

AGENDA

DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE MEETING

Monday 13 November 2017

6.00pm

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) **Functions:** The Committee is responsible for:

Development Services:

The delivery of the “*A Connected and Safe Built Environment Objectives*” contained in the City of Albany Strategic Plan:

- To develop vibrant neighbourhoods which retain local character and heritage.
- To advocate, plan for and build friendly and connected communities.
- To develop and support a healthy inclusive and accessible community.

Infrastructure & Environment Services:

The delivery of the “*Clean and Green & Sustainable Objectives*” contained in the City of Albany Strategic Plan:

- To protect and enhance our natural and built environment in a changing climate.
- To build, maintain and renew city assets sustainability.
- To identify and deliver improvements in sustainability within the City and wider community.

(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) **Membership:** Open to all elected members.

(4) **Meeting Schedule:** Monthly

(5) **Meeting Location:** Council Chambers

(6) **Executive Officers:** Executive Director Infrastructure & Environment,
Executive Director Development Services

(7) **Delegated Authority:** None

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1. DECLARATION OF OPENING

The Chief Executive Officer will call for nominations for the position of Chair and Deputy Chair of the Development and Infrastructure Services Committee.

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 D Wellington

Councillors:

Member	P Terry
Member	J Shanhun
Member	S Smith
Member	A Goode JP
Member	A Moir
Member	R Sutton
Member	B Hollingworth
Member	R Stephens
Member	R Hammond
Member	E Doughty
Member	T Sleeman
Member	G Stocks

Staff:

Chief Executive Officer	A Sharpe
Executive Director Development Services	P Camins
Executive Director Infrastructure and Environment	M Thomson
Meeting Secretary	A Paulley

Apologies:

4. DISCLOSURES OF INTEREST

Name	Committee/Report Item Number	Nature of Interest

5. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

6. PUBLIC QUESTION TIME

7. PETITIONS AND DEPUTATIONS

8. CONFIRMATION OF MINUTES

DRAFT RESOLUTION

THAT the minutes of the Development and Infrastructure Services Committee meeting held on 11 October 2017, as previously distributed, be CONFIRMED as a true and accurate record of proceedings.

9. PRESENTATIONS

- Nelson Street and Bathurst Street Local Area Traffic Management.
Matt Thomson.
- Emu Point to Middleton Beach Coastal Hazard & Vulnerability Study.
Charlie Bicknell from EvoCoast. (Emma Evans – Major Projects)

10. UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS

DIS041: NELSON STREET & BATHURST STREET LOCAL AREA TRAFFIC MANAGEMENT.

**DIS041: NELSON STREET AND BATHURST STREET LOCAL AREA
TRAFFIC MANAGEMENT.**

Land Description	: Road Reserve – Nelson and Bathurst Streets
Proponent / Owner	: City of Albany
Attachments	: Concept Layout Plan
Report Prepared By	: Manager City Engineering (David King)
Responsible Officers:	: Director of Works and Services (Matt Thomson)

STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the City of Albany Strategic Community Plan and Corporate Business Plan:
 - a. **Key Theme: 5.** A Connected Built & Safe Environment
 - b. **Objective: 5.2.** To advocate, plan and build friendly and connected communities.
 - c. **Community Priority: 5.2.1.** Improve connectedness and traffic flows via a well-designed and safe transport and pathway network that connects people and services and encourages pedestrians and cyclists.

In Brief:

- Issues concerning traffic speed on Bathurst and Nelson streets have been ongoing since 2010.
- Speed cushions were installed in 2010 but noise concerns have since seen them removed in early 2015.
- Options to realign the road in line with the Local Area Traffic Management (LATM) Plans have been proposed but unsupported by Council.
- This report proposes an alternative LATM treatment that will reduce traffic speeds whilst minimising additional noise.

RECOMMENDATION

DIS041: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council:

1. **SUPPORT the permanent installation of six (6) Local Area Traffic Management Devices on Bathurst Street in accordance with the attached plans, subject to a Road Safety Audit and approval by Main Roads Western Australia.**
2. **NOTE that following approval, Council will consider the allocation of \$25,000 in the capital budget through a budget amendment for the installation in 2017/2018.**

DIS041: RESOLUTION
VOTING REQUIREMENT: SIMPLE MAJORITY
MOVED: COUNCILLOR SUTTON
SECONDED: COUNCILLOR GOODE

THAT this matter be deferred for two months to allow officers to present further options for the consideration of Council. CARRIED 10-2

Record of Vote

Against the Motion: Councillors Terry and Moir

DIS041: COMMITTEE RECOMMENDATION
VOTING REQUIREMENT: SIMPLE MAJORITY

MOVED: COUNCILLOR MOIR
SECONDED: COUNCILLOR SHANHUN

THAT Council:

1. SUPPORT the permanent installation of six (6) Local Area Traffic Management Devices on Bathurst Street in accordance with the attached plans, subject to a Road Safety Audit and approval by Main Roads Western Australia.
2. NOTE that following approval, Council will consider the allocation of \$25,000 in the capital budget through a budget amendment for the installation in 2017/2018.

