



Planning & Development Services

**City of Albany
Policy**

SOUTH LOCKYER STRUCTURE PLAN

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Objective:

The objectives of the SLSP area have arisen from the opportunities and constraints analysis found within the South Lockyer Structure Plan. The objectives of the plan are to:

- 1) support development and subdivision that provides for housing within the environmental parameters and character of the site and locality;**
- 2) To support a range of commercial uses in a 'Mixed Use Site' as a means to provide employment opportunities and local community support services;**
- 3) To respond to the natural constraints including the steep topography, the natural vegetation and the waterways, wetlands and cleared seepage areas;**
- 4) To provide safe and convenient vehicle and pedestrian access;**
- 5) To provide a stormwater system that minimises risk to public health and amenity; protects the built environment from flooding and water logging; protects existing waterways and wetlands and is economically viable in the long term; and**
- 6) To provide incidental open space, readily accessible to all residents and recreational open space in large units suitable for active leisure pursuits.**

Scope

This policy applies to all that land identified in the South Lockyer Structure Plan identified in Figure 15 attached. Development provisions discussed within the Structure Plan have been listed within this Policy to give them statutory effect.

Policy Statement

General

At the time of subdivision and/or development Council may request the submission of a detailed area plan to be adopted under the Scheme, as a Local Planning Policy, to define the positioning of building envelopes, vegetation protection and rehabilitation areas, visual amenity protection areas, fencing, vehicle access points and private open space.

In addition to requirement above, Council may request the submission of a wider subdivision concept plan, which is to be referred to the landowners affected, to be satisfied that the proposed subdivision/development will not adversely affect the subdivision and development of adjacent land parcels.

Land Use

Council will not support the following discretionary uses within the existing Industry zone in the Structure Plan Area, as these are not compatible with adjacent residential land uses: Car wrecking; General Industry; Hazardous Industry; Port Facilities; Stockyards; and Transport Depot.

Council will initiate appropriate changes to the Town Planning Scheme to allow for additional uses compatible with adjacent residential uses to be permissible within this identified 'Mixed Use' area.

The areas illustrated as 'Residential' on Figure 15 'Structure Plan', are to be developed for residential living purposes. Community services may be supported within these areas subject to complying with principles detailed in the Western Australian Liveable Neighbourhoods document.

The lots at Mai Street located within the 'Original Wetland' area are susceptible to water inundation. Prior to supporting development on the lots, Council will require management plans and the implementation thereof for acid sulphate soils and water inundation.

Density

Council will support areas being developed or subdivided into lot sizes in accordance with the residential densities shown on Figure 15. In areas where the R20 density is applicable, a 300m² minimum lot size will be supported subject to an average of one lot or dwelling unit per 500m² being met.

Variation to the R40 density may be supported by Council in the applicable areas shown on Figure 15. This support is subject to compliance with the objectives of this Structure Plan; incorporation of innovative design; and in accordance with relevant provisions of the Western Australian Planning Commission's 'Liveable Neighbourhoods' document.

Note: The minimum lot size of 300m² is considered large enough (depending of topography) to accommodate a residential dwelling, storage space, car parking, solar access and private open space.

Smaller lots (smaller than the min residential R20) at an average of 500m² helps to provide economic and environmental viability (eg the same amount (to R20 coding) of lots can potentially be developed in an area susceptible to environmental constraints).

Access

Direct vehicle access onto the 'Main Link' and Hanrahan Roads may be restricted at subdivision and development stages.

A dual use path is to be constructed on one side of the 'Main Link' road.

Cuming Road is to be closed at a future date once access can be obtained from the 'Main Link' road.

Drainage

Stormwater management systems shall be designed in accordance with the objectives, principles and delivery approach outlined in the *Stormwater Management Manual for Western Australia* and in consultation with the DoW.

An Urban Water Management Plan (UWMP) shall be submitted with all subdivision and/or development applications.

All UWMP's submitted with subdivision and/or development applications shall be consistent with any Local Water Management Strategy or overall Water Management Plan applicable to the study area. prior to designing the UWMP, developers shall consult with the Department of Water (DOW), City of Albany and other relevant stakeholders.

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

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

The creation of artificial lakes or permanent open water bodies and the dewatering of potential acid sulphate soils will not be supported.

Earthworks

Geotechnical surveys are required (especially in acid sulphate areas) to determine the capability of urban development.

For areas sloping greater than 1:10, the following shall apply:

- 1) the maximum height of a retaining wall on or within 4.0m of a property boundary is to be no higher than 2.0m, with a maximum change in the height of the natural ground level being limited to 1.0m.
- 2) Beyond 4.0m of the boundaries, retaining is to be no higher than 3.0m, with a maximum change in the height of the natural ground level being limited to 1.5m.
- 3) Where retaining is undertaken for the purpose of constructing a building, the external walls of the building shall be designed as retaining walls and therefore contain the soil created by the cutting and filling.
- 4) Where a proposed retaining wall is to be constructed on the outer boundary of the subdivision area, and it abuts an existing developed land parcel, the subdivider shall consult with the adjoining landowner to ensure the amenity of the neighbour's property is not compromised, that any drainage issues are resolved prior to the construction of the retaining wall and any overlooking of the neighbouring property is adequately addressed.

Buildings

Where limitations on cutting and filling produce a building located on a podium, the exposed underside of the building is to be screened utilising materials that compliment the remainder of the building and demonstrate connectivity of the building to the site.

Buildings on lots that front onto areas of open space are to be orientated to address the open space as a means to facilitate surveillance of the POS.

Buffers

Appropriate measures (setbacks, brick wall or memorials on titles) are to be implemented at Lot 247 Cull Road to address any noise created by the industries located on Tate Street.

Appropriate setbacks are to be incorporated into subdivisional design and residential development adjacent to the 'Main Link' Road (Mueller and Cull Road).

Appropriate measures (setbacks, brick wall or memorials on titles) are to be implemented at Lot 236 Hanrahan Road to address any noise created by traffic on Hanrahan Road.

Appropriate measures are to be implemented in accordance with Environmental Protection Guidelines to address any discomfort that may occur as a result of the waste disposal site located east of Hanrahan Road.

Figure 15

