

MINUTES

WORKS AND SERVICES COMMITTEE

14 August 2014

5.30pm

City of Albany Council Chambers

**CITY OF ALBANY
COMMUNITY STRATEGIC PLAN (ALBANY 2023)**

VISION

Western Australia's most sought after and unique regional city to live, work and visit.

VALUES

All Councillors, Staff and Volunteers at the City of Albany will be...

Focused: on community outcomes

This means we will listen and pay attention to our community. We will consult widely and set clear direction for action. We will do what we say we will do to ensure that if it's good for Albany, we get it done.

United: by working and learning together

This means we will work as a team, sharing knowledge and skills. We will build strong relationships internally and externally through effective communication. We will support people to help them reach their full potential by encouraging loyalty, trust, innovation and high performance.

Accountable: for our actions

This means we will act professionally using resources responsibly; (people, skills and physical assets as well as money). We will be fair and consistent when allocating these resources and look for opportunities to work jointly with other directorates and with our partners. We will commit to a culture of continuous improvement.

Proud: of our people and our community

This means we will earn respect and build trust between ourselves, and the residents of Albany through the honesty of what we say and do and in what we achieve together. We will be transparent in our decision making and committed to serving the diverse needs of the community while recognising we can't be all things to all people.

TERMS OF REFERENCE

(1) Function:

The Works & Services Committee will be responsible for the delivery of the following Clean and Green Objectives contained in the City of Albany Strategic Plan:

- (a) To protect and enhance our pristine natural environment;
- (b) To promote environmental sustainability;
- (c) To promote our region as clean and green.

(2) It will achieve this by:

- (a) Developing policies and strategies;
- (b) Establishing ways to measure progress;
- (c) Receiving progress reports;
- (d) Considering officer advice;
- (e) Debating topical issues;
- (f) Providing advice on effective ways to engage and report progress to the Community ; and
- (g) Making recommendations to Council.

(3) Chairperson: Cr Alan Hortin JP

(4) Membership: Minimum of 4 and a maximum of 7 elected members.

(5) Meeting Schedule: Monthly

(6) Meeting Location: City of Albany Council Chambers

(7) Executive Officer: CEO or nominee

(8) Delegated Authority: None

WORKS AND SERVICES COMMITTEE
 MINUTES –14/08/2014
 ** REFER DISCLAIMER **

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1. DECLARATION OF OPENING

The Chair declared the meeting open at **5.30pm**.

2. PRAYER AND ACKNOWLEDGEMENT OF TRADITIONAL LAND OWNERS

“Heavenly Father, we thank you for the peace and beauty of this area. Direct and prosper the deliberations of this Council for the advancement of the City and the welfare of its people. Amen.”

“We would like to acknowledge the Noongar people who are the Traditional Custodians of the Land.

We would also like to pay respect to Elders both past and present”.

3. RECORD OF APOLOGIES AND LEAVE OF ABSENCE

Mayor Mayor D Wellington (Member)

Councillors:

Member	A Hortin JP (Chair)
Member	S Bowles (Deputy Chair)
Member	C Dowling
Member	G Gregson

Staff:

Executive Director Works and Service	M Thomson
Minutes	B Ohle

Apologies:

Member	B Hollingworth
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There were 4 member of the public in attendance and no members of the media.

4. DISCLOSURES OF INTEREST

Name	Committee/Report Item Number	Nature of Interest
Nil	Nil	Nil

5. REPORTS OF MEMBERS Nil.

6. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE Nil.

7. PUBLIC QUESTION TIME

No members of the public wished to address the Committee.

8. APPLICATIONS FOR LEAVE OF ABSENCE Nil.

9. PETITIONS AND DEPUTATIONS Nil.

10. CONFIRMATION OF MINUTES

**RESOLUTION
VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED: COUNCILLOR DOWLING
SECONDED: MAYOR WELLINGTON**

THAT the minutes of the Works and Services Committee Meeting held on 9 July 2014, as previously distributed, be CONFIRMED as a true and accurate record of proceedings.

CARRIED 5-0

11. PRESENTATIONS Nil.

12. UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS Nil.

WS048: CORPORATE BUSINESS PLAN OBJECTIVE – CARBON FOOTPRINT REDUCTION STRATEGY

Proponent : City of Albany
Attachments : City of Albany Council Carbon Footprint Reduction Strategy
Responsible Officer(s) : Executive Director Works and Services (M Thomson)

Responsible Officer's Signature:



STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the City of Albany Strategic Community Plan 2023 and Corporate Business Plan 2013-2017:
 - a. **Key Theme:** 2. Clean, Green and Sustainable.
 - b. **Strategic Objective:** 2.2. To maintain and renew city assets in a sustainable manner.
 - c. **Strategic Initiative:** 2.2.3. Carbon Footprint.

In Brief:

- This report presents the draft City of Albany Carbon Footprint Reduction Strategy (CFRS) and its action plan.
- It is recommended that the strategy along with its accompanying action plan be adopted and implemented.

RECOMMENDATION

WS048: COMMITTEE RECOMMENDATION

MOVED: COUNCILLOR GREGSON
SECONDED: COUNCILLOR BOWLES

THAT the Responsible Officer Recommendation be ADOPTED.

CARRIED 5-0

WS048: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council ADOPT the City of Albany Carbon Footprint Reduction Strategy and Action Plan.

BACKGROUND

2. At the November 2013 Council meeting, it was resolved "That Council NOTE the status of the Environmental Action Plan and that a review of the City of Albany Environmental Policy and Action Plan is pending."

DISCUSSION

3. In the 2013 Corporate Business Plan the focus for 2013/14 was to research and provide recommendations on cost effective initiatives that will reduce the carbon footprint of City owned assets.