DIS041: COMMITTEE RECOMMENDATION

MOVED: MAYOR WELLINGTON
SECONDED: COUNCILLOR TERRY

THAT the Responsible Officer Recommendation be ADOPTED.

CARRIED 11-0

DIS041: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council:

1. SUPPORT the permanent installation of six (6) Local Area Traffic Management Devices on Bathurst Street in accordance with the attached plans, subject to a Road Safety Audit and approval by Main Roads Western Australia.
2. NOTE that following approval, Council will consider the allocation of \$25,000 in the capital budget through a budget amendment for the installation in 2017/2018.

BACKGROUND

2. Issues concerning the geometry of the intersection of Bluff, Nelson and Bathurst Streets resulted in the intersection being reconfigured in 2009/10. Ongoing concerns led to the installation of rubberised speed cushions in 2012.
3. Whilst effective at reducing traffic speeds, the City received a number of complaints due to the excessive additional noise created by the cushions. In addition, a number of erratic traffic actions in attempt to avoid the cushions were observed. This prompted further consultation and ultimately to their removal in early 2015.
4. Since the removal of the speed cushions traffic speeds have increased to previous levels. Initiatives such as campaigned speed enforcement have not resulted in any long lasting impacts.
5. Traffic numbers and speeds have been monitored continually throughout the period 2009 to present, and City officers have continued to receive public complaints about speeding on Bathurst and Nelson Streets.
6. The installation of Local Area Traffic Management treatments (such as traffic calming devices) are often effective however their installation can have unintended consequences and therefore careful consideration needs to be given before installing any treatments on a permanent basis.

DISCUSSION

7. The 85th percentile speed is the standard measure that is analysed to determine if a road environment and associated speed zone is appropriate. Typically, the 85th percentile speed should be on or around the posted speed limit.

8. Without Local Area Traffic Management (LATM) treatments, Bathurst and Nelson Streets have 85th percentile speeds of 62km/hr and 55.8km/hr respectively.
9. Whilst not uncommon for streets in Albany to record speeds in this range, they are usually found on long, straight, wide streets where the environment is conducive to higher operating speeds.
10. In this case Bathurst and Nelson Street are narrow with variable vertical and horizontal geometry which indicated the measured operating speeds are at a point where intervention is warranted.
11. In these cases, City officers often receive requests to support a reduced speed limit to Main Roads Western Australia (MRWA). However, this is generally not the solution and MRWA often do not support this as usually the only outcome is an increased non-compliance.
12. LATM's or traffic calming devices are often the preferred solution and can be a number of different treatments. LATM's attempts to reduce the speed environment and therefore 85th percentile speeds.
13. City Engineers have investigated alternatives and given the constraints of the site the most appropriate treatment is slow points as shown in the attachment.
14. Six (6) temporary slow points were installed as a two week trial between 06/02/2017 and 20/02/2017 to gauge both traffic and public reaction to the treatment.
15. The slow points are a treatment that can be installed between the kerbs which essentially narrows the road to a single lane width, and gives priority of movement in a particular direction.
16. By staging a number of the devices in succession, travelling vehicles have to give way at some point therefore reducing speed and encouraging more cautious driving. The slow points were effective at reducing both speed and vehicle numbers as shown in table A below:

TABLE A

	Location	Post Trial	During Trial
VPD (Average)	Bathurst	1012	995
	Corner	951	875
	Nelson	937	862
85 th ile Speed (Km/h)	Bathurst	62.0	52.2
	Corner	47.2	46.1
	Nelson	55.8	50.4
VPD (avg) 50-60 km/hr	Bathurst	479	193
	Corner	68	46
	Nelson	353	130
VPD (avg) 60-70 km/hr	Bathurst	197	28
	Corner	3	3
	Nelson	53	14
VPD (avg) >70 km/hr	Bathurst	31	4
	Corner	0	1
	Nelson	4	3

Note: **VPD** denotes vehicles per day.

17. During the trial there was one minor incident. A rear end collision caused by the forward vehicle braking heavily for a give way sign with the following vehicle not responding in time.
18. The incident was considered driver error, and was not considered a result of insufficient signage or advance warning of LATM devices.
19. Prior to installation of any permanent treatments, a Road Safety Audit of the design will be undertaken by an accredited auditor.

