

# Spencer Park

## Local Development Plan



# Document Control Record

## Spencer Park

### Local Development Plan

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Section

# 1.0

## Introduction



# 1.0 Introduction

This Local Development Plan is prepared for the Spencer Park neighbourhood centre, which is within the Spencer Park Improvement Special Control Area in the City of Albany Local Planning Scheme No. 1. The Local Development Plan helps provide additional guidance for use and development within the Spencer Park neighbourhood centre and the surrounding higher residential densities.

This Local Development Plan supplements the scheme provisions and will be used by proponents for their design and by the City of Albany for the assessment of future development within the Special Control Area.

## 1.1 Vision

Spencer Park is a popular neighbourhood destination for shopping, convenience and retail in an established suburb. The Spencer Park neighbourhood centre is within close proximity to the Spencer Park Primary School, Spencer Park Education Support Centre, Mokare Park, and Albany Health Campus. The Spencer Park neighbourhood centre contains retail, commercial, medical, child care, age care and community services.

The vision for the Local Development Plan was developed through community and stakeholder engagement, and is described as follows:

***Growing Spencer Park into a vibrant village where the whole community feels safe and connected.***

The Local Development Plan will guide and facilitate opportunities to deliver additional retail and commercial development. It aims to deliver community equity and improved public spaces. The Local Development Plan promotes built form adaptability and flexibility to support mixed use development, and encourages greater housing choice and diversity.

## 1.2 Whole of Precinct Objectives

The Local Development Plan is a planning instrument that is used to coordinate and assist in achieving better built form outcomes. As the Local Development Plan covers a relatively large area of the neighbourhood it establishes some overall objectives for the area, as follows:

- a) Provide opportunities for the enhancement of the Spencer Park Neighbourhood Centre toward a mixed use, medium to high density development that includes employment, housing, community facilities and a high-quality network of streets and paths.
- b) Ensure that development is visually interesting and responsive to the local context and streetscape with well-considered application of materials, textures, colour, and the articulation of building form and mass.
- c) Ensure that development incorporates appropriate weather protection, solar access, and open space.
- d) Minimise the visual impact of surface parking on the public domain and surrounding lots.
- e) Provide for non-residential uses at the ground level within the Central Sub-Precinct fronting the 'Main Street'.
- f) Provide for adaptable ground floor levels within the Residential Mixed Use Sub-Precinct where fronting the street.
- g) Ensure that development occurs together with improved street and verge treatments.

Development within the Spencer Park Special Control Area should be consistent with the vision and whole of precinct objectives.

## 1.3 Sub-Precincts

Consistent with clause 5.7 of the City of Albany's Local Planning Scheme No. 1, the Special Control Area is separated into four sub-precincts:

- Central Sub-Precinct;
- Mixed Use Sub-Precinct;
- Residential Inner Frame Sub-Precinct; and
- Residential Outer Frame Sub-Precinct.

The Local Development Plan introduces character statements to these sub-precincts for guiding development. These sub-precincts are illustrated in **Figure 1**. The Local Development Plan provides design guidance on several matters including built form and urban design, street frontage activation and surveillance, the control of street interface and fencing, parking and access.

The site and development standards have been prepared having regard to the Scheme provisions, the Spencer Park Precinct Plan, and the City's local planning policy framework. The provisions aim to respond to community issues raised, such as encouraging walking and cycling, designing in safety, intergenerational housing opportunities, broader mix of business and commercial, medical uses, and family-friendly and universally accessible streets, open space and facilities.

## 1.4 Relationship with other planning instruments

The Local Development Plan has been prepared and adopted pursuant to the City of Albany Local Planning Scheme No. 1 (the Scheme) and Part 6 of the Deemed Provisions.

The Local Development Plan does not provide land use permissibility. Land use permissibility is as per the zoning table in clause 3.3 of the Scheme, and additional land uses are also provided in clause 5.7 of the Scheme.

The Scheme prevails to the extent of any inconsistency with this Local Development Plan.

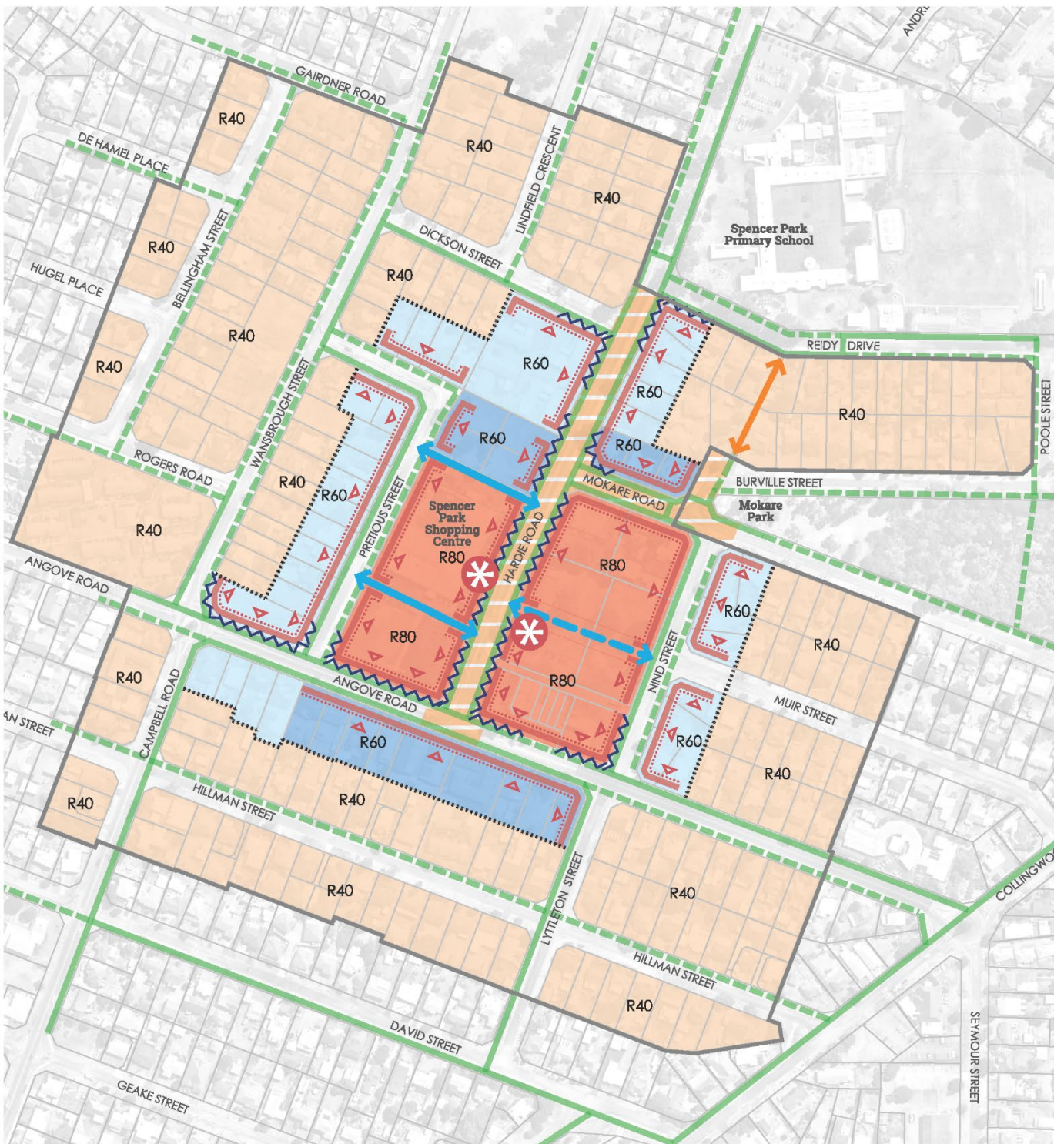
Development applications within the Special Control Area would need to have regard to the relevant scheme provisions, this Local Development Plan and any applicable local planning policies.

## 1.5 Lodgement requirements and application guidance

Development applications may be required in accordance with the Scheme. Proponents and landowners are encouraged to contact the City of Albany to check if development approval is required.

The Local Development Plan includes the following elements to assist proponents in preparing designs and development applications:

- A proponent can cross-reference the lot details and address and refer to the sub-precinct boundaries to understand what Local Development Plan provisions apply to their site. The sub-precinct boundaries are illustrated in **Figure 1** and a copy of the overall Local Development Plan is provided in Appendix A. The sub-precinct provisions are outlined in sections 2.0-5.0 inclusive.
- A Development Checklist is provided in Appendix B and provides a quick reference guide for proponents and the City. Pursuant to clause 63(1)(d) of the Deemed Provisions, the City can reasonably require a development application to provide further information, such as that contained on the Development Checklist.



**LEGEND**

- |   |   |   |
|---|---|---|
| Extent of Local Development Plan              | Traffic calmed Main Street                  | Pedestrian Access Way (existing)                      |
| Central Sub-Precinct (R80 C)                  | Community Focal Point                       | Footpaths Existing                                    |
| Mixed Use Sub-Precinct (R60 MU)               | Surveillance and activation from built form | Footpaths (potential)                                 |
| Residential Inner Frame Sub-Precinct (R60 IF) | Pedestrian and Vehicle Access               | Key edges - pedestrian activation, limited crossovers |
| Residential Outer Frame Sub-Precinct (R40 OF) | Pedestrian Access (indicative)              |   |

Figure 1 Sub-Precincts within the Spencer Park Local Development Plan.

Section

2.0

Central Sub-Precinct  
(R80 C)



# 2.0 Central Sub-Precinct (R80 C)

## 2.1 Central Sub-Precinct Character Statement

The Central Sub-Precinct is intended to deliver built form and development as a neighbourhood centre that has regard to and is consistent with the following character statement:

*Medium to high-density mixed-use development as an intensive neighbourhood centre node anchored by a supermarket. Ground level activation with non-residential land uses along Hardie Road to promote walking and interest, with dwellings integrated above ground floor.*

*A mix of retail, food and beverage, and commercial uses as outlined in the Scheme. May contain community facilities, al fresco and spaces for community-based events/activities.*

*Development to contribute to Hardie Road becoming an activated 'Main Street' that is well landscaped and framed by active building frontages on both sides of the road. Create a community focal point in association with the Main Street.*

## 2.2 Central Sub-Precinct Site and Development Requirements

The following site and development requirements apply to development in the Central Sub-Precinct (R80 C) as depicted in **Figure 2**.

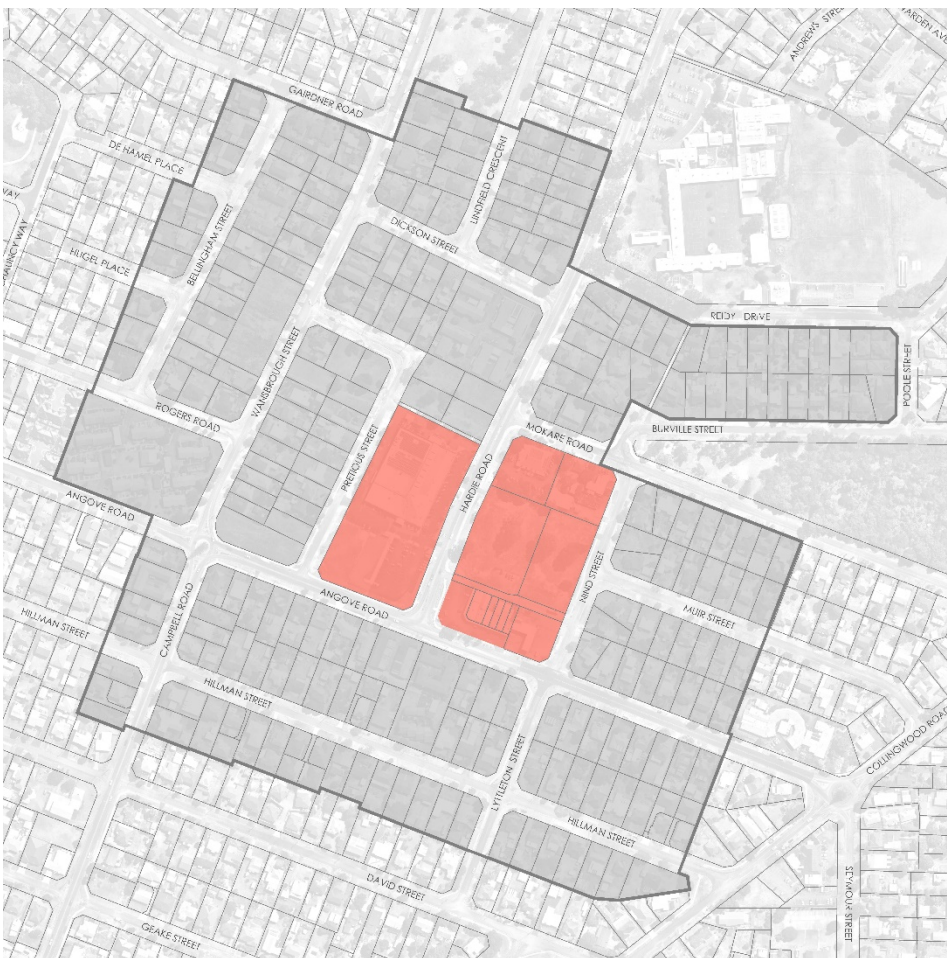


Figure 2 Location of the Central Sub-Precinct (R80 C).



