GOVERNMENT OF WESTERN AUSTRALIA

Department of **Planning, Lands and Heritage**

Precinct Site Plan Concepts:

Collingwood Heights

RSDA Design Projects

27 November 2025

Table of Contents

Concept Proposal: 22 & 23 Lower King Road 3
Introduction 3
Concept 3
Overview 3
Dwelling Yield 6
Bushfire Controls 6
Siteworks 6
Design Features 7
Concept Variation: Increased Bushland Coverage 9
Concept Variation: Twin Connections 10
Concept Variation: Café Amenity 11
Lower King Road South: Analysis & Recommendations to Increase Density 12
Introduction 12
Aim & Objectives 12
Methodology 13
Eligibility & Works Required 13
Likelihood of Subdivision and/or Density Development 13
Findings 14
Maximum Dwelling Yield 14
Likely Dwelling Yield 15
Discussion 15
Comparison of R50 and R60 15
Max Yield Density Outcome 17
Likely Outcome 18
Recommended D-T-C Amendments & Interventions. 19

Concept Proposal: 22 & 23 Lower King Road

Introduction

This report presents an indicative residential site plan concept for Lots 22 and 23 Lower King Road, Collingwood Heights, Albany. This concept is to assist and inform the Land Use Planning team and City of Albany in their precinct development. It first presents an overview of the concept before exploring the potential yield, bushfire controls, siteworks and design features. It then provides conceptual variations which increase the retained bushland, modify vehicle access and propose a café for residents and visitors.

The concept has been informed through communications with the City on expectations of the site and the current understanding of the site conditions. A desktop analysis of the context has been undertaken and informed the concept. The resulting indicative layout and yield assessment is intended to inform a decision making to further progress a detailed concept and yield study.

Further studies should be undertaken to inform a final design and progression of this site. At minimum, these should include:

- A vegetation and habitat assessment
- A Bushfire Management Plan and updated Bushfire Attack Level assessment
- A soil and geotechnical assessment
- A Local Water Management Strategy and/or an Urban Water Management Strategy
- An economic or market analysis

Concept

Overview

The conceptual site plan for Lots 22 and 23 Lower King Road aims to provide residents with a connected community that blends density with the lush natural landscape that Albany is known for. The concept retains the identified area of existing bushland, and concept variations can accommodate different degrees of bushland retention.

The layout of the concept has been designed to:

- maximise access and views to these natural features and open space,
- minimise the number of properties that face other developments or side lots.
- include views to greenspace or some form of visual relief through view corridors.
- allow for pedestrian access and visual permeability to key destinations such as the adjacent school.
- Accommodate building setbacks from retained bushland to minimise BAL requirements.

The site plan incorporates industry standard lot dimensions in alignment with current industry standards. These lots are adaptable to market preferences in lot width and the lot runs can be scaled up or down depending on identified site challenges (e.g. can accommodate additional drainage capacity). The format facilitates density being scaled up and down as required or in response to market expectations.

The lots along the northern boundary adjacent to the pump and drainage basin can be extended or reduced in number as required to accommodate final drainage expectations and accommodate bushfire attack level setbacks from the northeast. The lots along the eastern boundary of the proposed concept are accessed by a rear laneway to minimise vehicle crossovers and pedestrian conflict on the school road.

