



## **Town Planning Scheme Policy No. 18.1 Planning Vision**

### **APPENDIX 1 – MOUNT BARKER SUB-REGIONAL CENTRE**



Mount Barker



Plantagenet Hotel

April 2014

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## 1. INTRODUCTION



Sounness Park redevelopment



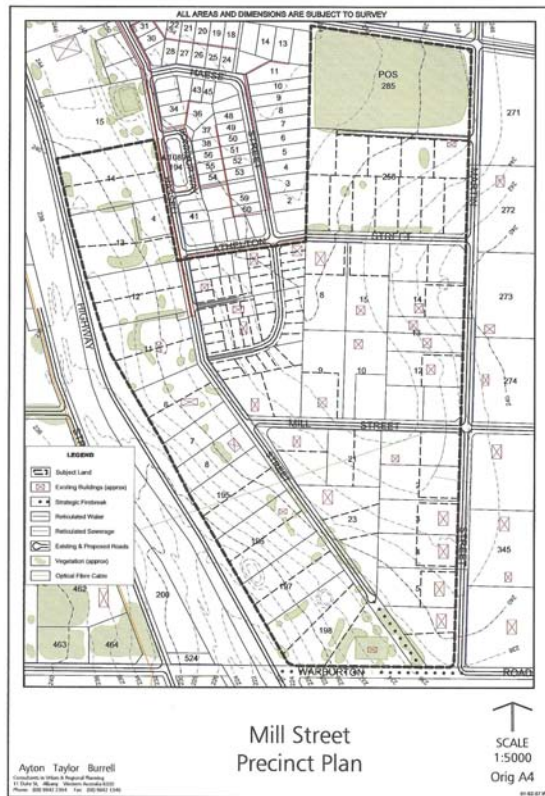
Mount Barker Visitor Centre

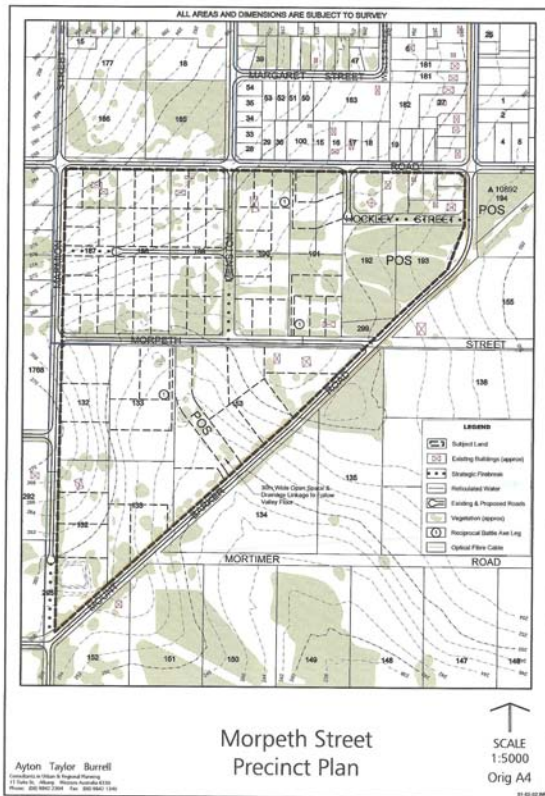
- 1.1** Mount Barker is the major town within the Shire of Plantagenet and is located 50km north of Albany. Mount Barker is a significant service centre for the surrounding agricultural areas and it is anticipated that it will play an increasingly important role in the development of the region, particularly in relation to the horticultural industry, the development of value-added industries such as wood chipping and abattoirs and provision of facilities such as the regional cattle sale yards. Further development of the tourist industry and the attraction of the town for alternative lifestyles and retirement also have the potential to increase growth.
- 1.2** The availability of a variety of residential land to accommodate and encourage people to locate in Mount Barker is essential if the town is to capitalise on its opportunities. Given the limited availability of services in the outlying villages, it is important to enable Mount Barker to consolidate and better utilise the infrastructure that is already in place.
- 1.3** The town has a very distinctive physical setting, with the residential areas occupying higher ground on either side of the town centre and overlooking surrounding rural areas. Mount Barker Hill to the south west and Mount Barrow to the east are dominating features which provide the essential setting for the town. Extensive views are available to the Porongurup and Stirling Ranges from the town. Remnant vegetation forms an extensive green-belt along the western and northern boundaries and Pwackenbak Creek runs to the south with low lying wetlands to the east.
- 1.4** The grid street layout of the town contributes to its distinctive character and provides view corridors which are emphasised by the canopy of trees within some road reserves. Mature remnant vegetation and trees within the town in public open space and road reserves contribute to the character. The existence of many historic buildings, outbuildings, gardens and orchards also contribute to the distinctive image of Mount Barker.

## 2. PAST REVIEWS

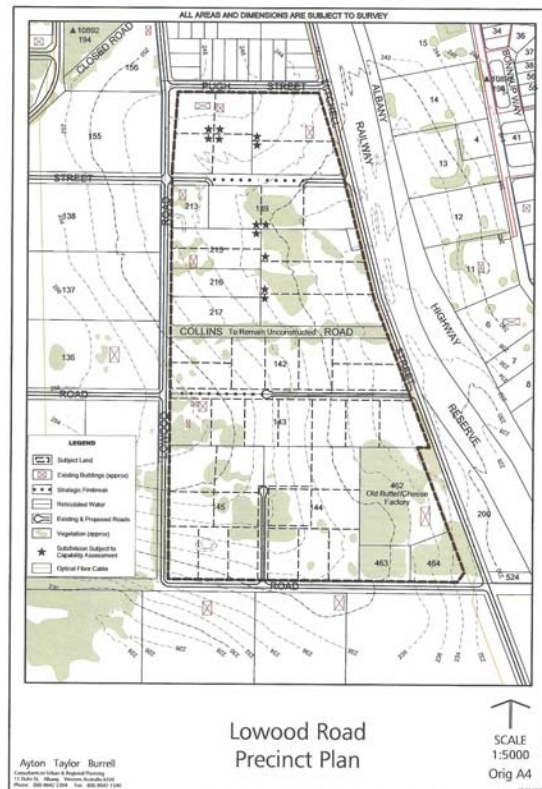
- 2.1** In 1994 a Townsite Strategy carried out a review of residential land availability and density coding and this led to the introduction of split or dual residential density codings such as R10/20 and R12.5/20 into Town Planning Scheme No. 3.
- 2.2** In May 1999 a draft 'Local Planning Strategy' was prepared but never adopted. That draft addressed planning for Mount Barker and discussed residential, commercial and industrial development.
- 2.3** In October 2002 a draft 'Mount Barker Townsite Strategy' was prepared but again never formally adopted. That draft suggested a range of actions to ensure Mount Barker builds upon its strengths as development occurred.
- 2.4** The 2002 draft Townsite Strategy included a series of precinct plans for five precincts to the south of the urban parts of Mount Barker extending to Warburton Road. Those precinct plans were based on the following issues:
- The need for a detailed assessment of the capability of the property to accommodate further subdivision with on-site effluent disposal;
  - Consideration to be given to the subdivisional potential of adjoining property and the possible need for access to be provided to facilitate further subdivision;
  - Creek lines and wetlands to be protected, fenced and revegetated;
  - Remnant vegetation to be retained;
  - Additional tree planting to be provided; and
  - Control of fences, dams, buildings and colours to be provided for in order to ensure the character of the area is retained.'

The Strategy did not address land to the immediate north of Mount Barker. The five precinct plans are reproduced below.