### Built Form and Urban Design – Non-Residential

- Maximum plot ratio and building height shall be in accordance with the Scheme and Local Planning Policy Neighbourhood Centres, as applicable.
- Maximum NLA for 'Neighbourhood Centre' zoned land shall be in accordance with the Scheme.
- Ground finished floor levels shall be consistent with the adjacent footpath/verge level, unless where not practical.
- Ground level commercial frontage glazing and verandah/awnings provided in accordance with the Scheme.
- Loading areas, storage areas, bin areas, and all plant equipment shall be adequately screened from view from public streets.



Design Guide – Ground level commercial frontage, providing awning and glazing, finished floor levels consistent with footpath.



Design Guide – Ground level commercial frontage, providing awning and glazing, providing a connection to the street.

### Related Scheme Provisions – clause 5.7.11 (as amended)

#### Maximum plot ratio

1.75:1

#### Building Height

Maximum 3 storeys with a maximum building height of 12 metres (as per R-Codes Category C).

Variations to maximum height will only be considered where ground floor heights are increased to facilitate commercial use in mixed use buildings. The maximum increase in such cases shall be one metre.

#### Minimum Setbacks

Primary & Secondary Streets:

- Non-residential uses and any floors above: Nil
- Ground floor residential and any floors above: 2.5 metres
- Side/rear setbacks: Nil

#### Built Form Design Requirements

- i) Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4 metres above floor level) for 75% of the building frontage to adjacent streets.
- ii) All commercial street frontages built to within 2.5m of the front boundary shall incorporate a verandah or roof overhang to provide pedestrian shelter over the adjacent footpath with a minimum footpath overhang of 3 metres and a minimum height of 3 metres.

### Built Form and Urban Design – Residential

- Residential development shall comply with the minimum and maximum density code ranges in accordance with the Scheme.
- Maximum plot ratio and building height shall be in accordance with the Scheme.
- Where residential development is proposed, buildings shall be designed so that ground floor units fronting the street are capable of being adapted from any residential use to commercial use by providing the following:
  - 31 course height to the ground floor ceiling height, excluding a garage or store;
  - Front room with minimum 3m x 4m dimension; and
  - Major opening to front room that can be converted into a separate universally accessible external door.



Design Guide – adaptable ground floor level, residential above with major openings and balconies overlooking the street.



Design Guide – adaptable ground floor level, residential above with opportunities to convert ground level to commercial space.



Design Guide – a dwelling with its frontage adapted in this case, for a coffee shop. In Spencer Park there is a 'hole in the wall' opportunity for activation of laneways.

### Active Street Frontages

- The most active uses within ground floor buildings shall be oriented towards the 'Main Street' and the 'Key Edges' as shown on the LDP.
- Main entrances shall be legible and well designed and address the primary street.



Design Guide – alfresco area of family-friendly restaurant/bistro with surveillance to public domain.



Design guide – alfresco of food and beverage can promote surveillance and activation.



Design guide – balconies and large openings in buildings to promote surveillance and activation.



### Surveillance

- Non-residential buildings shall incorporate doorways and unobscured glazing to the 'Main Street', and 'Key Edges' as shown on the LDP.
- Residential dwellings shall incorporate large windows, balconies (where applicable), living spaces and/or terraces that overlook the 'Main Street', the 'Key Edges' as shown on the LDP, public open space, adjacent streets and/or pedestrian access ways.
- Uncovered parts of outdoor living areas for residential development are permitted to be located within the front setback area, and shall be designed to maintain surveillance and activation of the adjoining streetscape.

### Street Fencing

- No front fencing permitted to Hardie Road between Angove Road and Mokare Road.
- For other streets and where residential development is proposed on the ground floor, front fencing permitted to a maximum height 1.2m.



Design Guide – legible entry and glazing, nil boundary to a main street, presenting an active street frontage.



Design Guide – residential component of buildings incorporating large windows, balconies and living spaces overlooking the street / public open space.



Design Guide – residential component of buildings incorporating large windows, balconies and living spaces overlooking the street / public open space; adaptable frontage at ground level.



## Hardie Road 'Main Street'

- Development on lots within the Central Sub-Precinct with a frontage to Hardie Road (between Angove Road and Mokare Road) is to address the additional 'Main Street' sub-precinct provisions in clause 5.7.11(h) of the Scheme.
- Development shall present a built frontage to the 'Main Street', except where primary vehicle and pedestrian access ways are detailed on the LDP.
- A nil building setback for buildings is permitted to the 'Main Street'.
- Development applications shall address items such as uniform street furniture, public art, and lighting to contribute to the quality of the 'Main Street'.



Design Guide – incorporating pedestrian crossing infrastructure to promote a slow-speed environment.



Design Guide – food and beverage activation on a main street, incorporating trees and landscaping conducive to a high amenity and climate responsive environment.



Design Guide – town centre main street with paving, bollards, lighting and landscape treatments to promote a slow-speed environment.



Design Guide – looking south along Hardie Road towards Angove Road at the terminating end. The Artist impression depicts 3-storeys built form within the Central Sub-Precinct (left) and a revitalised retail front for the shopping centre (right). It provides an indicative community focal point representing the intent to provide a space for community gathering, north-facing alfresco opportunities, and a sense of place. It depicts a traffic-calmed main street for Hardie Road.



### Central Sub-Precinct Community Focal Point

- Development Applications in the Central Sub-Precinct (R80 C) shall demonstrate how a Community Focal Point is facilitated on the western and eastern sides of the Hardie Road 'Main Street' as generally shown on the LDP and to the satisfaction of the local government.

#### Related Scheme Provision – clause 5.7.11(h) (as amended)

The following additional provisions shall apply to development fronting Hardie Road (between Angove Road and Mokare Road):

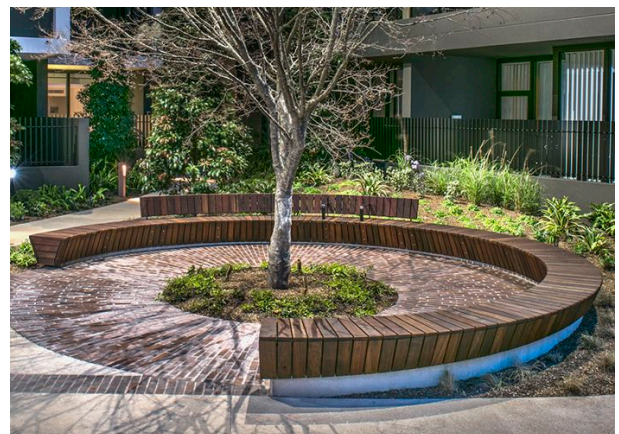
- No residential uses shall be permitted at ground floor level;
- Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4 metres above floor level) for 85% of the building frontage to adjacent streets;
- All ground floor tenancies must have a primary entrance to Hardie Road; and
- An additional development contribution for landscaping shall apply at a prescribed rate per linear metre of street frontage to Hardie Road.



Design Guide – showcase idea for furniture in the public domain.



Design Guide – showcase idea for furniture in the public domain.



Design Guide – showcase idea for furniture in the public domain.





Design Guide – nil boundary setback, and building floor levels consistent with adjacent verge level, building height and roof together with design of building provide relationship to the street.



Design Guide – use of street furniture, planting, and lighting to help establish the sense of place and character within a pedestrian mall.



Design Guide – pedestrian access way framed with residential development, incorporating an interesting and engaging landscape response whilst providing amenity and privacy for residents.



Design Guide – pedestrian access way framed with nil-boundary setback, ground floor development incorporating adaptability for future opportunity as commercial tenancies.



Design Guide – pedestrian access way as a 'mall' with public seating and street furniture, trees, alfresco opportunities to activate the space.



Design Guide – pedestrian access way as a mall with public seating and street furniture, trees, alfresco opportunities to activate the space.





Design Guide – public space that is adaptable and useable for a range of uses, incorporating hard landscaping and street trees.



Design Guide – utilisation of space adjacent to mixed use development and supermarket for alfresco seating and food and beverage opportunities.



Design Guide – public space activated by alfresco areas and food and beverage.



Design Guide – public space incorporating children’s play, seating, vegetable garden beds, sheltered seating area.



Design Guide – use of a public space for community activities.



Design Guide – consideration of various elements to encourage people to linger in public spaces, such as water features.



## Parking and Access

- Larger car parking areas to be sited behind buildings, or in the absence of existing/proposed buildings, sited with landscaping. Larger car parking areas shall be planted with shade trees and designed to incorporate lighting and pedestrian access routes.
- Vehicle crossovers shall be consolidated and designed to avoid the 'Key Edges' as shown on the LDP, unless it can be demonstrated that the crossover will not impact upon streetscape and pedestrian amenity to the satisfaction of the local government.
- The non-residential on-site parking requirement may be reduced in the following circumstances, at the proponent's cost and to the specification and satisfaction of the local government:
  - A rate of one car bay on-site per one additional on-street parking bay provided;
  - A rate of one car bay on-site per two scooter / motorcycle parking bays on-site;
  - A rate of one car bay on site per bike rack for 4 bicycles on-site; and/or
  - A rate of one car bay per reciprocal car bay available in perpetuity on a neighbouring lot with different land use peak parking demands to the proposed land use, and subject to a suitable easement and agreement with the neighbouring landowner.

### Related Scheme Provision – clause 5.7.11(e) (as amended)

#### On-site car parking provision:

- Retail: 1 bay per 25m<sup>2</sup> GFA
- Other commercial: 1 bay per 30m<sup>2</sup>
- Residential: 1.5 bays per dwelling (of which one bay shall be assigned for each dwelling)



Design Guide – tree planting in extensive car park area, water sensitive urban design principles for stormwater infiltration, vehicle stop guards to protect trees and cars.



Design Guide – elements of public art to provide a sense of place, visual interest and community engagement.



Design Guide – as per the LDP, parking requirements may be reduced having regard to provision of bike racks.

Section

# 3.0

Mixed Use Sub-  
Precinct (R60 MU)



# 3.0 Mixed Use Sub-Precinct (R60 MU)

## 3.1 Mixed Use Sub-Precinct Character Statement

The Mixed Use Sub-Precinct is intended to deliver built form and development as a mixed use transition between the neighbourhood centre node and surrounding residential, that has regard to and is consistent with the following character statement:

*Medium density residential development comprising grouped and multiple dwellings with some adaptable ground floor-space for compatible non-residential land uses (such as small offices and consulting rooms) as outlined in the Scheme.*

*The Mixed Use Sub-Precinct will deliver built form that provides good surveillance and activation to the street frontage. Development to contribute to streetscape upgrades including street trees, street furniture and footpaths.*

## 3.2 Mixed Use Sub-Precinct Site and Development Requirements

The following site and development requirements apply to development in the Mixed Use Sub-Precinct (R60 MU) as depicted in **Figure 3**.



Figure 3 Location of the Mixed Use Sub-Precinct (R60 MU).

### Built Form and Urban Design – Non-Residential

- Ground finished floor levels shall be consistent with the adjacent verge level, unless where not practical.
- Ground level commercial frontage glazing and verandah/awnings provided in accordance with the Scheme.
- Loading areas, storage areas, bin areas, and all plant equipment shall be adequately screened from view from public streets.

### Built Form and Urban Design – Residential

- Residential development shall comply with the minimum and maximum density code ranges in accordance with the Scheme.
- Maximum plot ratio and building height shall be in accordance with the Scheme.
- Where residential development is proposed in the Mixed Use sub-precinct (R60 MU), buildings shall be designed so that ground floor units fronting the street area capable of being adapted from any residential use to commercial use by providing the following:
  - 31 course height to the ground floor ceiling height, excluding a garage or store;
  - Front room with minimum 3m x 4m dimension; and
  - Major opening to front room that can be converted into a separate universally accessible external door.

#### Related Scheme Provisions – clause 5.7.15 (as amended)

##### Maximum plot ratio

1.5:1

##### Building Height

Maximum 3 storeys with a maximum building height of 12 metres (as per R-Codes Category C).

Variations to maximum height will only be considered where ground floor heights are increased to facilitate commercial use in mixed use buildings. The maximum increase in such cases shall be one metre.

##### Minimum Setbacks

- Primary & Secondary Streets: 2.5 metres
- Side: Nil
- Rear: 4.5 metres (except for ROWs)

##### Built Form Design Requirements

- i) Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4 metres above

floor level) for 60% of the building frontage to adjacent streets.

- ii) All commercial street frontages built to within 2.5m of the front boundary shall incorporate a verandah or roof overhang to provide pedestrian shelter over the adjacent footpath with a minimum footpath overhang of 3 metres and a minimum height of 3 metres.



Design Guide – commercial ground level frontage and residential above.



Design Guide – residential incorporating adaptable ground-level frontages to the street, which can be converted in future.

### Active Street Frontages

- The most active uses within ground floor buildings shall be oriented towards the 'Main Street', and the 'Key Edges' as shown on the LDP.
- Main entrances shall be legible and well defined and address the primary street.

### Surveillance

- Non-residential buildings shall incorporate doorways and unobscured glazing to the 'Main Street', and 'Key Edges' as shown on the LDP.
- Residential dwellings shall incorporate large windows, balconies (where applicable), living spaces and/or terraces that overlook the 'Main Street', the 'Key Edges' as shown on the LDP, public open space, adjacent streets and/or pedestrian access ways.
- Uncovered parts of outdoor living areas for residential development are permitted to be located within the front setback area, and shall be designed to maintain surveillance and activation of the adjoining streetscape.

### Street Fencing

Front fencing permitted to a maximum height 1.2m.