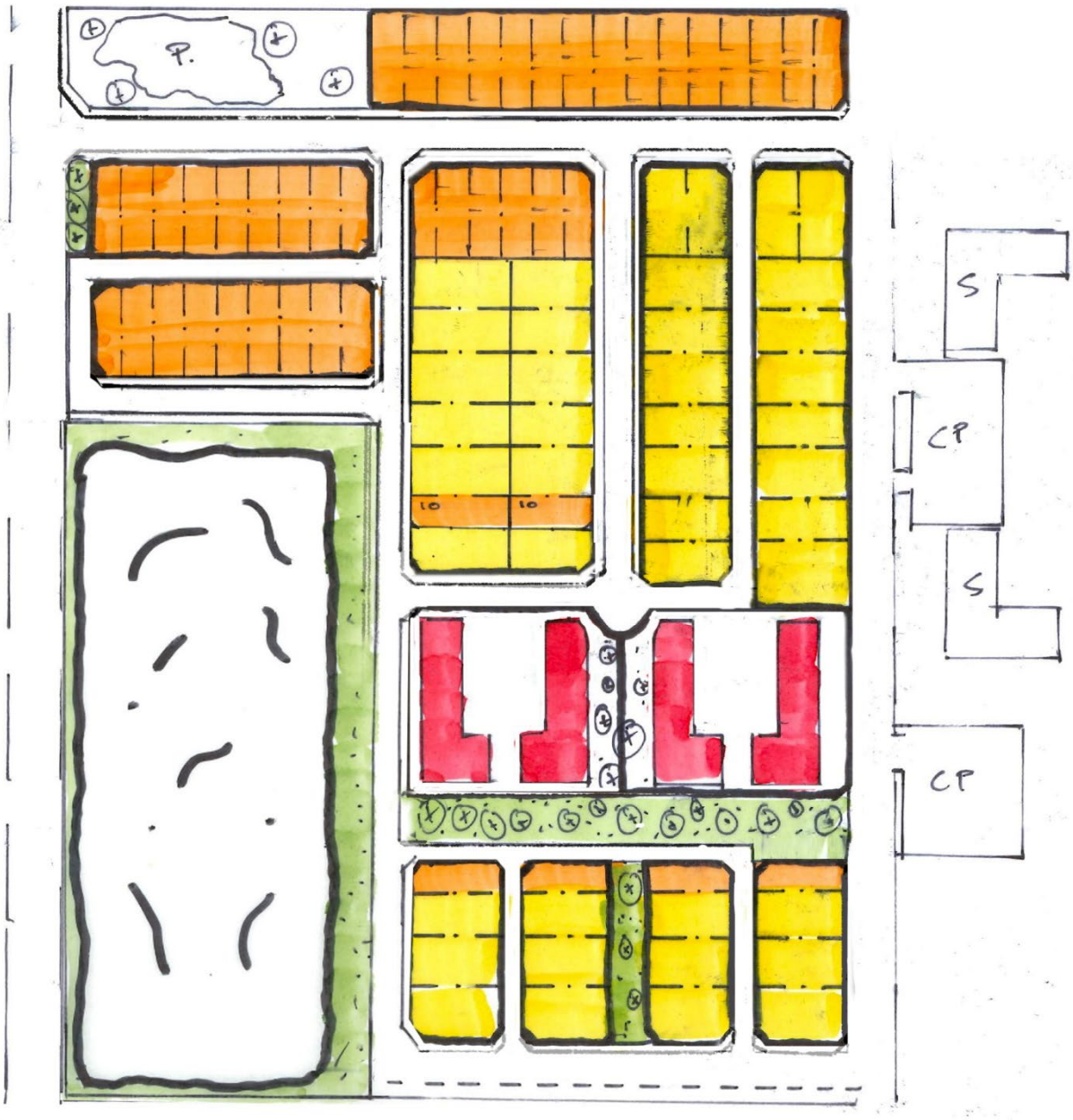
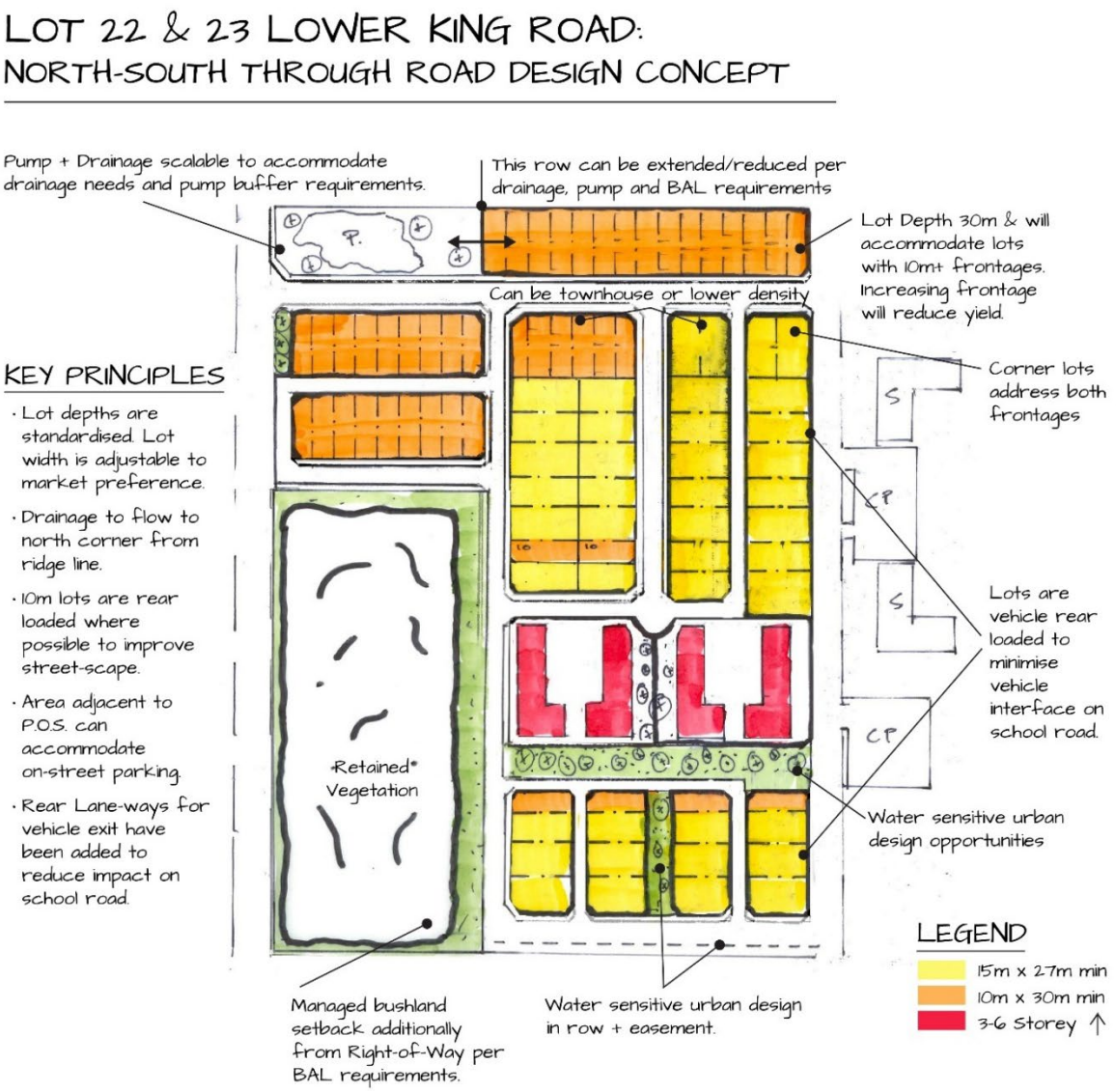


Figure 1. Proposed concept for Lot 22 & 23 LKR.



Proposed Concept Yield (Approx. & Flexible)	Low Density 15m x 27m minimum	Medium Density 10m x 27m minimum	High Density 3-6 Storeys
Yield	40	39	2 Apartments
Total Yield			79 + 2 Apartments

Alternative Yield (Not Illustrated	Low Density 15m x 27m minimum	Medium Density 12.5m x 27m minimum	High Density 3-6 Storeys
Yield	40	26	2 Apartments
Total Yield			66 + 2 Apartments

Figure 2. Key Concept Design Principles.

Dwelling Yield

The concept as shown has been designed to maximise density potential and includes the opportunity for two high density apartments. This is envisaged as accommodating 3-6 storey developments. The limiting factor on density on these sites will be accommodating parking and managing community height expectations. Detailed units yield for these sites has not been undertaken as part of this concept.

The proposed concept includes forty-two lots that comfortably support single detached dwellings, with frontages of fifteen and sixteen metres, and depths ranging from twenty-seven to thirty-three metres.

It also includes forty-three medium density lots that support denser townhouse typologies with ten metre frontages and lengths of thirty metres. To support the City of Albany in achieving higher density for the region, the concept also includes opportunity to develop two apartments with a maximum of six stories.

Table 1. Concept Lot Yield Table.