GOVERNMENT & PUBLIC CONSULTATION

20. Community feedback was directed at major stakeholders, those being the immediate residents and property owners on Bathurst and Nelson Streets. Consultation was in the form of a letter drop requesting comment and a number of community workshops post-trial to discuss any issues, advantages and disadvantages.
21. 88% of the respondents that lived on Bathurst and Nelson Streets were supportive of the trial and wanted to see the slow points installed permanently and cited reduced speed and increased safety of the Street.
22. However, seven (7) residents from the wider area contacted officers to register their opposition to the treatments. It is thought that these respondents use Bathurst and Nelson as a through route, and as such it is not surprising to receive negative feedback.
23. Given the overwhelming support from street residents, and the positive reduction in speeds, particularly on the corner of Bluff and Bathurst, it is considered appropriate to proceed with a permanent installation.
24. If permanent installation is supported, a further detail design and additional consultation will be undertaken with the street residents to determine the best locations, and to finalise a resolution to minor issues with the placement of the trial treatments discussed at the workshops.
25. Consultation with MRWA will be required to support permanent regulatory signage required in the installation of the treatments.
26. Extensive consultation including letters and two on site workshops have been undertaken with the residents of Bathurst and Nelson Street (Bathurst to Seymour).

STATUTORY IMPLICATIONS

27. The plans of the proposed LATM require approval from Main Roads Western Australia as the agency that is responsible for regulatory line marking.
28. There are no other statutory implications.

POLICY IMPLICATIONS

29. Nil

RISK IDENTIFICATION & MITIGATION

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

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
Reputational: A vehicle accident occurs because of excessive speed exposing council to negative publicity.	Possible	Moderate	Medium	Address the unresolved safety issues by completing the LATM process and installing identified treatment.
Financial: An inappropriate LATM strategy is chosen and an accident occurs increasing council liability.	Unlikely	Major	Medium	Conduct a post design road safety audit to identify any outstanding issues.
Reputational Opportunity: There is an opportunity to positively respond to the continued concerns being raised by residents on this street.				

FINANCIAL IMPLICATIONS

31. The cost of the treatment is approximately \$25,000 and will require a capital budget line allocation. At this stage, there is no allocation made. If the permanent installation is supported by Council, City Engineers will progress the full design and approvals process and will look to seek Council's approval to allocate funds through the budget review process.

LEGAL IMPLICATIONS

32. There are no direct legal implications related to this item.

ENVIRONMENTAL CONSIDERATIONS

33. There are no direct environmental considerations related to this item.

ALTERNATE OPTIONS

34. Nil.

CONCLUSION

35. The proposed LATM treatment option is to install up to six (6) slow points on Bathurst and Nelson Streets in order to reduce the incidence of excessive traffic speeds.
36. A trial has been conducted and resulted in a reduction of speed.
37. The trial received positive feedback from the street residents but a lack of support from local residents that do not live on the street.
38. This report recommends that Council support a permanent installation subject to relevant approvals being obtained through Main Roads Western Australia.

Consulted References	:	Local Government Act 1995
File Number (Name of Ward)	:	RD.PRG.2 (Breaksea and Frederickstown Wards)
Previous Reference	:	OCM 19/04/2011 - Item 3.1 OCM 25/02/2014 – Item WS027 OCM 27/05/2014 – Item WS039

DIS058: CONSIDERATION OF CITY OF ALBANY RIGHT OF WAY POLICY

Land Description	:	Land parcels within the City of Albany that have a purpose of Right of Carriageway
Proponent / Owner	:	City of Albany / Private freehold, City of Albany freehold & Crown
Attachments	:	<ul style="list-style-type: none">• Draft <i>Right of Way</i> policy• CONFIDENTIAL Right of Way Inventory (<i>Commercial in Confidence</i>)
Report Prepared By	:	Lands Officer (A Veld)
Responsible Officers:	:	Executive Director Development Services (P Camins)

STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the City of Albany Strategic Community Plan or Corporate Business Plan informing plans or strategies:
 - **Themes:** 1. Leadership & 5. A connected and safe built environment.
 - **Objectives:**
 - 1.2 To provide strong, accountable leadership supported by a skilled and professional workforce
 - 5.1 To develop vibrant neighbourhoods which retain local character and heritage.
 - **Community Priorities:**
 - 1.2.1 Provide positive leadership that delivers community outcomes and gains a reputation for doing what is good for Albany and the surrounding region.
 - 5.1.2 Provide proactive planning and building services that support sustainable growth while reflecting our local character and heritage.

