



ATTACHMENTS

Development and Infrastructure Services Committee Meeting

10 April 2019

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City of Albany Council Chambers

DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE
ATTACHMENTS – 10/04/2019

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City of Albany

LOCAL PLANNING STRATEGY

2019

Part 1

~~Prepared under Planning and Development Act 2005~~

Prepared under the Planning and Development (Local Planning Schemes) Regulations 2015

Under Clause 14 of the Regulations, this Local Planning Strategy revokes

Albany Local Planning Strategy 2010

REPORT ITEM DIS155 REFERS

City of Albany

Local Planning Strategy 2019 - Part 1

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Executive Summary

The Local Planning Strategy will guide the City's progress towards its vision to be Western Australia's most sought after and unique regional city to work, live and visit. It provides strategic direction which, over the long term, will deliver a more compact city where residents will live closer to local shops, services and employment with easy access to public transport and greater ability to walk or cycle.

Albany has many competitive advantages that contribute to its high-quality, livable environment, including its regional, coastal location, its pristine environment and good air quality. It also offers competitive advantages in economic terms, including a unique tourism market and diverse agricultural base. The City residents benefits from high-quality health and education services and regular community, arts and cultural events.

Although Albany has these many advantages, it is a sprawling City, characterised by low density residential development in the form of detached single family homes on large lots. It is composed of numerous car-dependent communities owing to the proliferation of single-use development; that is to say large, exclusively residential areas with retail-focused centres, located separately from other places of employment. As a result, the places where people live, work, shop and recreate are far from one another to the extent that public transport, walking and cycling are largely impractical. Areas that were developed earlier in Albany's history, primarily the regional centre around York Street and the adjoining residential areas, typically offer higher density living in closer proximity to a mix of employment, shopping and recreation opportunities.

There are a number of environmental, economic and social costs associated with urban sprawl in Albany. Valuable agricultural land is consumed for housing and areas of remnant vegetation cleared, leading to a loss of biodiversity. The provision and maintenance of infrastructure and services over greater distances, for fewer people is becoming cost-prohibitive to the City. The community is impacted by car-dependency leading to an increase in obesity, inequities between various parts of the City due to discrepancies in access to employment and community services and an erosion of community cohesiveness. Based on the City's population forecast, there is sufficient land already zoned in Albany for more than 60 years of growth. Urban sprawl will continue until this land is fully developed.

On this basis, the overarching strategic direction is to not support further urban sprawl beyond the existing supply of land zoned and planned for settlement growth. Instead, the Strategy promotes urban consolidation by making better use of existing infrastructure and land. This will be achieved through building on the existing strengths of the regional centre and other activity centres, such as Middleton Beach and Albany Waterfront, and by progressively moving the City's retail centric shopping centres towards true activity centre that meet the shopping, employment and recreational needs of the community. Consolidation will also be achieved by undertaking urban renewal initiatives in Spencer Park and Centennial Park and by identifying residential infill opportunities that will offer a variety of housing types. The Strategy also supports more efficient use of commercial, light and general industrial zoned land through development of vacant and underutilized land, along with improvements to services and infrastructure, including environmental and amenity enhancements to attract private investment.

To support economic growth, sufficient land for light and general industrial growth are designated in the Strategy. It encourages further diversification of the City's competitive advantages in agriculture and tourism and the protection regional assets such as the airport and port facilities, its pristine natural and coastal environments and other landscape qualities.

These factors, in conjunction with improvements to accessibility through integrated public transport linkages and cycle and pedestrian-friendly environments, will truly move the City towards its vision.

The directions set out in this Strategy will be implemented through the City's Local Planning Scheme, further investigation in specific areas such as housing, preparation of local planning policies and structure plans, and through the management of subdivision and development. Where desired outcomes are outside the direct sphere of influence of local government, the Strategy promotes an advocacy role with relevant responsible agencies. Collaboration with State government agencies and other organisations will help to address cross-sectoral issues and will facilitate access to funding from both State and Federal government.

1. INTRODUCTION

The Local Planning Strategy guides settlement growth and land use planning over the next ten to fifteen years and provides a rationale for zoning, land use and development controls in the City's Local Planning Scheme.

The Strategy comprises two parts. Part 1 sets the vision and objectives for the City and provides longer-term direction for the City's settlement growth through land use and development strategies. All strategies with a spatial implication are shown in Figures 1 – 4. Part 2 – Background Information and Analysis, describes the present situation in Albany in terms of its population, settlement, housing, environment and economy. It also highlights the key planning implications to be addressed through the strategic framework and by implementing statutory mechanisms.

A comprehensive assessment of key land use planning issues are described under Part 2 and provide the justification for the strategic direction and actions set out under Part 1.

2. VISION AND ASPIRATIONS

The *City of Albany Strategic Community Plan* was reviewed in early 2017 and is a key strategic document for the City, detailing the vision for the future and encapsulating the ideas of the community. The vision for the Strategy is drawn from this plan.

2.1 Vision

“To be Western Australia’s most sought after and unique city to work, live and visit.”

2.2 Aspirations

Theme	Our Aspiration
Leadership	We will listen to our community and deliver outcomes that reflect their needs and expectations.
Smart, prosperous & growing	We will partner and advocate with relevant stakeholders to diversify our economy and establish a culture of life-long learning to support and grow local employment.
Clean, green & sustainable	We will value and maintain the natural beauty of our region and the infrastructure that supports this.
Health & participation	We will live in communities where people feel they belong and are supported in a manner that reflects our rich and diverse heritage.
A connected and safe built environment	We will develop integrated precincts and neighbourhoods that allow for population growth and enhance the lifestyle of our residents.

3. OBJECTIVES

The objectives of the Local Planning Strategy are to:

- Contain urban development and rural living within the existing supply of land zoned and planned for settlement growth;
- Promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development;
- Facilitate the growth of sustainable rural villages to support agricultural and hinterland communities;
- Plan for a variety of housing types in close proximity to services and facilities, in particular affordable housing and one and two bedroom units that meet the needs of young people, retirees and the elderly.
- Provide an appropriate level of community facilities and services in existing and planned settlement areas;
- **Enable people to make healthy choices through effective planning and urban design;**
- Conserve places and areas of Aboriginal and **European historic** heritage significance;
- Incorporate recognition of Native Title rights and interests in planning determinations;
- Facilitate accessibility to services and facilities through integrated public transport linkages and cycle and pedestrian-friendly environments.
- Build on the existing strengths of the regional centre, Middleton Beach and Albany Waterfront;
- Progressively move retail centric shopping centres towards true activity centres that meets the shopping, employment and recreation needs of the community;
- Designate sufficient light and general industrial land to support long term economic growth;
- Facilitate the diversification of the City's competitive advantages in agriculture and tourism;
- Protect the City's pristine natural and coastal environments and other landscape qualities;
- Protect agricultural land from inappropriate development;
- Plan for an efficient road network and protect rail infrastructure;
- Protect regional assets such as the airport and port facilities; and
- Meet the service infrastructure requirements for settlement growth.

4. POPULATION AND SETTLEMENT

4.1 Urban Growth

The *Albany Local Planning Strategy 2010* was prepared during a period of rapid economic growth and predictions for growth in Albany were highly optimistic. Large areas of land were designated for urban growth in the strategy and were subsequently rezoned as 'Future Urban' in the Local Planning Scheme. This has resulted in an oversupply of land for housing that will be able to accommodate Albany's predicted population growth over the next sixty years or more. It has also resulted in sufficient vacant housing lots being available for more than five years' worth of dwelling construction at current rates.

The land designated as 'Urban Growth' in Figure 2 will accommodate predicted population growth beyond the 10 – 15 years lifetime of this Strategy. Future urban development will be directed to those

areas zoned 'Future Urban' under the local planning scheme as a priority and secondly, to areas designated 'Urban Growth' under Figure 2.

Land designated on Figure 2 as 'future urban' has been identified in accordance with the following criteria:

- a structure plan has been prepared;
- environmental assessment has been undertaken by EPA, vegetation has been assessed or land is predominantly cleared;
- the land is part of the planned expansion of power, water and wastewater servicing;
- the land is an extension of existing urban front;
- a Local Water Management Strategy has been prepared and endorsed;
- the land is not impacted by buffers (noise, odour), or contained in a Special Control Area; and
- appropriate community infrastructure has been identified and planned for (i.e. primary schools).

The following rural zoned land meets the above criteria and may be supported for rezoning to Future Urban:

- rural land in Bayonet Head, included in the Bayonet Head Structure Plan;
- rural land in Yakamia, included in the Yakamia - Lange Structure Plan; and
- Lot 521 Mercer Road Walmsley.

Given the extent of land current zoned 'Future Urban' under the local planning scheme and areas of land where structure planning is currently occurring or has been approved, the City does not support any further rezoning of rural land for settlement growth.

The development of land designated as 'urban growth' and existing vacant, serviced lots are a priority for the City, as this will result in the utilisation of existing infrastructure and services, protect agricultural land, remnant vegetation and landscape qualities and create sustainable communities. The financial burden of urban sprawl is significant; the cost of infrastructure provision in low-density suburban and semi-rural areas can be more than four times as much as in compact urban areas. The City and its community also carry the economic, environmental, community, social and health-related costs of low-density urban sprawl. As a consequence, the City cannot sustain the rezoning and development of additional urban land well beyond the lifetime of this Strategy.

Strategic direction: Plan for predicted population growth to 2026.

Action/s

1. Settlement growth will occur in areas designated as 'Urban Growth' on Figure 2.
2. Finalise/prepare structure plans over land designated as 'Urban Growth' in Figure 2.
3. Prepare Structure Plans in accordance with the objectives and directions set out under this Strategy. The following strategic directions must be achieved:
 - provision of a variety of lots sizes;
 - provision of a variety of residential densities ranging between R25 and RAC;
 - provision of a diversity of housing types (detached houses, units, townhouses, apartments and co-housing developments);

Strategic direction: Plan for predicted population growth to 2026.	
Action/s	
<ul style="list-style-type: none"> • support for existing and proposed activity centres through a diversification and intensification of land uses, including housing and community facilities and services; • co-ordination and equitable provision of infrastructure; • provision of appropriate levels of community services and facilities; • provision of integrated public transport, walking and cycling infrastructure; • provision of sufficient active and passive public open space; • plan for development in predominantly existing cleared areas; • protection of environmental qualities; and • assessment of the environmental health risk in accordance with the City's Public Health Plan; • consistent with Liveable Neighbourhoods; 	
4.	Rezone land identified in endorsed structure plans through amendments to the Local Planning Scheme.
5.	Development shall be predominately in existing cleared areas.
6.	Development shall provide full urban services including reticulated sewerage.

4.2 Urban Consolidation and Infill Development

The sustainable development of Albany's urban area is twofold; the prevention of further sprawl and the consolidation of existing, developed areas. Consolidation can be achieved through development of vacant and underutilised ('brownfield') land, urban renewal and infill development to achieve higher residential densities around activity centres and major transport nodes.

An area of Spencer Park, centred on the local shopping centre, has previously been identified as an urban renewal area. A structure plan was prepared to guide its redevelopment and specific planning controls were added to the Local Planning Scheme to ensure that development is consistent with the objectives of the structure plan. A memorandum of agreement has also been signed between the City and State government agencies to further the implementation of the structure plan.

In addition to Spencer Park, Centennial Park has also been recognised as a locality that could benefit from urban renewal due to its proximity to the regional centre, its accessibility and the potential for increased residential density and a multitude of additional land uses.

Various initiatives have been implemented by the City over the last decade to increase densities in existing urban areas. However, there must be enough demand to drive urban consolidation and infill development. Unfortunately, the land supply on Albany's urban fringe is so substantial that there is not enough demand for infill or redevelopment opportunities. Other limiting factors in achieving infill development are the current extent of the sewer, water and electricity networks, environmental factors, public open space, the location of activity centres and car-dependency.

Strategic direction: Consolidate existing urban form and improve land use efficiency.

Action/s

1. Identify 'brownfield' sites and underutilised land in the City and prepare appropriate planning responses to urban consolidation opportunities in areas designated as 'Urban' on Figure 2.
2. **Investigation Area 1 – Centennial Park Urban Renewal Area**
Identify Centennial Park as an urban renewal area and prepare a Structure Plan to:
 - investigate current zonings and land uses;
 - manage the transition of land uses;
 - provide for a range of residential densities in order of R40 to RAC;
 - better utilise available land;
 - deliver land use and housing diversity and choice;
 - increase employment opportunities;
 - improve community services and facilities;
 - enhance the townscape, urban amenity and attractiveness of the area;
 - increase social and cultural capital; and
 - reduce the need for people to travel by car.
3. **Investigation Area 2 – Wool Stores**
Facilitate the preparation of a structure plan that shows how the site can be redeveloped and addresses the following matters:
 - potential mixed use development, with a focus on tourism;
 - connection to sewer;
 - coastal planning considerations;
 - land contamination considerations;
 - visual/landscape protection;
 - the interface with the future Albany Ring Road;
 - potential impacts of noise and vibration from the railway line and associated environmental buffer requirements; and
 - any other requirements that may be determined by the City of Albany or State government agencies.
4. Support the collaboration between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area.
5. Identify localities or precincts in the City suitable for increases in residential density (infill development) based on:
 - accessibility to services and facilities;
 - utility infrastructure;
 - heritage, character and amenity; and
 - land capability.
6. Support actions 1-4 through appropriate Local Planning Scheme amendments and the implementation of local planning policies, including but not limited to:
 - A local planning policy to control built form outcomes and protect residential amenity and the character of localities/precincts identified for infill development.
 - Establishment of a Development Contribution Area across the whole Scheme area to obtain developer contributions for provision of infrastructure.

4.3 Rural Living

Rural living areas within the City, i.e. those in the 'Residential R1', 'Residential R2.5', 'Residential R5', 'Special Residential', 'Rural Residential', 'Conservation' and 'Rural Small Holding' zones, provide an opportunity to live in a rural setting which capitalises on Albany's attractive natural environment, and has a lesser standard of servicing as would be expected in urban areas. Prior to the global financial crisis, there was a high demand for rural living lots however, in recent years there has been a substantial reduction in sales and a decline in subdivision activity. This trend, together with the current oversupply of land zoned for rural living purposes, means that there is sufficient land available for rural living to meet the predicted demand for rural living lots over the next 20 years.

The land designated as 'Rural Living' in Figure 2 will accommodate predicted demand for rural living lots beyond the 10-15 years lifetime of this Strategy. The land designated includes that currently zoned 'Residential R1, R2.5 and R5', 'Special Residential', 'Rural Residential', 'Conservation' and 'Rural Small Holding' under the Local Planning Scheme.

Further to the oversupply of existing rural living zoned land, land previously identified as 'Rural Living' in ALPS 2010 has been excluded from the 'Rural Living' designation for one or more of the following reasons:

- located in a sewage sensitive area;
- located in a landscape protection area;
- located in an area identified as habitat for declared flora and/or fauna;
- located in an area of extreme bushfire risk;
- located within a noise or odour buffer; and
- may negatively impact on the function of future Albany Ring Road.

Given the extent of zoned and planned land, the Strategy does not support any further rezoning of rural land for rural living purposes.