### Hardie Road 'Main Street'

- Development shall present a built frontage to the 'Main Street', except where primary vehicle and pedestrian access ways are detailed on the LDP.
- A nil building setback for buildings is permitted to the 'Main Street'.
- Development shall address items such as uniform street furniture, signage, public art and lighting to contribute to the quality of the 'Main Street'.

### Parking and Access

- Vehicle crossovers shall be located and designed to minimise impact on pedestrian and cyclist movement, whether through amalgamating sites, or co-locating crossovers where practicable.
- The non-residential on-site parking requirement may be reduced in the following circumstances, at the

proponent's cost and to the specification and satisfaction of the local government:

- A rate of one car bay on-site per one additional on-street parking bay provided;
- A rate of one car bay on-site per two scooter/motorcycle parking bays on-site;
- A rate of one car bay on site per bike rack for 4 bicycles on-site; and/or
- A rate of one car bay per reciprocal car bay available in perpetuity on a neighbouring lot with different land use peak parking demands to the proposed land use, and subject to a suitable easement and agreement with the neighbouring landowner.

### Related Scheme Provision – clause 5.7.15(e) (as amended)

On-site car parking provision:

- Commercial: 1 bay per 30m<sup>2</sup> NLA
- Residential: 1.5 bays per dwelling (of which one bay shall be assigned for each dwelling)



Design Guide – main street interface that could scale down from the Central sub-precinct.

Section

# 4.0

Residential Inner-Frame  
Sub-Precinct (R60 IF)



# 4.0 Residential Inner-Frame Sub-Precinct (R60 IF)

## 4.1 Residential Inner Frame Sub-Precinct Character Statement

The Residential Inner Frame Sub-Precinct is intended to deliver built form and residential development that has regard to and is consistent with the following character statement:

*Medium density residential development that may include grouped and multiple dwellings. Development fronting streets as an inner frame transitioning from the neighbourhood centre node to the surrounding residential area.*

*The Residential Inner-Frame Sub-Precinct is to incorporate active building frontages to streets to help provide a sense of arrival. Development to contribute to streetscape upgrades including street trees, street furniture and footpaths.*

## 4.2 Residential Inner Frame Sub-Precinct Site and Development Requirements

The following site and development requirements apply to development in the Residential Inner-Frame Sub-Precinct (R60 IF) as depicted in **Figure 4**.



Figure 4 Location of the Residential Inner-Frame Sub-Precinct.



### Built Form and Urban Design – Non-Residential

- Ground finished floor levels shall be consistent with the adjacent verge level, unless where not practical.
- Loading areas, storage areas, bin areas, and all plant equipment shall be adequately screened from view from public streets.

### Built Form and Urban Design – Residential

- Residential development shall comply with the minimum and maximum density code ranges in accordance with the Scheme.
- Maximum plot ratio and building height shall be in accordance with the Scheme.
- Where residential development is proposed in the Residential Inner-Frame sub-precinct (R60 IF) buildings shall be designed so that ground floor units fronting the street area capable of being adapted from any residential use to commercial use by providing the following:
  - 31 course height to the ground floor ceiling height, excluding a garage or store;
  - Front room with minimum 3m x 4m dimension; and
  - Major opening to front room that can be converted into a separate universally accessible external door.

### Active Street Frontages

- The most active uses within ground floor buildings shall be oriented towards the 'Main Street', and the 'Key Edges' as shown on the LDP.
- Main entrances shall be legible and well defined and address the primary street.

### Surveillance

- Non-residential buildings shall incorporate doorways and unobscured glazing to the 'Main Street', and 'Key Edges' as shown on the LDP.
- Residential dwellings shall incorporate large windows, balconies (where applicable), living spaces and/or terraces that overlook the 'Main Street', the 'Key Edges' as shown on the LDP, public open space, adjacent streets and/or pedestrian access ways.
- Uncovered parts of outdoor living areas for residential development are permitted to be located within the front setback area, and shall be designed to maintain surveillance and activation of the adjoining streetscape.

### Street Fencing

Front fencing permitted to a maximum height 1.2m.

#### Related Scheme Provisions – clause 5.7.19 (as amended)

##### Maximum plot ratio

1.1:1

##### Building Height

Maximum 3 storeys with a maximum building height of 12 metres (as per R-Codes Category C).

##### Minimum Setbacks

- Primary & Secondary Streets: 4 metres
- Secondary Street: 1.5 metres
- Side/Rear: as per the R-Codes

##### Vehicle access

- Vehicle crossovers shall be limited to one per street (not including ROWs) for each lot.
- On-site car parking as per the R-Codes.

##### Development of a Single House

Development of a single house on a lot shall only be permitted where:

- (i) In the opinion of the Local Government, it is consistent with the sub-precinct objectives;
- (ii) Design and location on the lot is such that further development of the site to achieve the required minimum (R40) density over the lot is not compromised; and
- (iii) If subdivision is proposed, construction is completed to plate height prior to WAPC approval of a Deposited Plan or Strata Plan.



Design Guide – residential development that could be envisaged for the density code range.



Design Guide – residential development that could be envisaged for the density code range.

### Hardie Road ‘Main Street’ – part of frontage of Lot 26, 13-19 Hardie Road

- For part of the Hardie Road frontage for Lot 26, 13-19 Hardie Road development shall present a built frontage to the ‘Main Street’, except where primary vehicle and pedestrian access ways are detailed on the LDP.
- A nil building setback for buildings will be permitted for the part of the Hardie Road frontage ‘Main Street’.
- Development shall address items such as uniform street furniture, signage, public art and lighting to contribute to the quality of the ‘Main Street’.

### Parking and Access

- Vehicle crossovers shall be located and designed to minimise impact on pedestrian and cyclist movement, whether through amalgamating sites, or co-locating crossovers where practicable.
- The non-residential on-site parking requirement may be reduced in the following circumstances, at the proponent’s cost and to the specification and satisfaction of the local government:
  - A rate of one car bay on-site per one additional on-street parking bay provided;
  - A rate of one car bay on-site per two scooter/motorcycle parking bays on-site;
  - A rate of one car bay on site per bike rack for 4 bicycles on-site; and/or
  - A rate of one car bay per reciprocal car bay available in perpetuity on a neighbouring lot with different land use peak parking demands to the proposed land use, and subject to a suitable easement and agreement with the neighbouring landowner.



Design Guide – low front fencing providing for surveillance of the street.



Design Guide – residential development designed to provide surveillance of the street, articulation and interest.

Section

# 5.0

Residential Outer-  
Frame Sub-Precinct  
(R40 OF)



# 5.0 Residential Outer-Frame Sub-Precinct (R40 OF)

## 5.1 Residential Outer Frame Sub-Precinct Character Statement

The Residential Outer Frame Sub-Precinct is intended to deliver built form and residential development that has regard to and is consistent with the following character statement:

*Low to medium density residential comprising grouped / multiple dwellings located in proximity to the neighbourhood centre, park, and school. Provide for subdivision and development layouts that consolidate vehicle access where practicable, have dwellings fronting the street, and landscaped frontages including street trees and footpaths.*

## 5.2 Residential Outer Frame Sub-Precinct Site and Development Requirements

The following site and development requirements apply to development in the Residential Outer-Frame Sub-Precinct (R40 OF) as depicted in **Figure 5**.

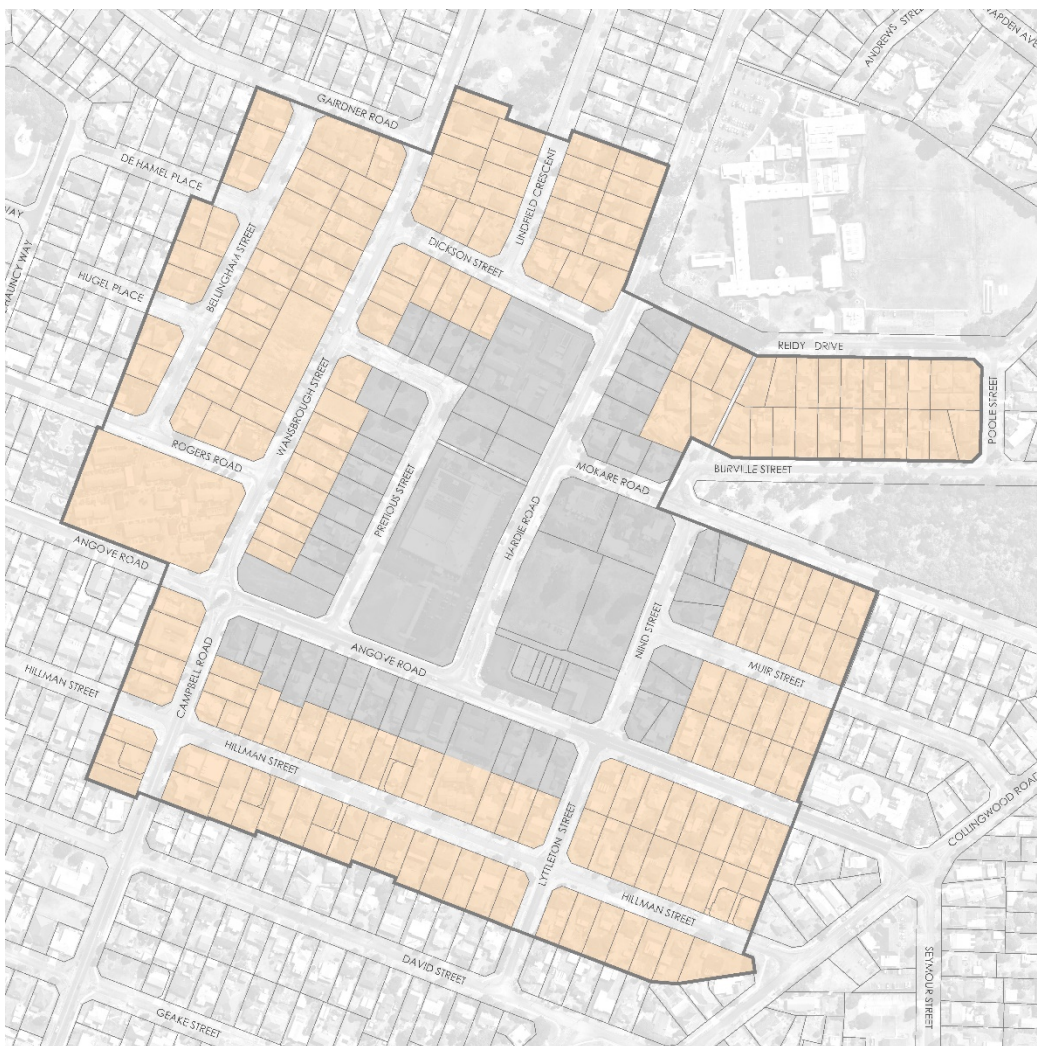


Figure 5 Location of the Residential Inner-Frame Sub-Precinct.

### Built Form and Urban Design – Residential

- Residential development shall comply with the minimum and maximum density code ranges in accordance with the Scheme.
- Maximum plot ratio and building height shall be in accordance with the Scheme.

### Active Street Frontages

- Main entrances shall be legible and well defined and address the primary street.

### Surveillance

- Residential dwellings shall incorporate large windows, balconies (where applicable), living spaces and/or terraces that overlook public open space, adjacent streets and/or pedestrian access ways.
- Uncovered parts of outdoor living areas for residential development are permitted to be located within the front setback area, and shall be designed to maintain surveillance and activation of the adjoining streetscape.

### Street Fencing

- Front fencing permitted as per R-Codes.

### Parking and Access

- Vehicle crossovers shall be located and designed to minimise impact on pedestrian and cyclist movement, whether through amalgamating sites, or co-locating crossovers where practicable.



Design Guide – dwellings sharing driveway.



Design Guide – dwellings with orientation to street.



Design Guide – dwellings with low fencing and orientation to street.



Design Guide – dwellings with low fencing and orientation to street, street upgrades providing visitor parking and street trees.



Design Guide – dwellings with low fencing and orientation to street, street upgrades providing visitor parking and street trees.

**Related Scheme Provisions – clause 5.7.23 (as amended)**

**Maximum plot ratio**

As per the R-Codes

**Building Height**

Maximum 2 storeys as per R-Codes Category B.

**Minimum Setbacks**

- As per R-Codes for the R40 density code.

**Vehicle access**

- Vehicle access and on-site car parking as per the R-Codes.

**Fencing**

- As per the R-Codes.



Section

6.0

Implementation Section

# 6.0 Implementation Section

## 6.1 Key Priorities

The community and stakeholder engagement process identified a range of values that were preferential to respondents, including elements that would work towards Spencer Park being:

- Safe;
- Family orientated;
- Comfortable;
- Vibrant;
- Relaxed;
- Village-like;
- Colourful; and
- Interesting.

When asked how do we improve our land use, responses focused on:

- Better utilised public open spaces;
- More life on the streets, public spaces, cafés and outdoor areas;
- Community use;
- Better connected health services;
- Shop and business frontages on Hardie Road and Angove Road;
- Encouraging walking and cycling, better crossing points, improved pathways, upgraded parks/open space, better wayfinding, street trees, better lighting, enhanced landscape;
- Living and working locally;
- Meetings places and activities, hospitality; and
- Attracting young people, safe places for families, children play areas, art, nature play. This feedback has been considered in terms of key priorities that the Local Development Plan can help facilitate through its guidance on built form and development.