In Brief:

- Council is requested to consider whether it wishes to adopt the draft *Right of Way* policy.
- The main objective of this policy is to provide a consistent approach to managing the future use of land parcels that currently have a primary purpose as a right of carriageway.
- City Staff are supportive of proceeding with the draft *Right of Way* policy, as it will ensure a consistent approach to resolving customer enquiries on these land parcels and provide a starting point for resolving matters relating to ownership and maintenance.
- It is requested that Council resolves to adopt the draft *Right of Way* policy.

RECOMMENDATION

DIS058: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council resolves to ADOPT the Draft *Right of Way* policy without modification, and THAT Council notes the Right of Way Inventory.

BACKGROUND

2. Creation of land parcels (lots) with the purpose of right of carriageway stem from historical subdivision practices. Often these lots were created to facilitate sanitary collections from the rear of properties, prior to the installation of reticulated sewerage.
3. This has created issues relating to the responsibility for maintenance of these often now landlocked and alienated lots, many of which remain in the ownership of the original developers from the late 1800s to the early 1900s, who are now deceased.
4. In 2008 the Works and Services Directorate put a *Right of Way Strategy* to Council, which was adopted at the Ordinary Council Meeting on 21 October 2008. This document identified 124 lots with the purpose of right of carriageway.
5. The Strategy attempted to address matters around responsibility for maintenance and future planning and development, highlight potential risks and understand mitigation strategies relating to these lots. Some of the key processes were to;
 - a. Identify those lots in private ownership (hence landowner responsibility for maintenance) and assess suitability for dedication as public roads;
 - b. Identify and assess Crown and City owned lots for suitability for dedication as public roads; and
 - c. Highlight lots within the City's Central Business District for attention.
6. It was intended that this would facilitate the creation of a spreadsheet of priority ranked lots for attention and create a works program to resolve land tenure relating to these identified lots. The final spreadsheet listed 132 lots, of which 35 were given a priority ranking from 1-35 for dedication as public roads. To date, only one lot has been dedicated (Kwernt Lane) with two other lots (Goss Street & Connelly Street) pending dedication within the next two years.
7. Council adopted the *Albany City Centre: Parking Strategy* at the Ordinary Council Meeting on 26 November 2013 to address those lots identified in the *Right of Way Strategy* as being of priority within the Central Business District.
8. The *Right of Way Strategy* was handed over to the Planning Directorate's Lands Officer in October 2013. A comprehensive review was deemed necessary due to the age of the original document and upgrades to the Geographical Information Systems within both the City of Albany and Landgate.
9. A thorough review process has been undertaken and is now complete.
10. The reviewed document will now be used as an internal *Right of Way Inventory*.
11. The City now considers that a right of way policy is a more appropriate format than a strategy, given the often complex and lengthy process required to investigate and then dedicate these type of lots as public roads. There is also the need to consider the budget allocation for both the proposed dedication and ongoing future maintenance of any new roads created from this process.

DISCUSSION

12. There are a number of lots in private freehold ownership that are being used by adjoining landowners as the primary access to their properties, despite having legal frontage to a public road.
13. For some of these properties, access from the legal frontage is problematic (generally due to steeply sloping blocks) and poses road safety concerns (line of sight). However, the cost to dedicate, upgrade and maintain these lots as public roads has historically been deemed not to the benefit of the greater community; therefore, they have remained in private ownership.

14. These landowners regularly contact the City and have been given conflicting information as to the responsibility for ongoing maintenance and future plans for upgrading or dedicating as a public road.
15. There is a need for the City to have a consistent approach to resolving customer enquiries on these type of lots and having documentation that details future management options and is readily accessible by City employees will assist in this regard.
16. There is also a need for a process where these lots can be further investigated and, if deemed in need of dedication as a public road, a budget can be allocated and the proposed dedication scheduled for attention.
17. The previous *Right of Way Strategy* was incomplete and unrealistic in its intentions. Additionally, the responsibility for proposed road dedications was managed on an ad hoc basis.
18. This revised document will now be used as a *Right of Way* inventory and assist with decision making in accordance with the *Right of Way* policy
19. The draft *Right of Way* policy will allow for jobs arising from the policy to be scheduled into the Lands budget for further investigation.

GOVERNMENT & PUBLIC CONSULTATION

20. The Department of Lands, Planning & Heritage have been informally consulted. The actions relating to proposed right of carriageway closures for amalgamation into adjoining lots, which are referred to in Appendix 2, are the result of these discussions.
21. No public consultation is required at this time. Customer enquires relating to specific lots have been recorded. Initial responses have been provided by the City to these landowners, as per the recommendations made in Appendix 1, pending further investigation once the draft *Right of Way* policy has been considered by Council.