There is a need to achieve the maximum development potential within existing rural living areas. Encouraging existing rural living areas to subdivide **within the minimum lot sizes specified and objectives of the zones** to achieve higher lot yields will over the long term protect agricultural land and areas with remnant vegetation and landscape amenity.

Strategic direction: Plan for the sustainable supply of land for rural living purposes and maximise land use efficiency within existing rural living areas.

Action/s

1. Direct rural living settlement growth of Albany to areas designated as 'rural living growth' within Figure 2.
2. Finalise and facilitate the preparation of structure plans over the following land:
 - Lot 2 Albany Highway, Drome;
 - Lot 973 Nanarup Road, Lower King;
 - Lot 14 and 442 Affleck Road, Kalgan;
 - ~~Lots 105 and 106 Nanarup & Kula Roads, Kalgan;~~
 - ~~Lot 1879 Gull Rock Road & Davis Road, Kalgan;~~ and
 - The area bound by South Coast Highway, Charles Street, Lowanna Drive and George Street.
3. Facilitate the review of structure plans to allow further subdivision of rural living areas, subject to the requirements of relevant State and local government policies and where the following can be demonstrated:
 - ~~the area is located in close proximity to town;~~
 - ~~the area is not subject to high bushfire risk;~~
 - there is sufficient land capability;
 - there is no increase in potential land use conflict with neighbouring agricultural and rural land uses;
 - the minimum lot size specified in Schedules 12, 14 and 15 of the Local Planning Scheme No. 1 can be achieved;
 - ~~the minimum lot size meets the objectives of the zone;~~
 - the appropriate level of servicing can be achieved;
 - local roads, drainage and other infrastructure has sufficient capacity to support the development; and
 - scenic landscape and/or conservation attributes will not be eroded.

In amending the structure plan, the full possible extent of the estate must be shown and considered.
4. The City will not support ~~any further~~ rezoning of land to the Special Residential zone.
5. ~~During the review of the local planning scheme, allocate existing Special Residential zoned land to either the 'Rural Residential' or the 'Residential' zone in accordance with the prevailing lot size and other criteria as considered relevant.~~

4.4 Rural Villages

Rural villages are the focal points for rural communities and support a local store and community, sport and educational facilities. They have an important role to play in the provision of services and facilities for those residing in the surrounding agricultural hinterland.

The growth of rural villages that was predicted in the *Albany Local Planning Strategy 2010*, as a result of potential mining activity and sea/tree change retirement, has not occurred and growth rates over the next decade are likely to be low. As a result of this low rate of growth, the provisions contained within the Local Planning Scheme, which require the preparation of Structure Plans over 'Rural Village'

zoned areas, are considered onerous and are likely to constrain further development. It is more likely that development will occur in small increments that can be managed through other planning procedures. The Scheme requirement for structure plans to be prepared over 'Rural Village' zoned areas should be re-evaluated and zoning and site requirements tables reviewed to facilitate self-sufficiency and entrepreneurship within the 'Rural Village' zone.

Various development and diversification opportunities exist in rural villages, such as horticulture development in areas with good soil quality and water availability, tourism in areas of high scenic amenity and the possibility of resource industry development at Wellstead, should the Southdown Magnetite proposal proceed.

Strategic direction: Plan for sustainable rural villages as viable community hubs with a diverse economic base.

Action/s

1. Support settlement growth within the boundaries of the following rural villages, as identified in Figures 3 and 4, subject to the requirements of relevant State and local government policies:
 - Elleker;
 - Kalgan;
 - Many Peaks; and
 - Wellstead
 to meet the needs of hinterland communities, diversify land uses and respond to growth opportunities.
2. Settlement growth is not supported in the following rural villages:
 - Cheynes Beach;
 - Cuthbert;
 - Redmond;
 - South Stirling;
 - Torbay;
 - Torbay Hill; and
 - Young Siding.
3. Facilitate the retention and improvement of community facilities and services and support diversification of land uses in all rural villages to grow self-sufficient settlements that sustain hinterland communities.
4. Support potential growth and development opportunities in the commercial, tourism, agriculture and resources sectors in rural villages.
5. Review Local Planning Scheme provisions **and zoning table** relating to the 'Rural Village' zone to ensure the permissibility of a diverse range of land uses and to remove the requirement for the preparation of structure plans.

4.5 Housing

The City of Albany's housing typology is characteristic to that of a sprawling city; it is dominated by single detached houses, most of which have at least three or four bedrooms. This is at odds with the City's household profile that predominately consists of singles, couples with no children and retirees. Small households have increased over the two last census periods and now represent more than half of all households within the City, meaning that a large proportion of the City's detached homes are only occupied by one or two people.

There is a clear need for more diverse housing product, including affordable one and two-bedroom units, apartments and smaller dwellings to meet the needs of the City's aging population, retirees attracted to the City, the predicted increase in young adults and the retention of tertiary students. The Great Southern Housing Needs Analysis identified unmet demand for one and two bedroom dwellings in the region. A focus on smaller, high amenity housing close to services and employment will help to increase both the affordability and diversity of housing stock, as well as catering for the needs of the ageing population.

Urban sprawl increases the cost of infrastructure provision, which may lead to rate rises or services falling into disrepair, and increases transport costs, with most households being entirely car-dependent.

These factors, when combined with the high cost of housing construction and the disparity between house prices and household income, is resulting in home ownership becoming less affordable. The cost of housing in the region is lower than other regional locations in WA but the median income is also lower which creates an affordability issue. For example, based on sales up to June 2017, the median house price in the Albany urban area was \$375,000 and the median unit price was \$276,000. However, the median income is \$62,860, which allows for an affordable purchase price of \$317,042 (based on 30% of income allocated to housing costs, a 10% deposit and a 30 year home loan at 5.27%). This leaves a shortfall of nearly \$58,000 for those earning the median income and an even greater affordability issue for those earning lower incomes.

There is also a shortage of rental housing stock in Albany, which has particularly declined in inner urban areas. This has caused housing affordability to become an issue in Albany and has placed many households under housing stress, whether through mortgage/rental cost or lack of secure tenure.

Strategic direction: Deliver a diverse and affordable housing market.

Action/s

1. Facilitate and collaborate with State government and other relevant agencies to prepare a Housing Strategy (for the land bounded by indicative housing strategy boundary on Figure 2) that meets the housing needs of current and future communities by providing housing choice and tenure options.
2. Support the outcomes of the Housing Strategy through appropriate Local Planning Scheme provisions and local planning policies.
3. Develop partnerships with relevant State government agencies, housing associations and other relevant stakeholders to improve housing outcomes.

4.6 Community Services and Facilities

Sport and Recreation

Sport and recreation has an essential role in our community and it is widely acknowledged that it provides a range of benefits including health, wellbeing, social cohesion, crime prevention and improves quality of life. The City has made considerable investment in the provision of sport and recreation facilities and infrastructure and offers premier regional facilities such as the Centennial Park Sporting Precinct and the Albany Leisure and Aquatic Centre.

There is a move towards consolidation and co-location of school sites with public open space and community sports facilities and joint management structures are being implemented, to maximise their usage and financial sustainability. Where possible, partnerships with key stakeholders, including schools, health services and the private sector should be pursued. Sports ovals shared with school sites are encouraged, as they contribute to the efficient use of land by allowing school sites to be reduced in area.

Albany has in most neighbourhoods, an adequate network of public open space, both developed and undeveloped, which contributes significantly to quality of life, vitality, identity, community interaction and sense of place in many neighbourhoods and provides opportunities for both active and passive recreation. There is a shortage of public open space in the suburbs of Bayonet Head, Lower King and Orana which is addressed by the *Public Parkland Local Planning Policy*.

Education

Overall, the City has an adequate number of schools catering for both primary and secondary education. However, there is a lack of educational facilities in the City's northern and western suburbs, which means that some schools within Albany must serve a large catchment. In the medium term (10 to 15 years), two additional primary schools will be required in the suburbs of McKail and Bayonet Head, with the latter most likely to be developed first.

Health

Albany provides a wide range of health services. The Albany Regional Health Campus offers health services across the regional area and a new private day hospital should become operational in 2018. There are also many medical centres in Albany. The City's ageing population will place an increased demand on health services and aged care facilities in Albany.

Strategic direction: Plan for the provision of an appropriate level of community facilities and services in existing and planned localities.

Action/s

1. Implement the outcomes of the feasibility study into a suitable location/s of a future district sporting facility and relevant planning mechanisms to protect the site/s.
2. Ensure the provision of an appropriate level of community facilities in the preparation of local structure plans.

Strategic direction: Plan for the provision of an appropriate level of community facilities and services in existing and planned localities.

Action/s

3. Investigate establishing a Development Contribution Area, in accordance with guidance set out in *State Planning Policy 3.6 Development Contributions for Infrastructure*, across the entire scheme area, which will:
 - define the development contribution area;
 - identify shortfalls in the provision of community services and infrastructure;
 - identify infrastructure and facilities required for the next 10 years;
 - identify infrastructure upgrades;
 - include a mechanism to allow contributions be obtained for the provision of community infrastructure; and
 - detail development contribution plans in the Local Planning Scheme.
4. Implement the land use planning recommendations of the City's relevant community strategies, including the *Sport and Recreation Futures Plan*, *Age-Friendly Albany Plan*, *Youth-Friendly Albany Strategy*, *Healthy Albany*, *City Cycle Strategy*, *Trail Hub Strategy* and the *Access and Inclusion Plan*.

4.7 Heritage and Culture

4.7.1 Aboriginal Heritage

The Menang people have been the traditional custodians of the country around Albany for many thousands of years prior to European settlement, which has created a wealth of Aboriginal cultural heritage. There are many recorded Aboriginal Heritage ~~sites~~ places in the area that reflect this life and culture and there remains a strong interest among Aboriginal people in both the area as a whole and in particular sites. There are associations with places traditionally used by Menang people, places that feature in creation stories and mythology and places that are associated with Aboriginal life after European settlement. All Aboriginal heritage ~~sites~~ places, whether recorded or currently unidentified, are protected by the *Aboriginal Heritage Act 1972*. There are ~~eleven~~ 40 known registered Aboriginal sites ~~within the planning area~~, and ~~six~~ 85 more sites listed as 'other heritage places', including artefact scatters, mythological sites, engravings, grinding areas, food and ceremonial sites.

Planning and development in the City of Albany is both informed and constrained by Native Title considerations. The rights typically include the right to use and occupy certain areas, to undertake traditional ceremonies, to protect sites and areas of significance, and to take traditional flora and fauna (including by hunting, foraging and fishing).

Native Title has ~~not yet been~~ determined in the region through the South West Native Title Settlement. There are two registered native title claims: Southern Noongar (WC96/109) and Wagyl Kaip (WC98/70), as well as the unregistered Single Noongar Claim (Area 1) (WC03/6). The Wagyl Kaip/Southern Noongar claim area is one of six regional claim groups within the South West Noongar area, and all claim groups have approved Indigenous Land Use Agreements (ILUA) under the South West Native Title Settlement (SWNTS). The SWNTS provides Noongar people with recognition as

traditional owners of the south-west of WA, establishes a Noongar Land Estate, implements a standard heritage process, and provides a range of economic and community development outcomes, in exchange for the surrender of native title and resolution of native title claims.

Strategic direction: Acknowledge that Traditional Owners maintain a cultural and strategic interest in the City of Albany

Action/s

1. Consider Aboriginal Heritage matters **and compliance with the *Aboriginal Act 1972*** in all strategic and statutory planning processes.
2. Consider Native Title rights and interest in all strategic and statutory planning processes.
3. Ensure early engagement and involvement in high level decision making with the local Aboriginal community **and Traditional Owners' representatives** in the preparation of strategies and structure plans.
4. Encourage Aboriginal art, history and culture to be incorporated into the design of public open spaces and facilities.
5. Reclassify Local Scheme Reserves within the Local Planning Scheme in accordance with the outcome of Native Title Agreements **and having due regard for the *Aboriginal Heritage Act 1972* requirements.**

4.7.2 Historic Heritage

Albany also has a rich European history as it is the oldest permanent settlement and commercial seaport in Western Australia. The City's heritage assets include sites of early European settlement, military and maritime history. Albany can also claim national significance as the departure point of the first convoy of the First Australian Imperial Force and the First New Zealand Expeditionary Force; who were to become collectively known as the Anzacs.

The identification of places of local and State heritage significance is provided for in the *Heritage of Western Australia Act 1990*, while the conservation and protection of places and areas of local heritage significance is provided for in the *Planning and Development Act 2005*. There are 89 places in Albany listed on the State Heritage register. The City's Heritage Survey has identified 265 places of heritage significance that are included on the Municipal Heritage Inventory, with a further 28 being considered for inclusion as part of a review process. Ninety-four of these places are afforded protection by their inclusion on the Local Heritage List, as part of the Local Planning Scheme.

Strategic direction: Conserve places and areas of European historic heritage significance.
Action/s
<ol style="list-style-type: none"> 1. Review and continuously update the Heritage Survey. 2. Review and update the Heritage List within the Local Planning Scheme. 3. Identify 'heritage areas' in the Local Planning Scheme and prepare a local planning policy that sets out the objectives and development guidelines for conserving the significant heritage fabric of these area. 4. Ensure that heritage matters are addressed in consideration of development and re-development of heritage sites places and heritage areas.

4.8 Public Transport, Walking and Cycling

Public transport plays an essential role in the economic and social development of cities and provides access to jobs, housing, services and recreation and opens up peripheral and isolated suburbs. Public transport provides a base level of mobility for many who cannot, or choose not to commute by private motor vehicle. It reduces pollution and congestion, requires less land than road infrastructure, and encourages a more active lifestyle. Access to transport remains a critical social equity consideration, particularly for the residents of outer suburbs where public transport services and local employment are generally unavailable. Rising fuel prices, combined with poor public transport infrastructure and the need to travel further to places of employment, can result in 'transport poverty'. Transport disadvantage is also experienced by certain sectors in the population, including the elderly, people with a disabilities and those of a lower socio-economic status.

Albany is highly car-dependent and public transport services are limited. This is contributing factor to the risk of chronic disease in the local population, congestion in the regional centre, and safety concerns about increased road traffic and the impact this may have upon pedestrians and cyclists.

The City joined the TravelSmart initiative (now known as Your Move) in 2015 to encourage Albany residents to reconsider using their car for short and single-person trips. The program has been successful in increasing the number of people regularly walking and cycling, particularly as the City had simultaneously embarked upon a program of constructing and upgrading pathways. Community development initiatives have also increased community awareness of the health benefits of cycling and walking, and maps have been produced to assist residents to plan their journey for short trips on foot or by bicycle.

Unfortunately, improvements to public transport systems will require direction from the State government and are outside the direct sphere of influence of local government, though the City has worked with community members to better identify the barriers to them using public transport more regularly.

Strategic direction: Improve public transport, walking and cycling opportunities.