Lot Type & Size	Yield
Class A (Yellow, Low Density) 15m x 27m minimum dimensions. *Single Detached*	42x
Class B (Orange, Medium Density) 10m x 30m minimum dimensions, *Townhouses*	43x
Class C (Red, High Density) *3-6 storey apartments*	2x
Total	85 Lots + 2x Apartments

Bushfire Controls

The conceptual site plan has accounted for Bushfire Attack Level (BAL) requirements; however, a formal BAL assessment has not been completed as part of this concept development. The concept has achieved a 30 (thirty) metre separation between the retained bushland vegetation and the residential lots. Additionally, the lots closest to the bushland have an increased width of thirty-three metres to allow for dwellings to be further setback. The concept has also accounted for emergency vehicle access, with the street layout allowing vehicles to reach the centre of the bushland.

Siteworks

The site typography is sloped and varies from three to twelve metres, reaching the peak with two ridges, traversing the right bottom third of the site and then again declining. The proposed concept is designed to work with the site's typography. The lot layout can be placed on consistent platforms with maximum level difference of ~ 0.5 (zero point five) metres.

A formal drainage calculation has not been undertaken for this site. Further water management reports are required, which would confirm the scope and scale of local drainage requirements. The lots to the south of the ridge and pedestrian nature corridor have been positioned to drain towards the existing adjacent south-eastern drainage infrastructure. Onsite capture can be located within the oversized southern road reserve and easement.

The concept has accounted for the north-west corner receiving the majority of the site's drainage, allowing adequate room for the stormwater and sewage pump station. The concept has been designed to be flexible regarding space for available drainage – the run of medium density terrace houses to east of the illustrated drainage basin can be compressed and expanded as required.

Design Features

Pedestrian Nature Corridor

A key design feature of the site concept is the inclusion of the pedestrian nature corridor (P.N.C.). The P.N.C. features a bidi that has been designed to maximise walkability across the site, providing residents and the nearby school a direct connection to the retained bushland. As the residents and other local traffic access the southern lots directly adjacent, the P.N.C has been designed to balance vehicle and pedestrian use through the inclusion of the southern 'slow vehicle road' right-of-way. This road has been designed to naturally extend from the adjoining pedestrian space, requiring vehicles to slow down and give way to pedestrians. This affords additional pedestrians to use the road when there is no vehicle traffic but meets requirements for truck and refuse vehicle turning radii.

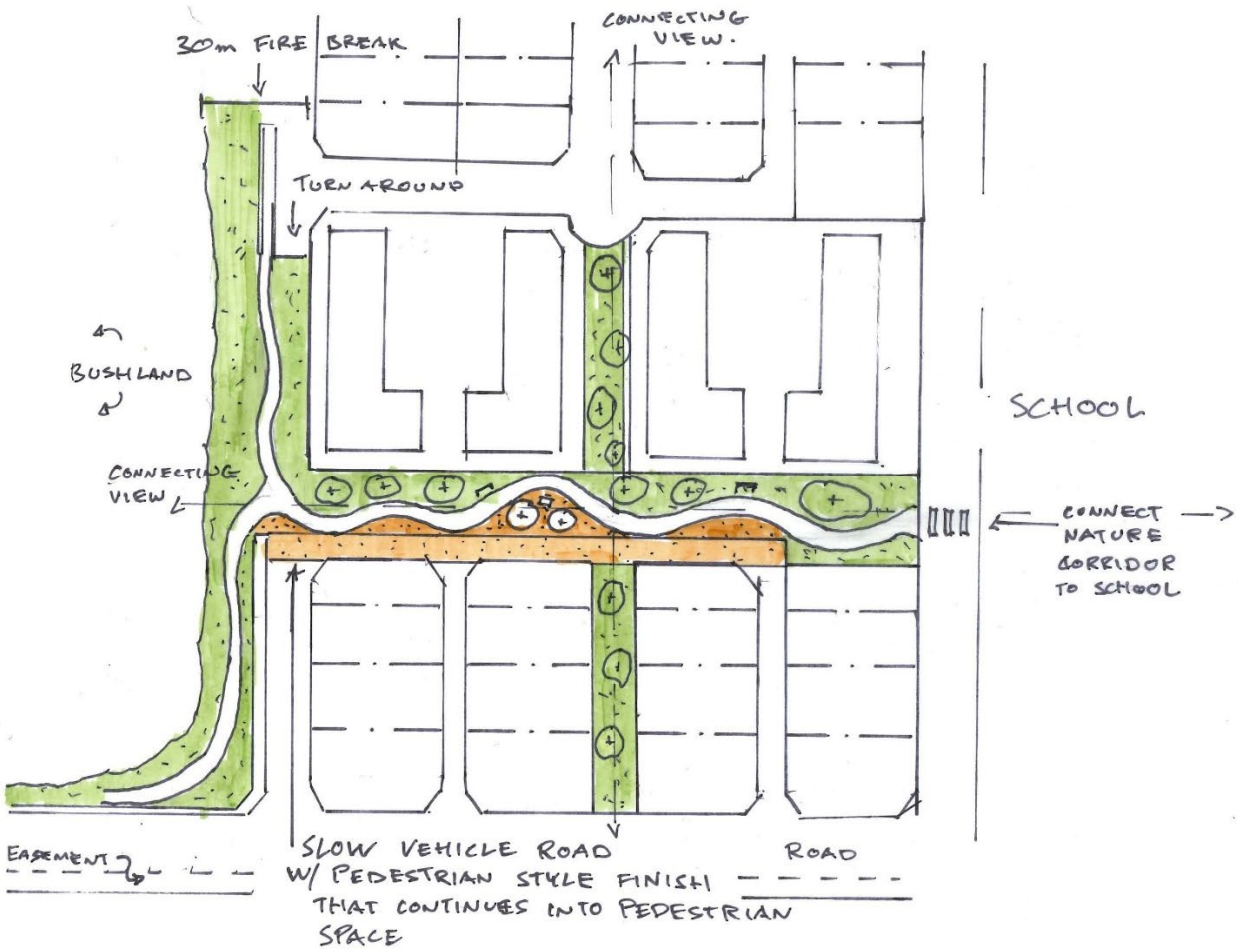


Figure 3. The Pedestrian Nature Corridor design feature.