4. Staff have reviewed the current Environmental Policy and Environmental Action Plan and determined the need for a strategy which addresses the objective of the Corporate Business Plan directly, while concurrently addressing some aspects of the Environmental Action Plan.
5. To alleviate any confusion about the focus of these documents, environment deals with issues such as biodiversity, while carbon footprint deals with issues such as energy efficiency.
6. The development of the CFRS sets direction for the City to deal with rising energy prices and assist in the development of sound and sustainable practices around the use of renewable resources. It will also advocate a culture in the organisation which contributes to its long term resilience.
7. The strategy, through its action plan, identifies good work that is already underway and having a positive impact. The work being done is not widely known.
8. The current Environmental Policy will be reviewed (in the context of the CFRS as adopted) and presented to Council for consideration at a later time.

GOVERNMENT & PUBLIC CONSULTATION

9. Consultation with Government agencies and the community will occur as the need arises.

STATUTORY IMPLICATIONS

10. Not applicable

POLICY IMPLICATIONS

11. The Council Environmental Policy states the City of Albany is committed to ensuring that appropriate responses are undertaken to mitigate potential climate change impacts. Carbon emissions are said to have an impact on climate change and therefore development of this strategy is consistent with current policy.

RISK IDENTIFICATION & MITIGATION

12. The risk identification and categorisation relies on the City's Enterprise Risk Management Framework.

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<i>Financial and Environment Implications: Negative impacts due to energy consumption increases along with carbon emissions.</i>	<i>Possible</i>	<i>Major</i>	<i>High</i>	<i>City staff continue to work toward best practise in individual areas.</i>

FINANCIAL IMPLICATIONS

13. The CFRS recommendations will require analysing and prioritising for future budget consideration. It is expected, that long term savings in energy consumption and fuel will result from the strategy's implementation.

LEGAL IMPLICATIONS

14. Not Applicable.

ENVIRONMENTAL CONSIDERATIONS

15. A reduction in Carbon Emissions from Council assets will have positive environmental impacts.

ALTERNATE OPTIONS

16. Council may decline to adopt the City of Albany CFRS.

SUMMARY CONCLUSION

17. The City of Albany Carbon Footprint Reduction Strategy and Action Plan provides the City direction to manage its carbon footprint through energy efficiency and development of sound sustainable business practice contributing to the long term resilience of the City.
18. It is recommended that the strategy be adopted.

Consulted References	:	Council Environmental Policy
File Number (Name of Ward)	:	EM.PLA.26 (All Wards)
Previous Reference	:	OCM 26.11.13 item WS020

WS049: DROME ROAD PARKING SCHEME

Land Description	: Drome Rd verge, between Albany Highway and Andorra Road
Owner	: City of Albany
Attachments	: Drome Road Parking Scheme Plan
Responsible Officer(s)	: Executive Director Works and Services (M Thomson)

Responsible Officer's Signature:



STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the [City of Albany Strategic Community Plan 2023](#) and [Corporate Business Plan 2013-2017](#):
 - a. **Key Theme:** 3. A connected built environment.
 - b. **Strategic Objective:** 3.1. To advocate, plan and build friendly and connected communities.
 - c. **Strategic Initiative:** 3.1.2. Parking and Traffic Modelling.

In Brief:

- On 22 April 2014, following identification of ongoing parking issues, Council considered this matter.
- Council resolved to consult with affected residents with respect to implementation of a parking scheme in the area and refer back to Council.
- This report presents an alternative landscaping proposal to compliment parking (i.e. No Standing) signage as a means of discouraging parking within the verge, post review of public submissions.
- It is recommended that a verge development application be considered for Drome Road between Albany Highway and Andorra Road, to be landscaped in conjunction with implementing the proposed parking scheme.

RECOMMENDATION

WS049: COMMITTEE RECOMMENDATION

MOVED: COUNCILLOR DOWLING
SECONDED: COUNCILLOR GREGSON

THAT Council:

1. **NOTE** the provision of a landscaped verge treatment for Drome Road adjacent the Le Grande Motel, subject to it meeting the City of Albany verge development guidelines; and
2. **APPROVE** the parking scheme plan for Drome Road.

CARRIED 5-0

WS049: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council:

1. APPROVE the provision of a landscaped verge treatment for Drome Road adjacent the Le Grande Motel, subject to it meeting the City of Albany verge development guidelines; and
2. APPROVE the parking scheme plan for Drome Road.

BACKGROUND

2. The section of road verge in question is frequently used for indiscriminate parking.
3. Parking consists of both commercial and private vehicles that are staying at the adjacent accommodation (Le Grande Motel) and at times overflow parking for nearby residences.
4. Complaints have been received regarding parked vehicles obstructing sightlines for normal traffic and traffic exiting nearby residences.
5. The owner of the affected business (Le Grande Motel) has not given any consent for parking on the verge abutting the property.
6. On 22 April 2014, Council resolved to consult with affected residents regarding the installation of a parking scheme complimented by no-standing signage along Drome Road between Albany Highway and Andorra Road, noting a parking scheme would assist City of Albany Rangers with respect to enforcement and signage would offer a deterrent.
7. The consultation process has concluded and feedback has been reviewed.

DISCUSSION

8. The majority of the public submission supported no-standing signs being installed.
9. This view was supported by the Manager of the Le Grande Motel, who advised:
 - a) the hotel does not give consent to parking to occur on the verge;
 - b) supports no standing on the verge; and
 - c) landscaping treatment to discourage verge parking is the preferred option, as this would also enhance the street frontage adjacent to the motel.
10. The Manager of the Le Grande Motel indicated to City officers that low growing native shrub landscaping would be provided.
11. City staff will ensure through the approval process that treatments do not cause sightline/vision problems and will assist in effectively dealing with the parking issue.

