



Draft Local Planning Strategy

APPENDIX 2 – KENDENUP RURAL VILLAGE

December 2010

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1. INTRODUCTION

- 1.1** Kendenup is located approximately 20 kilometres north of Mount Barker and to the east of Albany Highway. The Great Southern railway line passes the eastern boundary of the village.
- 1.2** The settlement pattern of Kendenup consists of 595 lots and reserves in the village which is the centre of the district. The pattern surrounding the village contains a range of relatively small rural lots from west of Albany Highway to the east of the Great Southern railway line. These rural surrounds are shown on the locality map and include in the order of 1,300 lots and that area is shown for information purposes only. The total number of lots including the village is some 1,900. Lot sizes in the surrounding rural district range from 30-50ha to the east, 18-40ha to the north, 8-30ha to the west and 10-25ha to the south.
- 1.3** Kendenup presents a number of problems and opportunities, as the village is a historic subdivision created in the early 1920's. The venture subsequently failed in 1923 and until recently the original village remained largely undeveloped. During the last 10 to 20 years, the individual titles have been released sometimes creating conflict between buyers and service providers as most of the lots had no access to basic services such as constructed roads, power and water.

2. PAST REVIEWS

- 2.1** A Kendenup Townsite Review was prepared originally in 1998 then as a draft in 2002 as part of the then overall review of the Council's Town Planning Scheme No. 3.
- 2.2** The 2002 draft estimated that a population of approximately 1,000 people could be anticipated over the next 20-30 years. This would increase once lots in the surrounding area were developed with houses.
- 2.3** With the recent growth rates in Kendenup the 2002 draft review population estimate of 1,000 people may have underestimated actual growth. Assuming in the next 20 years all of the lots in the village and the surrounds are developed with houses, then the total of 1,900 lots could generate a population of 4,370 people based on the average 2.3 persons per dwelling occupancy rate.

3. INFRASTRUCTURE

- 3.1** Reticulated scheme water is available to Kendenup and is obtained from the Mount Barker Treatment Plant, which is fed from the Albany system. Treated water is transferred from Mount Barker to a 200m³ elevated tank on the periphery of the village. The water is then reticulated to the majority of the village.
- 3.2** Electricity, both three phase and single phase is available in the village. Domestic lines extend from this main power source to service existing housing and development.
- 3.3** A reticulated sewerage system is not available in Kendenup with effluent disposal currently being carried out on site with standard septic tanks and leach drains. While these systems are currently operating satisfactorily given the relatively low density of development, there is concern that the combination of flat topography and soil types could result in problems as development consolidates over the longer term. The Government's draft Country Sewerage Policy sets a minimum lot size for on site effluent disposal at 2,000m². Many lots in Kendenup are only 1,000m².
- 3.4** As lots have already been created, and given the rate of development and costs of installing the sewerage system and treatment facility, implementation cannot be achieved by the Council. Kendenup is identified in the draft Country Sewerage Policy as a priority for sewerage. The only possibility would be for it to be included in the Government's infill sewerage program. That program is many years behind and this may never become a reality in Kendenup but this depends upon the Water Corporation and Government.
- 3.5** Beverley Road, Chauvel Road, Austin Street, Penniford Street and Hassell Avenue are the only roads which are sealed.

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- 3.6 A fully open grid road layout is becoming a preferred method of road design favoured by the Western Australian Planning Commission as it allows for connectivity and better security. As a feature of the grid road layout is the number of four way intersections, the erection of give way signs and other traffic calming features is recommended to avoid potential conflict as traffic increases on the roads. The control of road entries to Beverley Road is an important consideration as it is the district distributor road.
- 3.7 A footpath plan was prepared by Wood & Grieve Engineers. Dual use paths 2.5 metres wide were recommended for district local roads with 1.5 metre wide footpaths for accessways. Footpaths were not recommended for access places given the low traffic volumes. A comprehensive footpath system will need to be staged over many years as the village grows. Prioritisation and co-ordination of a staging plan with road and drainage upgrades will be essential.
- 3.8 The Plantagenet Trails Master Plan of 2006 proposes that a Kendenup Shared Use Path be established in the village.