Action/s

1. Advocate for improved public transport systems with the relevant State government agency.
2. Partner with relevant local and State Government agencies to fund and improve public transport, walking and cycling infrastructure and amenity.
3. Plan for the provision of efficient public transport and walking and cycling infrastructure that is directly accessible to residents, in the preparation of local structure plans.
4. Promote the integration of land and transport infrastructure designed to minimise vehicular travel demand and facilitate convenient access to facilities by foot, cycle and public transport.
5. Implement the land use planning recommendations of the City's relevant strategies, including the *Trails Hub Strategy* and *Cycle City Albany*.
6. Facilitate and collaborate with State government and other relevant agencies in the preparation of a walking strategy.

5. ECONOMY AND EMPLOYMENT

5.1 Activity Centres

Activity centres are community focal points that vary in size and include diverse economic and community activities including retail and commercial developments, employment, higher-density housing, entertainment, tourism and civic/community uses. Larger centres may also include uses such as tertiary education and medical services. Activity centres should ideally be serviced by public transport and be within easy reach of residential areas, either on foot or by bicycle. In the City of Albany, the regional centre and both neighbourhood and local shopping centres currently fulfil the role of activity centres.

Historically, activity centres have developed into lively hubs where people live, work, socialise and access community services and facilities, all within a walkable distance. The City's regional centre of York Street and its surrounds is a good example of a true activity centre. However, with the onset of urban sprawl, land uses were separated and suburban shopping centres developed to serve the surrounding residential areas. Unfortunately, these focussed on providing retail opportunities and lack the diversity and intensity of land uses seen in true activity centres. It is therefore important that the City facilitate the evolution of suburban shopping centres into true activity centres, while protecting the regional centre as the main activity centre in the district.

In the context of Albany's most likely population growth scenario, retail floor space supply could be increased by up to approximately 10,000m² net lettable area within the lifespan of this Strategy. This floor space area is already allocated to the Big Grove neighbourhood centre and Clydesdale Park and McKail North local centres, with the expectation that they will be developed when it is considered economically viable.

Strategic direction: Support a network of activity centres characterised by their diversity, intensity and vibrancy of activity, as well as their unique identities. These centres will represent the communities that they serve by not only being a place to shop, but by fulfilling the full range of needs of residents, workers and visitors.

Action/s

1. Maintain the Activity Centre network hierarchy within the lifespan of this Strategy as shown in Figure 2 as follows:
 - Regional centre – Albany City Centre
 - Neighbourhood centres – Bayonet Head, Spencer Park, North Road, Orana, Brooks Garden, Big Grove (future) and Oyster Harbour (future)
 - Local centres – McKail General Store, Lockyer, Middleton Beach, Emu Point, Little Grove, Lower King, McKail North (future) and Clydesdale Park (future)
 - Specialised centres – Highway Commercial zoned land along Albany Highway (Centennial Park); Albany Highway (Orana); and Chester Pass Road.
2. Continue to protect the regional centre as the principal activity centre in the district by:
 - identifying its unique identity and building upon this;
 - facilitating new mixed-use development;
 - increasing the density and diversity of housing in and around the regional centre;
 - protecting and enhancing heritage character;
 - improving the public realm and amenity with universal access;
 - improving public transport, walkability and infrastructure and facilities for cyclists;
 - diversifying user groups, including residents, workers and visitors;
 - attracting the location of regional assets, such as government services and arts and culture facilities; and
 - not supporting any land use activity outside the Albany City Centre that is likely to have a negative impact on the Centre.
3. **Investigation Area 3 – Neighbourhood and Local Centres:**

Provide a strategic framework for the redevelopment and renewal of neighbourhood centres (~~Bayonet Head, Spencer Park, North Road, Orana and Brooks Garden~~) and local centres ~~through the preparation of Activity Centre Structure Plans~~ to improve the performance of the centre by:

 - diversifying land uses to meet the daily and weekly needs of residents, workers and visitors including community facilities;
 - providing a local community focus;
 - providing a focal point for public transport, walking and cycling networks for direct and convenient access;
 - providing a local employment node centred around the service industry;
 - accommodating adjacent high to medium density residential development within the centre's area of influence; and
 - providing high quality public realm improvements in small parks and within the street environment.
4. Under the Local Planning Scheme maintain the maximum floor space allocation for each of the activity centres within the lifespan of this Strategy and introduce performance-based criteria ~~during the review of the local planning scheme~~ to diversify neighbourhood and local centres into true activity centres.

Strategic direction: Support a network of activity centres characterised by their diversity, intensity and vibrancy of activity, as well as their unique identities. These centres will represent the communities that they serve by not only being a place to shop, but by fulfilling the full range of needs of residents, workers and visitors.

Action/s

5. A Local Development Plan shall be required where redevelopment is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under the Local Planning Scheme. A Structure Plan shall be required where:
 - the City exercised its discretion and determine that a proposed redevelopment is considered 'major' and is within the boundary of an activity centre; and/or
 - redevelopment is proposed beyond the boundaries of Neighbourhood and Local Centre zones.

~~Ensure that prior to the approval of any major redevelopment within a neighbourhood centre to diversify land use, a Structure Plan has been prepared and endorsed.~~
6. Review the statutory framework for activity centres under the Local Planning Scheme to:
 - rationalise regional centre zones (i.e. Highway Commercial, 'Regional Mixed Use' and 'Regional Mixed Use Business'), considering model scheme text;
 - review the land use permissibility's in the Zoning Table of the Local Planning Scheme of these zones; and
 - consolidate the 'Local Centre' and 'Neighbourhood Centre' zones of the Bayonet Head activity centre.

~~• maintain the maximum floor space allocation for each of the activity centres within the lifespan of this Strategy; and~~

~~• introduce performance-based criteria to diversify neighbourhood centres into true activity centres.~~

5.2 Industry

The majority of City's industrial areas are located near the centre of town and on major transport routes, including Albany Highway, Chester Pass Road and Lower Denmark Road. There are currently 633 hectares of land zoned for industrial purposes under the Local Planning Scheme; 260 hectares within the 'Light Industry' zone and 373 hectares within the 'General Industry' zone. However, not all industrial areas are fully developed, with 20 hectares of 'Light Industry' zoned land and 150 hectares of 'General Industry' zoned land remaining vacant. The majority of this undeveloped land is located in the Pendeen Industrial Estate, the Down Road Timber Processing Precinct and the Mirambeena Strategic Industrial Area.

Based on a consistent growth rate, the City will require a total of 286 hectares of 'Light Industry' zoned land by 2031, which exceeds the current supply of land by 26 hectares. While this shortfall could be accommodated on undeveloped land within existing industrial areas such as the Lower Denmark Road Industrial Area in the short term, additional land will be required to meet demand for light industrial purposes in the future. Should the City see consistent growth rate, in the general industrial sector, there is sufficient land available to meet demand until 2031, and further to 2040. The current supply of land zoned 'General Industry' under the Local Planning Scheme is not the only factor that determines supply. Matters such as size of lots, location, infrastructure constraints and environmental factors influence the suitability of existing stock of land to be development. In addition, it is necessary

to protect land beyond the lifespan of this Strategy for future general industrial growth. There is also an identified need for large 'General Industry' zoned lots to cater for transport and logistics industries.

It has also been identified that a number of existing industrial areas require improvements to amenity, while many are affected by environmental constraints. Limited gas, water supplies and/or limited sewer capacity are particular issues affecting the development of intensive industries in a number of areas.

Strategic direction: Support the growth of strategic and service industry by meeting the demand for industrial land and associated infrastructure requirements.

Action/s

1. Maintain and protect existing General Industry zoned land to ensure appropriate land supply to 2031.

2. Encourage land release in the existing Pendeen Estate.

3. Investigation Area 4 – Mirambeena Strategic Industrial Expansion Area

Identify land around Mirambeena Strategic Industrial Area as Industrial Expansion Area and facilitate the preparation of a structure plan to address the following matters:

- extent of expansion area;
- preserve suitable land for strategic industry;
- identify infrastructure requirements and alignments, in particular power, water and the extension of the rail spur;
- preferred land uses and land use compatibility;
- environmental factors;
- servicing requirements;
- rail capacity;
- road capacity;
- airport Obstacle Limitation Surface restrictions;
- opportunities to transfer general freight to rail and the need for additional rail infrastructure;
- opportunities to create an intermodal transfer facility and identify a suitable location;
- buffer requirements;
- bushfire hazard;
- impact of visual amenity and landscape;
- **proposed Great Southern Motor Sports Park;**
- **Marbellup Brook Water Reserve Public Drinking Water Source Area;** and
- any other requirements that may be determined by the City of Albany or State government agencies.

4. Investigation Area 5 – Pendeen Expansion Area

Identify Pendeen Industrial Estate as a general industry expansion area and facilitate the preparation of a structure plan that identifies the extent of the expansion area and addresses the following matters:

- preferred land uses and land use compatibility;
- protection of remnant native vegetation;
- environmental factors;
- landscape protection/visual amenity;
- servicing requirements;

Strategic direction: Support the growth of strategic and service industry by meeting the demand for industrial land and associated infrastructure requirements.

Action/s

- road capacity;
- bushfire hazard;
- buffer requirements; and
- any other requirements that may be determined by the City of Albany or State government agencies.

5. Investigation Area 6 – Proposed Ardess Estate Light Industrial Area

Identify Ardess Estate as a light industrial expansion area and facilitate the preparation of a structure plan addresses the following matters:

- extent of expansion area;
- justification for extent of expansion area;
- industrial interface with residential land;
- bushfire hazard;
- impact on visual amenity and landscape;
- land capability;
- infrastructure constraints;
- servicing requirements; and
- any other requirements that may be determined by the City of Albany or State government agencies.

6. Investigation Area 7 – Robinson Industrial Area

Identify environmental, infrastructure and amenity matters that must be addressed in order to facilitate more efficient and productive use of the land for industrial purposes.

7. Investigation Area 8 – Gledhow Industrial Area

Facilitate the preparation of a structure plan that shows how the area can be better utilised and addresses the following matters:

- locational advantages including access from the regional road network;
- land capability;
- environmental constraints, including the high water table and protection of the creek line;
- appropriate zoning and land uses;
- proximity to adjacent residential areas;
- **location within a sewer sensitive area;** and
- any other requirements that may be determined by the City of Albany or State government agencies.

8. Investigation Area 9 – Lot 2 Hanrahan Road (CSBP Fertiliser Depot)

Facilitate the preparation of a structure plan for Lot 2 Hanrahan Road that investigates the site's potential for industrial activity or a potential inland storage and handling facility for the port and addresses the following matters:

- land capability;
- potential contamination;
- potential amenity impacts on urban areas to the north and associated environmental buffer requirements;
- the interface with the future Albany Ring Road;
- appropriate zoning and land uses; and

Strategic direction: Support the growth of strategic and service industry by meeting the demand for industrial land and associated infrastructure requirements.

Action/s

- any other requirements that may be determined by the City of Albany or State government agencies.

9. Investigation Area 10 – Mueller Street

Investigation is required into the appropriateness of the 'Light Industry' zone in this location and potential zones and land uses that may be more suitable in the predominately residential context of the surrounding area.

10. Introduce the 'Strategic Industry' zone into the local planning scheme and identify Mirrambeena as a 'Strategic Industry' zone.

11. Recognise established commercial land uses by designating Lots 12, 13, 14 and 15 Albany Highway, Milpara as 'Commercial'.

5.3 Tourism

Tourism and hospitality are key industries and major contributors to the City's economy. Iconic and creative tourism has been earmarked by the State Government, through the Great Southern Development Commission's *Regional Blueprint*, as one of the key projects that has the potential to positively transform the Great Southern region over the decades to come.

The Great Southern currently has a comprehensive range of high-value tourism assets, including the region's natural beauty; diverse attractions and accommodation types; reasonable accessibility via road and air; world class walking and off-road mountain bike trails; a growing outdoor recreation industry; a growing diversity of agricultural, horticultural and viticultural produce (food tourism); major public sector investment (Albany Entertainment Centre and Waterfront, National Anzac Centre, the Gap and Natural Bridge viewing platform); and strong Indigenous, military and settlement history.

Some issues faced by the tourism sector are low population density to support major events, a lack of four star hotel accommodation and under-investment in tourism products. Remoteness also remains a key barrier, particularly the perceived high cost for transport and the significant travel time required to reach the destination.

The City is currently guided by the Albany Accommodation Strategy (2010) and Local Planning Policy Significant Tourist Accommodation Sites. There is however, a need to review and broaden the scope thereof to a Tourism Planning Strategy to provide strategic direction in relation to existing and potential future tourist sites.

Strategic direction: Enable tourist growth and diversification through land use planning mechanisms.

Action/s

1. Facilitate and collaborate with State government and other relevant agencies to review the *Tourism Accommodation Strategy (2010)* and broaden the scope to a *Tourism Planning Strategy*. ~~to address the following:~~
 - ~~Identify strategic tourism sites solely for tourism development and zone Tourism in the Local Planning Scheme to protect them for that purpose;~~
 - ~~Identify tourism precinct/sites in location of high tourist amenity (Albany Waterfront, Middleton Beach and Goode Beach) and facilitate development within these areas which contribute to the diversity and intensity of land use mix to support the needs of visitors;~~
 - ~~Review "Tourist Residential", "Hotel/Motel", "Caravan and Camping" zones and recommend appropriate zones in new local planning scheme, consistent with the Model Scheme Text zones and Tourism Planning Guidelines, including removal of density codes which are not appropriate in Tourist zone land.~~
 - ~~Review zoning table under the local planning scheme to ensure flexibility of tourism uses in mixed use/regional centre zones, and ancillary to rural uses in rural zones.~~

~~Identify the following location as 'Tourism' designation, and investigate potential for rezoning to Tourism in the Local Planning Scheme:~~

 - ~~Lot 660 La Perouse Court, Goode Beach;~~
 - ~~Lot 1 and 2 Frenchman Bay Road, Frenchman Bay; and~~
 - ~~Lot 500 Whaling Station Road, Torrindup.~~

~~Include Tourism zone in new Scheme.~~

~~Land identified for Tourism is shown in Figure 2. The City will not support rezoning of any land to tourism which is not identified on the strategy map, until such time as the Tourism Planning Strategy is finalised.~~
2. Support the outcomes of the Tourism Planning Strategy through appropriate Local Planning Scheme provisions and Local Planning Policies.
3. During the review of the Local Planning Scheme, review tourist related zones and provisions consistent with the model scheme text.

5.4 Rural - Agricultural Diversification

The Great Southern is the second largest food producing region in the State. Grain and livestock are the main commodities produced and diversification within the agricultural sector in recent decades has resulted in a relative increase in the production of poultry and pork, strengthening the region's economy. More recently, horticulture and viticulture have emerged as significant contributors to the region's food production. Aquaculture also plays an important role; Albany is the largest single producer of mussels and oysters in Western Australia and State Government has identified the City as a key stakeholder in a 10 year growth plan for the aquaculture industry. The City is also a major timber processor and exporter, with further scope to develop hardwood timber plantations for sawmilling, manufacturing and biofuel industries.

There is considerable opportunity for agricultural regions to capitalise on rising food demand, already outpacing supply in international markets. There is a significant opportunity for a regional food system to be established where production, distribution, marketing and consumption of food and produce in the region are coordinated. There is potential to grow and expand upon existing agrifood industries and an export-focused aquaculture sector, while the State Government has also identified two priority areas for irrigated agriculture precincts, based on water availability, and the potential to develop such precincts should be further investigated.