12. Based on more recent conversations with the motel manager the implementation of a parking scheme is considered acceptable in conjunction with the landscaping proposal. If the landscaping treatment is not proving successful, the following course of action is proposed:
- a) Phase 1 - Initially, parking signs will not be installed, as the landscaping treatment alone may offer sufficient deterrent.
 - b) Phase 2 - If landscaping does not prove to a sufficient deterrent, parking signs will be installed and City Rangers will provide enforcement as permitted by the City's Local Law.
13. Should the proponent not proceed with the landscaping treatment the City will implement the parking scheme regardless (signage).

GOVERNMENT & PUBLIC CONSULTATION

14. **Public Consultation.** Letters were sent on 21 May 2014 to affected residents in proximity (including absentee owners), which included: Drome Rd, Albany Highway, Andorra Rd, Valencia Cl, Le Grande Way, Sierra Cr, Granada Cr, Salvado Rd, Seville Way and Lorenzo Way.
15. **Submissions Received.** The City received eight written responses and one verbal response from the land owner most directly impacted by the proposal.
16. Seven submissions supported the proposal.
17. Two submissions proposed an alternative solution, being to landscape the verge with low height native vegetation as a deterrent to parking on the verge.

STATUTORY IMPLICATIONS

18. Nil.

POLICY IMPLICATIONS

19. There is no specific Council policy position, as verges are dealt with under *Activities on Thoroughfares and Public Places Local Law 2011* and Verge Development Guidelines have been developed to administer verge development.

RISK IDENTIFICATION & MITIGATION

20. The risk identification and categorisation relies on the City's [Enterprise Risk Management Framework](#).

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<i>Community, People Health and Safety: Council does not adopt the subject parking scheme, which result in the continuation of illegal verge parking, resulting in inconvenience and safety issues to the public.</i>	<i>Likely</i>	<i>Moderate</i>	<i>High</i>	<i>Council adopt the parking scheme and approve the landscape verge treatment. Council Rangers continue to respond and issue fines in accordance with local law.</i>

FINANCIAL IMPLICATIONS

21. Costs for installation and maintenance of the landscaping and pedestrian path will be borne by the motel owner (Hotel Le Grande).

LEGAL IMPLICATIONS

22. To enable enforcement, a new parking scheme must be implemented in accordance with the City of Albany *Parking and Parking Facilities Amendment Local Law 2012*.
23. Once adopted by Council, public notice must be given prior to enforcement of new or amended parking limitations.

ENVIRONMENTAL CONSIDERATIONS

24. Nil, however the provision of a landscaping treatment is a good environmental outcome.

ALTERNATE OPTIONS

25. Council may resolve to implement a parking scheme consisting of no standing signs as per Report Item WS034 (OCM 22 April 2014).

SUMMARY CONCLUSION

26. As per Council resolution, relevant consultation has been conducted in respect of the implementation of a parking scheme at Drome Road between Albany Hwy and Andorra Road.
27. City officers are of the view that the most appropriate treatment is to undertake verge development, which will discourage problematic verge parking.
28. In conjunction with the verge treatment, parking scheme signs can be installed, however initially the signs will not be installed to determine if the verge treatment along provides adequate deterrent for verge parking. If not the parking scheme will be implemented.
29. Approval is required for the parking scheme to enable this option in future.
30. It is recommended that the verge development proceed, at the expense of the adjacent motel owner/manager and that the parking scheme as proposed be approved.

Consulted References	:	<i>Parking & Parking Facilities Amendment Local Law 2012, Activities on Thoroughfares and Public Places Local Law 2011, Verge Development Guidelines.</i>
File Number (Name of Ward)	:	CU.PRA.5
Previous Reference	:	WS034

WS050: DEDICATION & CONSTRUCTION OF MUELLER STREET AND TOWNSEND ROAD EXTENSIONS

Land Description : Lot 9001 Cull Road, Lockyer
Lot 6686 R25357 Howson Street, Lockyer
Lot 123 Staines Street, Lockyer

Proponent : City of Albany

Owner : City of Albany; State of WA; State Housing Commission

Attachments : Revised Structure Plan for Lot 9001 Cull Road
Original South Lockyer Structure Plan Map
Original Approved Subdivision Plan for Lot 9001 Cull Road

Responsible Officer(s): : Executive Director Works & Services (M Thomson).

Responsible Officer's Signature:

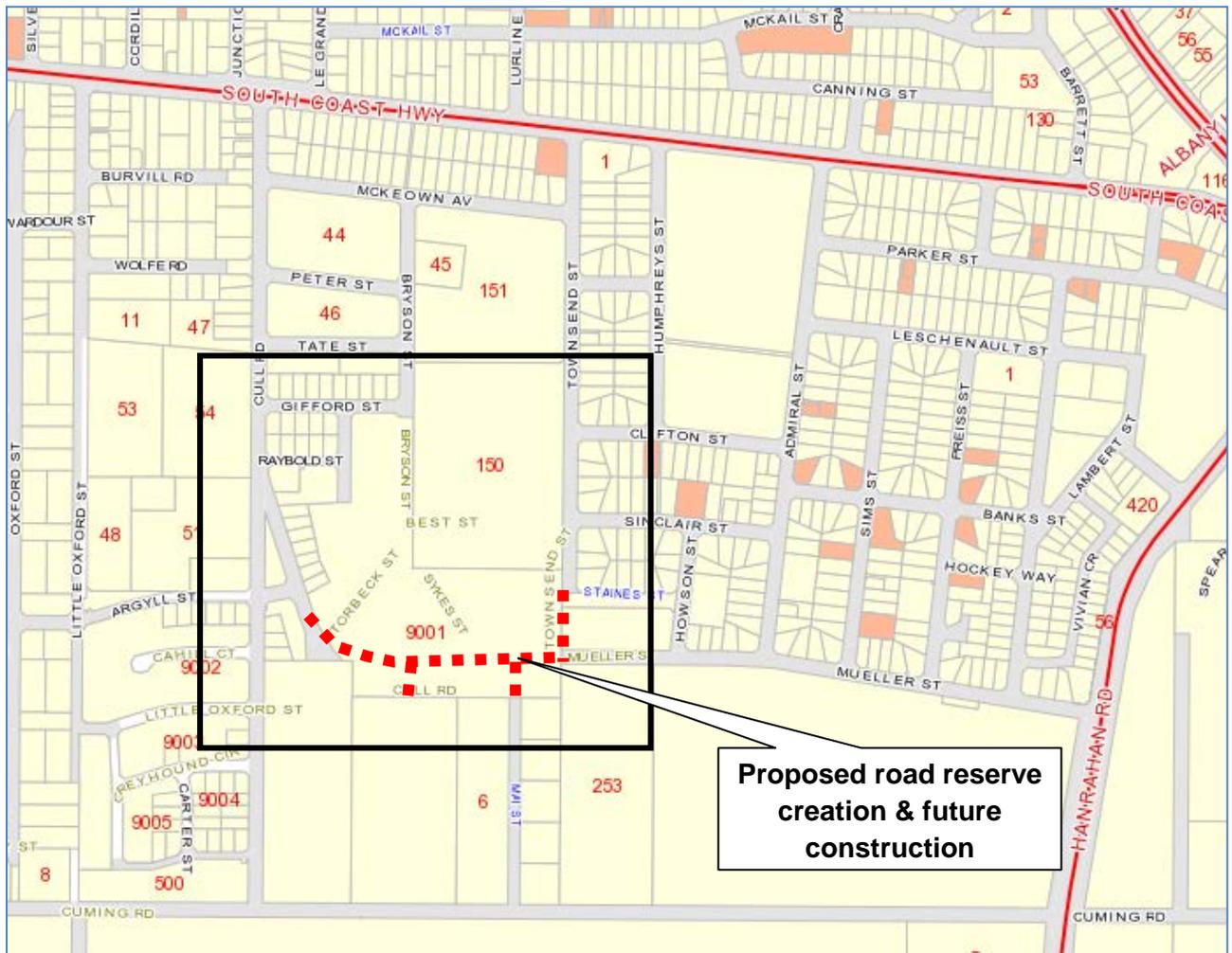


STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the City of Albany Strategic Community Plan 2023 and Corporate Business Plan 2013-2017:
 - a. **Key Theme:** 3. A connected built environment.
 - b. **Strategic Objective:** 3.1. To advocate, plan and build friendly and connected communities.
 - c. **Strategic Initiative:** 3.1.2. Parking and Traffic Modelling.
 - d. **Strategic Outcome:** Improved parking and traffic flows.
2. This item relates to the following Strategic Objectives noted in the Albany Local Planning Strategy (2010):
 - a. **8.6.5 Transport Strategy:** Support the improvement in road and rail access, including safety and amenity, and the integration of various modes of transport to service the infrastructure requirements of the City.

The Local Planning Strategy Map 9B indicates a Local Distributor Road in the general vicinity of Cull Road / Mueller Street.

Maps and Diagrams:



In Brief:

- Council is requested to consider options for extending the local road network through Lockyer and Gledhow to improve accessibility through this area and to divert traffic from South Coast Highway / Albany Highway intersection.
- In particular, support is sought to progress the extension of Cull Road and Townsend Street to Mueller Street, including appropriate treatment of the intersections with South Coast Highway and Hanrahan Road.
- This proposal relates to previous commitments the Council has made with adjacent land developers and is reflective of the South Lockyer Structure Plan.

RECOMMENDATION

WS050: COMMITTEE RECOMMENDATION

**MOVED: COUNCILLOR GREGSON
SECONDED: COUNCILLOR BOWLES**

THAT the Responsible Officer Recommendation be ADOPTED.

CARRIED 5-0

WS050: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council:

1. SUPPORT, in principle, the future extension of Cull Road and Townsend Street to Mueller Street;
2. AUTHORISE staff to proceed with all necessary land actions in order to create the required road reserves;
3. AUTHORISE staff to proceed with actions required to source funding for the proposed road construction and intersection treatment works, on the basis that any allocation of Council funds occurs through future budgetary processes;
4. SUPPORT the undertaking of public consultation on the review of Council Policy – South Lockyer Structure Plan, as a precursor to the amendment of this policy in a future item to Council.

BACKGROUND

3. Options to extend various roads to improve linkages from Gledhow and Lockyer through to Hanrahan Road have been discussed for many years, though it was the development of Lot 260 Cull Road by the adjoining developers (Kelly/Attwell) that brought focus to the extension of Cull Road to Mueller Street.
4. Council, at its meeting held on 19 April 2005, considered a request from Kelly/Attwell to connect their future subdivision of Lot 260 Cull Road to the local road network (Item 13.3.5). This report notes:
 - a. The developers initially considered Cuming Road as an option, however there were significant site constraints to the further upgrading of this road (i.e. acid sulphate soils, depth of peat, high water table etc);
 - b. As a result, the concept of extending Mueller Street to Cull Road was explored;
 - c. The proponents offered to prefund the construction of the Mueller Road extension on the basis that these monies were reimbursed upon the development of the City's freehold land. It was noted that the development of Lot 260 Cull Road would require the extension of the reticulated sewer network and the City's development of the adjoining property would benefit from the extension of these services. This was the argument for the refund of monies put up for the construction of Mueller Street; and
 - d. It was recognised that the extension of Mueller Street would also benefit the future subdivision of the City's freehold property.

5. From this April 2005 meeting, it was resolved:

THAT Council, subject to all the land required for the extension of Mueller Road being negotiated, delegate to the Chief Executive Officer the capacity to finalise an agreement with YW Atwell and GJ Kelly to secure an advance payment to extend Mueller Road through Part Location 274 Cull Road, Lockyer.