4. COMMERCIAL AND INDUSTRIAL

- 4.1 Apart from the gradual expansion of existing businesses, additional uses could include a small supermarket, upgraded fuel and vehicle repair facilities, a chemist, butcher, hair salon, tourist businesses and rural services such as those provided by Elders and Westfarmers. Sites for these potential future uses should be concentrated around the existing commercial uses on Hassell Avenue in order to provide mutual support and create a centre of activity. An ultimate floor space of approximately 2,000 – 5,000m² should be allowed for.
- 4.2 There is only limited provision for industrial development within Kendenup with only 13 lots zoned Service Industry in First and Second Avenues. Given the proximity of residential land these sites are suitable only for light industry which will not affect the amenity of the immediate surrounds.
- 4.3 Businesses which have established in the area are predominantly service oriented or based on the processing of rural produce. They are small single operator or family orientated businesses that are run from home. Most are located on the larger rural lots surrounding the Kendenup village. There has been little demand for a specific industrial area within the village itself. The cost of establishing a small business on a lot separate to the place of residence is usually prohibitive for these types of industry.
- 4.4 Lot 311 on Lake Matilda Road immediately east of the village and the railway is zoned Special Site (R9 – Rabbit Abattoir) and is now occupied by Mount Barker Chickens. This use is envisaged to remain in this location subject to strict environmental controls. The Town Planning Scheme should be amended to delete reference to rabbits and insert poultry.

5. RESIDENTIAL LAND SUPPLY

- 5.1 In the village, there are in excess of 500 Rural zoned lots the bulk of which are of a residential size of in the order to 1,000m². Many of these lots are vacant but the recent trends in building activity for houses means this supply of land is being utilised.
- 5.2 Considerable investment in infrastructure has been undertaken in the village in terms of roads, power, telecommunications, reticulated water, fire fighting services, shops, hall, recreational and sporting facilities. Obviously more expenditure is needed in the village as the population grows to ensure the village is more sustainable.

6. NATIVE TITLE AND ABORIGINAL HERITAGE CLEARANCES

- 6.1 As Kendenup consists of areas of Crown land, the necessary procedures need to be followed in respect of obtaining Native Title clearance under the Native Title Act 1993.

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- 6.2** The Aboriginal Heritage Act applies to all lands both privately owned freehold and Crown land. All landowners must ensure the requirements of the Act are not breached at the time of development proposals.

7. KENDENUP – CONCEPTUAL STRUCTURE PLAN

7.1 Location and Density of Housing

- 7.1.1 The present settlement pattern at Kendenup is centred on the village with an extensive range of residential sized lots of in the order of 1,000m² or more. The surrounding district consists of some 1,300 relatively small rural lots extending from west of Albany Highway to the east of the Great Southern railway. The zoning of the majority of the village is Rural which is in conflict with the lot sizes and the intensity of development. The surrounding district is predominantly zoned Rural however with lot sizes ranging from 8ha to 50ha, some action is needed to consider a more appropriate planning framework to reflect this intense rural lot pattern and should be maintained in a low fuel state in accordance with the ‘Planning for Bush Fire Protection’ document.
- 7.1.2 The village is the area bounded by Penniford Street, Hassell Avenue, the southern boundary of the golf course and Chauvel Road. It is proposed in Amendment No. 50 to rezone the majority of the Rural zoned land within the village to the Residential zone and apply an R5 Residential Density Code. The R5 Code sets a minimum lot size of 2,000m² for any new subdivisions and this size reflect the minimum lot size recommended in the draft Country Sewerage Policy for on site effluent disposal systems. Obviously the 1,000m² lots in existence can remain but any further subdivision of land will need to conform with the 2,000m² minimum lot size standard.
- 7.1.3 It is extremely unlikely the village will be provided with reticulated sewer network system hence the Residential zoning needs to take this into account. It is preferable that in the planning for this village that all new houses be required to provide alternative treatment units for on site effluent disposal as opposed to conventional septic tank systems.
- 7.1.4 One privately owned freehold 1,000m² Lot 294 on the south west corner of Coote Street and Second Avenue was shown as a Recreation Reserve when Town Planning Scheme No. 3 was finalised in 1991 and this should be rezoned when the scheme is amended.
- 7.1.5 Council has also requested Government that the village become a Townsite which needs to be formalised by publishing in the Government Gazette once processes set under the Land Administration Act 1997 have been carried out.