Under the Great Southern Development Commission's *Regional Blueprint*, expansion of production, value-adding and international marketing of the region's food product has been earmarked as another key project that has the potential to positively transform the Great Southern region over the decades to come. ~~It is therefore necessary to designate land for rural enterprise purposes and identify land requirements for potential agriculture initiatives. and to protect land and water resources for future irrigated agricultural development.~~

Strategic direction: Facilitate the sustainable development of the agricultural sector and maximise opportunities for diversification of agriculture and downstream processing.

Action/s

~~Identify strategic agriculture industries and protect these industries from sensitive or incompatible land uses.~~

~~Formulate appropriate planning response to potential irrigated agricultural precincts identified in the vicinity of Manypeaks and Redmond/Narrikup.~~

~~Identify the need to establish a precinct (or precincts) for primary produce processing (rural enterprise zones) in suitable locations close to services and freight routes, including on undeveloped industrial zoned land.~~

1. Designate Lot 157, (46428) South Coast Highway, King River and Lots 150 (978) and 156 (980) Chester Pass Road, King River for rural enterprise purposes and identify appropriate land use permissibility's and standards for development during the review of the Local Planning Scheme.
2. Identify the land requirements and potential locations to support establishment or growth of the following:
 - aquaculture;
 - food hub to be developed as part of the regional food system; and
 - projects with the potential for transformation and growth i.e. milk processing infrastructure, livestock and meat processing infrastructure (boutique abattoir), or intensive livestock enterprises.

5.5 Education Growth

A vision to become a 'university town' is held by many stakeholders in the region including the University of Western Australia, Great Southern Development Commission and the City of Albany. The City has become increasingly attractive for tertiary education, which has led to the expansion of the University of Western Australia's Albany Campus, which continues to develop courses of an international standard, based on Albany's competitive advantages in areas such as agriculture, natural

resource management, renewable energy, rural health and education. However, it is desirable to continue to expand the range of courses and further educational opportunities on offer.

Young people may continue to leave the district unless pre-emptive actions are undertaken by the City and its partners to increase their options locally. Supporting employment, education and training opportunities, along with youth-oriented facilities offer a greater potential to retain young people in the district.

Strategic direction: Support the growth of tertiary education in Albany.

Action/s

1. Identify education precincts in conjunction with activity centres:
 - UWA and surrounds in the Regional Centre;
 - TAFE and surrounds in the Orana Activity Centre; and
 - Other potential sites, ideally within Activity Centres
 and support diversification of housing and land uses to cater for accommodation, entertainment and shopping needs of students.

6. ENVIRONMENT

6.1 Vegetation & Biodiversity Conservation

Biodiversity in the south-west is globally significant, due to rare and priority flora and **Threatened and Priority Ecological Communities**, including the diverse plants, animals and habitat types that are endemic to the area. Particularly high vegetation diversity is found throughout the City of Albany in wetland habitats, on granite outcrops and along the coastal fringe. Protection of native vegetation is important for maintaining biodiversity, wildlife habitats, scenic values, and in minimising the risk of soil erosion and rising water tables. The natural environment is also a key attractor for many residents and visitors to the district.

Development for settlement growth is the greatest threat to biodiversity, having already led to the clearing of 65% of the native vegetation in and around the Albany urban area. **Biodiversity is also threatened by phytophthora, climate change and weeds.** A further reduction in the size and number of vegetation remnants will increase the pressure on various **flora and fauna** species. There are significant areas of vegetation present in small, scattered patches inland, while a considerable amount of native vegetation still exists on private property. As conservation reserves are less able to retain their values as isolated 'islands' in a cleared or urbanised landscape, a vegetation linkage or macro corridor approach, which links conservation reserves with other remnant native vegetation on private land is an important initiative in abating the loss of biodiversity.

The *Albany Regional Vegetation Survey (2010)* identifies, at a detailed scale, the type, extent and status of vegetation present and priority areas for protection. The Survey requires that its findings are taken into account in land use planning decision-making.

Strategic Direction: Integrate environmental and natural resource management with broader land use planning and decision-making.

Action/s

1. Investigate zones, reserves and special control areas proposed by *Planning and Development (Local Planning Schemes) Regulations 2015* to assist in protecting the City's biodiversity and conservation and amend the Local Planning Scheme accordingly.
2. Support the finalisation of the *Albany Regional Vegetation Survey Stage 2*.
3. Identify and secure vegetation linkages (macro-corridors) through the use of statutory planning mechanisms, including local planning scheme amendments, structure plans and subdivisions.
4. Maintain and enhance vegetation and trees in the built environment by:
 - Identifying trees within the City that should be protected and provide for their statutory protection under the Local Planning Scheme; and
 - Require the identification of trees to be protected under future Structure Plans, subdivision and development, particularly in planned open space areas and road reserves.
5. Develop land use planning incentives for the protection of remnant vegetation on private land, in collaboration with relevant State government agencies.
6. On completion of ARVS Stage 2, identify priority areas for conservation of vegetation, fauna conservation and identify critical areas requiring restoration.
7. On completion of ARVS Stage 2, incorporate recommendations of ARVS phase 2 and any further vegetation surveys into the local planning strategy, schemes and structure plans.
8. Development will only be supported in cleared areas or clearing of vegetation may be supported, ~~in liaison with relevant State Government Agencies, where its conservation value has been assessed as low. where the value of any remnant vegetation has been assessed in ARVS as being able to be cleared.~~

6.2 Rivers, Estuaries and Wetlands

Water resources within the City have important environmental, social and economic values. The availability and the quality of our water resources are critical to the City's environment and economy. The two largest river systems in the City are the Kalgan River and King River catchments, which both discharge into Oyster Harbour. Oyster Harbour, along with Princess Royal Harbour are also significant waterways within the city. Rivers and watercourses are highly valued for recreational, cultural and landscape reasons, while wetlands have cultural significance and high customary value for many Aboriginal people.

Strategic direction: Conserve and maintain the conservation and biodiversity values of riparian, estuarine and wetland environments.

Action/s

~~Maintain the Marbellup Brook Catchment, South Coast Water Reserve and the Limeburners Creek Catchment Public Drinking Water Source Area Special Control Areas in the Local Planning Scheme.~~

1. Assess development and subdivision applications to ensure that no direct discharge occurs to rivers and estuaries from stormwater and industrial wastewater outfalls.
2. Require best practice, ~~sustainable~~ stormwater management in subdivisions, including the incorporation of water sensitive urban design where practicable, to manage stormwater quality and quantity and runoff into ~~rivers and tributaries~~ all waterways.
3. ~~Flood Prone areas are identified in Figure 2.~~ Land use planning control within floodprone areas is contained within the local planning scheme and local planning policy. ~~The need for additional controls will be investigated under the review of the local planning scheme.~~
4. Identify regional important river and estuarine foreshores and fringing habitats with high conservation value, and other priority sites requiring public ownership and protect those using suitable mechanisms.
5. ~~Encourage~~ Condition fencing and revegetation of rivers, floodplains and estuaries to reduce sediment and nutrient transportation at structure plan and subdivision stages.
6. **Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings**
Identify planning mechanisms to protect the environmental qualities of Yakamia Creek and Lake Seppings.

6.3 Rural - Land and Soil

Rural Land

Agriculture is a key economic driver for the district and region, through both production and export. All rural land has value and should be protected in prime agricultural areas by providing long-term direction for urban and semi-rural development. Some land within the City has higher capability soils which, along with access to water, presents the most productive agricultural land. High quality agricultural mapping which identifies both soil suitability and access to water should be pursued for the region and strategic planning responses formulated around its location and extent.

Basic Raw Materials

The sustainable extraction of basic raw materials is important to protect the environment and meet the long term resource needs. Access to limestone is particularly important, as agricultural limestone and lime sand are required to neutralise environmental impacts by minimising farm soil acidity. The supply of minerals and basic raw materials should be accompanied by strategies to promote sequential land use and ensure that these finite resources are used in the most efficient and effective way possible.

The protection of native vegetation of high conservation values needs to be carefully considered in applications for extraction. The potential of phytophthora to spread during the extraction of basic raw materials should be carefully managed.

Landscape Protection

The City's landscapes are already afforded some measure of protection through state and local reserves and heritage places and precincts. However, some land uses and developments have an impact on both the rural and urban landscape character, including plantations and other agricultural activities, infrastructure such as roads, power lines and communication installations, rural living subdivisions, wind turbines, soil salinity and mining and extractive industries. Landscape Protection Areas are shown on Figure 1 and 2 which are land above the 60m contour line. These areas are considered sensitive due to it being visually prominent and visible from more the one viewpoint.

Strategic direction: Protect agricultural land and resources through appropriate planning mechanisms.

Action/s

Rural Land

1. Protect agricultural land from urban sprawl and inappropriate development.
2. Identify strategic agricultural industries and protect these industries from sensitive or incompatible land uses. Sensitive land uses, rural pursuits and rural industries will only be approved where it can be demonstrated that they will not limit the existing or potential operations on rural land.
3. Advocate for the preparation of high quality agricultural land mapping of the Great Southern through the Department of Primary Industries and Regional Development.
4. Designate identified high quality agricultural land as 'priority agricultural' on the Strategy map once the information becomes available.

~~Rationalise the 'Priority Agriculture' and 'General Agriculture' zones under the Local Planning Scheme, in accordance with outcome of the high quality agricultural land mapping and the model scheme text.~~

5. Support non-rural uses that are compatible with and complement the primary use of the land.

~~Formulate appropriate planning responses to potential irrigated agricultural precincts to facilitate more intensive and diverse use of agricultural land.~~

Basic Raw Materials

~~Known Basic Raw Materials deposits are identified on Figure 2 and are to be retained in the Rural zone in the local planning scheme.~~

6. Protect existing and potential sites for basic raw material and agricultural mineral extraction and consider land use conflicts, **environmental values**, visual impact and buffer areas where necessary.
7. Enable mineral exploration and extraction in accordance with acceptable environmental and amenity standards.

Landscape Protection

Strategic direction: Protect agricultural land and resources through appropriate planning mechanisms.
Action/s
<p>Identify landscape priority areas.</p> <p>8. During the review of the Local Planning Scheme, incorporate suitable provisions to guide development in landscape priority areas.</p> <p>Identify degraded landscapes and develop measures to rehabilitate them.</p> <p>9. Consideration the visual quality and character of natural and rural landscapes in the assessment of land uses and development in areas designated as landscape protection.</p> <p>Support subdivision of rural land only in accordance with State Planning Policy 2.5 Rural Planning, and the Western Australian Planning Commission's Development Control Policy 3.4 Subdivision of Rural Land.</p> <p>Review land use table with regard to Rural and Priority Agricultural zones and appropriate land uses and provide suitable permissibility of land uses to encourage agricultural activity and carefully manage potential conflicting uses within rural zones.</p>

6.4 Coastal Planning and Management

The majority of the City of Albany's coastline is contained within conservation reserves; however, the location of the main town site on the coast and around estuarine environments, requires careful consideration of the potential impacts of coastal processes on public and private infrastructure and development, and conversely, the potential impacts of development and human activity on the coastal environment.

State Planning Policy 2.6 – State Coastal Planning and its associated guidelines advocate a risk management approach to deal with potential adverse impacts of coastal hazards. In accordance with this policy, the requisite level of coastal hazard risk management and adaptation planning should be carried out at all relevant stages of the planning process where development in coastal or estuarine areas is proposed.

A Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) was prepared for Emu Point to Middleton Beach. The plan identifies coast inundation and erosion hazards for the area between Emu Point and Middleton Beach and recommends controls to manage and mitigate the risk over the short and long term. The implementation of the CHRMAP will be determined through further investigation.

Strategic direction: Ensure that development proposals on the coast will not be impacted by coastal processes.
Action/s
<p>1. Include requirements for the preparation of foreshore management plans as a condition of subdivision and development, where it is likely to have impacts on coastal and estuarine foreshore areas.</p> <p>2. Provide for appropriate setback in areas subject to erosion sea level rise and flooding determined by an assessment of physical coastal processes in accordance with <i>State Planning Policy 2.6 – State Coastal Planning</i>.</p>

Strategic direction: Ensure that development proposals on the coast will not be impacted by coastal processes.

Action/s

3. Investigation Area 12 – Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan

Implement the recommendations of the CHRMAP for Emu Point to Middleton Beach through a Special Control Area.
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6.5 Bushfire Risk

In many parts of Western Australia, bushfire threat is increasing due to hotter, drier weather conditions associated with long-term climatic changes, which increases the duration and intensity of the annual 'fire season'. The City is prone to bushfire as there are significant tracts of remnant native vegetation and high bushfire fuel loads. Many outer urban areas and rural communities are particularly vulnerable to the effects of bushfire, due to their proximity to native vegetation remnants and bush reserves. There is significant variation in both vegetation type and land use across public and private land which can create challenges in managing fuel loads and other bush fire protection efforts.

State government, local government and communities have become more aware of bushfire risks and are generally seeking a more precautionary approach to planning for bushfire. The State government has updated the planning framework through the introduction and regular update of *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* which provides a foundation for land use planning to address bushfire risk management across Western Australia.

Bushfire threat can never be completely eliminated and landowners must recognise the need for management measures when assuming a level of voluntary personal risk by choosing to live in a bushfire prone area. Reducing vulnerability to bushfire threat is a collective responsibility of State and local government, landowners, industry and the community. Application of *Australian Standard 3959: Construction of buildings in bushfire-prone areas* throughout bushfire prone areas is only one of a large range of bushfire mitigation measures that can be adopted to reduce the inherent risk. Fire management measures adopt a range of mitigation options targeting key aspects of development, including vehicular access, water supply and the siting and design of development. Compliance with the City's annual fire control notice is an additional component of bushfire risk management.

Overall, it is necessary to balance economic and biodiversity objectives with bushfire risk management measures to ensure satisfactory bushfire protection outcomes.

Strategic direction: Build resilience to bushfire risk through appropriate planning and building mechanisms.

Action/s

1. Incorporate bushfire assessment and management measures as required by *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* in planning proposals, such as local planning scheme amendments, structure plans, subdivisions and development applications.
2. Identify the need for any supplementary provisions under the Local Planning Scheme, for developments at risk from bushfire, in addition to the deemed provisions contained in the *Planning and Development (Local Planning Schemes) Amendment Regulations 2015*.

7. INFRASTRUCTURE

7.1 Roads

Albany is the centre of the Great Southern district and regional roads that carry freight, local and tourist traffic converge on the City. The impact of heavy freight movements on communities and tourism is significant and the management of potential road conflicts between heavy freight traffic and adjacent land uses is an important planning consideration. The proposed Albany Ring Road, which will function as a heavy haulage route around Albany, will provide more efficient heavy vehicle access to the Port of Albany and improve traffic safety within the town centre by reducing road use conflicts. The first stage of Menang Drive, connecting Chester Pass Road to Albany Highway, has already been completed. The Albany Highway to Port link has been identified for construction in the longer term, subject to funding being secured.

Where settlement growth occurs, important local distributor roads, including Newbey Street, Barnesby Drive, Range Road and Greatrex Road will be required. The Construction of Range Road, in particular, will improve connectivity between the northern suburbs and the city centre, while easing traffic pressure on Chester Pass Road and Ulster Road.