STATUTORY IMPLICATIONS

22. Under Section 3 of the *Land Administration Act 1997* a private road means “any alley, court, lane, road, street, thoroughfare or yard on alienated land which is shown on a plan or diagram deposited with the Registrar and which;
 - a. is not dedicated, whether under written law or at common law, to use as such by the public;
 - b. forms a common access to land, or premises, separately occupied; or
 - c. is accessible from an alley, court, lane, road, street, thoroughfare, yard or public place that is dedicated, whether under written law or at common law, to use as such by the public.”
23. Under Section 52 of the *Land Administration Act 1997* a local government may request the Minister for Lands to acquire as Crown land any private road.
24. Under Section 56 *Land Administration Act 1997* and Regulation 8 of the *Land Administration Regulations 1998* the local government may request the Minister for Lands to dedicate private roads.
25. Under Section 58 of the *Land Administration Act 1997* and Regulation 9 of the *Land Administration Regulations 1998* allows for a local government to request the Minister for Lands to close a right-of-way for ceding to the Crown as an unencumbered lot. This lot can then be disposed of by the Crown, amalgamated into adjoining lots.

POLICY IMPLICATIONS

26. There are no policy implications related to this item.

RISK IDENTIFICATION & MITIGATION

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

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<p>Organisational Operations</p> <p><i>Risk: By not proceeding with the draft Right of Way policy, the City risks continuing on with an ad hoc assessment and prioritisation process for right of carriageway road dedications.</i></p>	<i>Likely</i>	<i>Minor</i>	<i>Moderate</i>	<i>Adopting the draft Right of Way policy to allow the City to make informed decisions on the future management of rights of carriageway and will ensure that consistent information is provided to customers.</i>
<p>Reputation</p> <p><i>Risk: By not proceeding with the draft Right of Way policy, the City risks a lack of consistency in addressing customer enquiries regarding rights of carriageway</i></p>	<i>Almost certain</i>	<i>Minor</i>	<i>High</i>	<p><i>Adopting the draft Right of Way policy to ensure that consistent information is provided to customers.</i></p> <p><i>Creating a process for registering customer enquiries against these land parcels for future reference will allow for prioritising of problem land parcels and keep track of customer queries and City responses.</i></p>
<p>Opportunity: <i>Developing a reference document that can be used when assessing a right of carriageway for proposed road dedication.</i></p> <p><i>Clearly define the process for dealing with right of carriageway enquiries.</i></p>				

FINANCIAL IMPLICATIONS

28. The Lands budget has limited scope to pursue multiple proposed road dedications from this policy each financial year. Should it be considered necessary to prioritise and expedite any proposed actions from this draft policy, a specific budget for this work will be required. The Works and Services Directorate will also have to be consulted regarding the ongoing maintenance of any proposed road dedications.

LEGAL IMPLICATIONS

29. There are no legal implications directly relating to this item.

ENVIRONMENTAL CONSIDERATIONS

30. There are no environmental considerations directly relating to this item.

ALTERNATE OPTIONS

31. Council may consider alternate options in relation to this item, such as:

- Proceeding with the draft *Right of Way* policy with modification; or
- Not proceeding with the draft *Right of Way* policy.

CONCLUSION

32. The City receives a number of enquiries relating to parcels of land that have the primary purpose of a right of carriageway. The previous *Right of Way Strategy* from 2008 has been in need of review, particularly in light of advances in GIS technology.

33. The *Right of Way* inventory has identified an additional 48 land parcels and contains up-to-date information on the land tenure. Additionally it will provide recommendations for future use, in accordance with the policy, that is readily available to any City staff member.

34. A new process for registering customer queries or internal staff discussions over future use of specific rights of carriageway is being created in addition to the information contained in the *Right of Way* inventory.
35. Adoption of the draft *Right of Way* policy will allow the City to make informed decisions on the future management of these rights of carriageway and will ensure that consistent information is provided to Customers.