7.2 Rural Surrounds

- 7.2.1 It is proposed to retain the present rural zoning at the request of the WAPC.

7.3 Road Layout

- 7.3.1 The existing road layout for the village is as stated earlier a grid pattern which must be retained to ensure connectivity for both pedestrians and vehicles. Some of the roads have been closed for example where they intersect with Beverley Road. It is not appropriate to close any further road reserves in the village.
- 7.3.2 Where four way intersections exist, traffic calming measures or give way signs should be introduced for traffic safety. Several of the road reserves are either unconstructed or constructed to gravel standard and these should overtime be constructed to bitumen sealed standard to ensure an adequate quality of roads exist in the village.
- 7.3.3 The village area contains a series of 41 Rights-of-Way running at the rear of properties. It is proposed that these Rights-of-Way remain as such as they could be utilised for the provision of reticulated sewer if and when that services is provided in the future.

7.4 Public Open Space

- 7.4.1 The presently Rural zoned area occupied by the oval and tennis courts to the south west of the village and on the south side of Beverly Road and in Amendment No. 50 is proposed to be rezoned to a Recreation Reserve to reflect the current use of the land as an important recreation facility for the community.
- 7.4.2 The Rural zone north of Austin Street and west of Fifth Avenue and the recently closed portion of Sixth Avenue known as the Doc Rowe reserve is also proposed in Amendment No. 50 to be rezoned to a Recreation Reserve to reflect the current use of the land as an important community asset as a well preserved area of remnant vegetation. The Education Department Public Purpose Reserve between Seventh and Sixth Avenues is to remain as a Public Use Reserve and a Memorandum of Understanding is being considered with the Oyster Harbour Catchment Group Inc over this portion of the Doc Rowe reserve. The golf course site is also shown as a Public Purpose Reserve and this is also in Amendment No. 50 to be rezoned to a Recreation Reserve.
- 7.4.3 Any subdivision of Residential zoned land within the village that will create three lots or more will be required to either provide 10% of the land area for public open space or cash-in-lieu of that land area based on the provision of the Planning and Development Act 2005. The cash-in-lieu provision will be preferred by the Council as the funds received will be able to be used on improving the existing recreational facilities in the village. The expenditure of such cash-in-lieu funds must be approved by the Minister for Planning.
- 7.4.4 There may be the need for additional recreation land located centrally within the village, but the Council does not own any land in this area. It may be that a long term strategy to the Council will be to acquire an area of land of in the order of 4,000m² somewhere centrally located for the provision of an area for active open space. Cash-in-lieu funds can be used for the acquisition of such land subject to Ministerial approval.

7.5 Commercial/Service Trades/Light Industrial

- 7.5.1 It is proposed through Amendment No. 50 to encourage a mix of commercial, service trades and light industrial activity in conjunction with residential development to create an Enterprise zone within the area bounded by Hassell Avenue, Simons Street, Third Avenue and Beverley Road. The zone includes land presently zoned Residential, Service Industry, Rural, Public Purpose and Recreation and consists of a variety of land uses.
- 7.5.2 The residential density code for new residential subdivision will be increased from the present R10 (1,000m² lots) to R5 (2,000m² lots) based on effluent disposal standards as discussed earlier. The present 1,000m² lots can remain unaltered and be developed with housing provided appropriate on site effluent disposal systems (such as ATU's) are utilised.
- 7.5.3 The Enterprise zone will allow a wide variety of land uses within the one zone with the majority being at the discretion of the Council. The Council may in some instances decide to advertise the development proposal to obtain neighbour comment. Proposals for single houses will be permitted provided they comply with the relevant R5 standards as set down in the Residential Design Codes. The Council will need to consider whether boundary setbacks will need to be varied down to the R10 standards if considered appropriate where present lot sizes are at 1,000m². Amendment No. 50 to Town Planning Scheme No. 3 to create the Enterprise zone, zone land Residential and Recreation was initiated by the Council in May 2009 and following advertising referred to the Department of Planning in September 2009.
- 7.5.4 One issue which arose at the previous workshops was the need for a light industrial area to the east of the railway. An area has been shown as potential light industry to the east in the vicinity of Mount Barker Chickens on Lake Matilda Road.