Strategic direction: Provide for a safe and efficient road network that caters for the needs of freight, local and tourist traffic.

Action/s

1. Preserve Chester Pass Road and Hanrahan Road in Albany as major freight routes, until such time as the Albany Ring Road provides the more expedient and safer route for freight transport between the east and the port.
2. Advocate for the completion of the Albany Ring Road.
3. Ensure that structure planning adjacent to the proposed Albany Ring Road identifies measures to minimise impacts between the Ring Road and other heavy freight routes and adjacent land uses, including but not limited to:
 - application of land use and development controls for adjacent properties, based on the recommendations of the *Albany Heavy Freight Access Study*;
 - provision of adequate separation between incompatible or sensitive land uses and the Ring Road (particularly urban residential development);
 - application of road planning standards to minimise potential road user conflict;
 - noise and visual impact mitigation measures' and
 - **minimise impact on environmental values.**
4. Investigate inserting land use and development controls during the revision of the Local Planning Scheme for properties adjacent to the Ring Road based on the recommendations of the Albany Heavy Freight Access Study.
5. Facilitate the planning and construction and/or extension of key local distributor roads, including Newby Street, Barnesby Drive, Range Road and Greatrex Road.
6. Promote the efficient and effective provision of road infrastructure and facilities, to meet the demand arising from settlement growth and development, through the implementation of the requirements under *State Planning Policy 3.6: Development Contributions for Infrastructure*.
7. Investigate implementation of the *State Planning Policy 5.4 – Road and Rail Noise* through the Local Planning Scheme, or by means of a local planning policy, to avoid land use conflict from the impact of transport noise.
8. Review zoning and development control over land adjacent to the Albany Highway/Chester Pass Road/North Road/Hanrahan Road roundabout.

7.2 Albany Regional Airport

The City operates the Harry Riggs Albany Regional Airport, which is a regionally significant asset. Given the importance of the continued operation of the airport, it should be protected from the development of sensitive land uses or other incompatible development in its vicinity. It is anticipated that aircraft activity will increase and there will be an associated need to upgrade and extend infrastructure at the airport over the coming decades. There may also be opportunity to develop a business hub close to the airport, with a focus on an aviation and logistics.

Strategic direction: Recognise the role of Albany Regional Airport in the economic development of the region.

Action/s

1. Maintain the Albany Airport noise special control area under the Local Planning Scheme to protect the airport from sensitive land uses **and include the Obstacle Limitation Surface as a matter that will be considered in applications for planning approval.**
2. Investigate the need to protect land from development that could compromise future expansion of the airport.
3. **Investigation Area 12 – Potential Airport Business Area**
Identify Albany Regional Airport as an investigation area and prepare a structure plan that show future expansion and development of industry and businesses associated with aviation services and logistics to create or develop competitive advantages.

7.3 Albany Port

The Port of Albany is a State and regional asset, as the main export hub for commodities within the region, and is fundamental to economic development in the Great Southern. Anticipated growth in exports will result in increased road and rail freight to the port. A key challenge will be to ensure that freight can access the port in an economically, environmental and socially acceptable manner.

An Albany Port Special Control Area has been identified under the Local Planning Scheme to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land. The planning and provision of improved road and rail infrastructure, specifically the Albany Ring Road and Mirambeena rail spur, is a high priority in view of the Port of Albany's peak freight task for all export commodities.

Land associated with the Albany Port authority operations, boat harbour land and associated seabed area at the Waterfront and the relevant City reserved land at Emu Point are considered State vested assets for maritime purposes and reservation for this purpose should be undertaken during the review of the Local Planning Scheme.

Strategic direction: Recognise the role of the Albany Port in the economic development of the region.

Action/s

1. Maintain the Albany Port Special Control Area under the Local Planning Scheme to ensure its ongoing protection.
2. Continue to secure road, rail and other necessary infrastructure corridors to the port under the Local Planning Scheme.
3. Give precedence to the maintenance of Port functions and operations when considering land uses that may impact on these.
4. **During the review of the Local Planning Scheme, investigate changing the 'Port Industry' zone over Port Authority land to the 'Strategic Infrastructure' local scheme reserve consistent with the Model Scheme Text. ~~proposed by the Planning and Development (Local Planning Schemes) Regulations 2015 and amend the Local Planning Scheme appropriately.~~**

Strategic direction: Recognise the role of the Albany Port in the economic development of the region.

Action/s

5. Designate boat harbour land and associated seabed area at the Waterfront and relevant City reserve land at Emu Point as 'Strategic Infrastructure' and reserve the land for this purpose during review of the Local Planning Scheme.
 6. Investigate an appropriate zone for the 5 privately owned freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.
- ~~Consider land use diversification on private lots within the Port precinct, where it can be demonstrated that it will not compromise the ongoing operation of the Port.~~

7.4 Rail

The Great Southern Railway Line connects the Port of Albany with Perth and the CBH grain bin network. The railway is predominantly used for the transport of grain and timber products to the Port of Albany.

Protection of the rail line is important, as it is a major link to the port and incompatible development can constrain network performance, reduce productivity and prevent the rail freight from reaching its planned capacity into the future. The *Lower Great Southern Strategy (2016)* envisages the transfer of general freight to rail via an intermodal transfer facility, and the location of future industrial land near the existing railway line to increase the potential use of rail.

Strategic direction: Protect essential rail infrastructure from incompatible land uses.

Action/s

1. Protect rail access to the port from potential land use conflict with incompatible or sensitive land uses, based on the recommendations of the *Albany Heavy Freight Access Study*, when planning for development adjacent to the railway line.
2. Plan for the extension of an existing rail spur in the Mirambeena Strategic Industrial Area.
3. Investigate implementation of the draft *State Planning Policy 5.4 – Road and Rail Noise* through the Local Planning Scheme, or by means of a local planning policy, to avoid land use conflict from the impact of transport noise.

7.5 Service Infrastructure

Energy

The City's key energy sources are electricity, most of which is provided by the Albany Wind Farm, and liquid petroleum gas (LPG). Historically, the two primary issues with electricity supply in the City have been unreliability and lack of capacity to meet growing industrial demand. To improve reliability of energy supply, alternative sources such as biomass power stations and wave energy should be investigated. The proposed extension of the natural gas pipeline from Bunbury to Albany would also improve the capacity and reliability of energy supply for new and existing industries. This could

facilitate growth in the mining sector and attract other industries that require substantial quantities of secure energy.

Water and Wastewater Infrastructure

Parts of the City are connected to the Water Corporation sewer network, while some areas are serviced by on-site effluent disposal systems. Issues with on-site effluent disposal can include proximity to waterways and high groundwater levels, impervious soils, or the presence of rock close to the ground surface, which is not conducive to on-site disposal. The Sewer Infill Program is funded by the State government and funding has been curtailed and deferred in recent years. Infill sewer in priority areas will be subject to obtaining the necessary funding.

The Water Corporation's wastewater treatment plant is protected by a Special Control Area under the Local Planning Scheme, which is designed to prevent potential conflict with incompatible and sensitive land uses in the surrounding area.

The odour buffer of the Water Corporation's wastewater treatment plant at Timewell Road is protected by the Special Control Area under the Local Planning Scheme, which is designated to prevent potential conflict with incompatible and sensitive land uses in the surrounding area. In and immediately adjacent to the odour buffer of the treatment plant, there may be opportunities to investigate the establishment of beneficial land uses. These are uses which provide benefits to the treatment plant in terms of securing the buffer, using outputs and providing inputs and/or providing other community benefits.

Waste Disposal Site Requirements

The City's existing landfill sites are reaching the end of their life expectancy. As of January 2013, The Hanrahan Road Waste Management Facility had an estimated lifespan of approximately 10 years (to 2023) and Bakers Junction landfill approximately 50 years (to 2063). On this basis, City is planning a new district landfill site in conjunction with the neighbouring Shires of Denmark and Plantagenet. Planning to create a shared waste facility on Crown land is well advanced in a bid to centralise a collection area for plastics, oil, metal, electronic waste, car bodies and other recyclable materials.

The City's *Strategic Waste Management Plan* acknowledges that it is important for the City reduce the amount of waste disposed of in landfill, which will assist in extending the lifespan of the existing landfill site for as long as possible. This will allow planning to be undertaken for a new landfill site that will cater for the City's needs for the next 50 years.

Strategic direction: Meet the service infrastructure requirements for Albany's settlement growth.
--

Action/s

Energy

- | |
|---|
| <ol style="list-style-type: none"> 1. Identify land requirements for power generation facilities, reserve this land appropriately under the Local Planning Scheme and establish appropriate buffers. |
|---|

Strategic direction: Meet the service infrastructure requirements for Albany's settlement growth.

Action/s

Water and Wastewater Infrastructure

2. Advocate for the funding of the Infill Sewer program through the relevant State government agency and/or facilitate public-private partnerships for the provision of reticulated sewer to priority areas, such as Milpara.
3. Maintain the Timewell Road Waste Water Treatment Plant Odour Buffer Special Control Area under the Local Planning Scheme.
4. Investigate the establishment of beneficial land uses in and immediately adjacent to the odour buffer of the treatment plant. ~~Identify and plan for compatible land uses within established buffer areas.~~
5. Maintain the Marbellup Brook Catchment, South Coast Water Reserve and Limeburners Creek Catchment Public Drinking Water Source Area Special Control Areas under the Local Planning Scheme **and include Angrove Creek Catchment Area PDWSA as a Special Control Area.**

Waste Disposal Site Requirements

6. Secure and protect any new landfill site identified by application of an appropriate local scheme reserve and Special Control Area in the Local Planning Scheme.
7. Introduce Special Control Areas under the Local Planning Scheme to protect regionally significant infrastructure from incompatible or sensitive land uses as necessary.

8. IMPLEMENTATION

The Albany Local Planning Strategy provides the justification for matters that require review under the Local Planning Scheme, and guides decision-making around amendments to the Scheme, structure plans, subdivision applications and development proposals. Its objectives and recommendations are to be used as a planning guide to assist Council and the Western Australian Planning Commission in their respective roles in land use planning.

The following mechanisms will be used to implement the Strategy:

- Review of the Local Planning Scheme and amendments;
- Preparation of Local Planning Policies;
- Structure Plans;
- Local Plans;
- Preparation of further targeted strategies;
- Incentives;
- Advocacy/promotion; and
- Collaboration/partnerships.

Review of the Local Planning Scheme and amendments

The Strategy provides the justification for matters that need to be addressed in the review of the Local Planning Scheme. The *Planning and Development (Local Planning Schemes) Regulations 2015* require local governments to undertake a review of their local planning scheme five years after its gazettal. The City's Local Planning Scheme was gazetted in April 2014, therefore a review is due in April 2019. Various actions identified relate to the scheme review such as rationalisation of zones in accordance with the model scheme text, review of industrial land and activity centres.

Local Planning Policies

Local planning policies are prepared under the Local Planning Scheme. It is a tool to provide consistent and coordinated approach for decision making on land use and development matters. They provide additional guidance to applicants, planning staff and elected members on the preferred way in which discretion may be exercised under the Local Planning Scheme.

The preparation of policies are recommended for example, to guide the preparation of activity centre structure plans and decision making in development applications. Existing policies should be reviewed to ensure consistency with the objectives and direction of the Strategy.

Structure Plans

Structure planning will be required as the basis for coordination of subdivision and development of greenfield sites, these areas are generally designated as 'future urban' and 'rural living' and re-development of areas and/or sites such as the Centennial Park Urban Renewal Area and Activity Centre Structure Plans for neighbourhood centres. Structure Plans are to be prepared in accordance with the objectives and strategic directions set out under this Strategy.

Local Plans

Local Plans are strategies similar to this one where objectives that fall outside of the scope of land use and planning can be addressed. Examples are the Age Friendly Plan, the Reserves Management Plan

etc. which goes beyond the scope of an urban planning strategy and covers other social, environmental and infrastructure outcomes.

Preparation of further targeted strategies

Research usually in the form of further studies, such as the preparation of a Housing Strategy and Tourism Planning Strategy, are tools that the City can use to assist in making land use and planning decisions that relate to implementing this Strategy.

Incentives

Incentives can assist certain types of uses or development for example heritage restoration work, provision of aged accommodation, etc. and can be used to upkeep of a public area that is of significant value to the community.

Advocacy/Promotions

Advocacy is a tool that can be used to campaign for specific land use and planning desired outcomes of the strategy such as improving public transport provided by State government and education of developers and builders on the need for smaller lots and houses. Promotions are where the City actively works to encourage positive change behaviour and this is often achieved by education, information, displays, community events such as 'Your Move' which encourage residents to walk, cycle and regularly use public transport. The intent is to get the message and information out to as many interested parties as possible so as to advance the outcomes of this strategy.

Collaboration/Partnerships

Local Government cannot tackle major issues on its own. It is widely accepted by all governing institutions that collaborative, integrated approaches are more successful as there are often cross sectorial issues involved or funding models are at local, state government scale. Example of collaboration are the partnership between the City and State government in the redevelopment and urban renewal of Spencer Park.

APPENDIX 1: INVESTIGATION AREAS

Investigation areas are identified in this Strategy to acknowledge that additional research needs to be undertaken to determine appropriate strategic and statutory planning responses.

The following paragraphs provides background information on each of the investigation areas, opportunities and constraints presented and likely matters that needs to considered where structure plans or local development plans are required to be prepared.

Investigation Area 1(AI1) – Centennial Park Urban Renewal Area

Centennial Park has also long been recognised as a locality that could benefit from urban renewal due to its location adjacent to the regional centre, accessibility and renewal opportunities. The central location of this mixed use locality has facilitated land use change and residential opportunities. Due to the nature of the precinct and the predominance of population driven industries, it is unlikely to attract significant intensification of industrial uses.

The City's local planning policy on Centennial Park promotes transitioning of area to mixed use. The Local Planning Scheme notes the need to provide a zoning over the precinct to facilitate the conversion of industrial sites and introduction of appropriately designed and located residential uses in selected areas subject to satisfactory traffic, environmental and acoustic analysis.

Investigation Area 2 (IA2) – Wool Stores

The Wool Stores Industrial precinct, zoned 'General Industry', is a 12 hectares, privately owned conglomeration of six lots. The site is located on Frenchman Bay Road and easily accessible via several arterial roads including Hanrahan Road and Lower Denmark Road. A steel supplier currently occupies the southern portion.

The Wool Stores coastal proximity may offer opportunities for transition to mixed use development optimising the waterfront location. This is supported by a current Local Planning Policy 'Wool Stores Redevelopment Site'. Historical land uses suggests the possibility of contamination and potential need for remediation. Proximity to Princess Royal Harbour will also place restrictions on the type of activity and management of run-off.

Investigation Area 3 (IA3) – Neighbourhood and Local Centres

The policy shift instigated by SPP 4.2 Activity Centres for Perth and Peel in 2010 has guided the removal of retail floor space caps as a means to control development in favour of a performance-based approach, using key indicators of centre performance. This approach allows for greater flexibility in delivery of solutions, and the creation of decision-making frameworks that are more closely aligned with community aspirations. While implementation of this policy is more complex, this approach prioritises the needs of end users, and better reflects the varied ways in which residents, workers, visitors and businesses undertake transactions within the physical environment of an activity centre.