Ridgeline Density

The ridgeline was identified as an opportunity for higher density housing, maximising the sites natural views and offering attractive amenity that may encourage a higher density housing typology. Alternatively, these sites may be suitable for aged care, short stay residential, hotel or similar higher intensity land use subject to the broader needs and expectations of the City. Further economic analysis may assist in identifying alternate development options if higher density residential development is not preferred. Alternatively, the residential blocks to the north could be extended over these sites and developed as single residential.

The key features of these sites include:

- Potential views to the ocean and northwestern hill range
- Proximity to natural bushland and open space.
- Proximity to adjacent school site and potential for vegetated screening along the eastern boundary.
- Alignment and road placement to minimise overshadowing of adjacent lots
- Proximity of PNC to increased activation and passive surveillance of this public space.

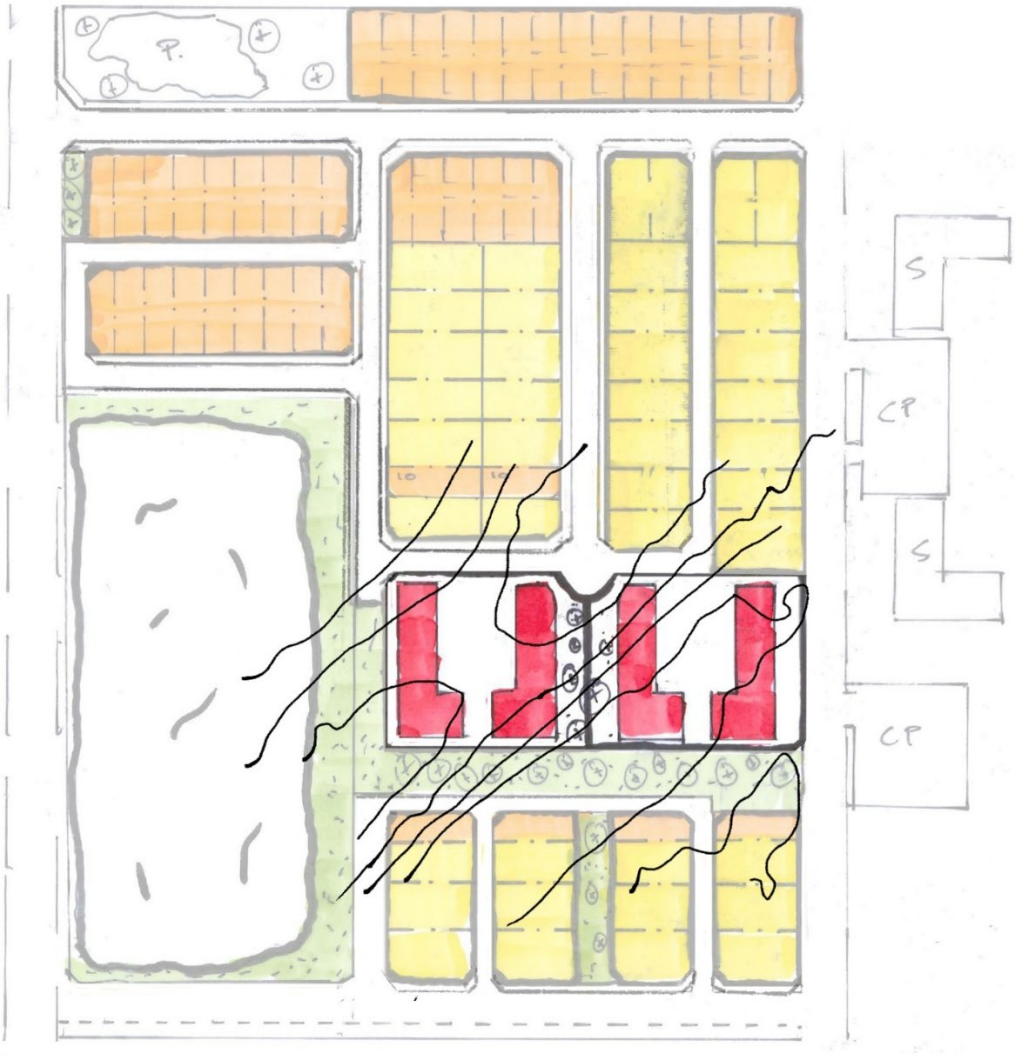


Figure 4. The Site Ridgeline and positioning of the density apartments.

Concept Variation: Increased Bushland Coverage

An alternate concept has been prepared that provides an alternate built form eliminating the southern residential component and retaining additional bushland. This proposed format builds terminates at the ridgeline and the higher density sites providing a separation from the additional retained bushland incorporating the apartment format as a higher BAL rated structure.