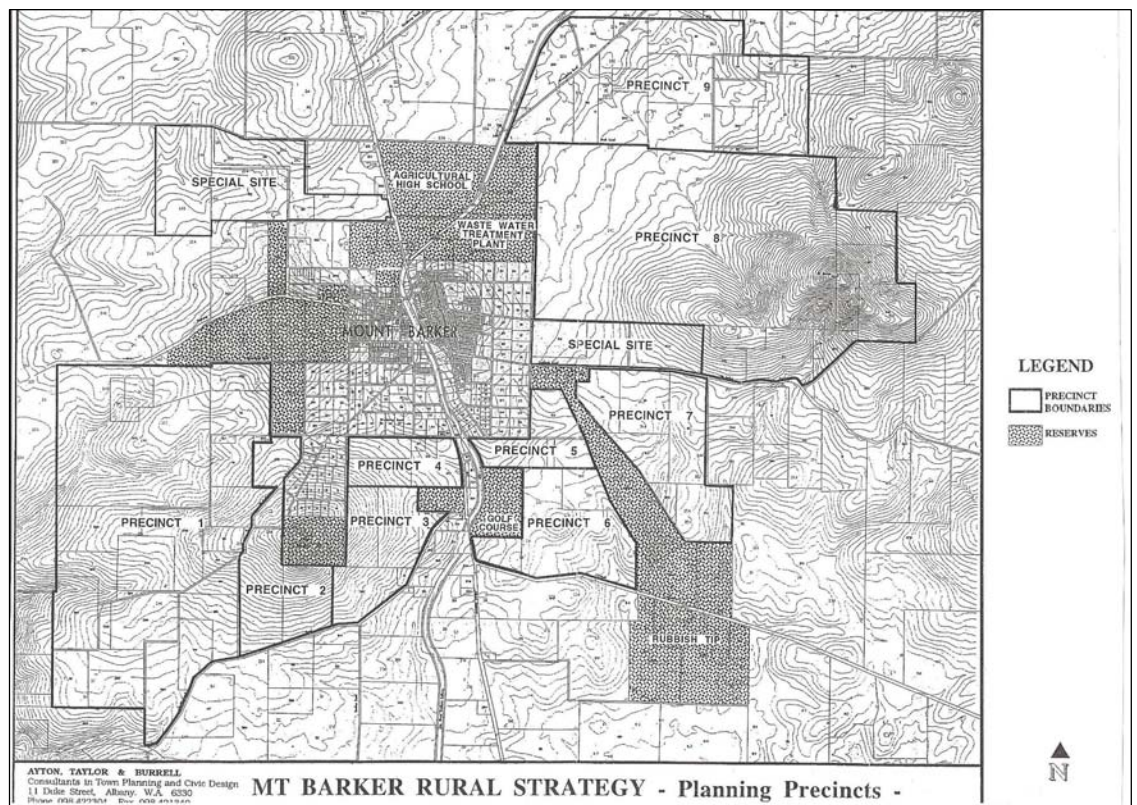


- 2.5** These precinct plans promote the principle of continuing the grid road layout but contain many culs-de-sac which is definitely not the correct approach. Wherever possible the roads must continue through for a variety of reasons such as connectivity and fire safety. The plan for the Morpeth Street precinct for example shows a series of 2,000m<sup>2</sup> lots in the northern portion where the ability to extend the sewer may mean smaller lots could be a consideration. These precinct plans will be used as a starting point for future development and subdivision but further detailed planning is required to be carried out.
- 2.6** In 1997 the Mount Barker Local Rural Strategy was finalised and has worked well in guiding development in the precincts then identified for growth. The Strategy addressed areas to the east and south west of Mount Barker within a 5km radius. The north and north western areas were not addressed.
- 2.7** The 1997 Local Rural Strategy identified nine planning precincts and the guiding principles were:
- i) To encourage provision of a range of lot sizes for rural residential living, hobby farms and horticultural uses in proximity to the Mount Barker Townsite.
  - ii) To ensure development is located on land capable of supporting the use without detriment to the environment, particularly in

terms of minimising the export of nutrients, salinity, erosion and water logging.

- iii) To integrate development into the landscape and minimise any potential visual impact, particularly from major roads and tourist routes.
- iv) To protect significant landscape features such as Mount Barker Hill and Mount Barrow, retain remnant vegetation and encourage revegetation where appropriate.
- v) To ensure subdivision and development is coordinated and compatible with local catchment management initiatives.
- vi) Encourage the revegetation of creeklines and explore opportunities to extend green corridors into and around the townsite.
- vii) To minimise any potential conflict between horticulture and rural residential uses.
- viii) To provide adequate fire protection methods.'

The plan showing the precincts is reproduced below:





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**2.8** The recommendations relative to each precinct in the 1997 Local Rural Strategy are:

Precinct 1

- Set aside for agriculture and commercial horticulture and rural residential subdivision not be supported in this precinct.
- Further breakdown of lot sizes will only be supported where it can be demonstrated that it will not affect the viability of horticultural development in the precinct.

Precinct 2

- Subject to the management issues being addressed, applicators to rezone land for rural residential development and tourist development may be supported on Location 4535.
- Within the remainder of the precinct further breakdown of lot sizes is not supported.

Precinct 3

- Subject to the management issues being addressed, applications to rezone land for rural residential and tourist development may be supported.
- The visually exposed upper slopes of the precinct must either be heavily revegetated prior to development taking place or retained for agricultural purposes with development clustered on the lower slopes.
- Direct lot access onto St Werburghs Road should not be permitted.
- Application to rezone land within the precinct will need to justify lot sizes based on detailed site assessment, proposed uses and need to address management issues.

Precinct 4

- Subject to the management issues being addressed, applications to rezone land for rural residential and tourist development may be supported.
- The visually exposed upper slopes of the precinct must either be heavily revegetated prior to development taking place or retained for agricultural purposes with development clustered on the lower slopes.
- Prior to any rezoning, an overall structure plan for the precinct be prepared to ensure the potential conflict between rural residential and horticultural development is resolved and appropriate buffer areas provided. Given the relatively confined

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nature of the precinct, horticulture areas in excess of 2ha should not be permitted unless a buffer area of between 300 – 500 metres can be provided.

- Applications to rezone land within the precinct will need to justify lot sizes based on detailed site assessment, proposed uses and need to address management issues.

#### Precinct 5

- Subject to the management issues being addressed, applications to rezone land for rural residential and tourist development may be supported.
- Creeklines and wetland areas being revegetated, fenced and protected.
- Prior to initiating rezoning proposals within the precinct, further investigation regarding the potential conflict with the adjoining rifle range is required.
- Application to rezone land within the precinct will need to justify lot sizes based on detailed site assessment, proposed uses and need to address management issues.

#### Precinct 6

- Subject to the management issues being addressed, applications to rezone land for rural residential and tourist development may be supported.
- Prior to initiating rezoning proposals within the precinct, further investigation regarding the potential conflict with the adjoining rifle range.
- Preference be given to larger lot sizes which will enable productive use of the land to continue. Alternative, clustering of development, with the majority of the land being retained for productive uses and need to address management issues.
- Possible rural retreat lots within the golf course land should minimise the impact on and fragmentation of remnant vegetation by concentrating development within existing cleared areas.
- With the exception of the golf course land, a precinct structure plan needs to be prepared prior to initiating individual rezoning in order to ensure potential conflict between rural residential and horticulture development is resolved and appropriate buffer areas provided.

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#### Precinct 7

- Subject to the management issues being addressed, applications to rezone land for rural residential and tourist development may be supported.
- Prior to initiating rezoning proposals within the precinct, further investigation regarding the potential conflict with the adjoining rifle range is required.
- Preference be given to larger productive lot sizes with rural residential development clustered in unexposed locations with appropriate buffers from potentially conflicting agricultural uses.
- Creeklines be revegetated and fenced where appropriate.
- Application to rezone land within the precinct will need to justify lot sizes based on detailed site assessment, proposed uses and need to address management issues.
- In order to ensure potential conflict between rural residential and horticultural development is resolved and appropriate buffer areas provided, a precinct structure plan needs to be prepared prior to the initiation of individual area zonings.