7.6 Community Purpose Sites

- 7.6.1 Kendenup has its community hall located on the corner of Beverley Road and Hassell Avenue adjacent to the commercial area. This hall is considered adequate for the needs of the village community.
- 7.6.2 The golf club, tennis courts and oval have been established to the south of Beverley Road and presently a possible skate park is under consideration.

7.7 Fire Management

- 7.7.1 The village is generally surrounded by cleared farmland however it is considered important to establish a 100m hazard separation zone around the village as shown on the Conceptual Structure Plan. This area will be needed to assist in the protection of the village into the future.

7.8 Waste

- 7.8.1 A waste transfer station has been established on Lot 1 (5.2ha) to the north of the village accessed off Lake Matilda Road across the Great Southern railway and should be maintained in a low fuel state in accordance with the 'Planning for Bush Fire Protection' document.

7.9 Environmental Considerations

- 7.9.1 There are some limited areas of remnant vegetation within the village and the draft Kendenup Bush Plan of 2001 suggested actions that could be taken to protect the quality of the vegetation that exists in the village.
- 7.9.2 Drainage within the village is an area of concern that needs attention over the next 10 years. The Council must program into its works budget to carry out appropriate drainage works to ensure stormwater drainage is managed in an environmentally appropriate manner to trap and control nutrients and sediment consistent with best management practices. Without proper and appropriate drainage water tables will create a risk in respect to on site effluent disposal systems bearing in mind the increasing number of houses which will increase on site effluent disposal systems and hard areas such as roofs and driveways that tend to concentrate water runoff. Waterways and wetlands should be protected from development and stormwater impact.
- 7.9.3 Areas of remnant vegetation within the village should be conserved and/or retained as much as possible as these will assist in the management of the groundwater system.

7.10 Ethnographic and Heritage Issues

- 7.10.1 All Crown land has Native Title Act implications. Prior to land development on these areas Native Title clearances need to be obtained.
- 7.10.2 All development must respect Aboriginal Heritage Act requirements.
- 7.10.3 There are some sites of European heritage interest within the village that were discussed in the 2002 draft Kendenup Townsite Review.

7.11 Infrastructure

- 7.11.1 Power, water, telecommunication infrastructure and some sealed roads and limited drainage are in existence at the moment. Reticulated sewerage is not a realistic prospect for the village in the foreseeable future and as such planning will need to take account of this by applying a residential density coding that sets a future minimum lot size of 2,000m² for new residential lots. The Water Corporation buffer for the chlorination module at the water tank is within the current lot boundaries. The Corporation is in the process of purchasing additional land to the south and west of the existing lot for the installation of a 1ML ground level water tank and future space for a second tank if required.

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- 7.11.2 Drainage of the village will need to be addressed by the Council as a matter of priority in the next 5 to 10 years. The plan prepared by TME in 2005 can be used as a starting point for costing and budgetary purposes. Some aspects of that plan will need to be revisited.
- 7.11.3 The road system in the village will need to be bitumen sealed and drained appropriately and budget programming needs to be established for this to occur into the future.
- 7.11.4 It is anticipated that reticulated scheme water will be provided over the village area. The Water Corporation is the responsible Government agency for the provision of reticulated scheme water and extension of water services will be at the discretion of that Corporation.

7.12 Estimated Timeframe for Development

- 7.12.1 The development over the Kendenup village will occur over time. Many lots presently exist and the rate of development applications for houses is increasing due to relatively low land prices when compared to areas such as Mount Barker and Albany.