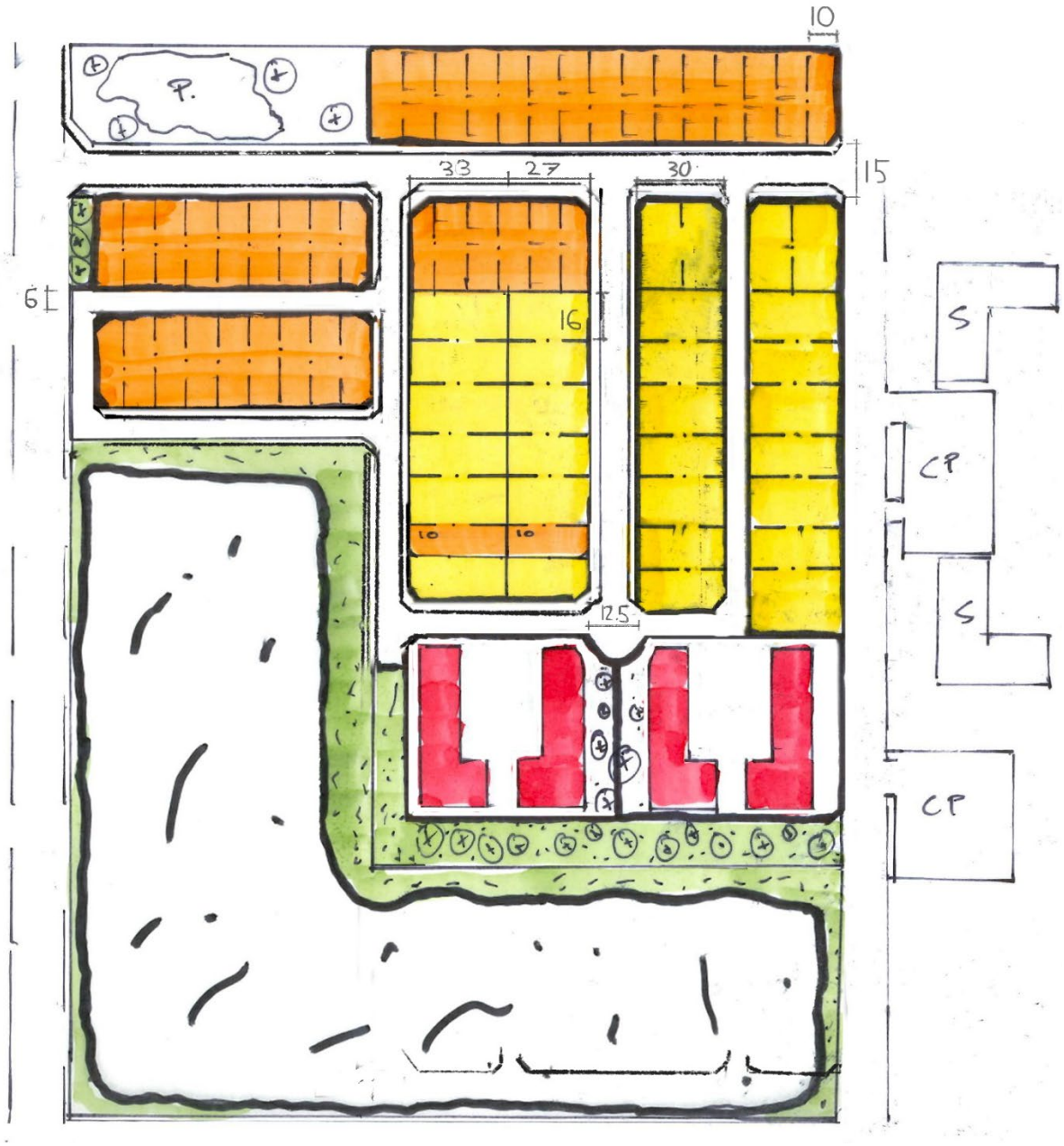


Figure 5. Alternative Concept - Increased bushland coverage.

Concept Variation: Twin Connections

This option includes an additional south-access through road allowing multiple access ways to the school. This variation offers a new access to existing residential lots along the southern boundary and potential for increased permeability across the site. The suitability of view lines along Lower King Road from this southern access and broader traffic management parameters will need to be considered.

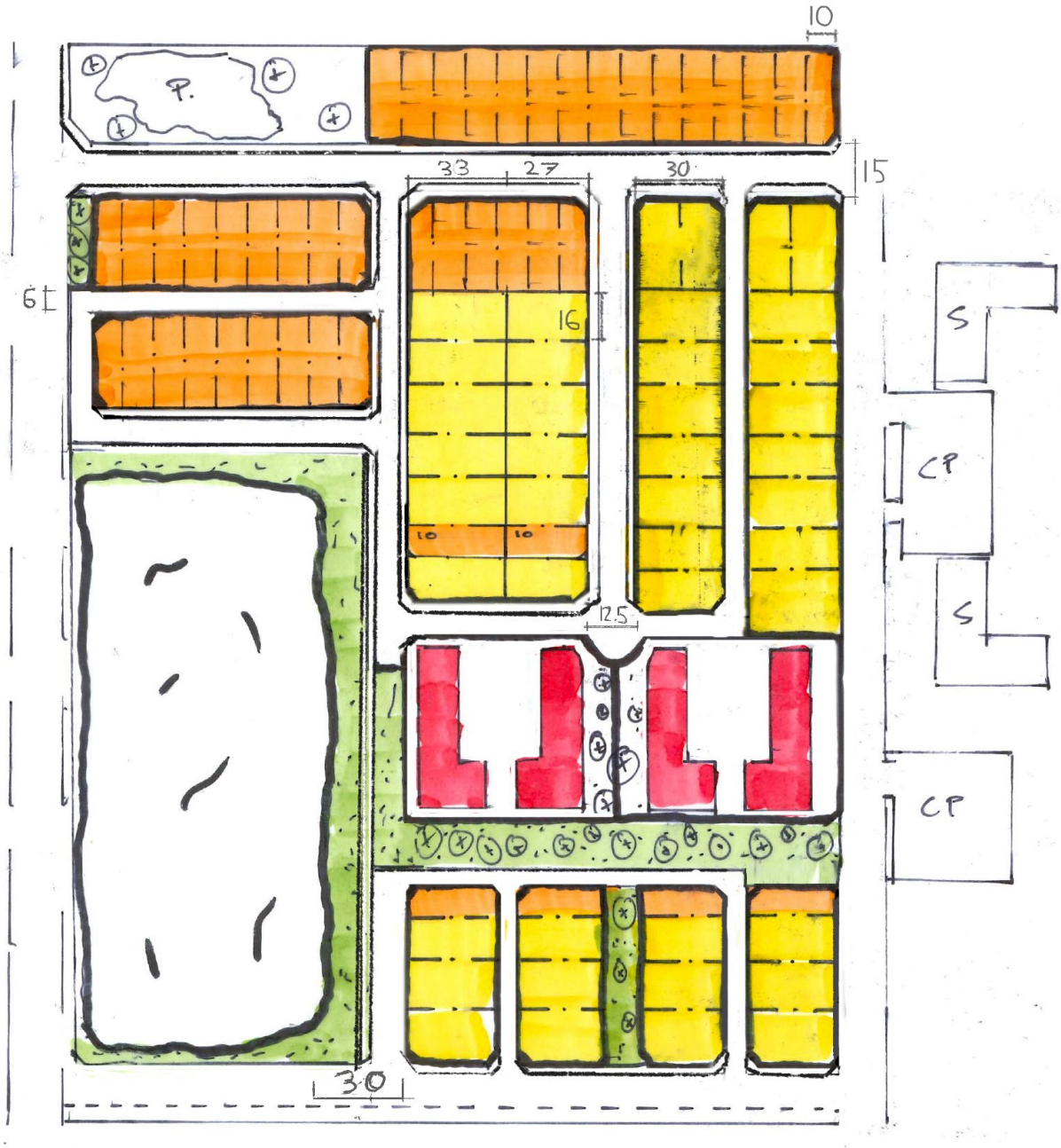


Figure 6. Conceptual Variation: Twin Connections for 22 & 23 Lower King Road.