The following Key Priorities Plan aims to illustrate how community responses have been interwoven into the planning framework, and its guidance for:

- Hardie Road as an activated 'Main Street';
- Spencer Park Shopping Centre and opportunities to open the shopping centre up to Hardie Road with a more prominent entrance to the road, a public space, café / alfresco or similar offering;
- Community Focal Point opportunity as a public space on the eastern side of Hardie Road, which can be responsive to the climate with a northern aspect, wind mitigation, and taking advantage of walkability and passing trade;
- The public access way between Spencer Park Primary School and Mokare Park, which is not attractive, and to increase its amenity and appearance to increase pedestrian usage;
- Mokare Park and promoting further activation and usage, given its proximity to the Local Development Plan area and its benefits to the community;
- Nind Street being a natural continuation as a route through from Spencer Park Primary School, into the Spencer Park neighbourhood centre; and
- Promoting an east-west pedestrian link as part of encouraging walking and cycling, with suitable built form activation and surveillance. Opportunity to also retain existing mature trees where practicable.

## 6.2 Development Contributions

The Scheme states that “*in lieu of minimum on-site provision, a development application shall be made to the Local Government towards landscaping upgrades in the adjacent streets at a prescribed rate per m<sup>2</sup> of site area*”. This scheme provision relates to the Central Sub-Precinct (R80 C), Mixed Use Sub-Precinct (R60 MU) and Residential Inner Frame Sub-Precinct (R60 IF).

Community feedback during community engagement supported more trees, footpaths, street lighting, and traffic calming. The Special Control Area provisions regarding landscaping contributions could be considered for using money for a holistic approach to delivering such improvements. This could be achieved through preparation of a consistent landscape and streetscape plan, which can also have regard to the potential footpaths as shown on the Local Development Plan.

The City supports the application of the development contribution Scheme provisions, and carrying the provisions through the LDP. The City has the ability to create a reserve account for monies collected from development contributions.

There is no set policy or strategy that dictates street design, however in accordance with the *Urban Tree Strategy* (City of Albany 2017), the local government encourages the protection of existing trees and any new trees are planted to be in keeping with the species that are prevalent in the local area. In Spencer Park, it would be appropriate to consider locally endemic species, this would be in keeping with the existing bushland corridors in the area.

Street furniture can preferably be recycled plastic or other materials that require minimum maintenance. Street furniture should be selected that is appropriate for a suburban development, robust to use by the general public.

## 6.3 Other Strategies and Actions

Implementation of related strategies and actions can involve a committed plan of action, undertaken with a number of stakeholders. With appropriate funding and commitment to actions, other outcomes can be achieved which are not necessarily possible through a planning mechanism such as a Local Development Plan.

The following **Action Table 1** outlines some suggested improvements relating to Spencer Park. These are not in a sequential order and would be dependent on a number of factors, including levels of commitment, agreement on a course of action, and funding allocation.

Action Table 1: Indicative Implementation Schedule

| Action   | Entities / Agencies involved                                  | Timeframe              |
|--|---|------------------------|
| Dispose of freehold land, or review development opportunities of vacant land within Spencer Park   | Department of Communities                                     | Ongoing                |
| Review land use, development patterns and density codes within Spencer Park, as part of any local planning scheme review   | City of Albany  | As required            |
| Review commercial land use and development within Spencer Park, commensurate with any development applications for new retail/commercial space or expansion.   | Proponents<br>City of Albany                                  | As required            |
| Preparation of landscape masterplan for Mokare Park and including the public access way between Spencer Park Primary School, Reidy Drive and Burville Street, ideally involving local stakeholders and the community | City of Albany in association with community and stakeholders | Short Term (0-3 years) |
| Investigate potential for construction of footpaths on streets where no paths are provided on one or both sides of the road.   | City of Albany  | Ongoing                |
| Consider preparation of a streetscape strategy for improving streets within the Spencer Park Improvement   | City of Albany  | Short Term (0-3 years) |



| Action   | Entities / Agencies involved | Timeframe |
|--|------------------------------|-----------|
| Special Control Area, targeting street tree planting, street furniture, street lighting, and verge treatments. |                              |           |
| Utilise a developer contribution fund for public open space, landscaping and/or streetscape upgrades.          | City of Albany               | Ongoing   |



# Key Priorities Plan

## Hardie Road



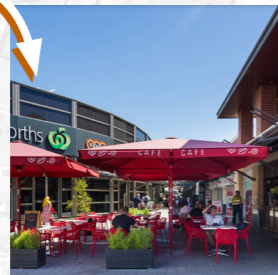
The promotion of Hardie Road to become an activated 'Main Street' that is well landscaped and framed by active building frontages on both sides of the road. Providing an uplift in the quality and experience to encourage visitation and enjoyment by the community.



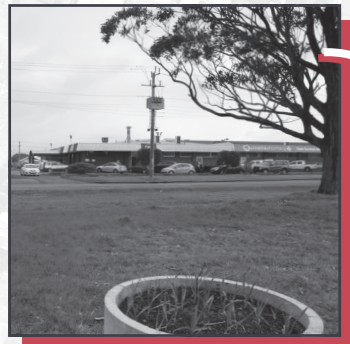
## Spencer Park Shopping Centre



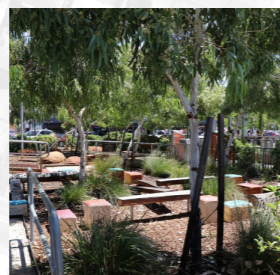
Opportunity to open the shopping centre up to Hardie Road with a more prominent entrance and a public space, cafe/alfresco or similar offering. Consideration of traffic-calmed pedestrian crossings along Hardie Road.



## Community Focal Point

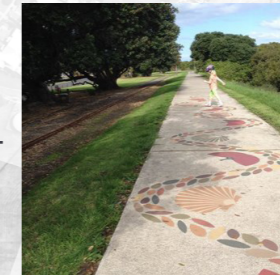


Opportunity for a Community Focal Point as a public space on the eastern side of Hardie Road, capitalising on its northern aspect and passing trade. Potential public space for community activity and cafe, alfresco dining or similar offering.



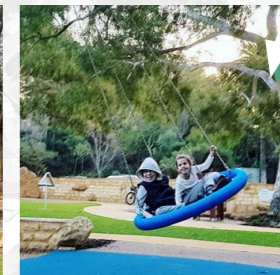
## Public Access Way (PAW) between Spencer Park Primary School and Mokare Park

Opportunity to upgrade and enhance the existing PAW to promote increased pedestrian usage between the School and Mokare Park and, ultimately through to the proposed community focal point and existing shopping centre. Opportunity to include the School, Education Support Centre and community in the design process and uplift of the PAW and Mokare Park.



## Mokare Park Node

Consider improvement of the underutilised western area of Mokare Park. Promoting further activation and usage of the path network and the park, capitalising on its location adjacent to the Coolangarras Barmah Kindergarten, the Albany Depression Support Network and between the School and Shopping Centre. Opportunity to include nature-based and universal play equipment.



## Nind Street between Mokare Park and Angove Road

Location to incorporate active building frontages to street to help provide a sense of arrival and frame to the central sub-precinct. Development to contribute to streetscape upgrades including street trees, street furniture, way finding and footpaths.



## East-West Pedestrian Linkage

Promoting east-west pedestrian linkage as part of encouraging walking and cycling with suitable built form activation and surveillance. Opportunity to also retain existing mature trees where practicable.





# APPENDIX A

Local Development Plan





# Local Development Plan

## 1.0 GENERAL PROVISIONS

- 1.1 The requirements of the City of Albany Local Planning Scheme No. 1 (Scheme), SPP 7.3 Residential Design Codes Volume 1 (R-Codes), SPP 7.3 Residential Design Codes Volume 2 – Apartments, and Local Planning Policy Neighbourhood Centres apply, unless otherwise provided below.
- 1.2 This Local Development Plan (LDP) is prepared in accordance with clause 5.7 of the Scheme and Part 6 of the Deemed Provisions.
- 1.3 Proponents are to address the specific sub-precinct character statements, precinct objectives and sub-precinct development provisions in any development application.

## 2.0 WHOLE OF PRECINCT OBJECTIVES

- 2.1 The objectives of the LDP are listed below:
  - (a) Provide opportunities for the enhancement of the Spencer Park Neighbourhood Centre toward a mixed use, medium to high density development that includes employment, housing, community facilities and a high-quality network of streets and paths.
  - (b) Ensure that development is visually interesting and responsive to the local context and streetscape with well-considered application of materials, textures, colour, and the articulation of building form and mass.
  - (c) Ensure that development incorporates appropriate weather protection, solar access, and open space.
  - (d) Minimise the visual impact of surface parking on the public domain and surrounding lots.
  - (e) Provide for non-residential uses at the ground level within the Central Sub-Precinct and fronting the 'Main Street'.
  - (f) Provide for adaptable ground floor levels within the Residential Mixed Use Sub-Precinct where fronting the street.
  - (g) Ensure that development occurs together with improved street and verge treatments.

## 3.0 SUB-PRECINCT CHARACTER STATEMENTS

- 3.1 The following character statements apply to the four sub-precincts:

### Central Sub-Precinct (R80 C)

Medium to high-density mixed-use development as an intensive neighbourhood centre node anchored by a supermarket. Ground level activation with non-residential land uses along Hardie Road to promote walking and interest, with dwellings integrated above ground floor.

A mix of retail, food and beverage, and commercial uses as outlined in the Scheme. May contain community facilities, al fresco and spaces for community-based events/activities.

Development to contribute to Hardie Road becoming an activated 'Main Street' that is well landscaped and framed by active building frontages on both sides of the road. Create a community focal point in association with the Main Street.



### Mixed Use Sub-Precinct (R60 MU)

Medium density residential development comprising grouped and multiple dwellings with some adaptable ground floor-space for compatible non-residential land uses (such as offices and consulting rooms) as outlined in the Scheme.

The Mixed Use Sub-Precinct will deliver built form that provides good surveillance and activation to the street frontage. Development to contribute to streetscape upgrades including street trees, street furniture and footpaths.



### Residential Inner-Frame Sub-Precinct (R60 IF)

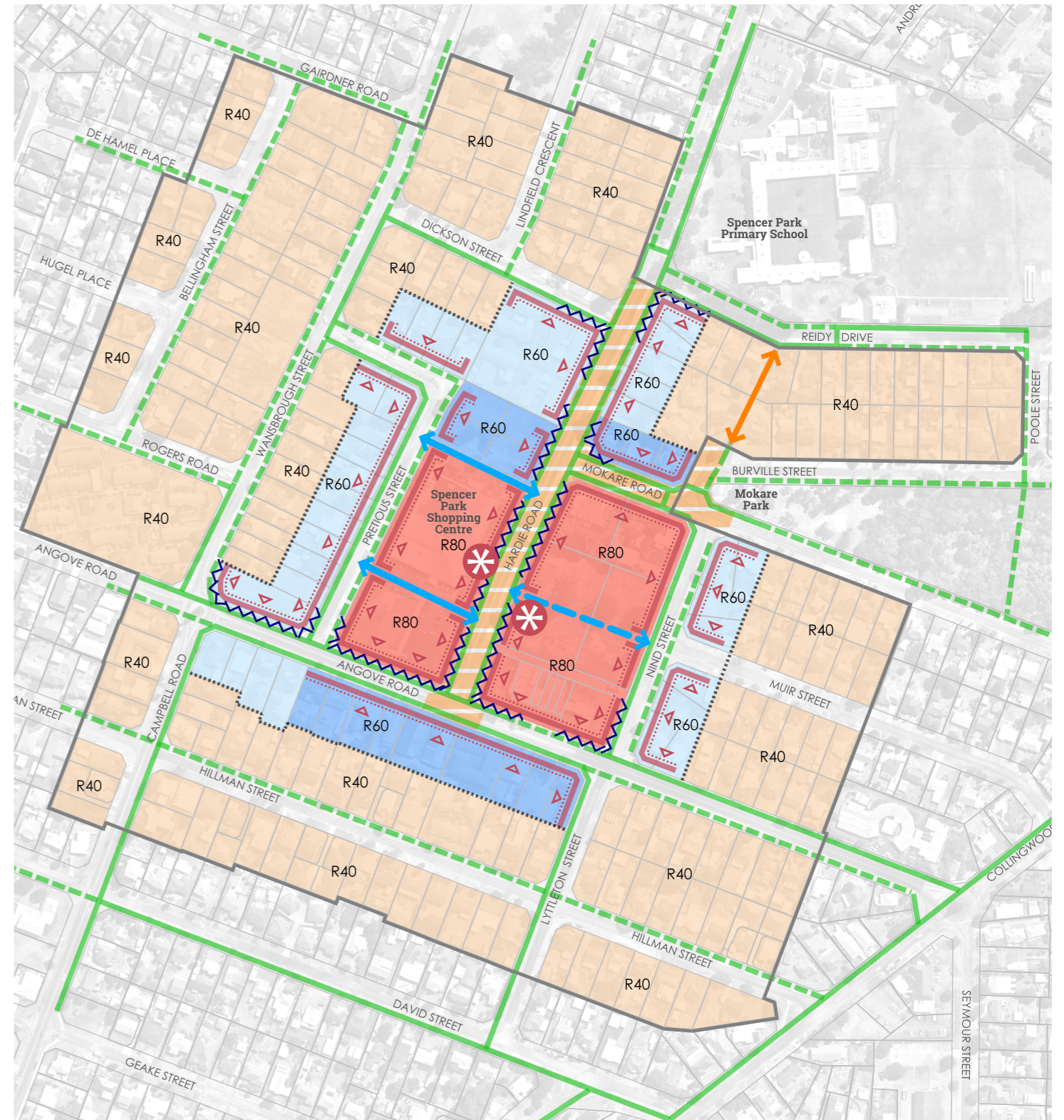
Medium density residential development that may include grouped and multiple dwellings. Development fronting streets as an inner frame transitioning from the neighbourhood centre node to the surrounding residential area.

