to the SP are justified on the following grounds:

1. The modifications duly consider and comply with ALPS, LPS 1 and development control provisions relating to Rural Residential Area No.34, including:
 - a. Providing future linkage to Patricia Close;
 - b. Providing future connectivity to lots to the south;
 - c. Access to Lancaster Road is suitably setback from Link Road;
2. All proposed lots will meet or exceed the minimum lot size of one hectare prescribed for Rural Residential Area No. 34.
3. All lots are able to accommodate dwellings of suitable shape and size outside development exclusion areas.
4. All lots are able to be connected to the Water Corporation's reticulated water supply, as prescribed in ALPS and LPS1.
5. The proposed modifications will not negatively impact on the surrounding areas or amenity;
6. The proposed modifications will allow the landowners to subdivide the land and ensure future access is provided for lots to the south.
7. The amended Structure Plan is able to comply with all relevant local and State policies and provides increased protection to life and assets in accordance with current policy requirements.

Approval of the amended Structure Plan by the City of Albany and Department of Planning, Lands and Heritage is respectfully requested.



The final location of the road is subject to engineering and design approvals by the City, in liaison with Main Roads WA.

NOTES

1. No single house or other noise-sensitive development within the MRWA 55dB noise line will be approved by the local government unless it is satisfied that the development can achieve the standards for indoor noise levels in AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for building interiors (as amended).
2. Habitable buildings are to be surrounded by an asset protection zone, with a size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m². The APZ is to be managed in accordance with the requirements of 'Standards for Asset Protection Zones'.
3. At the time of subdivision/development of lots 6, 7, 8, 9, 13 and 14, late winter geotechnical investigations are to be undertaken to confirm that the minimum required separation distance between ground level and ground water can be achieved.
4. An Urban Water Management Plan will be prepared at subdivision stage. Stormwater management measures may influence alignment and curvature of the south western portion of the internal road.
5. Lots 6 and 7 require shared crossovers with reciprocal access rights over the adjoining battleaxe legs.
6. The internal road is to be ceded and constructed at the first stage of subdivision.
7. Notifications on the title are required at subdivision stage advising of nearby agricultural activities, Albany Ring Road and Albany Speedway noise buffer.

LEGEND

- Structure Plan Area (19.9257ha)
- Building Exclusion Zone
- Windbreaks / Screening Subject to WAPC APZ Standards
- MRWA Noise Line 55db (2019)
- Albany Speedway Special Control Area

STRUCTURE PLAN

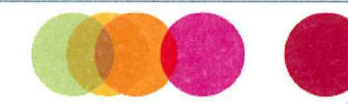
Rural Residential Area No. 34
Lot 9000 Lancaster Road, McKail

Plan No. | 20833-04
Date | 05/11/19
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Revision | B
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0 20m 40m 60m

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey



Harley Dykstra

PLANNING & SURVEY SOLUTIONS

APPENDIX A

Certificate of Title

APPENDIX B

Adopted Structure Plan (2008)

APPENDIX C

Amended Structure Plan

APPENDIX D

MRWA Advice

APPENDIX E

Land Capability Assessment

APPENDIX F

Bushfire Management Plan (2018)