Concept Variation: Café Amenity

The concept can accommodate the inclusion of a mixed use/ café site to service the local community. The recommended location offers an interface with the adjacent bushland and can accommodate on street parking adjacent to the retained bushland.

- Nearest café is approximately 20 minutes walking distance.
- Opportunity for community building and before and after school catchups.
- On street parking opportunity in adjacent streets
- Multiple street frontage.
- Opportunity to spill alfresco across the street towards open space.
- Potential for small scale playground or similar use on bushland corner.

Alternative commercial uses such as a childcare centre could be considered for the subject area.



Figure 7. Potential Cafe Space.

Lower King Road South: Analysis & Recommendations to Increase Density

Introduction

The following provides an analysis and recommendations for increasing the density of the southern portion of Lower King Road, below lots 22 & 23 (Figure 8). It explores the aims and objectives in conducting this analysis, the methodology and then findings. Finally, the discussion section outlines the benefits of R60 coding against R50, the maximum density vs likely outcome, recommended controls and then alternative typology options.

The following has not been completed in undertaking this analysis:

- a review of the infrastructure and capability
- an economic or market analysis



Figure 8. Site Map of Subject Site.

Aim & Objectives

This analysis identifies how density of the subject area may be increased through up-coding planning control amendments. The objectives include:

- Identify which lots are eligible for subdivision if R-Code coding was increased, and what would be the required works to allow for subdivision and/or increased density.

- Identify what the realistic density outcome would be for the area through subdivision and/or development.
- Identify which Residential R-Code coding would be ideal to maximise density whilst aligning with Albany's character as a regional settlement.
- Identify what alternative density-built forms would be ideal for the subject site and what planning controls could be implemented through a precinct structure plan to support achieving these outcomes.

Methodology

A desktop survey of the lots and dwellings within the subject area has been undertaken. Each lot was surveyed digitally to identify its area, eligibility and works required for subdivision and/or development, and the likelihood of subdivision and/or density development

Eligibility & Works Required

To identify subdivision potential, an assessment of each lot against the R-Codes Volume 1 *Table D Site Area Requirements* has been conducted. Where the lot being subdivided met the minimum and average criteria at the current or higher coding, it was deemed eligible and the lowest R-Code coding to support subdivision was recorded. Then, an assessment of the ideal and likely density outcome achievable for each lot was conducted. Finally, a high-level analysis of what works would be required to achieve these outcomes has been undertaken.

Likelihood of Subdivision and/or Density Development

The likelihood of subdivision and/or density development for each lot was surveyed against site constraints and criteria and informed by the demographic profile of Collingwood Heights.

The 2021 census conducted by the Australian Bureau of Statistics showed that 63% of Collingwood Heights are family households (191 families) with 1.9 children per family household. It has a median age of 40 with 2.5 people per household. Though the subject area is only 54 out of the 301 dwellings within the 2021 census, it suggests the market sees the subject area as an ideal family raising location, potentially valuing the large lot size with significant room for backyards.

Based on this profile, each lot was assessed for likelihood against the following criteria:

1) Dwelling age - If a dwelling was recently built and is required to be demolished to accommodate subdivision and/or further dwellings on the lot, it was not deemed likely.
2) Dwelling size - If the dwelling is above 250m^2 and takes up a large portion of the site, the assessment assumes the current owners are less likely to demolish and rebuild to then subdivide. If this lot was placed on the market, the cost of the lot with the dwelling would not realistically attract a developer intending to subdivide or demolish to develop density dwellings.
3) Lot features & works required – If rear accessibility was not possible due to the site's location and morphology, it was deemed that subdivision was not likely. If the required works required to achieve rear access or subdivision were significant (partial or complete demolition of existing dwelling), it was deemed unlikely.

To conduct this assessment, the outcomes were tested against both R50 and R60 scenarios. R50 and R60 was identified as they balance the density needs of Albany providing flexibility in the R-

Codes Volume 2 Deem-To-Comply provisions and retaining the built form character of Collingwood Heights. Further elaboration on the merits of R50 and R60 is included in the discussion section.

Findings

The mean lot size for the subject area is 1,024m^2. This mean is skewed by two outlier lots between 3,100 and 3,299m^2 that raise it beyond the median. The median lot size for the subject area is 881m^2. When the lot sizes are sorted into ranges of 100m^2, the most commonly occurring range is 800-899m^2 with 28 total lots. This is followed by 10 lots at 900-999m^2.

Maximum Dwelling Yield

The survey found that 52 of the 54 lots surveyed could technically support increased density through subdivision and/or increasing site dwelling count if the site was cleared. 2 lots are unlikely to be subdivided at any coding due to size or contextual constraints.

Table 2. Maximum Yield Table for Lower King

Coding	Max Dwelling Yield	Eligible Lots
R20	86	20
R25	102	43
R50	160	49
R60	194	52

In considering the R-Codes Volume 1, Part D lot minimums and averages only, 20 of 54 lots would be eligible for subdivision at the current R20 coding. This may not feasibly result in development that meets the Deem-To-Comply requirements of the R-Codes Volume 1 Part B - an assessment of Part B provisions such as open space was not conducted for the technical viability.

The yield and lot eligibility was calculated with the formula yield = (Lot Size*0.65)/AverageLotSizeRequired. Based on this calculation, 43 of the 54 dwellings would also then become eligible for subdivision if the coding was increased to R25. This increases to 49 lots for R50 and then 52 lots for R60.

When assessing the likelihood of density development for a lot, the survey found that 26 of 54 dwellings had a high likelihood for subdivision and/or redevelopment at R50 and R60. For R50 and 60, the most common method of subdivision would be in a battleaxe format, accounting for 15 lots. 7 of the 26 lots can accommodate subdivision via either a battleaxe or side-by-side configuration with 3 more lots being best suitable for side-by-side configuration. The 3 larger lots along the northern boundary can accommodate development though higher density townhouse configurations. The key difference between R50 and R60 is the yield for the townhouse developments.