6. In conveying this Council resolution to the developers, it was noted that no timeframe was available on when these actions may be achieved. However, in 2006 the Council adopted the Scheme Policy – South Lockyer Structure Plan. On the basis that this Structure Plan identified the extension of Mueller Street to Cull Road as the main link road, in 2007 the developers made their application to subdivide their Lot 260 Cull Road. This land has been available for purchase since 2011.

DISCUSSION

South Lockyer Structure Plan

7. The South Lockyer Structure Plan is an adopted policy of Council and represents the guiding structure for the future development of this area. This structure plan does indicate the extension of Cull Road and Townsend Road through to Mueller Street.
8. It is noted that the alignments of both roads, as shown on the revised plan attached to this item, are slightly different to that indicatively shown in the original Structure Plan. This is partially because the alignment of Mueller Street required that some land from Lot 75 No 15 Greyhound Circle be included in the road reserve. This landowner has strongly objected to the taking of any land from his property and as such, an alternate alignment has been explored.
9. With regard to the alignment of Townsend Road, a more direct route is proposed than shown in the original Structure Plan
10. While this item dealing with the road extensions is generally consistent with the Structure Plan, the process to create these road reserves requires the support and approval of the Department of Planning. The Department has asked for a revised Structure Plan for Lot 9001 to show how to new road alignments will work with the future development of the land.
11. While this revised plan has been prepared for the purposes of the future subdivision application, it is recognised that the Council Policy – South Lockyer Structure Plan will also need updating. This will form a future item to Council, though the draft Structure Plan for the subdivision of Lot 9001 has been attached to this item.

Impact on Land Values and Marketability

12. The City had a scenario valuation prepared to consider the potential financial cost or benefit of constructing the Cull Road - Mueller Street link. In summary, it was the opinion of the valuer that:
- The road extension may encourage higher density development adjoining the road (as the current plans were for 1ha lots at this end of the development), particularly in the area south of Mueller Street (i.e. Mai Street land), though smaller residential lots of less than 1000m² are unlikely to sell well;
 - The road construction could add a market value benefit of between \$80,000 to \$130,000 to balance Lot 9001 Cull Road (owned in freehold title by the City);
 - Any possible improvement in land value for Lot 9001 needs to be considered in light of the potential negative impacts of increased traffic flows along the road extension, with people avoiding the main Chester Pass roundabout;

- d. The road extension will provide a direct link to Lockyer, which has generally lower property values than surrounding suburbs; and
 - e. Overall, the benefit to the market value of Lot 9001 is likely to be offset by the potential reduction in marketability and market value of the existing holdings in the Ridge Estate.
13. While this opinion is acknowledged, it is also recognised that improved and safer road links to the CBD via the construction of this road extension and the diversion of traffic from the main Chester Pass roundabout could be of benefit to the current and future residents of the Ridge Estate. It is noted that Cuming and Parker Roads are both currently used as alternate routes to avoid the Chester Pass roundabout.
14. In reviewing the existing South Lockyer Structure Plan for Lot 9001, a real estate opinion was sought on the preferred lot sizes in the location. The opinion was generally lots between 750m² and 1000m² are preferred in this area, as they are more reflective of the lifestyle of Albany (i.e. storage space for caravans, boats, vehicles etc is considered desirable).
15. There are also some general opinions that the poor sales record in the Ridge Estate is due to the size of the lots relative to the steeply sloping nature of the area, meaning that earthworks and/or building costs are very expensive, as a flat building envelope is difficult to achieve. Larger lot sizes improve options for achieving a suitable and more cost efficient building site.
16. In view of these opinions, the revised Structure Plan for Lot 9001 aims to provide generally larger lots than previously proposed and a mix of lot sizes. While this would reduce overall lot yield, this is offset by creating lots which are likely to be more marketable and will likely have a higher value. The small cottage lots have also been amalgamated as a single grouped dwelling site where the same density is likely be achieved, however if it was developed by one agent, it is considered a better standard of development would result compared to the sale and development of these lots individually.

Road Safety

17. One of the supporting factors for the extension of local distributor roads through Gledhow and Lockyer is the safety of the South Coast Highway / Albany Highway intersection. This intersection has been named as one of the State's riskiest intersections in the RAC risky roads campaign. It is also been subject to a high number of accidents.
18. While Main Roads WA is exploring options to relocate or redesign this intersection, it is recognised that reducing traffic in this location would improve public safety. As such, options to divert traffic need to be considered.
19. The proposed Albany Ring Road will serve to divert traffic from this intersection and the main Chester Pass Road roundabout, however this is a long term solution to the traffic problems. The short to medium solution is to upgrade various local roads to provide a distributor function. In the case of the Gledhow and Lockyer area, this would constitute Cull Road to Mueller Street and Townsend Road to Mueller Street, exiting to Hanrahan Road.
20. Following the extension of Cull Road and Townsend Street to Mueller Street, Cuming Road will be closed and utilised for strategic fire access only. Parker Road, at its intersection with Hanrahan Road, can be converted to a left-in left-out junction promoting safer traffic movements.
21. The overall scheme fits within a broader strategic context whereby traffic permeability is encouraged and options are developed for traffic to bleed from major intersections through use of roads such as Le Grande Avenue, Newby Street (future) and Townsend Road. As such, it is considered that Main Roads have a considerable stake in this matter.

Land Changes

22. The extension of Cull Road and Townsend Road to Mueller Street will require the following land actions:
- a. The excision of the road reserve from Lot 9001 Cull Road to connect Cull Road to Mueller Street. Lot 9001 is owned in freehold title by the City and this would be done via the lodgement of a subdivision application;
 - b. If a subdivision application was going to be submitted to create the road reserve extension, it would be economical to create the road links to Mai Street and the future road extension through Lot 134 Cuming Road, which is also earmarked for Future Urban development. This would also satisfy the request of the Department of Planning that those road reserves are created at the same time as Mueller Street;
 - c. It is proposed to discuss with the related State Government agencies the direct extension of Townsend Street through to Mueller Street. This will involve the taking of land from existing Reserve 25357, which is an unvested reserve set aside for Government Requirements. It does not appear that this Reserve is used for any particular purpose, though there is a drainage line running through the land which would fall under the City's responsibility; and
 - d. As part of this action, it is also proposed that the City will seek the dedication of Staines Street. While this street is shown as a road on the Deposited Plan, it remains in the freehold ownership of the State Housing Commission. There is no intent to construct this road at this time, however it is noted that Staines Street is the primary access to Lots 388 – 391, also in the ownership of the Department of Housing.
23. It is noted that these land changes may take some time to realise and that even if Council does not support the construction of the road links at this time, it may wish to support the actions to initiate the land changes so that the road reserves are in place when construction occurs in the future.