Kendenup Rural Village - Conceptual Structure Plan





Draft Local Planning Strategy

APPENDIX 3 – NARRIKUP RURAL VILLAGE

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1. INTRODUCTION

- 1.1** Narrikup is an important part of the settlement pattern providing a focal point and service centre for the rural locality. The village provides an attractive alternative lifestyle to the larger regional towns and it has good accessibility to both Mount Barker and Albany.
- 1.2** Narrikup has been an important growth area within the Shire and its main attraction has been its small scale village character, the low cost of land and its role as a service centre for surrounding rural areas.
- 1.3** Given the resources that have already been invested in the village and the fact that there has been a steady demand for lots, efforts should be made to ensure it remains a viable and vibrant centre.
- 1.4** The land immediately east of the railway line is significantly lower lying than the immediate surrounds. This coupled with the impeded drainage of the general area leads the area east of the rail reserve to be low, wet and unsuitable for residential development.

2. PAST REVIEWS

- 2.1** A Narrikup Townsite Review was prepared as a draft in 1999 and in 2002.
- 2.2** While the Council and the local community support the further development of the village this can only be achieved by the release of more land by the Crown. Applications to LandCorp under its Townsite Development Program for land release must address a range of criteria and there is no longer any certainty that further development will be supported. There are presently 34 lots zoned Residential in the village.
- 2.3** The R10 density referred to above means residential lot sizes of a minimum of 1,000m². This is contrary to the Government's draft Country Sewerage Policy which sets a minimum lot size of 2,000m² for the use of on-site effluent disposal systems.

3. INFRASTRUCTURE

- 3.1** With the exception of Williamson Avenue, all existing roads incorporate open gully drains within the road reserves. Williamson Avenue incorporates kerbing which channels flow along the road to an outfall on lower lying surplus land (railway reserve, public open space and recreation reserves). Given the low volumes of stormwater generated by the limited road network, coupled with the abundance of land that can be used as outfalls, this drainage system has resulted in few problems.
- 3.2** The village is serviced with a reticulated water supply provided from the 250mm supply main that follows Albany Highway from Albany to Mount Barker. This water is reticulated to all residential lots, the Narrikup Hall, sports grounds, Narrikup shop and the southern 5,500m² lot. A standpipe, located on the north western corner of Hannan Way and Spencer Road, is fed from the reticulated supply. The standpipe provides water for fighting bush fires and emergency supplies for farmers. Adequate scope exists within the existing service to accommodate the likely level of development.
- 3.3** The older areas of the village are serviced with overhead power supplies whilst the development on Williamson Avenue is serviced with underground power supplies. The current supply has adequate capacity or can be augmented, so as to supply likely future development.
- 3.4** Telstra operates an exchange on the northern leg of Hannan Way which can accommodate the likely level of future development. As underground power reticulation is required by Western Power, the trenching for telecommunications can be utilised for electricity.
- 3.5** The village does not have a reticulated sewer system and as such effluent disposal is currently carried out by way of individual on-site effluent disposal systems.
- 3.6** Preliminary investigations were undertaken by the Water Corporation in 1997 to explore the option of developing a reticulated sewerage system gravitating to a wastewater treatment plant. The study was based

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on the development of 175 sewer connections, catering for approximately 350 people. Costings suggested that the scheme would run at a significant loss, consequently this option was not pursued further.

- 3.7 Narrikup has a standpipe, local bushfire bridge sheds and appliances, but the village does not meet the 'Planning for Bushfire Protection' (2001) guidelines. The developed area of the village is surrounded by extensive remnant vegetation which is assessed as an extreme fire hazard. Existing firebreaks around the buildings provide only basic protection should a bushfire occur. Provision of 100m hazard reduction areas around the area is needed as well as preparation of a comprehensive bush fire management plan.
- 3.8 Narrikup is considered well serviced with reticulated water, bitumenised and drained roads, community and recreational facilities. This level of community facility development is not often found in such small villages.
- 3.9 The Plantagenet Trails Master Plan of 2006 proposes that a Narrikup Nature Trail be established largely in the area between Albany Highway and Hannan Way to the east of the railway line.