The conversion from maximum floor space under the Local Planning Scheme to performance-based criteria is not a well-established planning practice and limited case studies are available. The

transformation towards performance based criteria is however, desirable to achieve an urban form which supports the services and needs of population.

The Strategy recommends to investigate appropriate means to introduce performance based criteria in the Local Planning Scheme to diversify neighbourhood and local centres into true activity centres. The preparation of Local Development Plan will be required where redevelopment is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under the Local Planning Strategy. A Structure Plan will be required where the City consider a that the redevelopment is 'major' and/or where redevelopment is considered beyond the boundaries of a centre zone. ~~Prior to any major development, Structure Plans that show how neighbourhood and local centres can transform into activity centres are required.~~

Investigation Area 4 (IA4) – Mirambeena Strategic Industrial Expansion Area

The Lower Great Southern Strategy identifies the land surrounding Mirambeena as and industrial investigation area. The Strategy recommends that comprehensive feasibility studies and structure planning of Mirambeena and surrounds (including the area to the existing railway line) to take into account:

- preserving suitable land for strategic industry;
- Identifying infrastructure requirements and alignments, in particular power, water and the extension of the rail spur; and
- Identifying a suitable location for an intermodal transfer facility/inland port.

Mirambeena has good access from Albany Highway and an opportunity exists to provide a rail connection to the port via an extension of the woodchip mill rail spur. Given the relative ease of access to the rail network at Mirambeena, provision should be made to accommodate the potential for an intermodal transfer facility for the transfer of general freight or other commodities. Mirambeena may also be a candidate for inland storage and/or operations associated with Port of Albany, due to availability of road and rail service and relatively close proximity to Albany.

Investigation Area 5 (IA5) – Pendeen Expansion Area

The Pendeen Estate currently occupies 69 hectares of land zoned 'General Industry' within the Willyung locality and was initially developed for transport and logistics activities.

There is the potential for the estate to expand west, along Menang Drive. The land is currently zoned 'General Agriculture' and has few environmental constraints apart from the need to retain the remnant vegetation adjacent to the existing estate, for environmental and amenity purposes. Lots would have access to both Chester Pass Road and Albany Highway via Menang Drive, though there are no reticulated gas or sewer services at present. Power, water and telecommunications are available within the current Pendeen Estate but would have to be expanded to service the proposed western area. The proposed area would provide lots for trade industry, with larger areas than those currently provided within the existing Pendeen Estate.

Investigation Area 6 (IA6) – Proposed Ardess Estate Light Industrial Area

The City of Albany owns a lot to the south of Ardess Estate currently reserve for *Public Purpose: Government*. The former Shire of Albany offices, an animal shelter and the City of Albany works depot occupy approximately 6.4 hectares of the total 13.3 hectare lot, with the remainder is predominately cleared but largely unutilised. To the east of the lot is a large area of 'General Agriculture' zoned land, which is also predominately cleared and has been used for grazing. The reserved land and a portion of the 'General Agriculture' zoned land, up to the proposed Range Road extension, have the potential to cater for increasing demand for 'Light Industry' zoned land. The site has good accessibility via both Mercer Road and Chester Pass Road, there are no environmental constraints and the Council owned lot is fully serviced. Further expansion to the east will require increasing servicing infrastructure to accommodate industrial activities.

Investigation Area 7 (IA7) – Lot 2 Hanrahan Road (CSBP Fertiliser Depot)

The CSBP fertiliser site on Hanrahan Road and Lower Denmark Road in Albany is zoned 'Light Industry' (restricted use for fertiliser manufacture and storage). The Local Planning Scheme places restrictions on the site and requires assessments prior to development, including soil, vegetation and hydrology assessments due to know and potential contamination. This site may be suitable for other industrial land uses, including a broader range of light industry and/or potential inland storage area or intermodal transfer site for the port.

Investigations are required detailing land use suitability, zoning, potential environmental impacts, amenity impacts on urban areas to the north, buffers, access and impacts on the future Albany Ring Road.

The *Lower Great Southern Strategy* support designation of the site as an investigation area in order for these matters to be addressed.

Investigation Area 8 (IA8) – Robinson Industrial Area

The Robinson Industrial Area comprise just under 19 hectares of 'General Industry' zoned land. Historical uses within the estate were considered 'noxious' industry, and the area may be subject to resultants contamination. While the majority of lots within the precinct are occupied, the use of this land for general industry is not optimised. The site is well serviced by power and water, it is however constrained by a high water table, and by its location within a sewer sensitive area under the *Government Sewerage Policy (2016)* and lack of gas and reticulated sewerage. There are also visual amenity considerations of the area along Lower Denmark Road which is a tourist route into the City.

Investigation is required into improving amenity and services, resolve environmental issues and thereby to attract investors to ensure optimised used of the industrial area.

Investigation Area 9 (IA9) – Gledhow Industrial Area

The Gledhow Industrial Area comprises approximately 100 hectares of industrial zoned lots. It consists of large lots to the north-west zoned 'General Industry' and smaller one to two hectare lots to the north-east zoned 'Light Industry'. The land is mostly cleared and there are several residences within

the area. The rail line bounds the site to the south and access is gained via a connection to Lower Denmark Road from Old Elleker Road to the south. Lower Denmark Road connects to the Port and broader regional transport network. Environmental constraints specific to the site include the Gledhow Nature Reserve on the northern boundary as well as a small creek line and high water table in western part.

Investigation is required into improved utilisation of the site taking advantage of its location in close proximity to the regional road network, appropriate zoning and land uses.

Investigation Area 10 (IA10) – Mueller Street

Four 'Light Industry' zoned lots make up the Mueller Street Industrial Area. Three of these lots are occupied by low intensity storage and distribution activities, with a residential use on the corner of Mueller Street and Peter Street. The area is surrounded by residential development.

Investigation is required into the appropriateness of the 'Light Industry' zone in this location and potential zones and land uses that may be more suitable in the predominately residential context of the surrounding area.

Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings

Identify environmental planning mechanisms to protect environmental qualities of Yakamia Creek and Lake Seppings. The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head. Examples of planning mechanisms that could be considered are:

- Extending the Yakamia Structure Plan area to include lower Yakamia Creek catchment;
- Updating the Lake Seppings flood mapping;
- Incorporate recommendations from the Yakamia Creek Living Stream Management Plan (Janicke, S & G 2015); and
- Include the floodplain/catchment area of Yakamia Creek and Lake Seppings as a Special Control Area under the local planning scheme.

Investigation Area 12 (IA12) – Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan

The Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan (CHRMAP) identifies coastal inundation and erosion hazards and recommends controls to manage and mitigate the risk over the short and long term. The CHRMAP provides guidance on what actions need to be taken and by when to best adapt to the changing environment without loss of valued assets or risk to life or property.

The CHRMAP provides overarching recommendations and others specific to management units identified. The recommendation relevant to planning are the identification of an investigation area under this Strategy and identification of a Special Control Area over the vulnerable zone under the Local Planning Scheme. It is proposed that the Special Control Area will alert existing and future landowners to seek information from the City and enable notification to landowners if they seek a development approval.

Investigation Area 13 (IA13) – Potential Airport Business Area

There are opportunities for compatible business and commercial activities to be developed adjacent to Albany Regional Airport that could take advantage of this proximity. These may include aviation-related industrial uses, logistics and transport facilities. Subject to the final updated *Airport Master Plan*, there is 'in principle' support to undertake conceptual design and planning to guide consideration and establishment of complementary commercial uses.

Investigation will be required into the feasibility of a potential airport business area and an airport land use strategy would have to be prepared to guide appropriate land use.

Local Planning Strategy

Figure 1: Rural



Legend

Designation

- Rural
- Parks and Recreation
- Rural Living
- Public Use

Strategic Direction/Action

- Settlement growth is not supported in the rural villages of Cheynes Beach, Cuthbert, Redmond, South Stirling, Torbay, Bornholm, Torbay Hill and Young Siding
- Protect and enhance macro-corridors through the use of statutory planning mechanisms such as local scheme amendments, structure plans and subdivisions
- Protect agricultural land from urban sprawl and inappropriate development

Other

- Local Government Boundary
- Major Roads
- Major Rivers
- Public Drinking Water Source Areas
- Macro-corridors
- Rail
- Ocean



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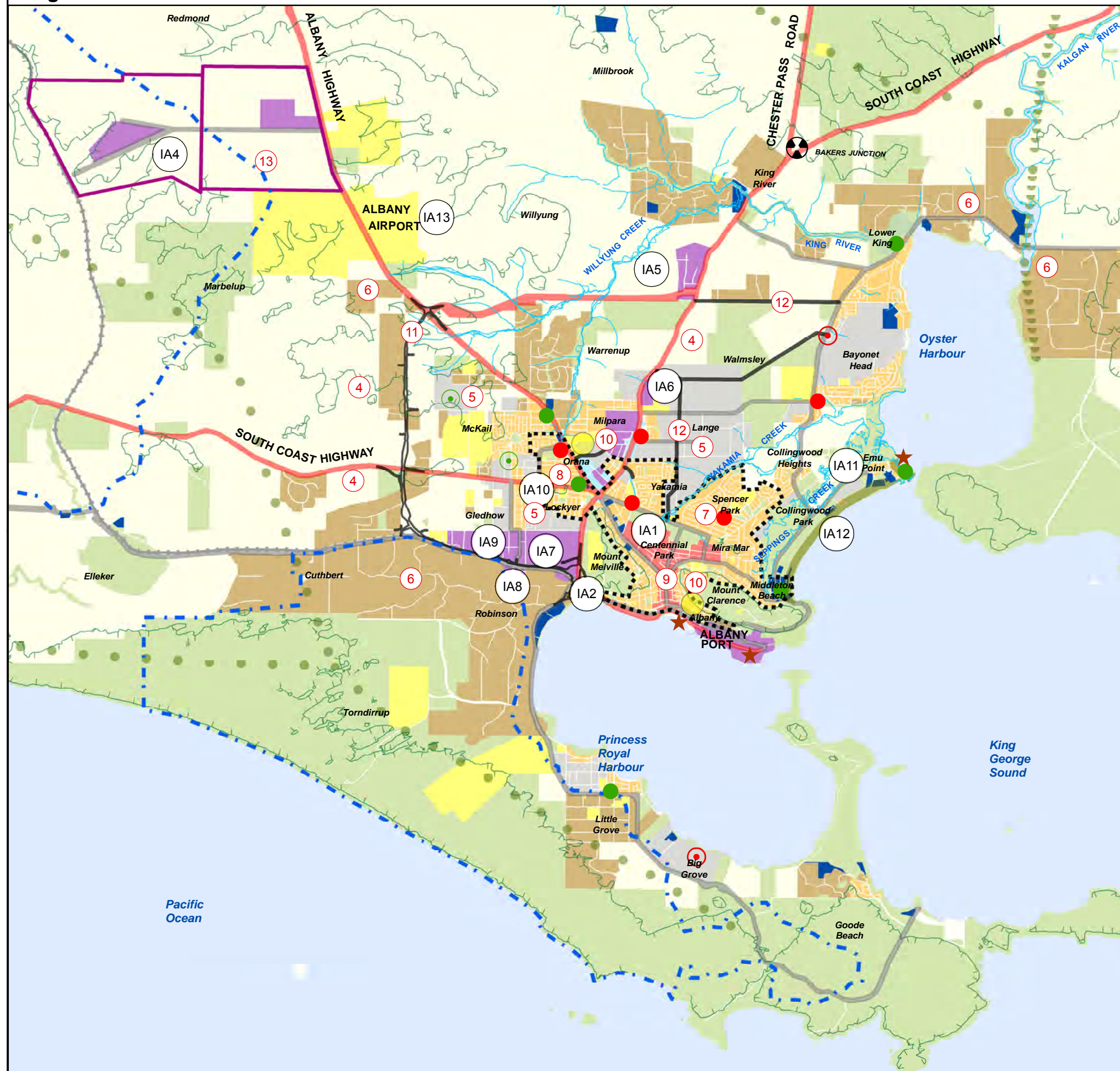
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Local Planning Strategy

Figure 2: Urban

REPORT ITEM DIS155 REFERS



Legend

Designation

Rural	Commercial	Neighbourhood Centre
Parks and Recreation	Industry	Future Neighbourhood Centre
Rural Living	Public Use	Local Centre
Urban	Regional Centre	Future Local Centre
Existing Tourism Sites	Urban Growth	Rural Enterprise

Strategic Direction/Action

4 Protect agricultural land from urban sprawl and inappropriate development	IA1 Investigation Area 1 - Centennial Park Urban Renewal Area
5 Direct urban settlement growth of Albany to areas designated as 'urban growth'	IA2 Investigation Area 2 - Wool Stores
6 Direct rural living settlement of Albany to areas designated as 'rural living'	IA3 Investigation Area 3 - Neighbourhood and Local Centres
7 Support the collaboration between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area	IA4 Investigation Area 4 - Mirambeena Strategic Industrial Area
8 Identify localities or precincts in the City suitable to increase residential densities (infill development) based on accessibility to services and facilities, utility infrastructure, heritage, character and amenity; and land capability	IA5 Investigation Area 5 - Pendeen Expansion Area
9 Continue to protect the primacy of the regional centre, identify its unique identity and build upon this, facilitate new mixed-use commercial development, increase the density and diversification of housing within and surrounding the regional centre, protect and enhance the heritage character, improve public realm with universal access, improve public transport, walkability and bikeability, diversify users - residents (age and cultural diversity), workers and visitors that engage with the regional centre and attract the location of regional facilities	IA6 Investigation Area 6 - Proposed Ardess Estate Light Industrial Area
10 Identify education precincts in conjunction with activity centres and support diversification of housing and land uses to cater for accommodation, entertainment and shopping needs of students	IA7 Investigation Area 7 - Lot 2 Hanrahan Road (CSBP Fertiliser Depot)
11 Advocate for the completion of the Ring Road	IA8 Investigation Area 8 - Robinson Industrial Area
12 Facilitating the planning and construction of key link roads	IA9 Investigation Area 9 - Gledhow Industrial Area
13 Advocate for development of industry in Mirambeena	IA10 Investigation Area 10 - Mueller Road
	IA11 Investigation Area 11 - Protection of Yakamia Creek and Lake Seppings
	IA12 Investigation Area 12 - Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan
	IA13 Investigation Area 13 - Potential Airport Business Area

Other

Rail	Macro-corridors
Primary Roads	Landscape Protection Areas
District Roads	SCA PDWSA
River	Housing Strategy
Strategic Important Road Extensions	Education Precinct
Investigation Area 4 - Mirambeena Strategic Industrial Area	Strategic Infrastructure
Investigation Area 12 - Emu Point to Middleton Beach CHRMAP	



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Figure 3: Kalgan and Manypeaks Rural Villages