#### Precinct 8

- Rural residential development will not generally be supported within this precinct except where it can be demonstrated that it will not conflict with possible horticultural uses.
- Subdivision associated with horticulture development and associated holiday accommodation may be supported subject to management issues being addressed.
- The landowner be encouraged to revegetate the lower slopes of the precinct with endemic native species to combat salinity and create a green belt around the townsite.
- Existing remnant vegetation on the summit of Mount Barrow be protected.
- Application to rezone land within the precinct will need to justify lot sizes based on detailed site assessment, proposed uses and need to address management issues.
- In order to ensure potential conflict between rural residential and horticultural development is resolved and appropriate buffer areas provided, a precinct structure plan needs to be prepared prior to the initiation of individual rezonings.

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Precinct 9

- Rural Residential subdivision will not be supported within this precinct.
- Subdivision in association with more intensive use of the land may be supported, subject to the management issues being addressed.
- Revegetation and fencing of creeklines be required as a condition of subdivision.

**2.9** In accordance with the 1997 Local Rural Strategy rezoning and subsequent rural residential and rural smallholding subdivision has taken place in precincts 2, 3, 4, 5, 6 and 8.

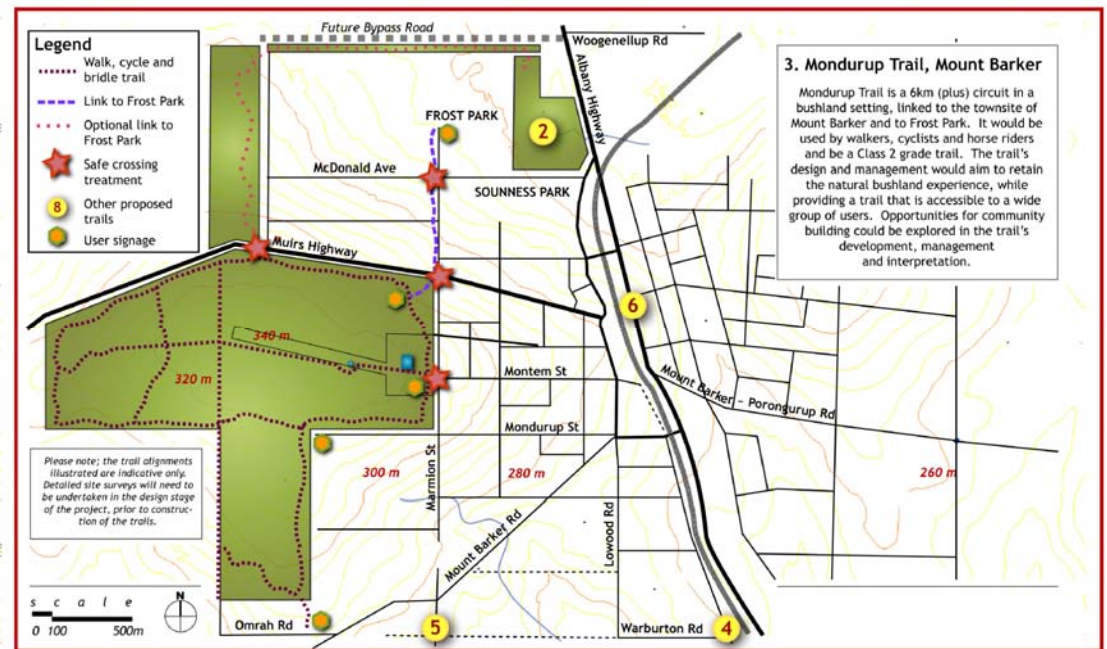
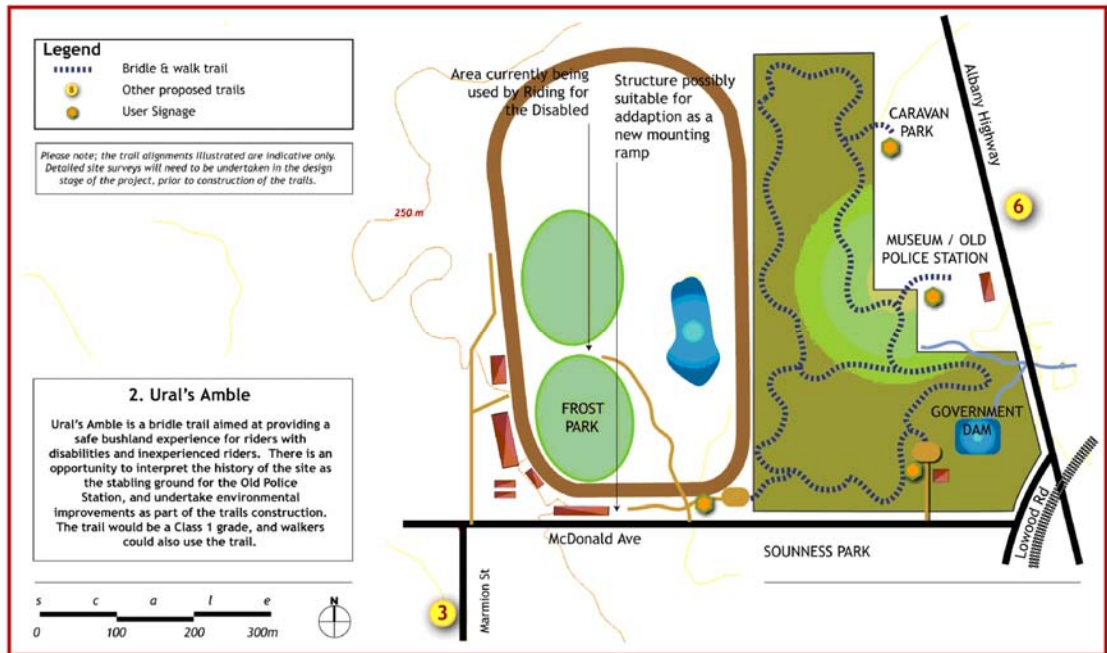
### **3. INFRASTRUCTURE**

- 3.1** Reticulated sewerage is available to parts of the town, however there are areas which have already been subdivided which are yet to be connected. Whilst most of the areas that have already been subdivided into smaller urban lots can be backlog sewered as part of the Water Corporation infill sewer program there are portions of the town, particularly to the southwest that cannot be sewered unless additional pump stations are provided. The infill sewer program has extended services to areas to the east of town and in 2011 the area in the vicinity of Pugh Street and parts of Mondurup Street was connected to the sewer as part of the infill program.
- 3.2** The Water Corporation wastewater treatment plant is located on Reserve 26367 to the north of and accessed from Bunker Street. That plant is protected by a buffer area refined in 1996 and this is shown as a Special Control Area. The Corporation upgraded the plant by the duplication of the existing primary treatment pond in 2008.
- 3.3** Domestic water supply originates from the Water Corporation Albany supply network (via Albany Highway). Water from Albany is directed to the treatment works to the west of town and is pumped to a reservoir off Marmion Street west of Montem Street. The water main from Albany is scheduled to be replaced with a new main in 2013/2014. Domestic reticulation services are via a road reserve network of generally 100mm and 58mm mains. Depending on the levels of supply required by future development, new service mains may need to be extended from the central network.
- 3.4** The majority of the town is serviced with overhead electrical power and also telecommunications with the ability to extend the services to cater for future growth. Significant point source requirements may exceed the capacity of the local system and proponents of these

should research their requirements carefully in consultation with the service provider. Optical fibre cables service parts of the town and given cost and disruption issues associated with these services, extreme care needs to be taken with any with any soil disturbances in the vicinity of these cables. The existing electrical substation is located to the north west of Mount Barker off Quangellup Road.