The Residential Inner-Frame Sub-Precinct is to incorporate active building frontages to streets to help provide a sense of arrival. Development to contribute to streetscape upgrades including street trees, street furniture and footpaths.



### Residential Outer-Frame Sub-Precinct (R40 OF)

Low to medium density residential comprising grouped / multiple dwellings located in proximity to the neighbourhood centre, park, and school. Provide for subdivision and development layouts that consolidate vehicle access and where practicable have dwellings fronting the street, and landscaped frontages including street trees and footpaths.



### LEGEND

- Extent of Local Development Plan
- Central Sub-Precinct (R80 C)
- Mixed Use Sub-Precinct (R60 MU)
- Residential Inner Frame Sub-Precinct (R60 IF)
- Residential Outer Frame Sub-Precinct (R40 OF)
- Community Focal Point
- Surveillance and activation from built form
- Pedestrian and Vehicle Access
- Pedestrian Access (indicative)
- Pedestrian Access Way (existing)
- Footpaths Existing
- Footpaths (potential)
- Key edges - pedestrian activation, limited crossovers



# Local Development Plan

## 4.0 SITE AND DEVELOPMENT REQUIREMENTS

4.1 The following site and development requirements apply to development in all sub-precincts unless otherwise specified:

### Built Form and Urban Design – Non-Residential

- Maximum plot ratio and building height shall be in accordance with the Scheme and LPP Neighbourhood Centres, as applicable.
- Maximum NLA for 'Neighbourhood Centre' zoned land shall be in accordance with the Scheme.
- Ground finished floor levels shall be consistent with the adjacent verge level, unless where not practical.
- Ground level commercial frontage glazing and verandah/awnings provided in accordance with the Scheme.
- Loading areas, storage areas, bin areas, and all plant equipment shall be adequately screened from view from public streets.



### Hardie Road 'Main Street'

- Development on lots within the Central Sub-Precinct with a frontage to Hardie Road (between Angove Road and Mokare Road) is to address the Additional 'Main Street' sub-precinct provisions in clause 5.7.11(h) of the Scheme.
- Development shall present a built frontage to the 'Main Street', except where primary vehicle and pedestrian access ways are detailed on the LDP.
- A nil building setback for buildings is permitted to the 'Main Street'.
- Development applications shall address items such as uniform street furniture, signage, public art, and lighting to contribute to the quality of the 'Main Street'.



### Parking and Access

- Larger car parking areas to be sleeved behind buildings, or in the absence of existing/proposed buildings, sleeved with landscaping. Larger car parking areas shall be planted with shade trees and designed to incorporate lighting and pedestrian access routes.
- Central Sub-Precinct (R80 C): vehicle crossovers shall be consolidated and designed to avoid the 'Key Edges' as shown on the LDP, unless it can be demonstrated that the crossover will not impact upon streetscape and pedestrian amenity to the satisfaction of the Local Government.
- Other Sub-precincts: Vehicle crossovers shall be located and designed to minimise impact on pedestrian and cyclist movement, either through amalgamating sites, or co-locating crossovers where practicable.
- The non-residential on-site parking requirement may be reduced in the following circumstances, at the proponent's cost and to the specification and satisfaction of the local government:
  - a rate of one car bay on-site per one additional on-street parking bay;
  - a rate of one car bay on-site per two scooter/motorcycle parking bays on-site;
  - a rate of one car bay on-site per bike rack for 4 bicycles on-site; and/or
  - a rate of one car bay per reciprocal car bay available in perpetuity on a neighbouring lot with different land use peak parking demands to the proposed land use, and subject to a suitable easement and agreement with the neighbouring landowner.



### Built Form and Urban Design – Residential

- Residential development shall comply with the minimum and maximum density code ranges in accordance with the Scheme.
- Maximum plot ratio and building height shall be in accordance with the Scheme.
- Where residential development is proposed in the Mixed Use Sub-Precinct (R60 MU) and Residential Inner-Frame Sub-Precinct (R60 IF), buildings shall be designed so that ground floor units fronting the street are capable of being adapted from any residential use to commercial use by providing the following:
  - 31 course height to the ground floor ceiling height, excluding a garage or store;
  - Front room with minimum 3m x 4m dimension; and
  - Major opening to front room that can be converted into a separate universally accessible external door.



### Central Sub-Precinct Community Focal Point

- Development Applications in the Central Sub-Precinct (R80 C) shall demonstrate how a Community Focal Point is facilitated on the western and eastern sides of the Hardie Road 'Main Street' as generally shown on the LDP and to the satisfaction of the local government.



### Colours, Materials, Textures

- All street frontages shall incorporate at least two wall materials or colours to provide visual interest.



### Surveillance

- Non-residential buildings shall incorporate doorways and unobscured glazing to the 'Main Street', and 'Key Edges' as shown on the LDP.
- Residential dwellings shall incorporate large windows, balconies (where applicable), living spaces and/or terraces that overlook the 'Main Street', the 'Key Edges' as shown on the LDP, public open space, adjacent streets and/or pedestrian access ways.
- Uncovered parts of outdoor living areas for residential development are permitted to be located within the front setback area, and shall be designed to maintain surveillance and activation of the adjoining streetscape.



### Street fencing

- Central Sub-Precinct (R80 C): no front fencing permitted to Hardie Road between Angove Road and Mokare Road. For other streets and where residential development is proposed on the ground floor, front fencing permitted to a maximum height 1.2m.
- Mixed Use Sub-Precinct (R60 MU): front fencing permitted to a maximum height 1.2m.
- Residential Inner-Frame Sub-Precinct (R60 IF): front fencing permitted to a maximum height 1.2m.
- Residential Outer-Frame Sub-Precinct (R40 OF): front fencing permitted as per R-Codes.



### Active Street Frontages

- The most active uses within ground floor buildings shall be oriented towards the 'Main Street', and the 'Key Edges' as shown on the LDP.
- Main entrances shall be legible and well defined and address the primary street.



### Landscaping

- The local government encourages the protection of existing trees and any new trees to be in keeping with the species that are prevalent in the local area.



### Signage

- Signage shall be in accordance with the Scheme and due regard to the Local Planning Policy – Signs.



# APPENDIX B

## Development Application Checklist





## Spencer Park Local Development Plan Application Checklist

### 1. Other Forms

- Development Application is accompanied with the City of Albany’s Application for Development Approval Form and the Development Application Checklist.
- If signage is included, Development Application is accompanied with Additional Information for Development Approval for Advertisements form.

### 2. LDP Checklist

- Development Application written information provides an explanation as to how the proposal meets the Whole of Precinct Objectives and the relevant Sub-precinct Character Statement.
- Site and Development Requirements are to be addressed in the checklist below:

| LDP provision  | Provide specifications of following Checklist items   | Applicant response       |
|--|---|--------------------------|
| <b>Built Form and Urban Design – Non-Residential</b> | <ul style="list-style-type: none"> <li>• Front, rear, side setbacks</li> <li>• Plot ratio (ratio of 1:X)</li> <li>• Building height (storeys/metres)</li> <li>• Retail nett lettable area (square metres)</li> <li>• Ground finished floor level for building and adjacent verge (metres AHD)</li> <li>• Percentage of frontage provided as glazing</li> <li>• Details of verandah/roof overhang</li> <li>• Details of loading, storage, bin areas</li> </ul>           | <input type="checkbox"/> |
| <b>Built Form and Urban Design – Residential</b>     | <ul style="list-style-type: none"> <li>• Residential Density Code being achieved</li> <li>• Plot ratio (ratio of 1:X)</li> <li>• Building height (storeys/metres)</li> </ul>  | <input type="checkbox"/> |
|  | <ul style="list-style-type: none"> <li>• Mixed Use sub-precinct and Residential Inner-Frame sub-precinct: details of ground floor being adaptable for commercial use</li> </ul>   | <input type="checkbox"/> |
| <b>Active Street Frontages</b>                       | <ul style="list-style-type: none"> <li>• Active uses on ‘Main Street’ and ‘Key Edges’</li> <li>• Plans identify main entrances</li> </ul>   | <input type="checkbox"/> |
| <b>Surveillance</b>                                  | <ul style="list-style-type: none"> <li>• Non-residential buildings: plans identify unobscured glazing and doors to ‘Main Street’ and ‘Key Edges’</li> </ul>   | <input type="checkbox"/> |
|  | <ul style="list-style-type: none"> <li>• Residential buildings: plans show large windows, balconies, living spaces, terraces etc. to ‘Main Street’ and ‘Key Edges’.</li> </ul>  | <input type="checkbox"/> |
| <b>Street fencing</b>                                | <ul style="list-style-type: none"> <li>• Central sub-precinct: no front fencing permitted to Hardie Road between Angove Road and Mokare Road; other streets front fencing permitted to 1.2m height</li> <li>• Mixed Use sub-precinct: front fencing permitted to 1.2m height</li> <li>• Residential Inner-Frame sub-precinct: front fencing permitted to 1.2m height</li> <li>• Residential Outer-Frame sub-precinct: front fencing permitted as per R-Codes</li> </ul> | <input type="checkbox"/> |
| <b>Hardie Road Main Street</b>                       | <ul style="list-style-type: none"> <li>• Nil front setback is provided.</li> <li>• Address ‘Main Street’ sub-precinct provisions:               <ul style="list-style-type: none"> <li>• No residential uses permitted at ground level.</li> <li>• Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4m above floor)</li> </ul> </li> </ul>   | <input type="checkbox"/> |

| LDP provision                                     | Provide specifications of following Checklist items   | Applicant response       |
|---|---|--------------------------|
|   | level) for 85% of the building frontage to adjacent streets. <ul style="list-style-type: none"> <li>All ground floor tenancies must have a primary entrance to Hardie Road.</li> <li>An additional development contribution for landscaping shall apply at a prescribed rate per linear metre of street frontage to Hardie Road.</li> </ul> |                          |
|   | <ul style="list-style-type: none"> <li>Neighbourhood Centre zone – address variety of materials as per clause 5.5.10 of the Scheme.</li> </ul>  | <input type="checkbox"/> |
| <b>Central Sub-precinct Community Focal Point</b> | <ul style="list-style-type: none"> <li>Demonstrate how a Community Focal Point is facilitated on western and eastern sides of the Main Street.</li> </ul>   | <input type="checkbox"/> |
| <b>Parking and Access</b>                         | <ul style="list-style-type: none"> <li>On-site parking provision for retail, commercial, residential</li> </ul>   | <input type="checkbox"/> |
|   | <ul style="list-style-type: none"> <li>Central sub-precinct: vehicle crossovers consolidated and designed to avoid 'Key Edges'.</li> </ul>  | <input type="checkbox"/> |
|   | <ul style="list-style-type: none"> <li>Other sub-precincts: crossovers designed to minimise impact on pedestrian and cyclist movement.</li> </ul>   | <input type="checkbox"/> |
| <b>Signage</b>                                    | <ul style="list-style-type: none"> <li>Signage provided in accordance with the Scheme and Local Planning Policy – Signs.</li> </ul>   | <input type="checkbox"/> |
| <b>Landscaping</b>                                | <ul style="list-style-type: none"> <li>On-site provision of landscaping (square metres), use of local species.</li> </ul>   | <input type="checkbox"/> |
|   | <ul style="list-style-type: none"> <li>Neighbourhood centre zone: provision for tree planting at 1 per 6 car parking spaces.</li> </ul>   | <input type="checkbox"/> |
| <b>Colours, Materials, Textures</b>               | <ul style="list-style-type: none"> <li>Provide details of building facades to all street frontages, incorporating at least two wall materials or colours to provide visual interest.</li> </ul>   | <input type="checkbox"/> |

**Please Note:** Depending on the nature of your application additional information may be requested.

Your plans and covering letter should show as much information as possible, otherwise delays in processing times may occur. If you need help deciding what information you should provide please contact the City of Albany's Development Services via phone (08) 6820 3040 or email [planning@albany.wa.gov.au](mailto:planning@albany.wa.gov.au).

Section

# 7.0

Background and  
Explanatory Section



# 7.0 Background and Explanatory Section

This section of report summarises the work undertaken by the Department of Communities and its project team – Taylor Burrell Barnett (TBB), Roberts Gardiner Architects, ConsultWG, Colliers International, and Economic Research Associates.

The LDP will form part of the City of Albany's local planning framework. Once approved, the LDP fulfils the requirement of clause 5.7.3 of LPS 1 which requires a Structure Plan and/or Local Development Plan to be prepared before any subdivision or development within the Spencer Park Improvement Special Control Area (SCA) may occur. The LDP will guide development and built form outcomes within the SCA, and ensure that individual development contributes to the Spencer Park neighbourhood centre as a vibrant village where the whole community feels safe and connected.

The LDP has been prepared in accordance with Part 6 of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and includes site and development standards that are to apply to the development in addition to any requirements in LPS 1. In accordance with Part 9 of the deemed provisions, the City of Albany (and any responsible authority) shall have due regard to this LDP in considering any application for development approval in the area to which it applies.