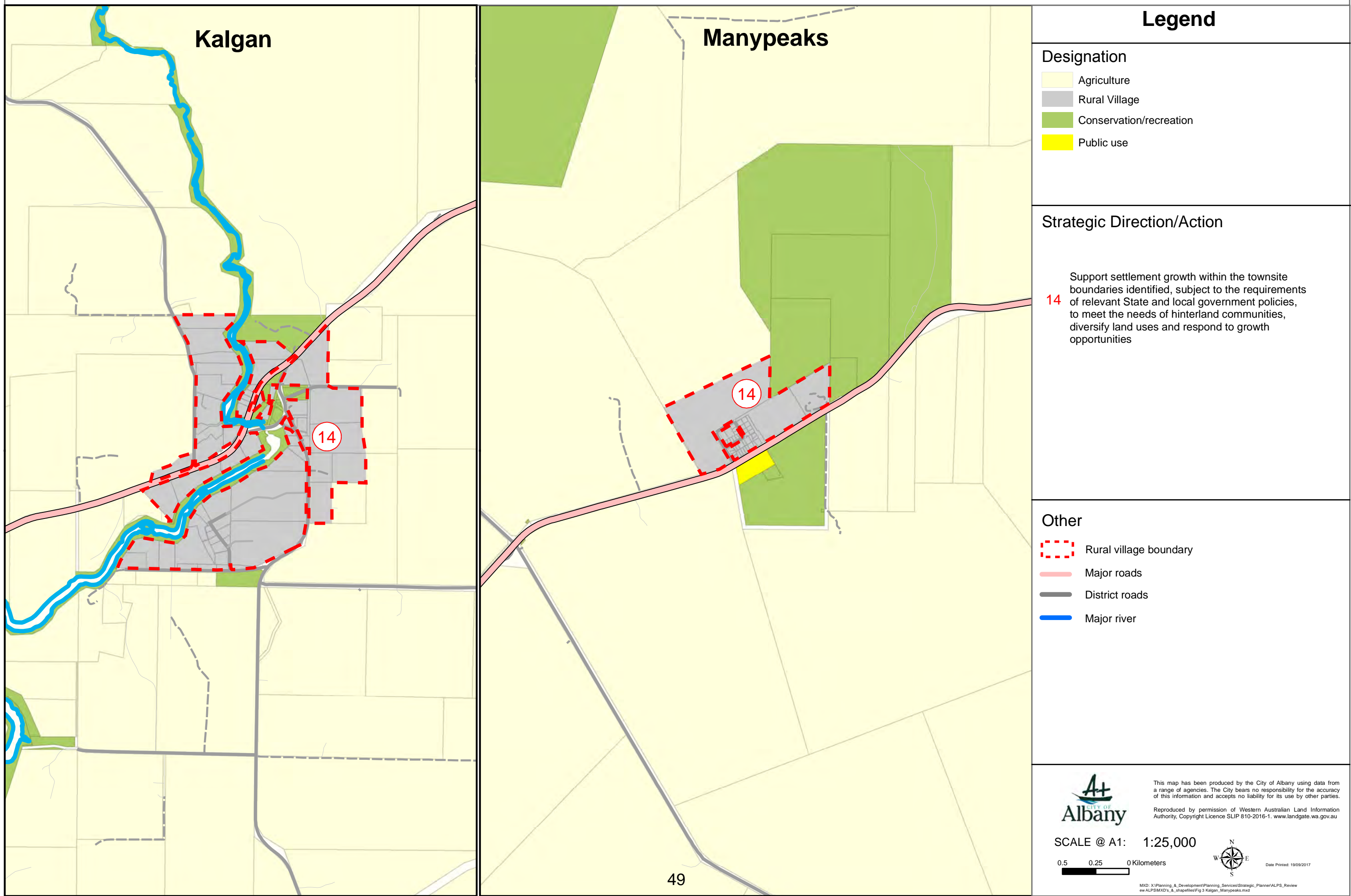
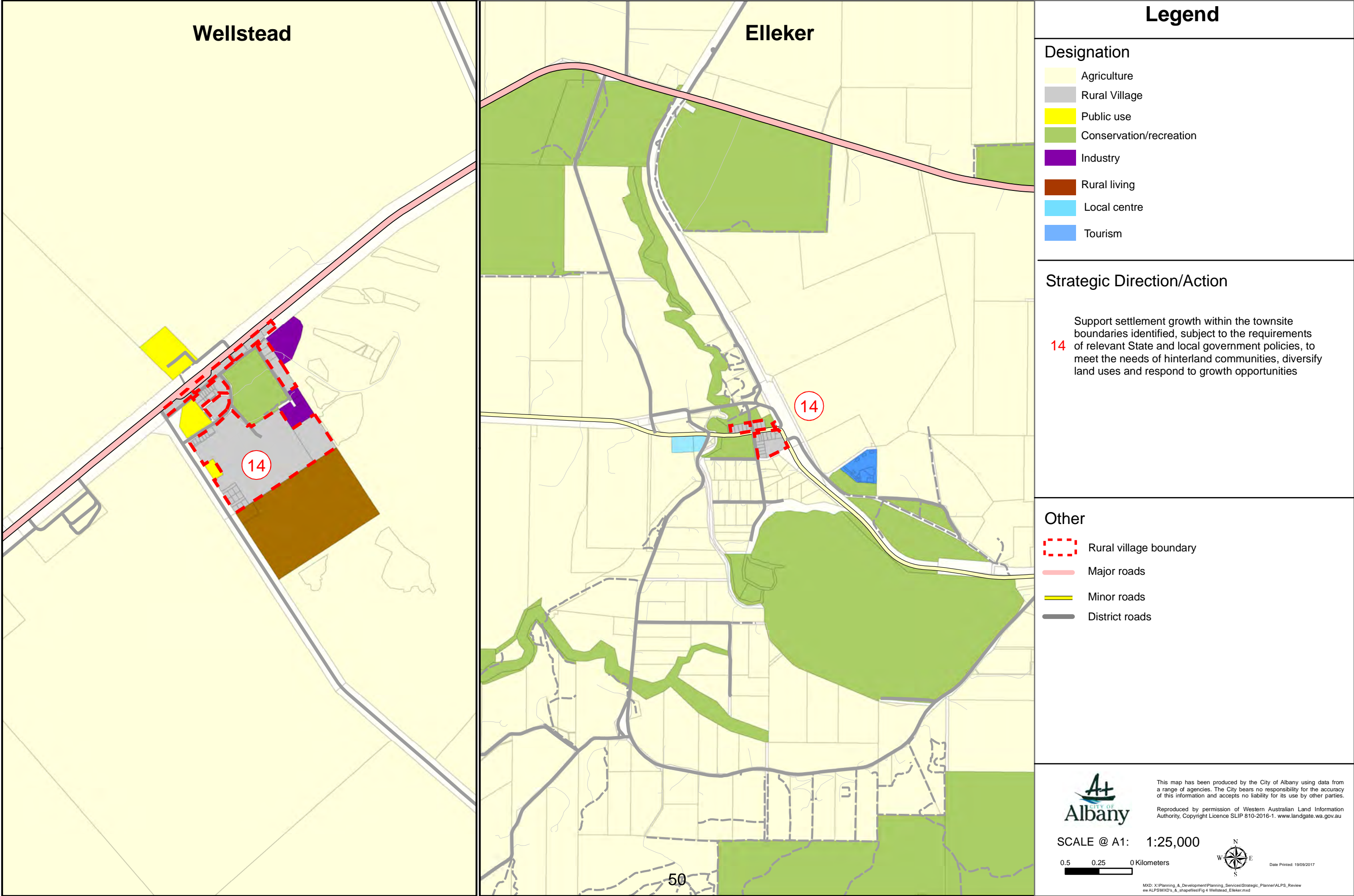


Figure 4: Wellstead and Elleker Rural Villages



City of Albany

LOCAL PLANNING STRATEGY

2019

Part 2

REPORT ITEM DIS155 REFERS

City of Albany
Local Planning Strategy 2019 - Part 2

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REPORT ITEM DIS155 REFERS

City of Albany
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1 STATE, REGIONAL AND LOCAL PLANNING FRAMEWORK

1.1 State and Regional Planning Framework

1.1.1 The State Planning Framework

The State Planning Framework has been prepared by the WAPC to unite existing State and regional policies, strategies, and guidelines within a central framework, which provides a context for decision-making on land use and development. It informs the Commission, local government and others involved in the planning process on those aspects of State planning policy that are to be taken into account and given effect to, in order to ensure integrated decision-making across all spheres of planning. The planning and environment framework, for the natural environment have considerable State Government legislation.

The State Planning Framework indicates the primary policies and strategies used by WAPC and the Department of Planning, Lands and Heritage in making decisions. Since the preparation of ALPS (2010); there have been a number of changes to legislation along with policies and strategies. There is also Commonwealth legislation such as the *Environment Protection and Biodiversity Conservation Act 1999*.

State planning policies (SPP's) are prepared and adopted by the WAPC under statutory procedures set out in part 3 of the Planning and Development Act 2005. In the review of the Local Planning Strategy, the City must have 'due regard' to the provisions of state planning policies.

Planning and Development (Local Planning Schemes) Regulations 2015 have important implications on future amendments to LPS1 including the names and range of zones and reserves. Schedule 2 of the Regulations contain deemed provisions for local planning schemes. This includes matters the local government needs to consider in assessing development applications such as the suitability of vehicular access, traffic impacts, availability and adequacy of services and impact on water resources.

Some of the key legislative, planning and environment documents that influence the preparation and outcomes of the LPS include:

Legislation

- *Planning and Development Act 2006*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Bushfire Risk Management) Regulations*
- *Heritage of Western Australia Act 1990*
- *Aboriginal Heritage Act 1972*
- *Wildlife Conservation Act 1950*
- *Environmental Protection Act 1986*
- *Environmental Protection (Clearing of Native Vegetation) Regulations 2004*

State Strategies

- *State Planning Strategy 2050 (2014)*
- *Great Southern Regional Planning and Infrastructure Framework 2015*
- *Lower Great Southern Strategy 2016*
- *Albany Regional Hotspots Land Supply Assessment (2015)*
- *Great Southern Regional Investment Blueprint (2015)*
- ~~*Lower Great Southern Water Resource Development Strategy (2010)*~~
- *Albany Regional Vegetation Survey Phase 2 Conservation Planning Report (draft) (2013)*
- *Great Southern Regional Water Supply Strategy (2014)*
- *Carbon Footprint Reduction Strategy (2014)*
- *Western Australian Regional Freight Transport Network Plan (2013)*
- *Better Urban Water Management*

State Planning Policy

- *State Planning Policy 2 Environment and Natural Resources Policy*
- *State Planning Policy 2.4 Basic Raw Materials*
- *State Planning Policy 2.5 Rural Planning*
- *State Planning Policy 2.6 State Coastal Planning Policy*
- *State Planning Policy 2.7 Public Drinking Water Source Policy*
- *State Planning Policy 2.9 Water Resources*
- *State Planning Policy 3 Urban Growth and Settlement*
- *State Planning Policy No. 3.1 Residential Design Codes (2013)*
- *State Planning Policy 3.4 Natural Hazards and Disasters*
- *State Planning Policy 3.5 Historic Heritage Conservation*
- *State Planning Policy 3.6 Development Contributions for Infrastructure*
- *State Planning Policy 3.7 Planning in Bushfire Prone Areas*
- *State Planning Policy 4.1 State Industrial Buffer Policy (draft)*
- *State Planning Policy 4.2 Activity Centres for Perth and Peel – while SPP 4.2 operates within the Perth metropolitan and Peel area, the principles of the Policy have implications for the review of ALPS. This includes support to change shopping centres into activity centres with an associated mix use development including medium and higher density residential development*
- *State Planning Policy 5.2 Telecommunications Infrastructure*
- *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning*
- *Liveable Neighbourhoods 2015 (under review)*
- *Draft Government Country Sewer Policy 2016*

EP Position Statements and Bulletins

- *Environmental Protection Bulletin 20 - Protection of naturally vegetated areas through planning and development* (2013)
- *Environmental Protection Bulletin 13 - Guidance for the use of the Albany Regional Vegetation Survey in Environmental Impact Assessment*
- *Regional Vegetation Survey in Environmental Impact Assessment* (2011)

1.1.2 State Planning Strategy 2050

The State Planning Strategy provides the strategic context for planning and development decisions throughout the State. It is based on a framework of planning principles, strategic goals and State strategic directions that respond to the challenges and opportunities that drivers of change present for the future land-use planning and development of Western Australia.

Six interrelated State planning principles underpin and inform the State Planning Strategy 2050, which apply across all regions, local government areas and communities.

- **Community:** Enable diverse, affordable, accessible and safe communities.
- **Economy:** Facilitate trade, investment, innovation, employment and community betterment.
- **Environment:** Conserve the State's natural assets through sustainable development.
- **Infrastructure:** Ensure infrastructure supports development.
- **Regional Development:** Build the competitive and collaborative advantages of the regions.
- **Governance:** Build community confidence in development processes and practices.

1.1.3 Great Southern Regional Planning and Infrastructure Framework

The Great Southern Regional Planning and Infrastructure Framework (the Framework) has been prepared to provide strategic regional context in order to guide future land use planning and infrastructure investment in the Great Southern region.

The vision provides a clear statement of the values and aspirations that will guide development in the future:

"A future that promotes economic development and diversification; offers an attractive lifestyle and improved quality of life to a growing multicultural population and recognises the important links between economic activity, ecosystem functions and the region's outstanding nature conservation, biodiversity and heritage values."

Its objectives are as follows:

Economic Growth

A growing regional economy focused on maintaining strong links to current markets and establishing new export markets for agricultural and mining products while developing the tourism product and services that cater to an older demographic and people seeking a regional lifestyle.

Population and Sustainable Settlement	Sustainable communities that are attractive places to live and work provide investment opportunities, offer a wide range of high quality education, training and health services and cultural and recreational activities, are safe and are accessible to surrounding rural areas.
Transport Network	Provide an integrated, efficient and safe transport network that services the needs of community, agriculture, forestry, tourism, mining and industry.
Social Infrastructure	Provide a wide range of social services that enhance the community's health and well-being, establish a sense of social cohesion and offer high quality educational opportunities that retain and attract students to the region.
Essential Service and Infrastructure	Secure sufficient power, water, wastewater and telecommunication capacity and distribution systems to support the cost efficient delivery of services to residents, new mining and industrial operations and the agricultural and forestry sectors.
Natural Environment	Provide for the protection and management of key natural assets, in order to secure the foundation of the social, economic and environmental fabric of the region.
Culture, Heritage and Visual Landscape	Recognise the region's cultural, heritage and visual landscape assets and safeguard and manage these assets to retain their intrinsic value, and acknowledge their contribution to community well-being and their role in supporting the regional economy.

1.1.4 Lower Great Southern Strategy

The Lower Great Southern Strategy states the following vision for the sub region:

'In the year 2035, the Lower Great Southern is a productive, innovative and successful area for intensive primary production and downstream processing. It is an attractive business, lifestyle and tourism destination with quality cultural, built and natural landscapes. It is recognised as a centre of excellence in natural resource management and provides a diverse range of health and wellbeing, higher education, training and employment opportunities. It is equipped to respond to local and global challenges and has supportive, vibrant, accessible and safe communities that embrace their Indigenous and historic heritage.'