Road Construction Costs

24. The construction costs for the road are estimated as follows:
- a. Link from Cull Road to Mueller Street - \$600,000
 - b. Extension of Townsend Road - \$150,000
 - c. Intersection treatments at South Coast Highway for both Townsend Road and Cull Road - \$500,000
 - d. Intersection treatment at Mueller Street and Hanrahan Road intersection - \$250,000

Funding Options

25. Preliminary discussions with Main Roads WA indicate that the Cull Road to Mueller Street link is a possible candidate under the State Initiatives Road funding scheme. A submission for this funding scheme is currently being prepared by the City.
26. Previously, the developers Kelly/Attwell have offered funds towards the construction of the road, on the basis that these monies are refunded upon the development of the City's freehold land.
27. It could be argued that the upgrading of the broader road network is the responsibility of all developers that may financially benefit from the improved accessibility. It was always the intent of the City that a contributions plan be prepared for this area, such that all developers contribute equably towards the upgrading of the road network. This will be further considered in the review of the South Lockyer Structure Plan.

28. On this basis, it is proposed that a reasonable non-refundable contribution be sought from Kelly/Attwell towards the upgrading of the local road network and that the City pursue joint funding arrangements with Main Roads Western Australia.
29. The road extension is currently identified in the Long Term Financial Plan in 2015/2016.

GOVERNMENT & PUBLIC CONSULTATION

30. Initial discussions were held with the Department of Lands on the excision of land from Reserve 25357. This Department advised that a position could only be decided once a formal request had been received. It is the intent of this item to initiate this request.
31. Initial discussions were held with the Department of Planning on the South Lockyer Structure Plan and their input was sought and considered in the review of this structure plan as it relates to Lot 9001.
32. Initial discussions have been held with Main Roads WA on these proposed road improvements and potential funding options to achieve the upgrading of the road network through this area.
33. While adjoining landowners have not been consulted at this stage, discussions have been held with the adjoining developers Kelly/Attwell. If Council support for this item is obtained, broader public consultation will occur as a precursor to the review of the South Lockyer Structure Plan. As such, when the revised Council Policy is presented to Council for consideration, this will include any outcomes from the public consultation.

STATUTORY IMPLICATIONS

34. Section 51 of the *Land Administration Act 1997* allows the Minister to cancel, change the purpose of or amend the boundaries of the land comprising a reserve.
35. Section 52 of the *Land Administration Act 1997* allows the Minister to acquire as Crown land any alienated land designated for a public purpose on a plan of survey or sketch plan.
36. Section 56 of the *Land Administration Act 1997* allows the dedication of land as a road. In doing so, the Local Government must indemnify the Minister for Lands against any claim for compensation.
37. The creation of a road occurs through the subdivision process detailed under Part 10 of the *Planning and Development Act 2005*. Section 168 of this Act states all land shown on a diagram or plan of survey of a subdivision shown as a new road or road widening will be dedicated as a road.
38. Majority of the land actions required to create the necessary reserves can be undertaken under Delegations 2014:030 and 2014:031 relating to Land Administration tasks, however given the broader strategic and budgetary implications of this item, it has been presented to Council for determination.

POLICY IMPLICATIONS

39. The area surrounding Cull Road and Mueller Street is subject to Council Policy – South Lockyer Structure Plan. The implications of this policy has been mentioned in more detail in the Discussion section above and the intention to vary this policy in a future item to Council is noted.

RISK IDENTIFICATION & MITIGATION

40. The risk identification and categorisation relies on the City's [Enterprise Risk Management Framework](#).

Risk Category	Likelihood	Consequence	Risk Analysis	Mitigation
<u>People Health & Safety.</u> Support for the road extensions is not forthcoming, resulting in identified dangerous traffic issues not being mitigated.	Possible	Major	High	Gain support to either create the proposed road extensions or find an alternate route that will divert traffic from dangerous intersections
<u>Legal & Community.</u> Council does not support the extension of Cull Road to Mueller Street, as previously agreed with the adjoining developers.	Possible	Moderate	Medium	Proceed with this road extension, as previously agreed by the Council in 2005 and reflected in the South Lockyer Structure Plan, as this is the information conveyed to all affected landowners

FINANCIAL IMPLICATIONS

41. It is estimated that the road links as identified in the revised subdivision layout will cost in the order of \$750,000 (subject to detailed design and analysis). The upgrading of the intersections with the major roads is estimated in the order of a further \$750,000. The cost of the various components of this upgrading is detailed in the Discussion section of this report.
42. The City is seeking monies through the State Initiatives Road funding scheme as a contribution towards these road upgrades. The City will be required to make some contribution, however this will be determined through this process and Council will be asked to approve any contribution through the budgetary process.
43. As mentioned, there is an allocation made in the Long Term Financial Plan for 2015/2016 of \$600,000 for this project.

LEGAL IMPLICATIONS

44. There are no legal implications associated with this item.

ENVIRONMENTAL CONSIDERATIONS

45. While the construction of Cull Road and Townsend Road to Mueller Street will involve the clearing of vegetation, an environmental assessment of the area has not identified any environmental values or issues that need to be considered. There may be some declared weeds on the site that would need to be disposed of appropriately. This will be considered in the scope of works for any future road construction.