- 3.5** Electricity is distributed throughout the Mount Barker area by an extensive three phase network and local single phase supply. Main three phase lines with spare capacity exist adjacent to Muir Highway, Albany Highway (north and south), south of Porongurup Road and a line running north east from town. It must be noted that the single, three phase and 132kv lines cross some private land. If subdivision is to occur in areas traversed by such lines, Western Power will investigate the opportunities for the realignment/rationalisation of the single and three phase lines to follow road reserves and/or lot boundaries. If one of these lines is to cross privately owned land an easement of approximately 6m is required. For the 132kv lines, any interruption in supply and therefore relocation is to be avoided. In these instances a 30 to 40m easement is usually required.
- 3.6** In 2011 the Mount Barker Community Wind Farm was established by a private company on land just north of Mount Barker. This windfarm puts power back into the Western Power grid at the substation off Quangellup Road. The windfarm consists of three 800kW towers which are 72m high.
- 3.7** Approximately 15km of existing gazetted roads in the townsite are unsealed. The majority of these are located in areas with further subdivision potential. Consequently there is an opportunity for the Council to require contributions to enable these roads to be upgraded as subdivision occurs. The existing bitumen sealed roads have various forms of drainage ranging from open table drains to piped systems. Albany Highway runs through the centre of Mount Barker and is under the control of Main Roads WA. As part of the process of preparing Town Planning Scheme No. 3 in 1991, allowance was made in the zoning maps to show a possible future road widening on the western side of Albany Highway. There are no immediate plans for this to occur but Main Roads WA requires the possible widening to be retained in the Scheme Maps.
- 3.8** Reticulated gas is not available in Mount Barker.
- 3.9** Mount Barker has a fire brigade located centrally in Lowood Road. Standpipes for water supply are located off Marmion Street and Mitchell Street near the cemetery.
- 3.10** The Plantagenet Trails Master Plan of 2006 proposes a series of four trails in and adjacent to Mount Barker. The plans below show the trails as proposed.





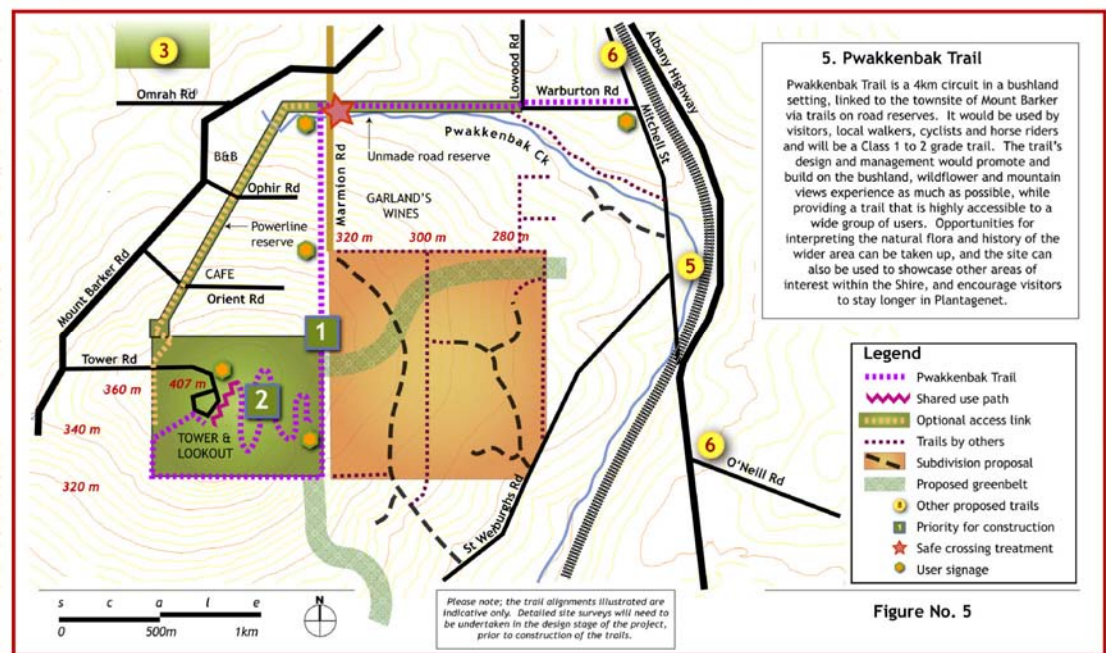
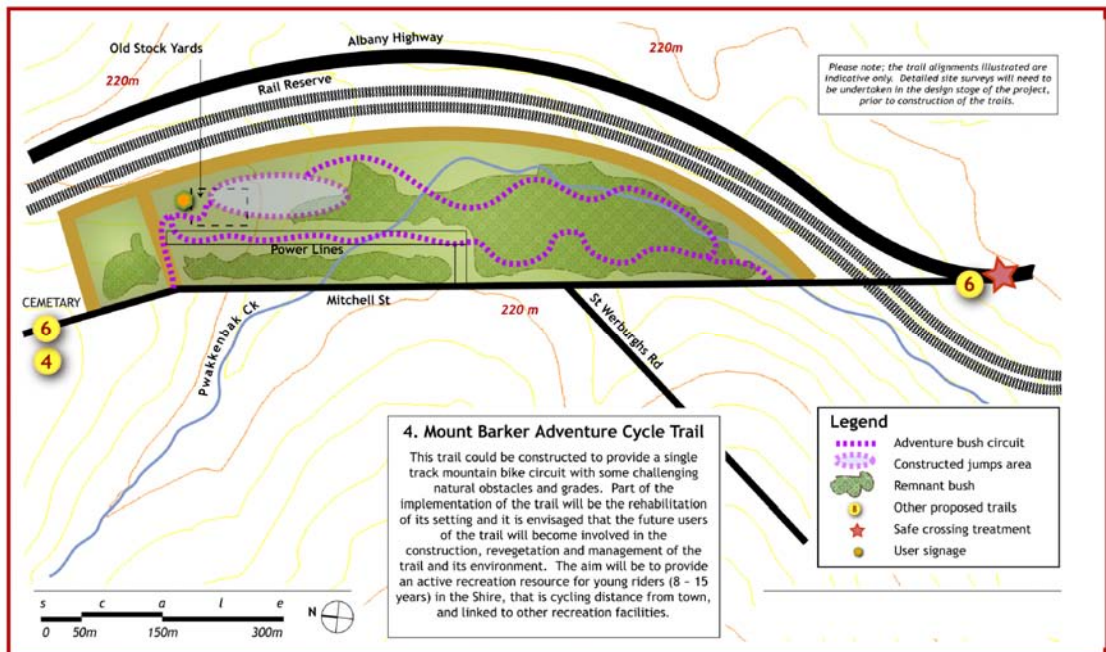


Figure No. 5

**4. COMMERCIAL**

**4.1** There is a large area of Service Industrial zoned land on Lowood Road between Mondurup Street and Montem Street and this has led to the establishment of some land uses that are not necessarily considered appropriate to this important entry to the town centre. This area should be rezoned to Commercial and once zoned the

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existing service industrial uses could remain subject to the normal non-conforming use Scheme requirements. There are two other areas of Service Industrial zoned land, one at the north west junction of Muir Street and Lowood Road and the other on the north east corner of Marion Street and Mount Barker Road and these areas should also be zoned Commercial. With these additional Commercial zoned areas, Mount Barker will have adequate Commercial land to allow for growth into the future.