## 7.1 Background

Over a number of years the City of Albany and the Department of Communities have sought community feedback and ideas to improve Spencer Park. The (then) Department of Housing previously commissioned an urban design study of the Spencer Park activity centre in 2009, a scheme amendment in 2013, and the '1000 cups of coffee, 100 conversations' project in 2017.

In December 2016, Housing Authority signed a Memorandum of Understanding with the City and Great Southern Development Commission to establish a working group to examine revitalisation options for Spencer Park. The Spencer Park Urban Renewal project is identified in the Department of Communities' *Affordable Housing Action Plan 2017-18 to 2019-20* and the *Western Australian Housing Strategy, 2020 to 2030*.

The Department of Communities and its project team engaged with the City of Albany and the community to help inform the preparation of this LDP. Community and stakeholder engagement for this project was undertaken during 2018-2019.

### 7.1.1 Spencer Park Precinct Plan (2013)

The (then) Department of Housing commissioned Mackay Urban Design in 2009 to undertake an urban design study for a number of landholdings in the vicinity of the Spencer Park Neighbourhood Centre. A scheme amendment was gazetted in August 2010 that rezoned land around the centre to a range of residential densities – R40, R60 and R80. The scheme amendment inserted scheme provisions requiring the preparation of a precinct plan prior to subdivision and development. The Precinct Plan was subsequently prepared by Ayton Baesjou Planning and Mackay Urban Design in association with Roberts Gardiner Architects and Opus International and was adopted by Council in November 2013.

The Spencer Park Precinct Plan was a development control plan for the subject area, providing design guidelines and development provisions. The design guidelines and development provisions have since been translated into scheme provisions in LPS 1.

The Spencer Park Precinct Plan identified a Central Sub-Precinct, Mixed Use Sub-Precinct, Residential Inner Frame Sub-Precinct, and Residential Outer Frame Sub-Precinct. This LDP adopts these sub-precincts for consistency with the LPS 1 scheme provisions.

### 7.1.2 City of Albany Local Planning Scheme No. 1 (LPS 1)

The City of Albany's LPS 1 was gazetted in 2014. A Special Control Area (SCA) was designated over Spencer Park Precinct Plan area to facilitate mixed use development with higher residential densities within the neighbourhood centre. The SCA provisions required either a Structure Plan and/or Local Development Plan to be prepared prior to any subdivision or

development of land within the SCA. A Structure Plan is considered onerous as a Precinct Plan had previously been prepared and scheme provisions were in place to guide development and land use. This LDP is prepared to fulfil the requirements of the Scheme for the SCA, build upon the Spencer Park Precinct Plan and SCA, and deliver the desired outcomes for the precinct.

In accordance with LPS 1 (refer Table 2), there is a maximum 3-storey height limit, with a maximum building height of 12 metres as per Category C in Table 3 of State Planning Policy 7.3 (SPP 7.3), Volume 1 *Residential Design Codes* for the Central, Mixed-Use and Residential – Inner sub-precincts. The Residential Outer Frame Sub-Precinct has a maximum height of two storeys as per Category B in Table 3 of the SPP 7.3, Volume 1 *Residential Design Codes*.

Since the Precinct Plan was prepared, there has been little evidence of substantial redevelopment occurring. The preparation and approval of an LDP may unlock development opportunities.

## 7.2 Relationship to the Local Planning Scheme No. 1

This LDP has been prepared pursuant to clause 48 of the Deemed Provisions, which are read as part of LPS 1. Once approved and in effect, the LDP will be a planning instrument of due regard as per clause 56 of the Deemed Provisions. Pursuant to clause 5.7.4 of LPS 1, the LDP defines:

- Precinct and sub-precinct boundaries;
- Precinct and sub-precinct character statements;
- Whole of precinct objectives for each element; and
- Development provisions by sub-precinct.

### 7.2.1 Residential Zone

LPS 1 contains additional provisions that would be relevant to the preparation of the LDP. These provisions (refer **Table 2**) for the R80(C), R60(MU), R60(IF) and R40(OF) codes relate to:

- Maximum plot ratio;
- Height;
- Minimum setbacks;
- Vehicle access;
- On-site parking provisions;
- Landscaping;
- Built form design requirements; and
- Additional sub-precinct provisions.

Table 2 Tabled version of SCA sub-precinct general provisions (City of Albany LPS 1, gazetted 28 April 2014)

| General Provision              | Central sub-precinct  | Mixed Use sub-precinct  | Residential Inner-Frame sub-precinct  | Residential Outer-Frame sub-precinct |
|--------------------------------|---|---|---|--------------------------------------|
| Max. plot ratio                | 1.75:1  | 1.5:1   | 1:1   | As per R-Codes                       |
| Height                         | Max 3 storeys/12m   | Max 3 storeys/12m   | Max 3 storeys/12m   | 2 storeys                            |
| Min. setbacks                  | Non residential uses and any floors above: Nil<br>Ground floor residential and any floors above: 2.5m<br>Side/rear setbacks: Nil  | Primary and Secondary Street: 2.5m<br>Side: Nil<br>Rear: 4.5m (except for ROWs)   | Primary Street: 4m<br>Secondary Street: 1.5m<br>Side/Rear: as per R-Codes   | R40 setbacks as per R-Codes          |
| Vehicle access                 | Only from ROW where available. Where access from a ROW is not possible, vehicle crossovers for car parking shall be limited to one per street for each lot.   | Only from ROW where available. Where access from a ROW is not possible, vehicle crossovers shall be limited to one per street for each lot. Part of Lots 28 & 29 Pretious Street/Hardie Road shall be reserved for a public laneway.  | Vehicle crossovers shall be limited to one per street (not including ROWs) for each lot.  | As per R-Codes                       |
| On-site parking provision      | Retail: 1 per 25m <sup>2</sup> GFA<br>Other commercial: 1 per 30m <sup>2</sup><br>Residential: 1.5 bays per dwelling  | Commercial: 1 per 30m <sup>2</sup> NLA<br>Residential: 1.5 bays per dwelling  | As per R-Codes  | As per R-Codes                       |
| Landscaping                    | In lieu of a minimum on-site provision, a development contribution shall be made to the local government towards landscaping upgrades in the adjacent streets at a prescribed rate per m <sup>2</sup> of site area.   | In lieu of a minimum on-site provision, a development contribution shall be made to the local government towards landscaping upgrades in the adjacent streets at a prescribed rate per m <sup>2</sup> of site area.   | In lieu of a minimum on-site provision, a development contribution shall be made to the local government towards landscaping upgrades in the adjacent streets at a prescribed rate per m <sup>2</sup> of site area. | N/A<br>Fencing as per R-Codes        |
| Built Form design requirements | i) Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4m above floor level) for <b>75%</b> of the building frontage to adjacent streets.<br>ii) All commercial street frontages built to within 2.5m of the front boundary shall incorporate a verandah or roof overhang to provide pedestrian shelter over the adjacent footpath with a minimum footpath overhang of 3m and a minimum height of 3m. | i) Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4m above floor level) for <b>60%</b> of the building frontage to adjacent streets.<br>ii) All commercial street frontages built to within 2.5m of the front boundary shall incorporate a verandah or roof overhang to provide pedestrian shelter over the adjacent footpath with a | N/A   | N/A                                  |



| General Provision                                | Central sub-precinct  | Mixed Use sub-precinct  | Residential Inner-Frame sub-precinct  | Residential Outer-Frame sub-precinct |
|--|---|---|---|--------------------------------------|
|  |   | minimum footpath overhang of 3m and a minimum height of 3m.   |   |                                      |
| Additional 'Main Street' sub-precinct provisions | <p>Fronting Hardie Road (between Angove Road and Mokare Road):</p> <ul style="list-style-type: none"> <li>i) No residential uses permitted at ground level.</li> <li>ii) Ground floor commercial uses shall incorporate full height glazing (floor level to at least 2.4m above floor level) for <b>85%</b> of the building frontage to adjacent streets.</li> <li>iii) All ground floor tenancies must have a primary entrance to Hardie Road.</li> <li>iv) An additional development contribution for landscaping shall apply at a prescribed rate per linear metre of street frontage to Hardie Road.</li> </ul> | N/A   | N/A   | N/A                                  |
| Development of a Single House                    | N/A   | <p>Shall only be permitted where:</p> <ul style="list-style-type: none"> <li>i) In the opinion of the local government, it is consistent with the sub-precinct objectives;</li> <li>ii) Design and location on the lot is such that future development of the site to achieve the required minimum (R40) density over the lot is not compromised;</li> <li>iii) An area suitable for or adaptable to a home-based workspace or office is incorporated at street level; and</li> <li>iv) If subdivision is proposed, construction is completed to plate height prior to WAPC approval of a Deposited Plan or Strata Plan.</li> </ul> | <p>Shall only be permitted where:</p> <ul style="list-style-type: none"> <li>i) In the opinion of the local government, it is consistent with the sub-precinct objectives;</li> <li>ii) Design and location on the lot is such that future development of the site to achieve the required minimum (R40) density over the lot is not compromised; and</li> <li>iii) If subdivision is proposed, construction is completed to plate height prior to WAPC approval of a Deposited Plan or Strata Plan.</li> </ul> | N/A                                  |

## 7.2.2 Neighbourhood Centre Zone

Clause 4.5.10.1 of the Scheme applies a maximum net lettable area (NLA) for a shopping centre development in the Neighbourhood Centre zone as per **Table 3** below.

**Table 3 Floorspace Limits for Neighbourhood Centres**

| Locality     | Description of Affected Land  | Maximum net lettable area (NLA) |
|--------------|---|---------------------------------|
| Spencer Park | Lots 50, 62, 63, 64, 65, 72 & 73<br>Angove Road, Nind Street, Pretious Street and Hardie Road, Spencer Park | 5,000m <sup>2</sup>             |

Clause 4.5.10.2 states “Provision for the planting of trees should be made within a landscaped area based on a minimum standard of one tree per six car parking spaces and that tree growing at least three metres in height”.

*“Neighbourhood Shopping Centres shall provide amenity through provision of the following:*

- a) *Comfortable furniture;*
- b) *Artwork providing vitality, colour and interest and providing cultural enhancement;*
- c) *Pedestrian links with easy access from road and cycle networks and bus stops;*
- d) *Solar access and providing shade (trees or shade structures) in summer and sun penetration in winter;*
- e) *A heavily landscaped edge to access roads incorporating raised landscaped garden beds to create an attractive entrance;*
- f) *The creation of discrete parkland locations, occasionally incorporating water elements; and/or*
- g) *The creation of a well landscaped boulevard entrance as a central reference”.*

Clauses 4.5.10.4 to 4.5.10.6 collectively encourage a high standard of built form appearance and quality, and state:

*4.5.10.4 The building façade of a Neighbourhood Shopping Centre shall be designed to present visual interest by the inclusion of significant and robust detail utilising a variety of materials and method. The variety of materials and methods of articulating a façade may include:*

- a) *Extensive use of individual windows, (and doors at street level);*
- b) *Horizontal modulation of walls (for example but not limited to minor recesses);*
- c) *Architectural detailing of walls (including public art such as bas-relief);*
- d) *The diverse use of colour; and*
- e) *The diverse use of materials; and/or (f) The inclusion of shade structures, awnings and discrete roof elements.*

*4.5.10.5 Long, relatively blank building facades to any public building space are not acceptable.*

*4.5.10.6 A minimum of 50% of the area of a building façade at ground level facing a street or public space including a car park shall be comprised of windows or glazed doors and the term ‘at ground level’ shall mean the lowest two metres of building façade measured above footpath level.”*

## 7.2.3 Local Planning Policies

The City has adopted several local planning policies that may apply to development applications within the LDP area, such as:

- *LPP Consulting Rooms, Public Worship & Child Care Centres* – applicable to such proposals in the ‘Residential’ zone, in relation to: bulk & scale, building setbacks, car parking, being adjacent to a local distributor road, and preference given to a corner lot to allow for improved traffic distribution, provide a buffer to surrounding residences and to reduce the impact on the streetscape.
- *LPP Detailed Area Plans* – the policy currently does not apply to Spencer Park, however through subdivision the policy could potentially be updated to also refer to lots within the SCA area. It is intended to apply to development on small, rear loaded or unusual lot configurations.
- *LPP Neighbourhood Centres Policy* – *policy* statements on building heights, setbacks, streetscapes, continuity of street fronts, bulk and scale, building design.

- LPP *Public Art* - Private developments involving commercial, non-residential and or mixed residential/commercial developments over the value of \$1,500,000 are required to allocate 1% of the estimated total project cost for the development of public artwork which reflect or enhance local cultural identity.
- LPP *Signs* – policy statements in relation to types of signs, restriction on the number of signs per building or tenancy, signs that are not permitted, contents of signage, and signage specifications.
- LPP *Variations to Residential Design Codes* – contains variations in relation to Part 6 Design Principles for: setbacks of garages and carports; excavation or fill; and outbuildings. Provisions of SPP 7.3 Residential Design Codes Volume 2 – Apartments prevail over an LPP prepared prior to gazettal of the SPP 7.3, unless approved by the WAPC for certain provisions.

The complete list of local planning policies is available on the City of Albany’s website.

## 7.2.4 State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments

The SPP 7.3 *Residential Design Codes Volume 2 – Apartments* came into effect via special Gazette on 24 May 2019. This Policy applies to apartments and mixed-use developments in areas coded ‘R40’ and above, including the dwelling components of mixed-use development and activity centres, and replace Part 6 of the SPP 7.3, Volume 1 R-Codes.