Likely Dwelling Yield

Table 3. Likely Dwelling Yield for the subject area.

Coding	Potential Dwelling Yield	No. Lots Likely to be Developed with Increased Density
R50	74	26
R60	82	26

Discussion

Comparison of R50 and R60

Table 3 outlines a comparison of relevant constraints for R50 and R60 codes. This analysis suggest R60 offers a higher density outcome for the subject area due to the balance between Part C flexibility and retaining the regional character of the surrounding area. R60 requires single dwellings to be assessed against the R-Codes Volume 1, Part C.

When subdividing, R60 allows for single or grouped dwellings to have a minimum site area of 120m^2 with an average of 150m^2. Whereas R50 allows for single or grouped dwellings to have a minimum site area of 160m^2 and an average of 180m^2. This reduction of 40m2 to the minimum would allow approximately 15 sites to increase their yield from 2 to 3 dwellings.

Table 4. Comparison table of D-T-C controls between R20 and R60.

Category	Part B D-T-C (R20)	Part C D-T-C (R60)	Comment
Street Setback	Primary Street: 6m	Primary Street: 2m	The setback D-T-C is reduced by 4m between R20 and R60.
Lot Boundary Setback	Setback Requirements Wall Height / Wall Length / Setback 3.5m or less / 9-13m / 1m 4.0, 5.0m / 10-15m / 1.5m 6m / 10-12m / 1.5m 6m / 14m / 1.8m	Setback Requirements Wall Height / Setback 3.6m / 1m 3.6-7m / 1.5m 7.1-10m / 3m 10.1m and above / 3m The second story may be built with the above lot boundary setbacks to a max D-T-C length of 14m before an additional 3m setback is required.	The lot boundary setbacks between part B and C are similar besides Part C allowing a slightly reduced (0.3m) second storey setback of 1.5m compared to 1.8m for Part B. The key benefits of Part C for Lot Boundary setbacks is apparent in the boundary wall provisions.
Boundary Walls	Boundary walls may be built behind the street setback in areas coded R20 if the walls are not higher than 3.5m, up to a maximum length of the greater of 9m or one-third the length of the balance of the site boundary behind the front setback, to up to two site boundaries.	For R50 and above where the frontage is greater than 8.5m, boundary walls can be 7m high for a maximum of 14m before being required to be setback 3m.	Boundary walls can be 2.5m higher in Part C compared to Part B with a greater maximum length.
Open Space & Site Cover	The D-T-C minimum total open space for R20 is 50%.	When the special transition provision expires in April 2026,	Part C R60 allows for 20% less open space compared to Part B R20.

<table>
<tr><td></td><td></td><td>the maximum D-T-C site cover for R60 will be 70%.</td><td></td></tr>
<tr><td>Visual Privacy</td><td>Required Major Opening setback.<table><tr><td>Category</td><td>Setback Distance (R50 or below)</td></tr><tr><td>Major Opening from Bedroom and study</td><td>4.5m</td></tr><tr><td>MO from any other habitable room</td><td>6m</td></tr><tr><td>Outdoor Active Habitable Space</td><td>7.5m</td></tr></table>Major openings and outdoor active habitable spaces, which have a floor level of more than 0.5m above natural ground level and overlook any part of any other residential property behind its street setback line.</td><td>Required Major Opening setback.<table><tr><td>Category</td><td>Setback Distance (R60 or above)</td></tr><tr><td>Major Opening from Bedroom and study</td><td>3m</td></tr><tr><td>MO from any other habitable room</td><td>4.5m</td></tr><tr><td>Outdoor Active Habitable Space</td><td>6m</td></tr></table>All sources of overlooking are oriented, offset or setback so that the cone of vision does not capture major openings and/or active habitable spaces on an adjoining property</td><td>Part B requires a major opening that overlooks any part of the adjoining residential lot to be setback to the D-T-C if screening is not provided.
Part C is less restrictive and only applies to major openings that specifically overlook other major openings our active habitable spaces.
In addition, R60 reduces the setback requirements by 1.5m for each category.</td></tr>
<tr><td>Overshadowing</td><td>25% maximum overshadowing for adjoining southern lots.</td><td>50% D-T-C maximum overshadowing for adjoining southern lots.

25% D-T-C maximum overshadowing for diagonally adjacent southern lots.</td><td>Part C allows for 25% more maximum D-T-C overshadowing of directly adjoining southern lots.</td></tr>
<tr><td>Outdoor Living Area & Primary Garden Area</td><td>Part B requires Outdoor Living Area minimums to be met for D-T-C pathways. The minimum outdoor living area for R20 is 30m^2.

It is required to be behind the street setback area, directly accessible from the primary living space, have a minimum dimension of 4m and have 2/3rds of the area without permanent roof cover.</td><td>Part C does not require outdoor living areas for single and grouped dwellings. It instead requires minimum private garden area for the D-T-C pathway.

A Primary Garden Area (PGA) is required to be consolidated with a minimum length dimension of 3m behind the street setback back area.

Private Garden Area Space D-T-C m^2<table><tr><td>Site Area (m^2)</td><td>Setback Distance (R60 or above)</td></tr><tr><td>Greater than 220</td><td>40m2</td></tr><tr><td>191-220</td><td>35m2</td></tr><tr><td>161-190</td><td>30m2</td></tr><tr><td>100-130</td><td>20m2</td></tr></table></td><td>Part C has greater specificity per lot size compared to Part B.

Meeting Primary Garden Area minimums can be easier than Outdoor Living Area minimums due to the reduced minimum length and difference in definitions.

An outdoor living area does not necessarily include garden space. An OLA is defined as being readily accessible from the dwelling. Side boundary spaces between the dwelling and fence are not necessarily OLA.

A Primary Garden Area includes landscaping, deep soil areas, paved areas and patios. The side boundary space between the dwelling and fence may potentially meet the requirements for PGA if it remains consolidated.</td></tr>
</table>

Landscaping	Landscaping of grouped and multiple dwelling common property and communal open spaces in accordance with the following: i. the street setback area developed without car parking, except for visitors' bays;	Does not include provisions regarding parking in the street setback area.	Side by side Grouped dwellings with parking at the front within the street setback would not meet the D-T-C of Part B.