- 4.2** Retail growth is largely dependent on population growth and measures to increase the local population are particularly important in order to support a busy and vibrant town centre. The creation of an attractive town centre can help to draw people and businesses and the resultant greater patronage enables economic rentals to be established and building refurbished.
- 4.3** The Mount Barker commercial area is the equivalent to a large neighbourhood shopping centre within which there is normally limited competition as usually only one type of a particular business can be supported. Given this characteristic there is no scope for an additional retail centre of any size to be located outside the commercial area. Pressure to develop commercial premises along Albany Highway will detrimentally impact on the existing centre. It is recommended that such uses be strictly controlled, with the possible exception of tourist orientated businesses.
- 4.4** The redevelopment of the Shire Administration Centre at the corner of Langton and Lowood Roads combined with the continuing townscape improvements to Lowood Road and the 2013 Mount Barker Co-operative redevelopment have provided the town centre with a much needed lift and has led to an increase in business confidence in the town centre.
- 4.5 Urban Design**
- 4.5.1 All building frontages, shops, offices and residential contribute to the character, atmosphere and comfort of the commercial centre and the people using it. Well presented buildings with interesting architectural or decorative detail, good lighting and with a sense of scale, inhabited or used regularly contribute to make people feel welcome and secure. Such buildings also reflect well on the owners and the town.
- 4.5.2 People stay out in lively urban places, remaining in the streets to sit, wait, watch, meet and talk. Buildings with irregular frontages or niches, where people can stand, sit or perch, support some of the street's social functions. Verandahs provide protection from the weather and make the street more comfortable for pedestrians. Buildings by

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- their appearance and structure can contribute positively to making a shopping trip or a visit a pleasure.
- 4.5.3 Generally in the CBD, all commercial buildings, including corner sites, should be built to the footpath and cover the full width of the site. Bank teller machines should be set back sufficiently from the boundary to accommodate queues. On adjoining side streets, away from the corner site, the setbacks should be as far as those of the nearest residential area. All street level frontages should provide displays or visible activity, and a high degree of architectural design detail at a pedestrian scale.
- 4.5.4 The scale of buildings should be in keeping with the traditional scale of the area and a pedestrian environment. Long straight, unrelieved, horizontal lines at awning or parapet level should be broken by interesting design devices to suit a pedestrian environment and the building. Any slope in the land should be reflected in stepped awnings and parapets.
- 4.5.5 Shopfronts have a major impact on the quality and vitality of adjacent public footpaths and open spaces. Shopfronts change with new users and new images but many changes however fail to meet the environmental/social needs of the shop's location. Window shopping is a major attraction.
- 4.5.6 It is important that glazing, by tinting or reflection, does not obscure views into buildings from street level, thus contributing to an environment that is indifferent, even hostile to pedestrians. As a guide at least 60% of the total length of the façade should be broken to provide interest by solid (opaque) vertical panels, framework and/or strong visual displays. A high level of detailing or decoration in design, structure, colour and materials should be provided to enhance the interest from the street.
- 4.5.7 Windows should be designed in the style of the building and detailed to provide interest for the pedestrian. Interesting fascia and shopfront framework should be provided. Roller doors of solid materials, including see-through acrylic are not considered acceptable and reflective or heavily tinted glazing is not encouraged on any building.
- 4.5.8 The form of new development will preferably have single storey profiles, with open front facades to the property line incorporating verandahs to the road frontage to continue the theme present in the town centre. Roof pitches should be in the range of 20° to 40°.

- 4.5.9 All external building materials and finishes shall be sympathetic to existing landscape in design, colour and material. External painting of buildings should match the principles adopted for historic structures such as lighter colours for large wall expanses and darker heritage colours for detailed features such as door and window frames.

#### **4.6 Pedestrian and Cyclists**

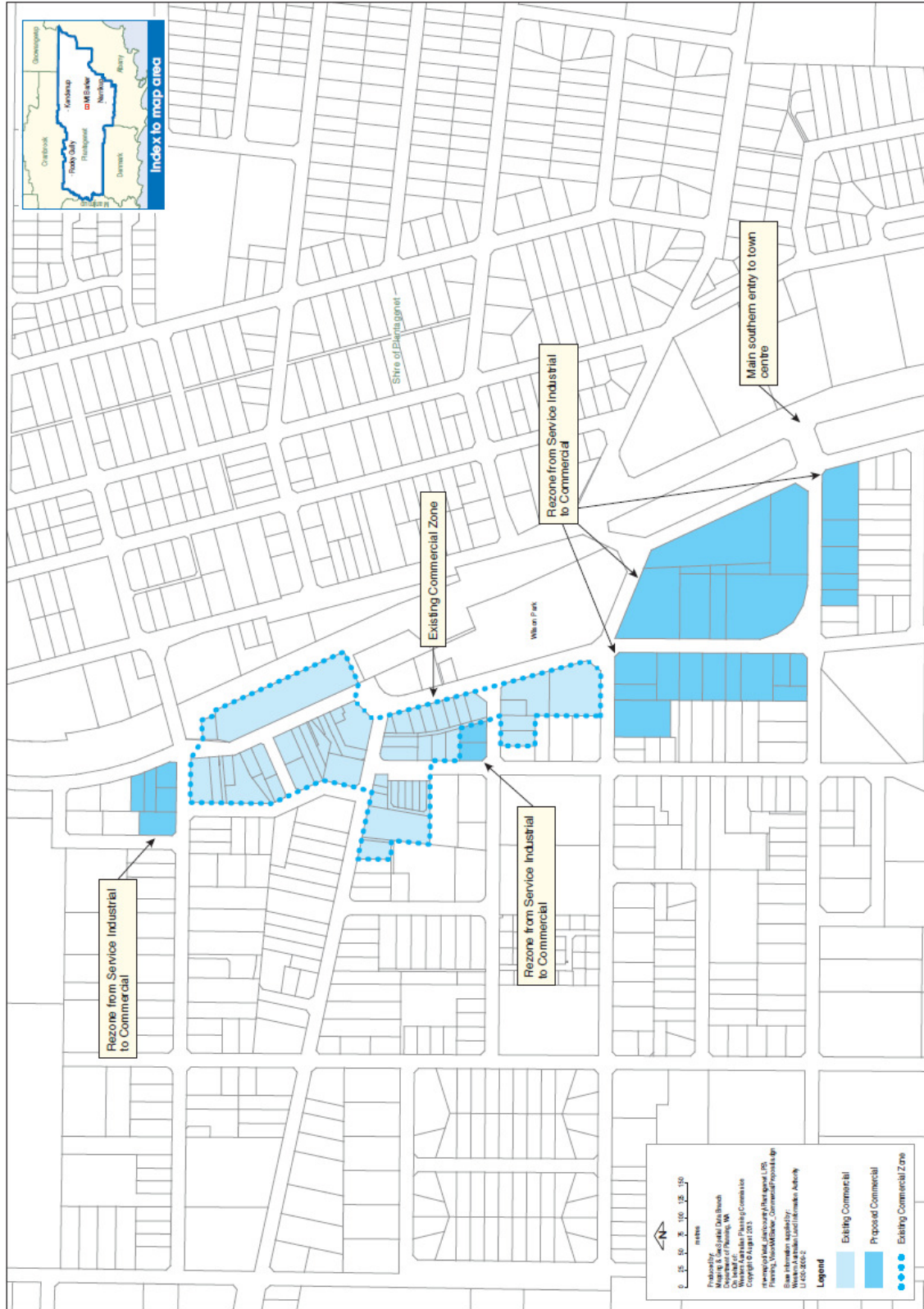
- 4.6.1 Pedestrian and cycle movement within and throughout the town centre is an important component of the areas. The pedestrian and cycle network should provide a continuous, safe and attractive link between the residential area, various commercial activities and parking areas.