ALTERNATE OPTIONS

46. Council may:
- a. Support the future extension of Cull Road and Townsend Road to Mueller Street and authorise staff to undertake all actions required to achieve this road extension subject to budget approval;
 - b. Support the extension of the roads, in principle, and proceed with the land actions required to create the necessary road reserves, however postpone the construction of the roads; or

- c. Decide not to pursue the road extensions at this time. This option would be essential going against the previous position of Council and may not be appropriate.

SUMMARY CONCLUSION

- 47. The South Lockyer Structure Plan, adopted as a policy of Council, indicates the extension of Cull Road and Townsend Road to Mueller Street, as local distributor roads through Gledhow and Lockyer. Adjoining developers have subdivided their land on this basis.
- 48. Given significant traffic issues at the Chester Pass roundabout, these local distributor roads provide an opportunity to divert traffic from the roundabout and provide an alternate route for vehicles.
- 49. On the basis that these possible road extensions will have a significant impact on the use of regional roads, Main Roads have a significant stake in this proposal and have been approached as a potential source of funding, though Council will still be required to make some financial contribution towards the road development. The Long Term Financial Plan does allocate \$600,000 towards this project.
- 50. The creation of the required road reserves involves a number of land changes and will necessitate the updating of Council’s existing policy – South Lockyer Structure Plan. The review of this policy will form a further item to Council, following public consultation with affected landowners.
- 51. It is recommended that Council:
 - a. Support the land changes required to create the necessary road reserves;
 - b. Proceed with sourcing funding for the road construction, through state government initiatives and with the adjoining developers;
 - c. Undertake public consultation as a precursor to the review of Council Policy – South Lockyer Structure Plan.

Consulted References	:	<i>Land Administration Act 1997</i> <i>Planning and Development Act 2005</i> <i>Albany Local Planning Strategy (2010)</i> <i>Council Policy – South Lockyer Structure Plan</i>
File Number (Name of Ward)	:	RD.ACQ.1
Previous Reference	:	OCM 19/04/2005 Item 13.3.5

WS051: REGIONAL WASTE STRATEGIC PLAN 2014 TO 2018

Land Description	: City of Albany
Owner	: Not applicable.
Attachment	: Regional Waste Strategic Plan 2014 to 2018
Responsible Officer(s)	: Executive Director Works and Services (M Thomson)

Responsible Officer's Signature:



STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the [City of Albany Strategic Community Plan 2023](#) and [Corporate Business Plan 2013-2017](#):
 - a) **Key Theme:** 2. Clean, Green and Sustainable
 - b) **Strategic Objective:** 2.2 To advocate for and support “green initiatives” within our region
 - c) **Strategic Initiative:** 2.3.2 Deliver effective waste management services.

In Brief:

- The City of Albany adopted its Waste Strategy in 11 September 2013.
- An outcome of the strategy was to explore regional opportunities in waste management. This has been expanded into a Regional Waste Strategic Plan 2014 – 2018 (RWSP2014).
- The plan identifies a number of key issues, which will require future consideration.
- Council is requested to receive the strategic plan, and acknowledge the status of waste planning in a regional sense.

RECOMMENDATION

WS051: COMMITTEE RECOMMENDATION

MOVED: COUNCILLOR BOWLES
SECONDED: MAYOR WELLINGTON

THAT Council:

1. **SUPPORT** the Regional Waste Strategic Plan 2014 to 2018.
2. **NOTE** the recommendations therein, and request the officer to investigate further with a view to providing a report to Council for future consideration.
3. **REQUEST** commitment from the Shires of Denmark and Plantagenet to the Regional Waste Strategic Plan 2014 to 2018.

CARRIED 5-0

WS051: AMENDMENT BY COUNCILLOR BOWLES

MOVED: COUNCILLOR BOWLES
SECONDED: COUNCILLOR DOWLING

THAT the following amendments be made to the Responsible Officer Recommendation:

1. **RECEIVE** ~~SUPPORT~~ the Regional Waste Strategic Plan 2014 to 2018.
2. **NOTE** the recommendations therein, and request the officer to investigate further with a view to providing a report to Council for future consideration.
3. **REQUEST commitment from the Shires of Denmark and Plantagenet to the Regional Waste Strategic Plan 2014 to 2018.**

CARRIED 5-0

WS051: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council:

1. **RECEIVE** the Regional Waste Strategic Plan 2014 to 2018.
2. **NOTE** the recommendations therein, and request the officer to investigate further with a view to providing a report to Council for future consideration.

BACKGROUND

2. Experienced waste management consultant IW (Ian Watkins) Projects, was commissioned by the City of Albany to conduct a review of the previous Strategic Waste Minimisation Plan 2008 – 2013 (SWMP2008).
3. The SWMP was a regional plan, which incorporated the Great Southern Group of Councils (GSGC) consisting of the City of Albany, Shire of Denmark, Shire of Plantagenet and Shire of Cranbrook.
4. In 2011 the GSDC identified six potential landfill sites and commissioned Coffey Environmental to undertake a preliminary investigation into their feasibility. Further investigation into the use of the reports number 1 ranked site located in Mt Barker was undertaken but the Shire of Plantagenet were unable to secure the site.
5. Recent discussions initiated by City staff have highlighted possible synergies with taking a regional approach to Waste Management, and it was particularly of interest, to establish whether there was any appetite among the group of Councils for a shared regional landfill site. The RWSP2014 looked at planned infrastructure and existing infrastructure in a whole of life sense to ascertain the feasibility of co-use or overlap of resources.
6. The notion of a Regional Council established between the group of Councils was an option that was also worthy of consideration (noting that the Shire of Cranbrook have withdrawn from the group to join a neighbouring group).
7. The strategy drivers and objectives are clearly outlined in the document and are not repeated in the body of this report.
8. The City of Albany is currently reviewing its Waste Minimisation Contract (which expires in May 2015).