Max Yield Density Outcome

The max yield density outcome if the coding was increased to R60 is shown in Figure 9. The north of the site has the potential for higher density townhouse dwellings that face onto the lot 22 and 23 concept with the southern link. A significant number of the lots could be subdivided into rows of three strata lots with a common property driveway.



Figure 9. Max Yield for Lower King Road at R60.

Likely Outcome

The likely outcome of density and subdivision increasing if the subject area has its coding increased to R60 is shown in Figure 10. Rear battle axe subdivision is the most probable outcome for the existing developed dwellings. These would remain larger lots of two that can accommodate the existing dwelling, rather than the maximum three of four if the existing dwelling was demolished. If the northern Lot 22 and 23 were developed with the proposed plan, there is a higher likelihood that the lots to the north of the subject area would be purchased and developed.



Figure 10. Likely outcome if coding was increased to R60.

Recommended D-T-C Amendments & Interventions.

The following controls identify potential amendments and interventions to achieve a higher density outcome with suggestions to maintain the local character.

Development Objectives

Table 5. Development Objectives

No.	Development Objectives
1	Increase the density and range of housing types within the subject area.
2	Balance the need for density whilst preserving the character of the subject area.

Recommended Controls

Table 6. Recommended Controls for the subject area.

Control	Recommended Control	Justification
Height	Set the building height limit to two storeys.	Increasing the residential coding would increase the amount of land available to develop but would also increase the height. If the coding was increased to R50 or R60, consider setting the height to 2 storeys to balance density with the existing character.
Street Setback	Reduce the D-T-C street setback to nil for Merlin Road and Maevida Court.	Merlin Road has a verge width of 15.5 on the left and 17.75 on the right. Maevida Court has a verge with of 5.8m on the left, and 8.3m on the right. Reducing the street setback to nil will allow the sites to maximise their yield whilst still maintaining considerable setback from the road paving while still accommodating street trees and footpaths.

Encouraging other typologies

The right of ways for both Merlin and Maevida Court exceed a typical residential street width. Both streets dead end and are not major traffic routes. Given this, alternatives to utilise the excess right of way have been examined.

For Merlin Street and Maevida Court, townhouse typologies could be encouraged by the City of Albany converting the oversized verge area into on-street parking. Two townhouses could maximise their utility of site coverage as this would enable development to maintain a backyard space – an ideal dwelling feature for a family-oriented market. The alternative would be a battleaxe configuration where the driveway would take away from the backyard habitable space. This front-loaded townhouse configuration would heavily increase the street vehicle presence which may not be a desired outcome.

An alternative direction would be encouraging development to frontload parking bays between the street and dwelling; however, this would achieve the same outcome as the street parking with less actively inhabitable backyard space. This outcome would also require the complete demolition of the existing dwelling to be viable.

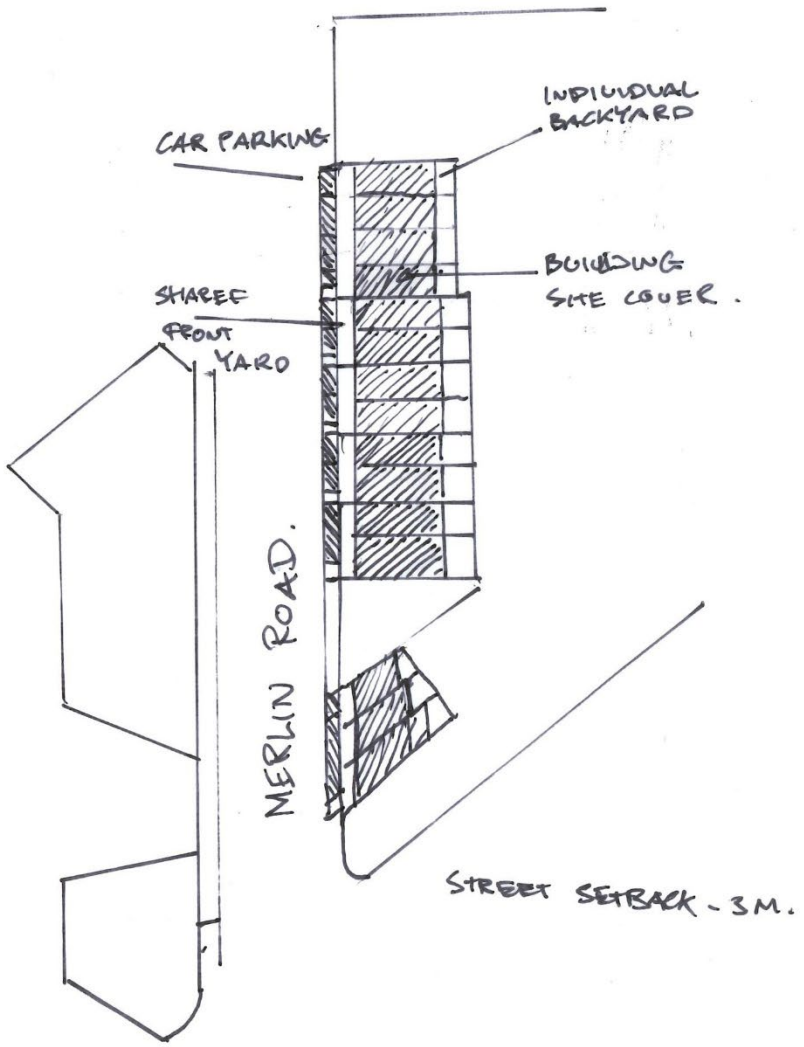


Figure 11. Diagram of Alternative/ On Verge Carparking layout to maximise active inhabitable space.

Other alternate use of the excess right of way may include offering the opportunity for adjacent land owners to purchase or be granted a portion of the right of way to increase lot size. This may be linked to a condition expecting subdivision to be undertaken within a set number of years. This approach may be staged over a number of years and would be expected to have varied levels of uptake, dependant on the property owners interest and capacity to subdivide and or redevelop.