4. COMMERCIAL AND INDUSTRIAL

- 4.1 Currently there are three lots with a total area of approximately 5,000m² which are zoned Commercial. The front portion of one of these lots has been developed with the Narrikup Store. To cater for future demand the two lots on the corner of Spencer Road and Hannan Way could be zoned for commercial development. The aim is to consolidate all community and commercial development within this locality in order to create an identifiable village centre. Streetscaping and landscaping can significantly add to the attraction of the area.
- 4.2 Currently only one lot is zoned for industry within the village and has been developed with a large shed. Further to the west a wildflower processing and sales business has been developed on Rural zoned land. It is difficult to assess the demand for industrial land in this location, it is considered that some provision needs to be made. The cost of servicing these types of lots will make implementation difficult.

5. MOUNT BARKER SOUTHERN BYPASS

- 5.1 Concern regarding the increase in heavy traffic through Mount Barker has been addressed in a study commissioned by Main Roads Western Australia in 1997. The Narrikup Bypass Study (2001) examined a number of options and recommended the bypass run adjacent to the northern boundary of the Narrikup townsite. This road will only carry some 200 vehicles per day which equates to two vehicles every 15 minutes and as such there will be no conflict with the proposed rural residential area to the north. This road is not a road under the control of Main Roads WA.

6. RESIDENTIAL LAND SUPPLY

- 6.1 Currently there are no residential lots available for development in Narrikup. The most recent land release by the Department of Land Administration occurred in 1994 when 8 lots were released on the southern side of Williamson Avenue. All these lots were sold and have since been developed. While there are some vacant privately owned lots, these are attached to adjoining properties and are not available for development.
- 6.2 As there is no available vacant privately owned land remaining in the village, further residential development will be dependent upon the release of additional Crown land. To achieve this it will be necessary to apply to LandCorp under its Townsite Development Program.
- 6.3 Considerable investment in infrastructure has been undertaken such as roads, power, telecommunications, reticulated water, fire fighting services, general store/post office, public hall, recreation and sporting

facilities. These facilities are capable of supporting a larger population which will in turn help to ensure the village is more sustainable.

7. NATIVE TITLE AND ABORIGINAL HERITAGE CLEARANCES

- 7.1** As Narrikup consists of extensive areas of Crown land, the necessary procedures need to be followed in respect of obtaining Native Title clearance under the Native Title Act 1993.
- 7.2** The Aboriginal Heritage Act applies to all lands both privately owned freehold and Crown land. All landowners must ensure the requirements of the Act are not breached at the time of development proposals.

8. LANDSCAPE

- 8.1** Due to the low relief of the area and the good stands of vegetation surrounding the village, it is not visible from surrounding tourist view nodes or roads.
- 8.2** The vegetated ridgeline and the vegetation at the Narrikup turn off at Albany Highway are considered worthy of retention primarily because of the way these features break up the continuous rural roadside outlook.

9. NARRIKUP – CONCEPTUAL STRUCTURE PLAN

9.1 Location and Density of Housing

- 9.1.1** The present housing in Narrikup is located centrally in a concentrated area within the village to the west of the railway line.
- 9.1.2** There may be an opportunity to increase the land zoned Residential in an already disturbed area to the south and west of the housing in Williamson Avenue. The issues of land capability, drainage and Native Title are important considerations as part of the detailed planning for this land which is in Crown ownership. A R5 (2,000m² lot size) density code will need to be applied should this area be progressed.
- 9.1.3** Land to the north of the bypass (lot 5102) which consists of cleared farmland with limited remnant vegetation is shown as Rural Residential. This area has an elevation of between 120mAHD and 139mAHD and adjoins the northern boundary of the Narrikup Townsite, is contiguous with the Townsite and is well located in respect to the proximity of the village centre. The land is not shown as Priority Agriculture on the Rural and Agricultural Land Use Plan which is Figure 1 in Appendix 6 but rather, it is shown as within the Narrikup settlement. If the WAPC requires this Rural Residential area to be deleted then there will be no growth at all at Narrikup. This will be contrary to the Lower Great Southern Strategy.
- 9.1.4** Amendment No. 52 to rezone lot 5102 in accordance with the Council's Planning Vision was initiated by the Council in May 2010. The Environmental Protection Authority authorised the Amendment to proceed in July 2010. The Department of Planning advised the approval of the WAPC is required for this Amendment to be advertised for public comment.
- 9.1.5** Lot 5102 is on cleared land but it is not good quality farming land. Good planning keeps Rural Residential out of remnant vegetation due to fire safety and environmental reasons. The proposal will not undermine consolidation but rather give the village a future and provide a good variety in lot sizes. Amendment No. 52 includes a thorough examination of Lot 5102. The DEC in its submission on the advertised Planning Vision (TPS Policy No. 18) stated:

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'The remnant vegetation will also need to be managed with due regard to biodiversity conservation. There are a number of Priority Flora species in and around the Narrikup town-site. Further clearing for land release and hazard reduction burning of remnant vegetation should only be undertaken after due consideration of biodiversity values in liaison with DEC and due legal processes.'

Both the Council and the community are keen to ensure the area of remnant vegetation in the Townsite is protected and managed correctly. To clear it for urban growth will attract a good deal of community concern. It is likely DEC permission to clear that vegetation would be denied in any case. The selection of this lot 5102 for Rural Residential was not taken lightly and the use of remnant vegetation is not appropriate.

- 9.1.6 Lot 5102 is adjacent to the southern bypass for Mount Barker. Two bypasses were planned for Mount Barker. One has been completed to the north. The second is this subject southern bypass (for Mount Barker). This Narrikup road is a Council controlled road and intersections will be designed to Council's (Australian) standards to ensure traffic safety. Vehicular access from individual lots will not be permitted. The long term potential total number of 37 Rural Residential lots generated by this Amendment No. 52 with controlled access, is not considered to be an issue. The road and traffic conflict raised by Main Roads WA are misleading arguments and are not relevant to planning arguments in this case due to low lot numbers and low traffic volumes. The estimated traffic volume on this new road is 200 vehicles per day which equates to only two vehicles every 15 minutes. This is not a Main Roads WA controlled road. Main Roads WA advised in November 2010 it is satisfied with this proposed Rural Residential area north of the bypass and there will be no conflict.
- 9.1.7 If 1,000m² – 2,000m² lots 'contiguous' to the Townsite, as proposed by the DOP, then the only developable lots that are 'contiguous' to the 'Townsite' are the ones the Council originally proposed for Rural Residential. To create small lots in these areas would be bad planning. The Rural Residential on lot 5102 is a far more appropriate use of the land. To create smaller lots 'contiguous' to the Townsite is not appropriate. If smaller lots were proposed in the remnant vegetation north of Spencer Road it would mean all of the vegetation would need to be removed. The Council does propose a Residential expansion for 2,000m² lots immediately adjoining the existing 1,000m² lot area but this is only a very small area of Crown land to the west and south of the current Residential zone. The Crown may not act on this for many years to come as the last Crown release was in 1994.
- 9.1.8 To consider the three 1.2ha lots on the north side of Spencer Road is not good planning. These lots are not adjacent to the Townsite but are located in the geographical centre of the Townsite. The road reserve to the north is unconstructed and vegetated. The vegetation to the north and west is environmentally sensitive and an extreme fire risk so a 100m hazard separation zone would be required to be incorporated in any subsequent development. This would mean of the 3.6ha, only 1.0ha would remain for Rural Residential development, i.e. 2 lots, a net loss of 1 lot. These lots by default are already Rural Residential in nature and are developed with houses and various outbuildings. To consider this for anything more would be pointless.
- 9.1.9 The rural zoned land to the east of William Street and the railway which consists of 8 lots of some 1,000m² is not appropriate for residential forms of development due to the low wet nature of the area. Residential should be retained to the west of the railway.

9.2 Road Layout

- 9.2.1 The existing road layout for the future residential (R5) area will need to be extended to form a conventional grid pattern to allow for growth and connectivity throughout the residential area.
- 9.2.2 The proposed Rural Residential area in Amendment No. 52 to the north of the bypass includes planning to ensure appropriate vehicular and pedestrian access across the bypass. Traffic volumes on this road will only be 200 vehicles per day or two vehicles every 15 minutes.

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9.2.3 All new roads will need to be constructed to a bitumen sealed standard.