Consulted References	:	<i>Land Administration Act 1997</i> <i>Land Administration Regulations 1998</i> <i>City of Albany Strategic Community Plan 2023</i> <i>Albany City Centre: Parking Strategy</i>
File Number (Name of Ward)	:	NP1767212 (All Wards)
Previous Reference	:	O.C.M 21/10/2008 – Item 13.8.1 O.C.M 26/11/2013 – Item WS017

DIS059: PROPOSED REALIGNMENT OF FLINDERS PARADE – MIDDLETON BEACH

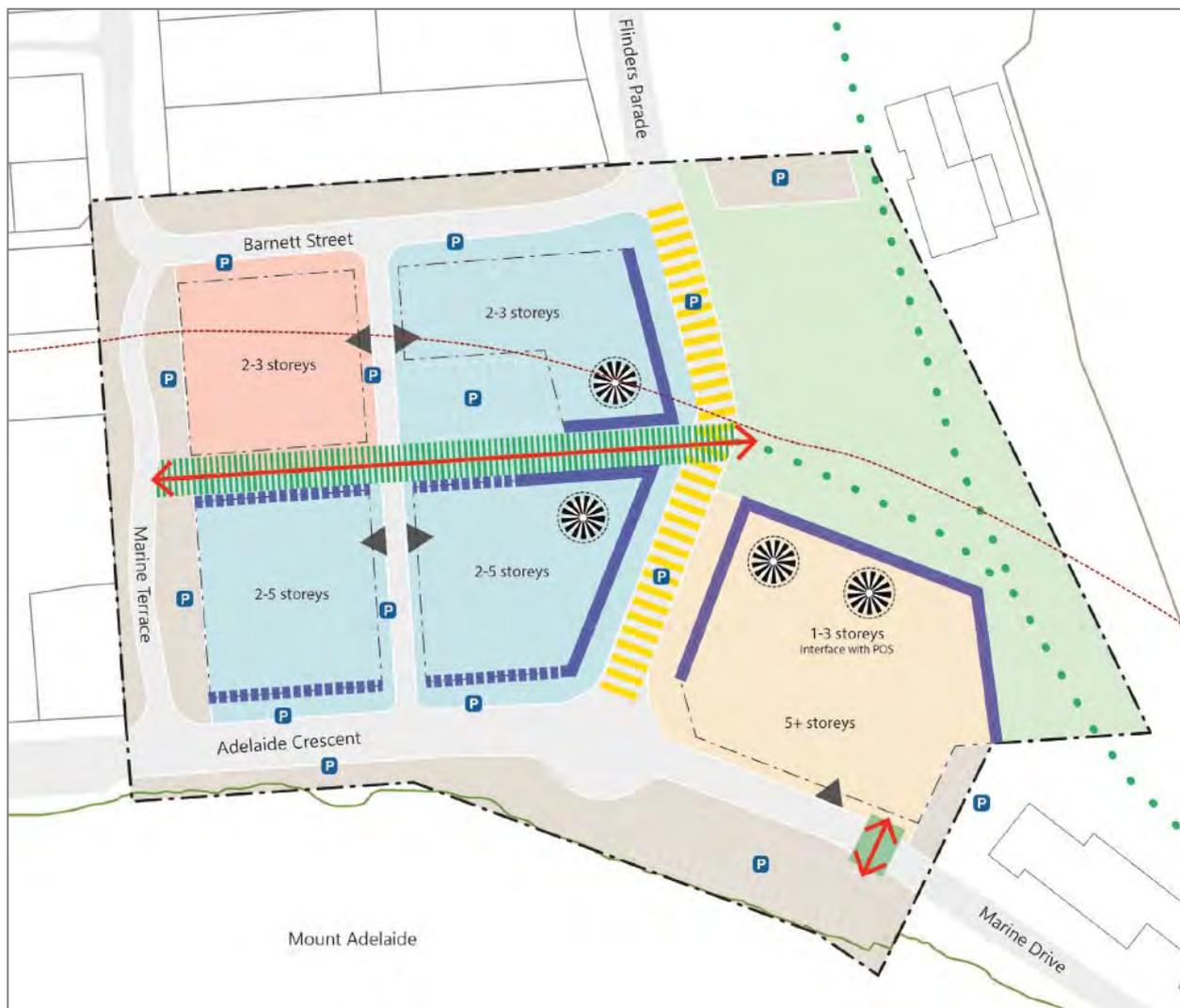
Land Description	: Flinders Parade between Barret Street and Adelaide Crescent.
Proponent / Owner	: Landcorp.
Attachments	: Middleton Beach Activity Centre Structure Plan.
Report Prepared By	: Lands Officer (A Veld)
Responsible Officers:	: Executive Director Development Services (P Camins)

STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the City of Albany Strategic Community Plan or Corporate Business Plan informing plans or strategies:
 - **Theme: 1. Leadership & 5. A connected and safe built environment.**
 - **Objective:**
 - **1.2** To provide strong, accountable leadership supported by a skilled and professional workforce
 - **5.2** To advocate, plan for and build friendly and connected communities.
 - **Community Priorities:**
 - **1.2.1** Provide positive leadership that delivers community outcomes and gains a reputation for doing what is good for Albany and the surrounding region.
 - **5.2.1** Improve connectedness and traffic flows via a well-designed and safe transport and pathway network that connects people and services and encourages pedestrians and cyclists.
 - **5.2.2** Create infrastructure and connected streetscapes that are consistent and reflect our unique heritage

Maps and Diagrams:





In Brief:

- Council is asked to formally resolve to close portion of Flinders Parade between Barnett Street and Adelaide Crescent in order to allow the proposed new road being constructed through Lot 8888 to be named Flinders Parade.
- This supports Council's adoption of the Middleton Beach Structure Plan at the Ordinary Council Meeting held on 24 May 2016 which detailed the realignment of Flinders Parade.