This is a performance-based policy. Applications for development approval need to demonstrate that the design achieves the objectives of each design element. While addressing the Acceptable Outcomes is likely to achieve the Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Objectives are achieved. Proposals may also satisfy the Objectives via alternative means or solutions.

It should be noted that the LPS 1 SCA applies provisions to residential development that may amend or replace the ‘Acceptable Outcomes’ of SPP 7.3 *Residential Design Codes Volume 2 – Apartments*, in respect of:

- Maximum plot ratio;
- Maximum height limit; and
- Minimum setbacks.

## 7.3 Pre-lodgement Engagement Process for the Local Development Plan

Preparation of the LDP commenced initially with background research, and stakeholder and community engagement. Full details on stakeholder engagement are contained in the Background Report (TBB, April 2019), Interim Consultation Report (ConsultWG, December 2018) and the *Phase 2 Community Feedback Survey Analysis* (ConsultWG, May 2019). This LDP has been prepared having regard to this body of work, which included stakeholder workshops, community expos, questionnaire feedback, and guidance through regular Project Steering Group meetings and Project Working Group meetings.

The commencement of work on the LDP was subject to early engagement, summarised as follows:

- August 2018 – stakeholder meetings;
- November 2018 – key stakeholder workshops and community expo, and a stall at the Albany Agricultural Show; and
- November-December 2018 – display boards at the Spencer Park Shopping Centre, and a community feedback form.

Through the above engagement, feedback was received from stakeholders and the community. The feedback was distilled into a draft vision and the preparation of two concept options, which was presented as follows:

- February 2019 – presentation to the Steering group;
- 7 and 8 March 2019 – stakeholder workshop and an expo at the Spencer Park Primary School; and
- Display boards at the Spencer Park Shopping Centre, City of Albany Library and Administration office.

### 7.3.1 Concept Plan Option 1

Concept Plan Option 1 (refer **Figure 6**) considered a more ‘residential’ approach to the infill of the neighbourhood centre. It considered the main street principles for Hardie Road between Mokare Road and Angove Road with key building edges along Hardie Road and Angove Road. It considered the extent of retail being the existing Angove Road shops and the Spencer Park shopping centre. It included a proposed footpath network that focused on gaps in the existing path network. The City



intended to construct new footpaths on Wansbrough Street and Dickson Street. In addition, Option 1 considered an east-west public access way through Department of Communities land, approximately 15 metres wide and aimed at pedestrian traffic only. Existing laneways were considered for car park access.

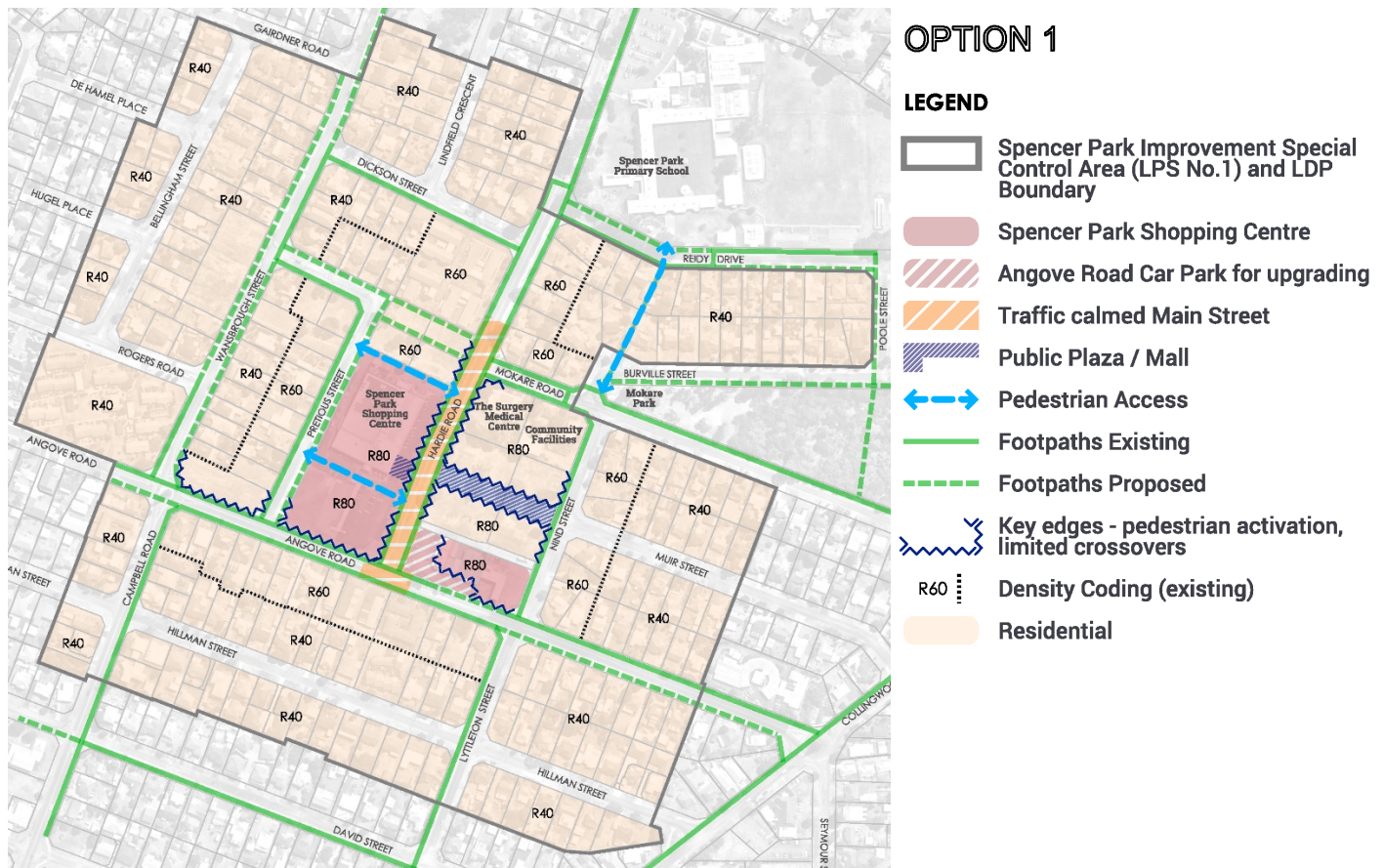


Figure 6 Concept Plan Option 1 presented for community feedback

### 7.3.2 Concept Plan Option 2

Concept Plan Option 2 considered how the LDP could aim for a more mixed use neighbourhood centre, refer **Figure 8**. It considered the opportunity for a slight segregation of uses into ‘themed’ precincts, including a Spencer Park Shopping Centre retail focus on the existing centre; a small commercial/office/business precinct on vacant land; a more holistic approach to a medical / childcare / community precinct; and a mixed use / retail precinct expanding upon the existing Angove Road shops. As part of the mixed use / retail precinct, it considered a partial road closure of the car park on the north-eastern corner of Angove Road and Hardie Road intersection, for conversion to developable land. The Concept Plan Option 2 focuses on more significant redevelopment involving bringing built form to street frontages, potentially changing access to car parking from lanes or internal driveways and/or more street parking.

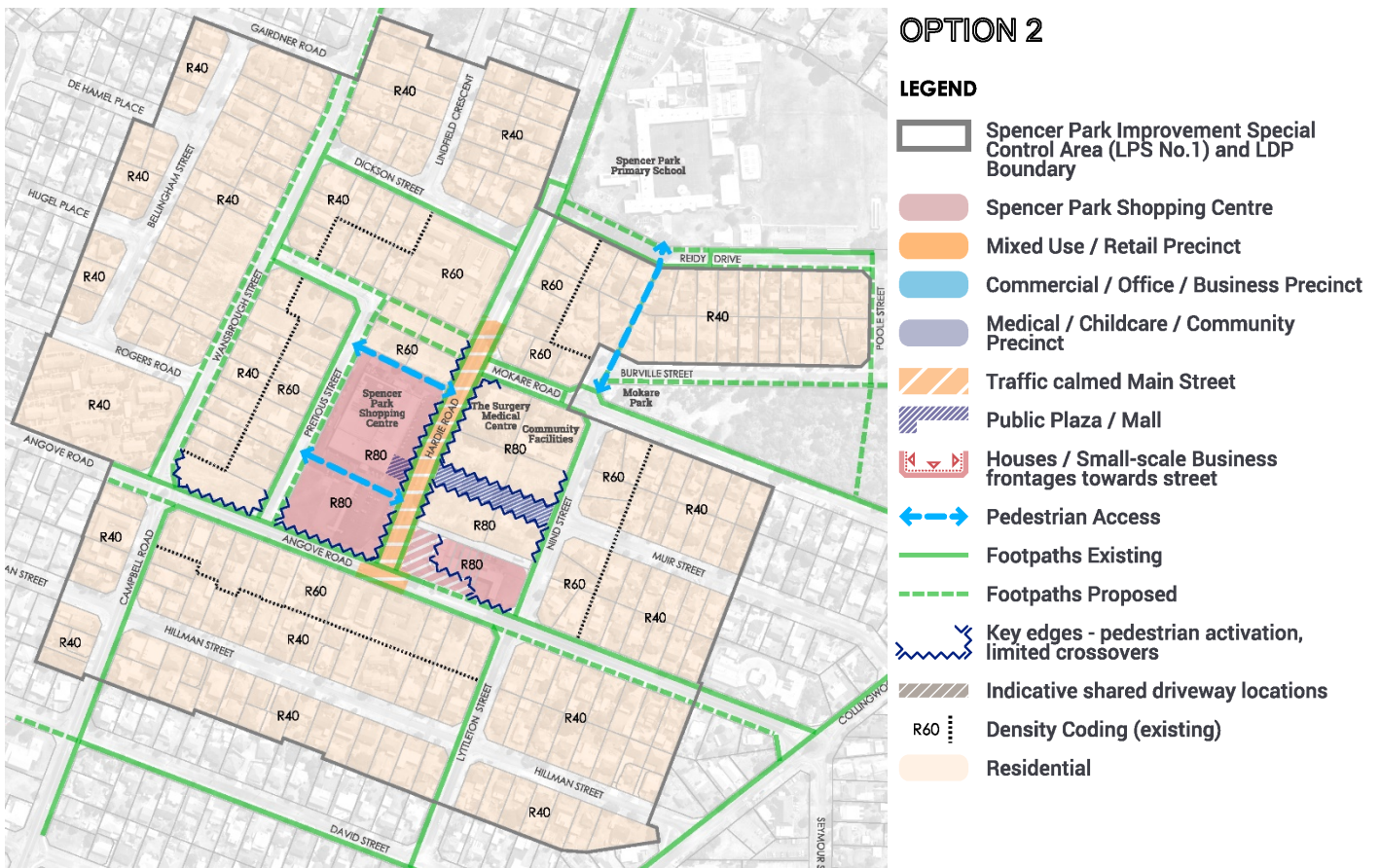


Figure 7 Concept Plan Option 2 presented for community feedback

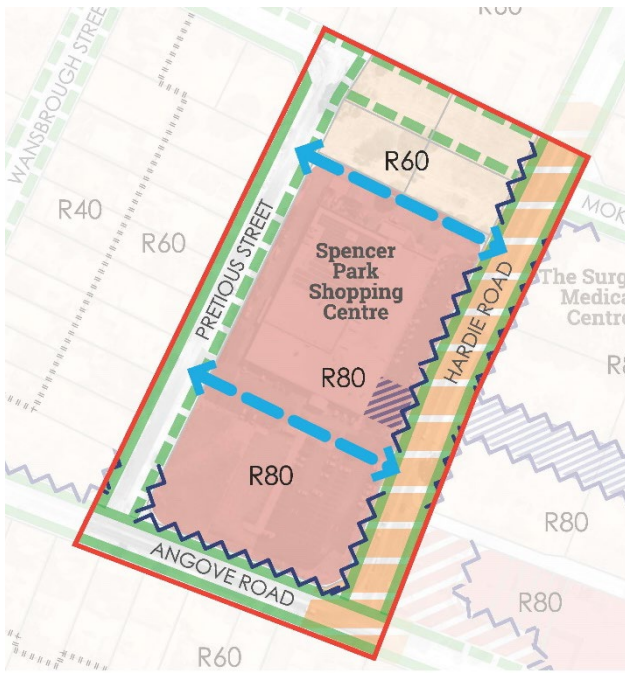
### 7.3.3 Precinct Locations

During preparation of the Local Development Plan, different options were considered for three key vacant-land locations within the neighbourhood centre. The options considered approaches to ensure that development on the vacant land would contribute to a more cohesive centre. The locations are described as:

- Location 1: included Department of Communities vacant land, the Spencer Park Shopping Centre, and vacant land between the shopping centre and the Lionsville facility.
- Location 2: included land within the street block bound by Hardie Road, Mokare Road, Nind Street and Angove Road. This location includes the existing Angove Road shops, The Surgery, Coolangarras Barmah Kindergarten and the Albany Depression Support Network. To the north, east and south is existing housing and to the north-east is Mokare Park.
- Location 3: included street blocks bound by Gairdner Road, Bellingham Street, Rogers Road, Wansbrough Street, Angove Road and Pretious Street.