9.3 Public Open Space

9.3.1 A large area of land south of Hannan Way and to the east of the railway is a Recreation Reserve under the Town Planning Scheme No. 3. This area is developed with active open space and includes an oval and tennis courts. There is one small lot of Recreation Reserve on the corner of Williamson Avenue and Hannan Way which is a passive recreation area.

9.3.2 A small park incorporating a gazebo and seating has been established on land not owned by the Council between the railway line and Hannan Way opposite the Narrikup Hall.

9.3.3 These areas of Recreation are adequate for the village.

9.3.4 Further residential subdivision of three lots or more will generate the need to provide 10% for public open space. Cash-in-lieu of the land can be provided as an alternative. With the large area of Recreation Reserve available, all new residential subdivisions will be required to pay cash-in-lieu of the land. Those funds can be then used for improvements to the existing developed recreation area.

9.4 Commercial

9.4.1 The three lots presently zoned Commercial in Spencer Road are adequate to cater for present growth. The two lots on the corner of Spencer Road and Hannan Way adjoining the existing Commercial zone could be considered for future commercial zoning to allow for long term growth. The key is to ensure the commercial area is provided in a central location within the village.

9.5 Service Trades/Light Industrial

9.5.1 Only one lot to the east of the railway is zoned Industrial. It is proposed to show this lot and more land to the east of it fronting Hannan Way (south) as a Service Industrial area to allow for the establishment of service trades and light industries. This land is in Crown ownership and as such the Crown will need to be approached in respect to the release of land when required.

9.5.2 The 2002 draft Narrikup Review proposed an area of Service Industry in the vegetated Crown land immediately south of the bypass. The eastern part of this area is vegetated with reasonable quality remnant vegetation and as such any Service Industrial area should be restricted to the already disturbed western portion.

9.6 Community Purpose Sites

9.6.1 Narrikup has its community hall located on the corner of Spencer Road and Hannan Way opposite the commercial area. This hall is considered adequate for the needs of the village community.

9.7 Fire Management

9.7.1 As stated earlier, the developed area of the village is surrounded by extensive remnant vegetation which represents a fire hazard. A 100m hazard separation zone is shown on the conceptual structure plan. This area will need to be established to assist in the protection of the village into the future.

9.8 Waste

9.8.1 Narrikup does not have a waste disposal site. Domestic refuse is collected weekly as part of the Shire waste collection service.

9.9 Environmental Considerations

9.9.1 There are extensive areas of remnant vegetation located within the Townsite and for issues of fire safety in particular, these areas all need to be carefully managed as a hazard separation area whilst maintaining the visual appeal of these areas. Hazard reduction burning should only be undertaken after due consideration of biodiversity values and in consultation with the Department of

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Environment and Conservation but the safety of the inhabitants of the village is of paramount importance.

- 9.9.2 The low lying area of land to the east of the railway will need to be carefully managed. Waterways and wetlands should be protected from development and stormwater impact.

9.10 Ethnographic and Heritage Issues

- 9.10.1 All Crown land has Native Title Act implications as discussed earlier. Prior to land development, Native Title clearances need to be obtained.
- 9.10.2 All development must respect Aboriginal Heritage Act requirements.
- 9.10.3 There are no sites of interest in respect to European heritage within the village.

9.11 Infrastructure

- 9.11.1 Power, water, telecommunications infrastructure and some sealed roads and drainage are in existence at the moment. Any new development will need to extend the relevant services to new subdivisions.
- 9.11.2 The proposed Rural Residential area to the north will not be required to connect to reticulated water. Water will be supplied by rainwater tanks from roof collection.

9.12 Estimated Time Frame

- 9.12.1 The further development of the village will occur over time. As the areas earmarked for future residential and service industry is in Crown ownership, the necessary Crown procedures will need to be followed in respect to Native Title and land release procedures. The Council may need to encourage the Crown to commence these procedures soon to avoid lengthy delays when the land is actually needed.
- 9.12.2 The proposed Rural Residential area to the north subject to Amendment No. 52 is in private ownership and as such the timing of subdivision will be dependant upon the landowner.