RECOMMENDATION

DIS059: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council RESOLVE to close portion of Flinders Parade between Barnett Street and Adelaide Crescent, Middleton Beach.

BACKGROUND

2. The City of Albany Council adopted the Middleton Beach Structure Plan in May 2016.
3. In adopting the Plan, the City agreed to facilitate realignment of portion of Flinders Parade, being Stage 1, as described in the Structure Plan.
4. For the realignment to occur, the current portion of Flinders Parade adjacent to Lot 8888 now needs to be closed.

DISCUSSION

5. Section 58 of the *Land Administration Act 1997* requires public advertising of any proposed road closure for a period of 35 days.
6. The public advertising period has been completed and the City now refers this matter to Council for formal resolution, as required under delegation 2017:036 of the City of Albany Delegations Register.
7. Until Stage 2 of the Middleton Beach Activity Centre is constructed, the section of closed road will continue to be used for public parking.

GOVERNMENT & PUBLIC CONSULTATION

8. The proposal was advertised in the local newspapers and also via the public comments page on the City of Albany website on August 24 2017. Submissions closed on 29 September 2017. No submissions were received

STATUTORY IMPLICATIONS

9. There are no statutory implications directly related to this item

POLICY IMPLICATIONS

10. There are no policy implications directly related to this item.

RISK IDENTIFICATION & MITIGATION

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

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<p>Organisation's Operations</p> <p><i>Risk: There is a risk that by not closing this portion of Flinders Parade, the Middleton Beach Structure Plan will not be able to proceed.</i></p>	Almost Certain	Major	Extreme	Resolve to close this portion of Flinders Parade so the road realignment can take place.
<p>Reputation</p> <p><i>Risk: Public perception that the City of Albany and Council are unable to deliver on community expectations for development of the Middleton Beach site.</i></p>	Almost Certain	Major	Extreme	Resolve to close this portion of Flinders Parade so Stage 1 of the Middleton Beach Structure Plan can be delivered upon.
<p>Opportunity: Demonstrate the City of Albany and Council are committed to the Middleton Beach Structure Plan and can follow through with community expectation for development to occur on the old Esplanade site.</p>				

FINANCIAL IMPLICATIONS

12. There are some minor administration costs associated with advertising of the road realignment which are able to be met by the current Lands budget.

LEGAL IMPLICATIONS

13. There are no legal implications directly in relation to this item.

ENVIRONMENTAL CONSIDERATIONS

14. There are no environmental considerations in relation to this item.

ALTERNATE OPTIONS

15. Keep the current portion of Flinders Parade open.

CONCLUSION

16. As Stage 1 of the Middleton Beach Structure Plan, the realignment of portion of Flinders Parade is required.
17. The City has complied with the relevant section of the *Land Administration Act 1997* and now requires a formal resolution from Council in order to finalise the realignment.

Consulted References	:	<i>Middleton Beach Activity Centre Structure Plan</i> <i>Land Administration Act 1997</i> <i>City of Albany Delegations Register</i>
File Number (Name of Ward)	:	RD.RDC.2 (Frederickstown)
Previous Reference	:	PD125. OCM 24/05/2016

DIS060: ACCEPTANCE OF GRANT FOR KING RIVER VOLUNTEER BUSHFIRE BRIGADE

Land Description	: King River Volunteer Fire Brigade – Millbrook Rd
Proponent / Owner	: City of Albany
Attachments	: Plan of additions King River Volunteer Fire Brigade Project Budget No.2 Letter of endorsement from King River Fire Brigade
Report Prepared By	: Community Emergency Service Manager (B Gordon)
Responsible Officers:	: Executive Director Development Services (P Camins)

STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the City of Albany Strategic Community Plan or Corporate Business Plan informing plans or strategies:
 - **Theme:** 4. Community Health & Participation & 5. A Connected and Safe Built Environment
 - **Objective:**
 - 4.3. To develop and support a healthy inclusive and accessible community.
 - **Community Priority:**
 - 4.3.2 Encourage and support volunteers and community groups to grow an active volunteer base that is supported and valued.
 - 5.3.1 Plan for and monitor community safety via effective ranger and emergency services.