#### **4.7 Carparking**

- 4.7.1 The Council in its consideration of development and land use proposals for commercial sites in the town centre will assess developments on their merits, and in accordance with Scheme provisions. The Council will also have regard to the possibility of time-share or reciprocal use carparks, for uses and activities in and out of normal trading hours.
- 4.7.2 The amenity of areas surrounding parking facilities should be safeguarded. They should complement their surroundings and provide a convenient service, without causing undue disruption to surrounding uses. Parking areas should be located so they do not dominate the surroundings or intrude into public spaces or landscaped features of the environment. They should generally be located and designed as integral to the development site. Disabled and cyclist parking facilities should be visible and conveniently located.
- 4.7.3 The design and location of parking areas should aim to address personal and vehicular security, by providing clear and direct access through parking areas, and effective signs and lighting. As a minimum, carparking spaces should be 2.7m wide and 5.5m long with a 6.0m manoeuvring aisle.
- 4.7.4 Reciprocal parking arrangements may be considered acceptable where the Council is convinced that demand for parking by the uses proposed will not coincide. Where reciprocal parking is proposed the Council must be satisfied that:
- the parking serving the proposed uses will be located on the one lot, or that parking arrangements are permanent;



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- parking demand in the immediate and long term can be satisfied;
  - the hours of operation of the uses being served are compatible with reciprocal parking; and
  - a proposed change of use will comply with the reciprocal parking arrangements, or will satisfy the parking requirements by other means.
- 4.7.5 Parking for mixed use development may be combined in one parking area, provided the total number of bays required is provided. If a mixed use development comprises a residential component each residential dwelling must be provided with at least one exclusive bay. Access should be available at all times for all users, and the Council may require bays to be marked for a particular purpose to ensure that access is not restricted.
- 4.7.6 Cash-in-lieu of parking bays may be considered where developments have a shortfall of parking. The Council may accept money for this shortfall, to provide bays in a nearby existing or proposed public parking facility. Cash-in-lieu should not be seen to be replacing the developer's responsibility to provide on-site parking.
- 4.7.7 When commercial developments provide car parking areas, the spaces must be available for all customers/shoppers in the town centre to use. The spaces should not be marked for the exclusive use of particular businesses.
- 4.8** The proposals for the new Commercial zones are shown on sheet 1 following:

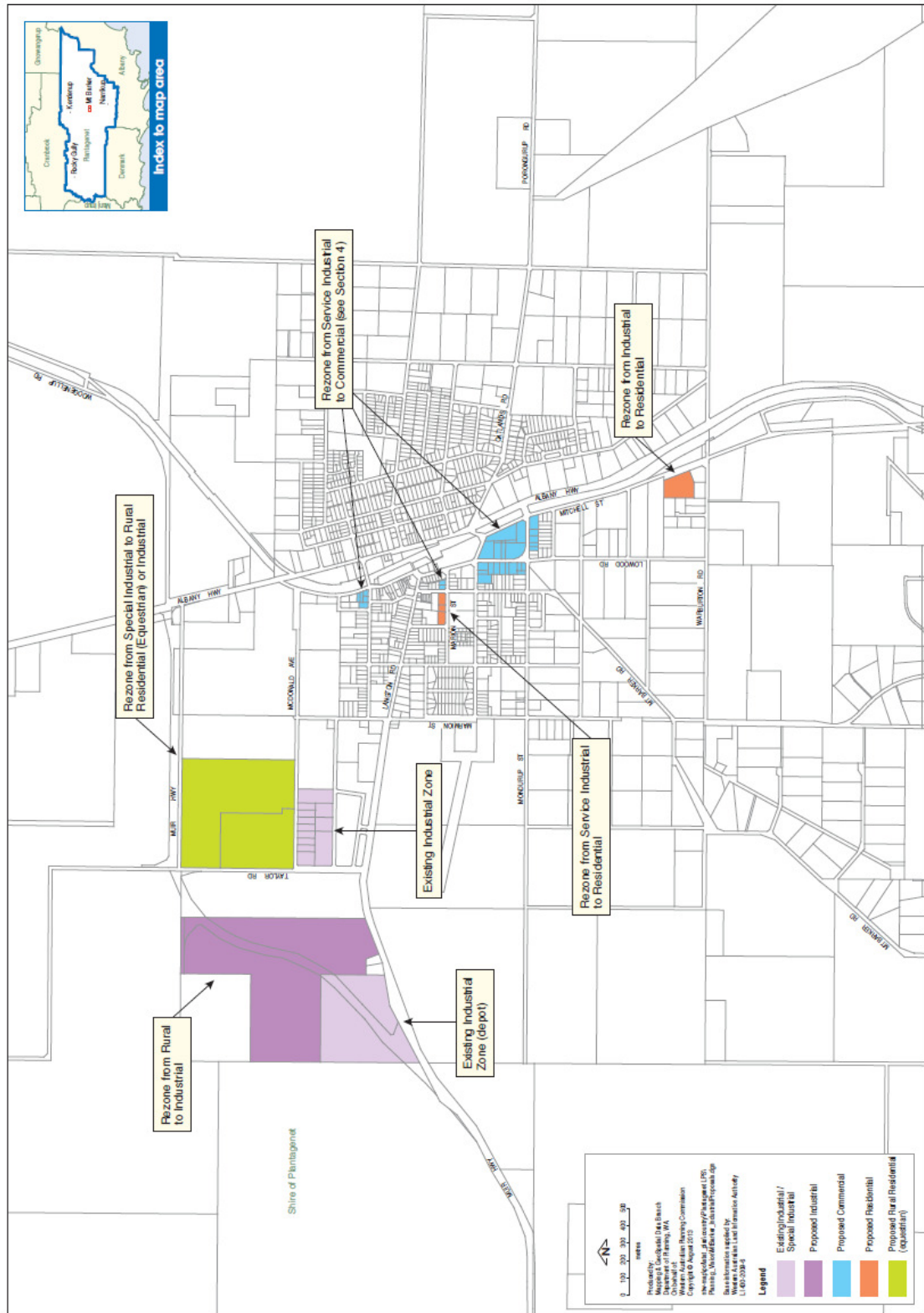


Sheet 1 – Commercial Proposals

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**5. INDUSTRIAL**

- 5.1** Mount Barker presently includes land zoned Special Industrial (McDonald Avenue/Taylor Road – former abattoir site), Industrial (McDonald Avenue and Muir Highway – Shire depot) and Service Industrial (Lowood Road/Muir Street, Marion Street/Mount Barker Road and Lowood Road/Mondurup Street).
- 5.2** There are a number of inappropriate, space extensive uses within the Service Industrial zone that take up valuable land which could accommodate more intensive commercial uses. There is limited choice of land available for industry in the Industrial zone between McDonald Avenue and Langton Road, which is owned by the Crown. The Council approached LandCorp with an expression of interest and requested the release of this land in February 2008. LandCorp advised due to environmental matters this would not be possible. In 2013 the Council rezoned its depot on Muir Highway from Special Industrial to Industrial. The Council in partnership with LandCorp will be subdividing the northern portion of this land into some 16 industrial lots in 2014.
- 5.3** The Yerriminup Industrial area is some 8 km south of Mount Barker and was specifically created for Special Industry with significant buffer requirements. The land is owned by LandCorp and since its creation as a Special Industrial zone, no subdivision or development of this area has taken place. It is ideally located with access to Albany Highway, the Great Southern Railway to the west and the Water Corporation Mount Barker water supply pipeline. The Great Southern Development Commission has been for some time attempting to generate interest in the site but its undeveloped nature with no roads or lots being available makes the area less attractive than other similar zoned land in the South West and Great Southern. LandCorp is looking at options to create some lots with a possible stage 1 subdivision being approved in June 2012. No action has been taken to clear the subdivision conditions as at October 2013.
- 5.4** The Council also recognised there is the need for more industrial land in the long term and proposes a cleared Lot 2 on Muir Highway to the west of reserve 27185 Taylor Road be identified. That land is presently zoned Rural and is cleared farmland which includes a transport business gaining access across reserve 27185 from Taylor Road.
- 5.5** The landowners of portion of the Special Industrial zoned former abattoir holding yards site at McDonald Avenue are considering rezoning that land to Industrial to provide more of that type of land.
- 5.6** The proposals for the various industrial areas are shown on sheet 2 following:



Sheet 2 – Industrial Proposals

## 6. RESIDENTIAL

- 6.1** The five precinct plans for the residential areas south of Mondurup Street and north of Warburton Road are described in 2.4 above and should be used as a basis for future subdivision of these areas but the use of culs-de-sac as shown on those plans is not favoured. The use of the grid road layout is encouraged with through and connecting roads.
- 6.2** There has been some concern expressed from the community that development of residential land to the full extent of the predominant R20 Code standard with an average lot size of 450m<sup>2</sup> and the R30 Code standard with an average lot size of 300m<sup>2</sup> is not in keeping with the character of Mount Barker as a country town with spacious lots of in the order of 1,000m<sup>2</sup> to 4,000m<sup>2</sup>. It is recognised however that development of land must be intensified to allow for a better utilisation of the land and services such as water, sewer and power. The conceptual structure plan that follows will propose the adjustment of the RCodings over the Residential zoned land to provide a balance by increasing some codings and marginally decreasing others.
- 6.3** An area of Service Industrial zoning on Marion Street between Eaton Avenue and Mount Barker Road is proposed to be zoned Residential as the Service Industrial zoning is not appropriate in this area which is largely housing.
- 6.4** Another area of Industrial zoning exists on the former cheese factory site located in Mitchell Street north of Warburton Road. The land is adjoined by Residential zoned land and as such should be rezoned Residential (R5/15) as residential zoning and eventual development is more appropriate.
- 6.5** An assessment of long term future residential growth prospect for Mount Barker was carried out to determine where future Residential zoned land could be located to allow for more housing into the future. The land to the east of Mount Barker is zoned Rural Residential and Rural and contains many low-lying areas unsuitable for fully serviced housing. The area to the south towards Mount Barker Hill is predominantly zoned Rural Residential and has a high level of development meaning future fully serviced residential would not be achievable. Land to the west is a heavily vegetated Recreation Reserve in Crown ownership and this land has Aboriginal Heritage Act implications. Clearing of that land for fully serviced residential would not be achievable and for that fact would not be a desirable outcome from a landscape perspective. The only area possible for consideration is Rural zoned land to the north of Muir Highway and on the western side of Albany Highway opposite the recreation centre



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and the school complex. Amendment No. 44 to Town Planning Scheme No. 3 proposed to rezone land to Residential but was never finalised due to requirements from Main Roads WA and the DOP. The Amendment was deferred by the Minister for Planning. An area of land to the south of this land is zoned Special Site which includes a series of strata titled lots and a timber plantation. In the long term particularly as the area to the north is developed for residential, there is the potential for the southern portions of this land to be zoned Residential provided appropriate buffer and access controls to Muir Highway and the future industrial area to the south west are in place.

- 6.6** A large portion of an area of Rural zoned land within the Townsite and located on the south east corner of McDonald Avenue and Marmion Street is now proposed to be part of a recreation complex as shown on the Frost and Sounness Parks Precinct Plan of June 2009. The first stage of the Sounness Park development is now well underway with the new oval, change rooms and club rooms under construction in 2013.
- 6.7** The former primary school site on the corner of Oatlands Road and Hassell Street, presently a Public Purpose (Primary School) Reserve, is shown as a Residential (R17.5) area. The rezoning of this land was initiated in 2010 by the Council but was deferred by the Minister for Planning in 2011 on advice of the DOP. The Minister granted final approval in late August 2013.
- 6.8** An area of Rural zoned land within the Townsite and located to the south between Morpeth Street, Mount Barker Road, Warburton Road and Lowood Road is proposed to be zoned Residential for future residential development. This area presently is occupied by two vineyards and as such subsequent rezoning to Residential will need to address separation requirements or will need to wait until the vineyards are removed.
- 6.9** The existing Special Industrial area on the north east corner of MacDonald Avenue and Taylor Road and is proposed to be zoned Rural Residential to allow for a possible equestrian based development due to its proximity to the recreation facilities at Frost Park. It is noted that site examination for potential contamination from the former abattoir activity will need to be included in any future rezoning proposals. This proposal may not proceed should the land be rezoned Industrial as discussed above. Another equestrian based Rural Residential area, is proposed on land currently zoned Special Site east of Sounness Street north of Porongurup Road. A Scheme Amendment Request for this proposal was submitted to the Council in April 2013 and in August 2013 the Council agreed it was prepared to consider a formal Amendment to TPS3.

**6.10** There are areas of land shown as Rural Residential which were in accordance with the 1997 Mount Barker Local Rural Strategy. It is proposed the principals of that Strategy be retained and that lot sizes in these areas be in the range of 1ha to 4ha. These developments will not be required to connect to reticulated scheme water but rather provide their own alternative water sources for stock and horticultural activities. In some instances where these Rural Residential areas are close to existing Residential areas the Council will support lots down to in the order to 4,000m<sup>2</sup> to ensure a more efficient use of that land is achieved. This lot size will be largely dependent upon the capability of the land in question.

## **7. NATIVE TITLE AND ABORIGINAL HERITAGE CLEARANCES**

**7.1** As Mount Barker 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.

**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. MOUNT BARKER – CONCEPTUAL STRUCTURE PLAN**

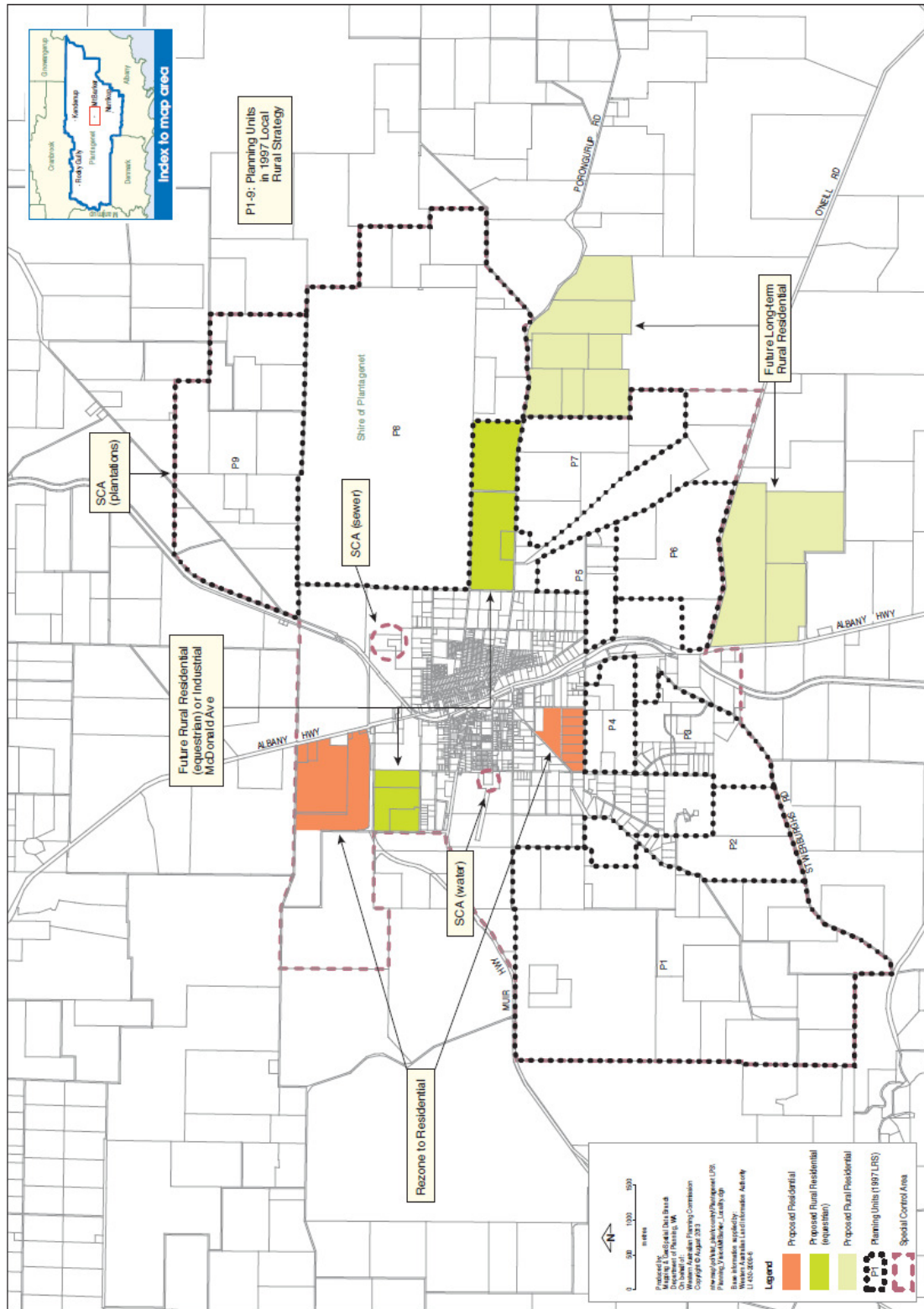
### **8.1 Locality and Density of Housing**

**8.1.1** As discussed, there are opportunities to review the Residential Density Codings (RCodes) over the existing Residential zoned land in Mount Barker and to introduce new Residential zones in and adjacent to Mount Barker.