DISCUSSION

9. City staff took the view that options around a regional approach to waste management needed to be explored before moving forward with any significant strategic planning particular in respect to infrastructure requirements (eg. alternative landfill site)
10. A key issue for the City of Albany is its limited life span at the Hanrahan Road landfill site. A focus is needed over the next 2 years to establish a new site, either in partnership with, or isolated from neighbouring shires.
11. The recent acquisition of the CSBP land adjacent to Hanrahan Road site, and flexibility with respect to the post closure landform has meant that the expected life of the site is extended beyond 10 years.
12. Further capacity is available at the Baker Junction site which has an expected life of 10 years based on waste tonnages currently received at Hanrahan Rd..
13. The Shire of Denmark is developing a site to service their own requirements which will ultimately reduce the volume of waste coming to Albany further extending the life of the Harahan Road site.
14. The Shire of Plantagenet have a site with in excess of 10 years capacity.
15. Given this, there is little appetite to jointly investigate a regional landfill facility. Each local authority has its landfill issues well in hand, at present.
16. On this basis City staff will continue investigations into an alternative landfill site without consideration to any regional benefit. This potentially opens up opportunities east of Albany.
17. Some preliminary investigations into an alternative site have been undertaken, however there are no firm options at this stage. The intention is to continue investigations over the course of the next 1 to 2 years with a view to establishing a range of sites to choose, and then progress establishing the site. It is suggested that site establishment can take upto 7 years.
18. The RWSP2014 identified some key activities and focus areas:
 - a) Appointment of a dedicated Regional Waste Management Officer;
 - b) Review of disposal facility gate fees;
 - c) Improve systems for the collection and recording of waste management data;
 - d) Investigate and implement improvements to existing recycling systems;
 - e) Extraction of Bulk Recyclables;
 - f) Appointment of a dedicated Regional Waste Education Officer;
 - g) Improve participation rate in existing recycling systems;
 - h) Increase the range of materials that can go into the recycling bin;
 - i) Green waste diversion from landfill;
 - j) Contaminated paper and cardboard recycling;
 - k) Sources separated food waste;
 - l) Biological liquid waste;
 - m) Improve staff training in waste management.

19. In respect to item (a) and (f) the City of Albany, under it's current contract arrangement with Cleanaway have a Waste Education Officer. There is scope, as part of the review of the contract with Cleanaway (which expires May 2015) to excise this requirement and potentially create a joint funded role to cover the regional waste and education aspects. This would require further investigation.
20. The majority of the other items identified as key activity and focus areas have already been implemented by the City of Albany or have been scheduled for implementation in the City's 2013 Waste Strategy.
21. The Shire of Denmark also utilise Cleanaway to undertake its recycling collection and the recyclable material is recovered at the Harahan Road Materials Recovery Facility (MRF).
22. There exists some synergy with Denmark to look at a possible joint contract for the collection of recyclables.
23. Apart from these, opportunities for regional participation seem limited.

GOVERNMENT & PUBLIC CONSULTATION

24. IW Projects as part of this review undertook consultation with Shire of Denmark, Shire of Plantagenet and City of Albany.
25. Consultation consisted of interviews with relevant officers at each of these Local Authorities.

STATUTORY IMPLICATIONS

26. Nil.

POLICY IMPLICATIONS

27. Nil.

RISK IDENTIFICATION & MITIGATION

28. The risk identification and categorisation relies on the City's [Enterprise Risk Management Framework](#).

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<i>Financial: City of Albany does not take a regional approach to waste management.</i>	<i>Possible.</i>	<i>Moderate</i>	<i>Medium</i>	<i>The City works isolated from the regional and delivers waste outcomes for the City.</i>

FINANCIAL IMPLICATIONS

29. There are no current financial implications in relation to this item.
30. If endorsed, City staff will investigate, from a business case perspective, the appointment of a Regional Waste Officer, and Education Officer. This will rely on both Denmark and Plantagenet agreeing to a contribution to the costs of this appointment.
31. It is envisaged, that despite Albany being the biggest waste producer in the region, there will be some recurrent savings in adopting a regional approach, particularly if joint contracts are entered into (eg. recycling).
32. Regional wide approaches to some initiatives are looked upon more favourable from a external funding provides (eg Waste Authority).

33. Council should be mindful of the value of landfill space, and therefore initiatives which reduce the volume of waste being disposed in landfill have a positive financial impact.

LEGAL IMPLICATIONS

34. Nil.

ENVIRONMENTAL CONSIDERATIONS

35. A regional approach to waste management in particular a focus on reduction of waste going to landfill will have positive environmental outcomes.

ALTERNATE OPTIONS

36. Council may elect not to continue with participating in waste activities at a regional level.

SUMMARY CONCLUSION

37. A key action from the Citys 2013 Waste Strategy was to review regional waste opportunities.
38. Regional waste discussions have been held with the Citys co members of the Great Southern Group of Councils and a report commissioned on the groups behalf to explore regional waste opportunities.
39. Investigations have determined the Shires of Denmark and Plantagenet are pursuing their own landfill options and the City of Albany has over 20 years of landfill capacity between its two sites.
40. While a regional landfill is not a favoured option by the members of the Great Southern Group of Councils at this point in time, discussions will be ongoing to take advantage of any contractual or resource sharing opportunities including regional waste management staffing roles.

Consulted References	:	Nil
File Number (Name of Ward)	:	PR.DEC.9
Previous Reference	:	Nil

14. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF COUNCIL** : Nil.
15. **MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN** Nil.
16. **REPORTS OF CITY OFFICERS** Nil.
17. **MEETING CLOSED TO PUBLIC** Nil.
18. **CLOSURE:** There being no further business the Chair declared the meeting closed at 5:55pm

(Confirmed Minutes)

Councillor Alan Hortin JP
CHAIR