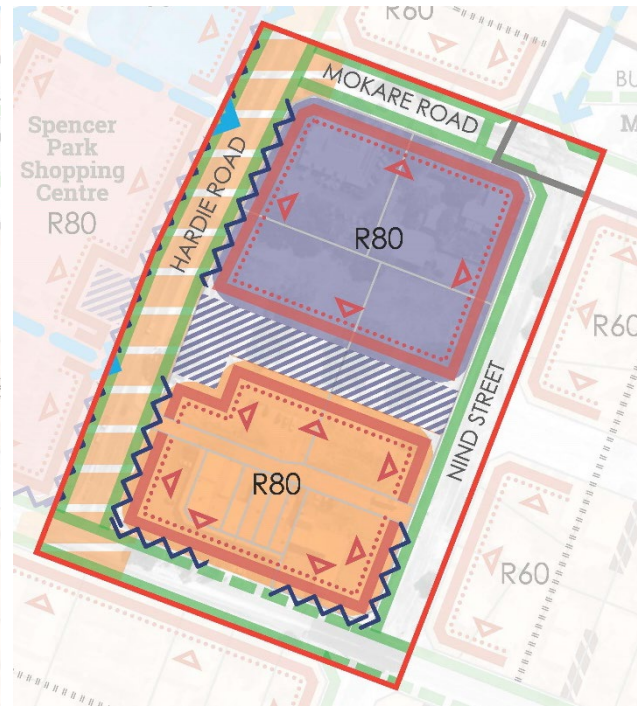
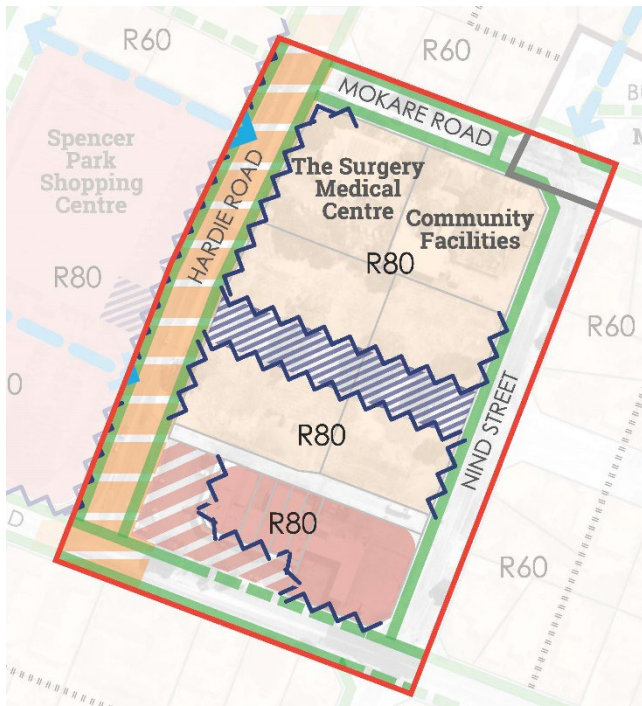
Overall, stakeholder and community feedback favoured Option 2 for each of the three locations (ConsultWG, 2019).





| Location 1: Option 1  | Location 1: Option 2 (more favoured)  |
|---|---|
| <ul style="list-style-type: none"> <li>• Considered a plaza on the Shopping Centre site, and the main east-west links between Hardie Road and Pretious Street.</li> <li>• Considered which road frontages should be activated.</li> <li>• Considered Communities land for residential development (there is a sewer line through the middle, hence the green dashed footpath).</li> </ul> | <ul style="list-style-type: none"> <li>• Considered a commercial / office / business development site on Communities Land, with residential fronting Pretious Street.</li> <li>• It placed a stronger emphasis on buildings fronting onto Hardie Road and Pretious Street. Included more detailed development requirements to provide stronger control on development outcomes.</li> <li>• Hardie Road is identified as a 'main street' in the Scheme, this is carried through for both options.</li> </ul> |



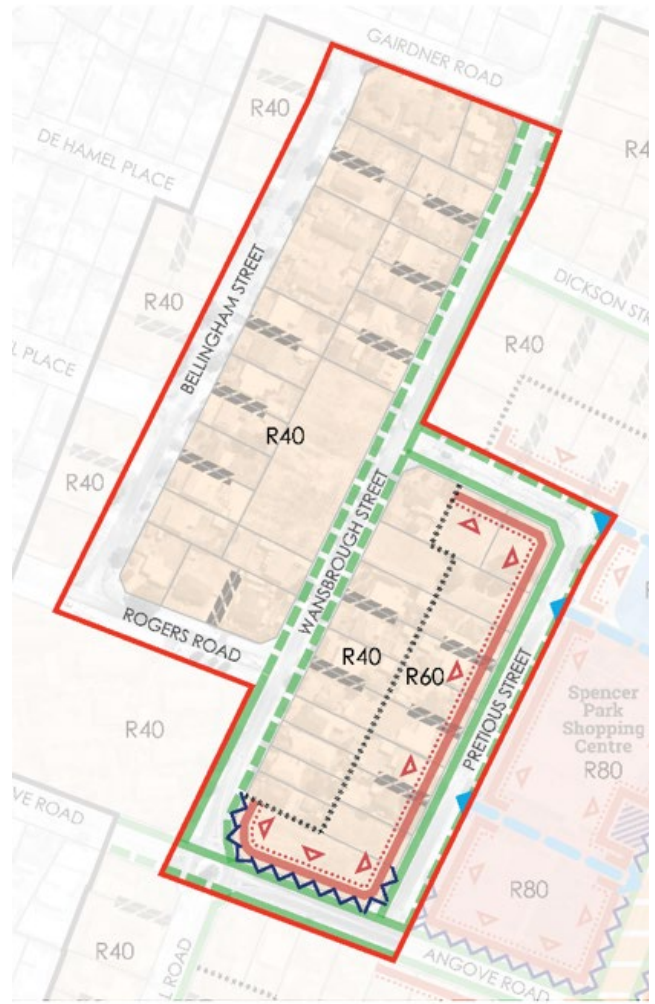
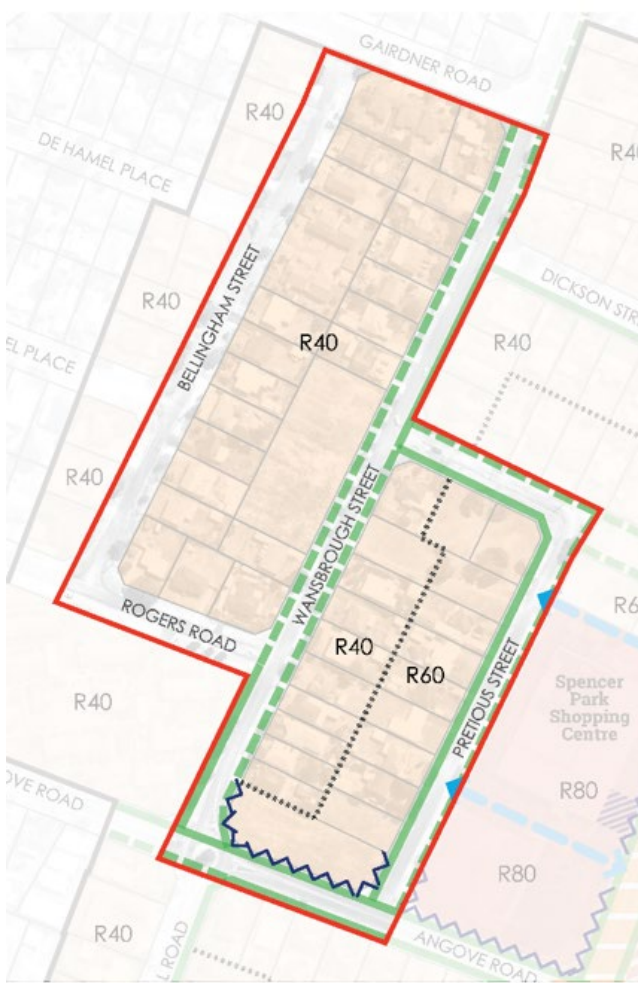


#### Location 2: Option 1

- Acknowledged The Surgery, Coolangarras Barmah Kindergarten and the Albany Depression Support Network. Considered minimal intervention.
- Considered a mall through the Communities land as an east-west link from the Muir Street intersection to Hardie Road.
- Considered houses to front the street and mall.
- Looked at the Angove Road shops and what to do with the car park (i.e. convert some bays to parklets for seating, more trees, beautification).

#### Location 2: Option 2 (more favoured)

- Considered more generally options for a Medical / Childcare / Community Precinct, expanding the role of this new block.
- Considered more generally options for Mixed Use / Retail.
- Considered pushing development towards Hardie Road and Angove Road.
- With more commercial, there is an opportunity for a public square, alfresco or similar interface.
- The pedestrian-only open-air mall location was in response to providing a wide space for public use and enjoyment, and potential tree retention.



| Location 3: Option 1  | Location 3: Option 2 (more favoured)   |
|---|--|
| <ul style="list-style-type: none"> <li>• Considered the ongoing development of the area for residential.</li> <li>• Identifies where new paths may go along Wansbrough Street.</li> <li>• Communities owned land on Angove Road could be redeveloped with a high quality street interface.</li> </ul> | <ul style="list-style-type: none"> <li>• Considered opportunities for the LDP to encourage collocation of crossovers and driveways where practicable – to allow for more verge space for trees, landscaping, street parking if necessary.</li> <li>• Looked at possible built form or houses to front Pretious Street – it is opposite the shopping centre, may be a natural expansion or location for home businesses or other uses that can be looked at in the Residential zone.</li> </ul> |

### 7.3.4 Hardie Road ‘Main Street’ approach

The feedback for Hardie Road as a ‘Main Street’ favoured bike lanes, more trees, paths, and surfaces that promote slow speeds. Other responses referred to bollards, street parking, and improved crossings.

It is understood that Hardie Road is a route for ambulances to travel to the Albany Regional Hospital. Traffic calming that may impact upon ambulance movement, such as speed bumps or plateaus, was met with caution. Other traffic calming measures were recommended.

The LDP can guide built form and development outcomes, whereas the City would be responsible for undertaking road upgrades.

In the absence of a road design, the LDP does not specify what traffic calming devices and measures should be implemented along Hardie Road. As design guidance for promoting a slow speed environment and having regard to feedback, Hardie

Road may incorporate some or all of the following features, and these are separated into those that do not involve modifying the road, and those that would modify the street and thus also should be subject to detailed design:

**Modification within the verge:**

- Consideration of signage to alert drivers to be aware of pedestrians and pedestrian crossings;
- Additional street furniture, street lighting, improved bus stop and bus shelter infrastructure to improve the pedestrian environment and promote alternatives to driving;
- Wider footpaths for improved ease of access and mobility;
- Consideration of a lower speed limit, similar to other main streets (i.e. 30 or 40 km/h limit);
- Water sensitive design including rain gardens, flush kerbing, and appropriate ground cover, hedging and street tree species.

Note: Hedges and verge landscaping can also be used to mitigate against uncontrolled pedestrian crossing movements across a road. This technique coupled with better pedestrian crossings can help improve road and pedestrian safety.

**Modification to the road:**

- Parallel on-street parking, which can contribute to slower speeds;
- Different materials, textures and colours of the road pavement and line marking where necessary;
- Medians / pedestrian refuge points, formalised / better defined / prominent pedestrian crossings;
- Narrow lanes as per relevant road standards; and
- Bike lanes, which should ideally integrate and link to a district-wide cycling network.

The application of some or all of the above features would help motorists to intuitively respond to the environment and reduce their speed. The above features are considered to be more appropriate compared to speed bumps or speed plateaus.

### 7.3.5 Stakeholder and Community Feedback

Stakeholder and community engagement considered the draft vision and the concept plan options described above.

There was significant support for the draft vision. Respondents supported vision statements that pointed towards improving vibrancy, safety and a village community experience. The vision was derived from stakeholder and community feedback, where the following key words/phrases were offered: mixed; families; people; living; area; community; safe; housing; aged; facilities; better image; health services hub; work and live in Spencer Park; attract young people; diverse housing; families; play areas for children; village feel (street trees and greening); improved walkways, cycleways, pedestrian crossing.

There was general support for the concept plan options with a more favourable sentiment towards Concept Plan Option 2. Under this option, it was recognised that expanding housing choices and providing more opportunities for retail, commercial, businesses and services would improve the attractiveness of the Spencer Park neighbourhood centre as a destination, a place to meet and gather, a place to live, and a place of employment. Respondents supported the mix of uses, investment opportunities in parks and public infrastructure, and improving pedestrian safety (ConsultWG, 2019).

Respondents did caution against introducing an over-supply of medical services or hospitality venues, and potential issues associated with antisocial behaviour. However, these are matters that are less capable of being dealt with through a Local Development Plan, which guides built form and development.

Respondents were supportive of improvements to roads, bike lanes, more street trees, more paths, and road pavements that promote slower speeds.



Section

8.0

Conclusion

# 8.0 Conclusion

The LDP has been prepared in a manner consistent with the requirements of the City of Albany Local Planning Scheme No. 1. The LDP is a planning instrument of due regard that complements the City's scheme provisions and the R-Codes.

The LDP includes a vision, whole of precinct objections, sub-precinct character statements and site and development standards which should be read in conjunction with LPS 1.

The LDP was prepared having regard to feedback obtained through preliminary community consultation in March 2019 and following consideration of options outlined in this report. The LDP was reviewed by the Department of Communities and the City of Albany, including a Project Working Group and Project Steering Group, before being formally submitted to the City of Albany.