**8.1.2** Rural Residential areas as identified in the 1997 Mount Barker Local Rural Strategy will be supported for Rural Residential development based on the principals of the 1997 Strategy. Lots within these areas will not be required to connect to reticulated scheme water but rather in a more sustainable approach be required to provide their own water from roof catchments or other acceptable means. Lot sizes in these Rural Residential areas will be determined by the capability of the land and the closeness to existing Residential areas and will range from 4,000m<sup>2</sup> to 4ha.

**8.1.3** An additional area of long term Rural Residential has been shown to the south east of the junction of Albany Highway and O'Neill Road. The land is well situated for Rural Residential forms of development but the lot sizes in this area should range from 1ha to 10ha. The junction of O'Neill

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- Road and Albany Highway has safety problems as it is located to the north of a crest in a 90km/hr speed zone. It will be a requirement of any proposed amendment to rezone this land to Rural Residential that the road junction be relocated further south to the top of the ridge and appropriate road treatments are carried out to Albany Highway to the satisfaction of Main Roads WA to improve sightlines and traffic safety.
- 8.1.4 Another additional area of long term Rural Residential has been shown on the south side of Porongurup Road to the east of precinct 7 and south of precinct 8. This area is well suited to Rural Residential forms of development due to its location close to Mount Barker and adjoining precincts 7 and 8. Lot sizes in this area should range from 1ha to 4ha depending upon the capability of the land. Screening of development from Porongurup Road is important as is the protection of waterways.
- 8.1.5 Two areas are proposed for Rural Residential use with an equestrian theme. These areas are the land to the north east of MacDonald Avenue and Taylor Road and the land to the north east of Sounness Street and Porongurup Road. As part of any rezoning proposal for these areas, detailed land capability and drainage studies will be required. The issue of possible site contamination on the former abattoir site at McDonald Avenue will need to be carefully examined. The preference for both of these areas is for an equestrian based zone and should include appropriate facilities for equestrian activities. Buffer separation from nearby housing must be addressed as will the issue of visual screening from Porongurup Road. Minimum lot sizes in these zones are to be 1.0ha. It is noted the McDonald Avenue site may in the short term be considered for rezoning from Special Industrial to Industrial to provide more land for conventional industrial lots. If this progresses then the equestrian themed Rural Residential will not proceed on this land.
- 8.1.6 In the Residential zones the Council will be supportive of solar passive design and houses that reflect the character of existing housing in Mount Barker. Houses over two storeys in height will not be supported.
- 8.1.7 The proposed changes to the RCodings, the new Residential zones and the new Rural Residential areas together with Rural Residential areas from the 1997 Strategy are shown on sheets 3 and 4 following:



Sheet 3

Mount Barker Locality - Residential / Rural Residential Proposals

Sheet 3 – Residential/Rural Residential Proposals





**8.4 Commercial**

8.4.1 The Commercial proposals are detailed in section 4 earlier.

**8.5 Industrial**

8.5.1 The Industrial proposals are detailed in section 5 earlier.

**8.6 Community Purpose Sites**

8.6.1 Mount Barker has extensive areas of land set aside for public purposes and parks and recreation to accommodate community, civic, cultural and recreational requirements. Apart from the need to provide playgrounds within convenient walking distances of all residential areas, no additional provision is required at this stage.

8.6.2 While there is constant demand for existing services to be upgraded and extended, the population growth and forces of rationalisation and centralisation, dictate that the key issue will be to retain existing levels of service.

8.6.3 As subdivision occurs within the undeveloped outer areas, there is also the opportunity to consolidate the green belt around the town and to create green links and walkways within the town itself.

8.6.4 The Mount Barker Baptist Church in 2011/2012 converted the Mount Barker Library to a community resource centre. Lot boundaries have been rationalised and the TPS3 will need to be amended to appropriately classify the land from Recreation to Public Purpose.

**8.7 Fire Management**

8.7.1 Mount Barker is serviced by a fire station and two standpipes exist for access to water for fire fighting purposes. Residential areas with reticulated water have a system of fire hydrants for water.

8.7.2 The heavily vegetated nature of parts of the town create a fire risk that needs to be maintained carefully as hazard separation zones to the satisfaction of DFES.

**8.8 Waste**

8.8.1 The present waste transfer facility and disposal site is located on Crown land at O'Neill Road and operates under an EPA licence.

**8.9 Environmental Considerations**

8.9.1 There are extensive areas of remnant vegetation located in and around Mount Barker and for issues of fire safety in particular, these areas all need to be carefully managed as a



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hazard separation area whilst maintaining the visual appeal of these areas.

8.9.2 Low lying areas of land need to be carefully managed and planned in subsequent rezoning and planning processes. Waterways and wetlands should be protected from development and stormwater impact.

8.9.3 There is a need to maintain and protect the Quenda population and local scale vegetation corridors focussed on the southern entry in the vicinity of Albany Highway and the golf course.

### **8.10 Ethnographic and Heritage Issues**

8.10.1 All Crown land has Native Title Act implications as discussed earlier. Prior to land development, Native Title clearances need to be obtained.

8.10.2 All development must respect Aboriginal Heritage Act requirements.

8.10.3 There are sites of interest in respect to European heritage within Mount Barker and these need to be recognised in the review of the Municipal Heritage Inventory.

### **8.11 Infrastructure**

8.11.1 Power, water, telecommunications infrastructure and sealed roads and drainage are in existence at the moment. Any new development will need to extend the relevant services to new subdivision.

8.11.2 The proposed Rural Residential areas will not necessarily be required to connect to reticulated water unless the developer wishes to provide this infrastructure. Water will be supplied by rainwater tanks from roof collection.

8.11.3 The Water Corporation buffers around the wastewater treatment plant and the water supply facility have been shown as Special Control Areas on sheets 3 and 4.

### **8.12 Estimated Time Frame**

8.12.1 The further development of Mount Barker will occur over time and this Planning Vision is attempting to look 20 years ahead.

8.12.2 The proposed Rural Residential areas are in private ownership and as such the timing of resultant zoning and subdivision will be dependant upon the landowner. The Rural Residential areas south of O'Neill Road and east of precinct 7 have been set aside in this Planning Vision for long term growth.

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- 8.12.3 The changes to the various RCode densities will need to be the subject of a formal Amendment to TPS3.
  - 8.12.4 The rezoning of the Rural zone south of Morpeth Street to Residential will be dependent upon issues related to the vineyards presently in the area.
  - 8.12.5 The rezoning of the Service Industrial zones to Commercial and Residential will need to be the subject of a formal Amendment to TPS3.
  - 8.12.6 Once some of these initiatives are progressed the Council may wish to consider extending the formal townsite area in a southerly direction towards O'Neill Road and north to include the proposed Residential area north of Muir Highway.