Maps and Diagrams:



In Brief:

- Council is asked to formally resolve to accept a Local Government Grants Scheme funding allocation of \$148,500 for extensions to the King River Bushfire Brigade building.

RECOMMENDATION

DIS060: RESPONSIBLE OFFICER RECOMMENDATION

That Council ACCEPT the grant of \$148,500 offered by the Local Government Grants Scheme for extensions to the current King River Fire Brigade building.

BACKGROUND

2. King River Bushfire Brigade operates from a three bay facility which is located on the corner of Kingswood Road and Millbrook Road.
3. The current facility is approximately 20 years old.
4. The brigade has greatly expanded both its operations and volunteer membership during this time and have outgrown the current facility.
5. The City of Albany applied on behalf of the brigade for funding under the Resource to Risk program for extensions to the King River Fire Brigade building.
6. The extensions requested by the brigade incorporate training and bathroom facilities.
7. The Local Government Grants Scheme (LGGS) allocated the full request of \$148,500 to the City of Albany for the extensions to the existing building.

DISCUSSION

8. Brigade infrastructure and replacement facilities are eligible through the LGGS program.
9. The City of Albany was also successful in obtaining another facility funding of \$135,500 for the replacement of the Wellstead Fire station. A report on this will be presented to the committee at a future meeting.
10. Costs to the City of Albany will be minimal as the members of the King River Bush Fire Brigade have committed funds and in-kind donations to do all site work and project management. These costs are not funded by the LGGS and would often be borne by the Local Government.

GOVERNMENT & PUBLIC CONSULTATION

11. Initial consultation was conducted with the King River Bush Fire Brigade, the City of Albany Emergency Services Team and the Chief Bushfire Control Officer.
12. Consultation with the Department of Fires and Emergency Services (DFES) was also facilitated through the Resource to Risk program which was then forwarded to a panel for determination.

STATUTORY IMPLICATIONS

13. There are no statutory implications directly related to this item.

POLICY IMPLICATIONS

14. There are no policy implications related to this item.

RISK IDENTIFICATION & MITIGATION

15. The risk identification and categorisation relies on the City’s Enterprise Risk and Opportunity Management Framework.

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<i>Reputation.</i>	<i>Likely</i>	<i>Moderate</i>	<i>High</i>	<i>Resolve to accept the grant for the extension of the fire station.</i>

<i>Risk: There is a risk that by not accepting the funding there will be substantiated public embarrassment, moderate impact and moderate news profile.</i>				
<i>Opportunity: Demonstrate the City of Albany and Council are committed to the Volunteer Bushfire Brigades, and the importance of volunteer members to our community.</i>				

FINANCIAL IMPLICATIONS

16. There will be some minor costs to the City Of Albany associated with the extensions however the King River Fire Brigade have pledged to contribute \$16,000 and also an additional \$7,600 of in-kind contribution toward site works.
17. Costs incurred by the City of Albany would primarily be in-kind and in relation to permits and other subsidiary costs that the City have expertise.

LEGAL IMPLICATIONS

18. There are no legal implications as the site concerned is owned by the City of Albany.

ENVIRONMENTAL CONSIDERATIONS

19. None

ALTERNATE OPTIONS

20. Not to accept the grant which will limit the brigade’s opportunity to expand.

CONCLUSION

21. The LGGS has allocated \$148,500 to the King River Bushfire Brigade. The Brigade members have committed funds and in-kind donations to do all site work and project management that would normally would be borne by the Local Government under the Local Government Grants Scheme. This will minimise the cost to the City and provide for the future viability for the expanding membership base of the Brigade. Accepting this grant will provide a greatly improved facility for the King River Bush Fire Brigade and broader King River community.

Consulted References	:	NIL
File Number (Name of Ward)	:	YAKAMIA WARD
Previous Reference	:	NIL

DIS061: PLANNING AND BUILDING REPORTS OCTOBER 2017

Proponent / Owner : City of Albany.
Attachments : Planning and Building Reports October 2017
Report Prepared By : Administration Officer – Planning (V Martin)
Administration Officer – Development Services (J Corcoran)
Responsible Officers: : Executive Director Development Services (P Camins)

RECOMMENDATION

DIS061: RESPONSIBLE OFFICER RECOMMENDATION
VOTING REQUIREMENT: SIMPLE MAJORITY

THAT Council NOTE the Planning and Building Reports for October 2017.

- 11. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
- 12. MEETING CLOSED TO THE PUBLIC**
- 13. CLOSURE**