The following planning objectives and key issues are identified in the draft Strategy:

Economic development	To enable the economic potential and growth of the Lower Great Southern to be planned, utilised, encouraged and achieved.
Infrastructure development	To ensure that well planned and adequate infrastructure is provided in accordance with community and economic development needs of the Lower Great Southern.
Community development	To enhance the Lower Great Southern as a place to live, promote orderly urban growth while recognising environmental and other constraints, and encourage

the provision of a range of residential living environments. To ensure that the community is supported by adequate and appropriate community services and facilities.

Environment To conserve and enhance the natural environment, biodiversity, resources and distinctive landscapes of the Lower Great Southern.

The key planning issues addressed in the strategy are:

- Planning for economic growth and development;
- planning for adaptation to climate change;
- providing sustainable settlements and community development with appropriate services, infrastructure and economic opportunities;
- ensuring sufficient port access and protection of major road corridors is maintained;
- identifying and fostering development strategic industrial sites;
- protecting agricultural land and promoting agricultural diversification, farm forestry and secondary processing of products within the region;
- sustainable development of fisheries and aquaculture;
- securing sustainable access to mineral resources and basic raw materials;
- securing long-term water supplies;
- managing risk of bushfires;
- promoting tourism and protecting significant tourism sites;
- sustainable use, management and conservation of the terrestrial, coastal and marine environments and important cultural heritage areas; and
- Determining appropriate mechanisms for securing regional open space.

1.2 Local Planning Framework

1.2.1 Local Planning Strategy (2010)

The City's Local Planning Strategy was endorsed by the WAPC 15 June 2010. It was the first strategy prepared which encompassed the previous Shire and Town of Albany. The Strategy was prepared during the land and housing development boom on the assumption that this growth will continue. The global financial crisis however, grounded economies including that of Regional WA. The City's residential development slowed down significantly and since then has continued on a slow but steady rate. The result is that the land earmarked and zoned for residential development far outweighs the need for land and consequently a need for the review was identified.

The Strategy provides strategic direction on settlement, the environment, the economy and social outcomes. Its objectives, recommendations and actions are considered and implementation evaluated throughout this document.

1.2.2 Local Planning Scheme No. 1

Local Planning Scheme No. 1 (the Scheme) was gazetted on 28 April 201 and since then 13 amendments have been gazetted and 14 amendments initiated (at April 2016). The Local Planning Scheme (LPS1):

- supports the sustainable management of natural resources, vegetated corridors and creating a sense of place;
- contains a wide ranging provisions that provide statutory backing to matters including development near the coast and the need for appropriate setbacks, vegetation protection, revegetation, uses near conservation areas, flooding, acid sulphate soils, water sensitive urban design and fire protection;
- identifies the need to protect Public Drinking Water Source areas, including both potable and non-potable water supplies under LPS1 as Special Control Areas;
- provides statutory requirements for matters the local government is required to consider in assessing development applications including environmental impact, mitigation and risks; and
- statutory provisions relating to many site specific areas and zones.

1.2.3 Local Planning Policies

Several Local Planning Policies are operative under the Scheme. These policies cover matters to be addressed in structure plans, subdivisions and development as follows:

General Development
Non-Habital Structures Signs (under review) Ancillary Accommodation Bed & Breakfast Accommodation Significant Tourist Accommodation Sites Temporary Accommodation Heritage Protection Public Parkland Domestic Wind Turbines Holiday Accommodation Residential Building Policy
Residential Development
Variations to the Residential Design Codes Relocated Dwellings Consulting Rooms, Public Worship & Child Care Centres Development Approval Exemption
Commercial and Industrial
Public Art Building Facades in Industrial Zones

General Agriculture, Priority Agriculture and Environment
<p>Workers Accommodation</p> <p>Extractive Industries and Mining</p> <p>Extractive Industry Flow Chart</p> <p>Development in Flood Prone Areas</p> <p>Agriculture Protection and Subdivision</p>
Special Development Control Areas (Residential)
<p>Residential Development on Steep Slopes</p> <p>Albany Historic Town Design Policy</p> <p>Detailed Area Plans</p> <p>Sloping Land</p> <p>Reflective Roofs – Goode Beach</p> <p>The Outlook Estate Bayonet Head</p> <p>Masonic Hall Design Guidelines</p> <p>Thomas Street Design Guidelines</p> <p>Melville Drive View Corridor</p> <p>Woodrise Estate Design Guidelines</p> <p>Lot 100 Grey Street East</p> <p>Pines Estate Setbacks</p> <p>Frenchman Bay Road Residential Development Area</p> <p>Lake Seppings Drive/Loftie & Wright Street</p> <p>Modification to Subdivision Guide Plans</p> <p>Catalina – Outline Development Plan</p> <p>Kalgan Rural Village Structure Plan</p> <p>Interim Outline Development Plan – Bayonet Head</p> <p>Brooks Garden – Outline Development Plan</p> <p>Outline Development Plan – Morgan Place</p> <p>Conceptual District Structure Plan</p>
Special Development Control Areas (Non Residential)
<p>Barker Road Industrial Area</p> <p>Richard Street Light Industrial Area</p> <p>Down Road Timber Processing Precinct</p> <p>Albany Town Centre</p> <p>Albany Waterfront</p> <p>Centennial Park Redevelopment Area</p> <p>Neighbourhood Centres</p> <p>Middleton Beach Tourist Precinct</p>

Woolstores Redevelopment Site
Emu Point and Big Grove Village Centres
Frenchman Bay Tourist Development Site
Cheyne Beach Planning Policy

In view of the revised Local Planning Strategy and subsequent revision of the City's Local Planning Scheme, some of these policies would require review or will become redundant.

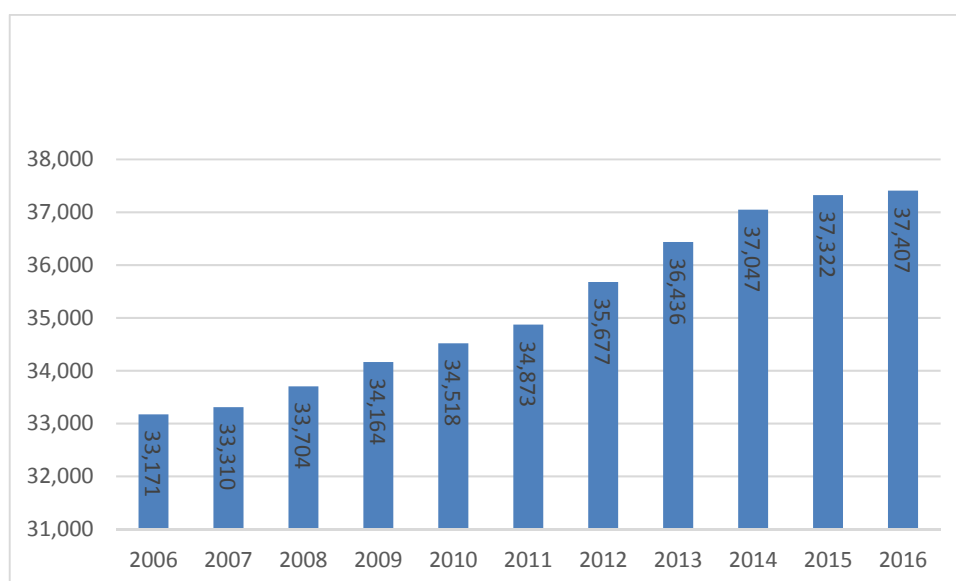
2 POPULATION AND SETTLEMENT

2.1 Population Profile

2.1.1 A Steady Population Growth

At June 2016, the estimated resident population was 37,407. The City's population growth has been steady since the 2001 Census with a five-year Compound Annual Growth Rate of 1.45%, 1.28% and 1.69%. On average, the City experienced a substantial lower population growth rate (1.4%) than Western Australia as a whole (2.4%) over the 10 years to June 2014.

Diagram 1: Estimated Resident Population



Source: ABS

2.1.2 Demographic Forecast

The demographic profile of the City is forecast to change significantly by 2026. Diagram 3 shows the population at the 2011 Census and the median Band C forecast for the City's population profile at 2026. The age cohorts are young children (aged less than 10), young adults (aged 20-35) and residents aged 55 and over.¹ The increase in the age cohort 55 and over follows a national trend in the aging of communities.

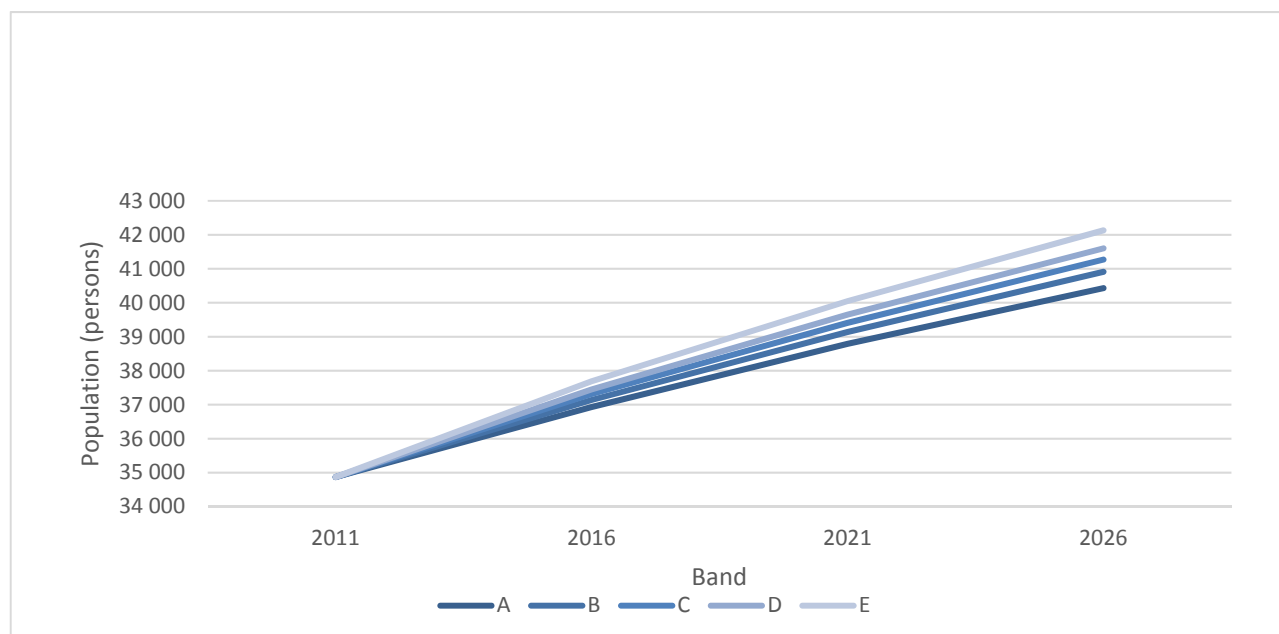
The WAPC prepare population forecast for the State and each local government area.² A medium forecast (Band C) is the most likely population growth outcome, which is adopted in housing and land demand

¹ WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015.

² WA Tomorrow forecasts, released in 2015, are prepared using 10,000 different permutations that emulate the variability in population change shown in historical data. Each permutation shows possible growth or decline in a population, based on five variables (birth rate, death rate, net interstate migration, net intrastate migration and net overseas migration) that occur to varying degrees in each simulation.

requirements including subsequent strategies and actions identified in this Strategy. The median Band C forecast for the City shows a population of 41,270 in 2026. Achieving this population (from a 2011 baseline) will require an average annual population increase of 425 residents, or an average annual growth rate of 1.13%.³

Diagram 2: Population Projections 2026



Source: Albany Hotspots Report (2015)

2.1.3 Age Structure

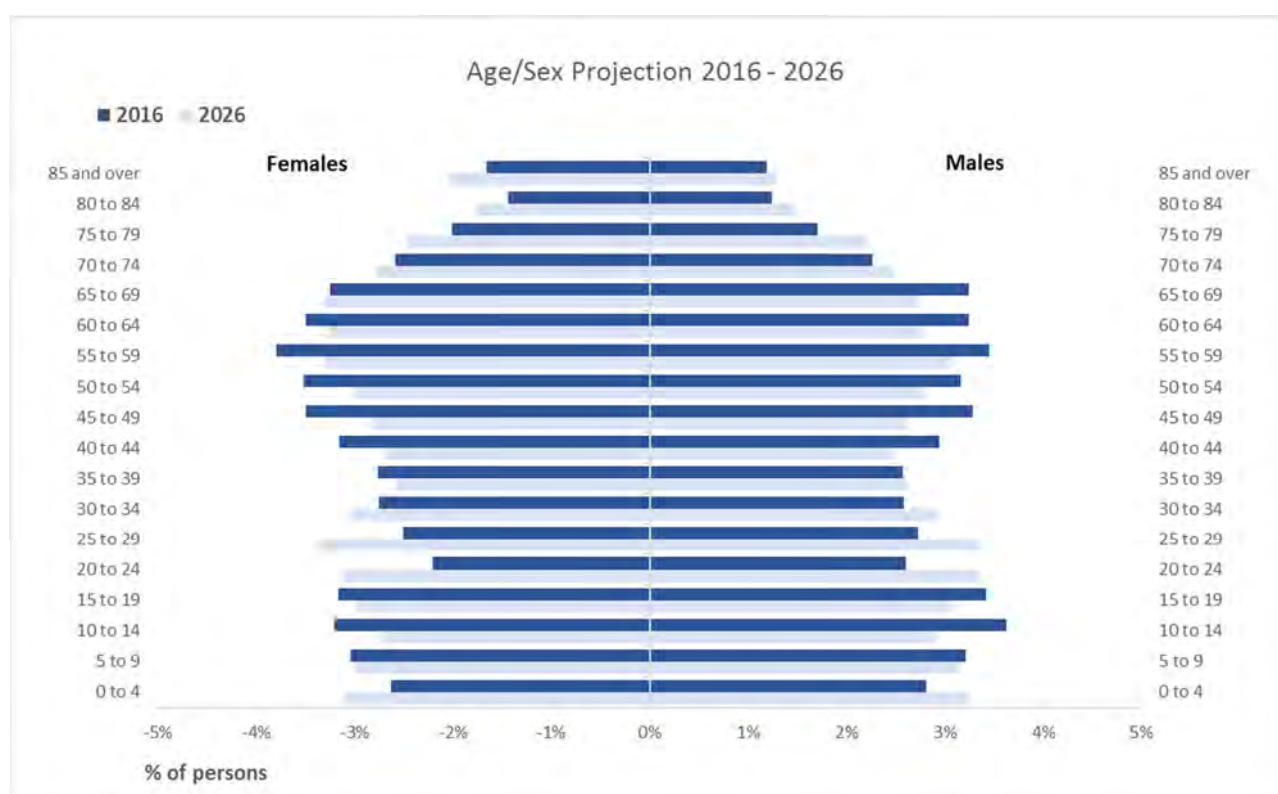
The City had a higher proportion of persons at post retirement age than Regional WA in 2016 (20.6% and 14.6% respectively). Most of the population growth in the City has been driven by older people moving to the City to retire. The largest changes in age structure between 2011 and 2016 were within the five year age groups between 60 and 74 years. In comparison to Regional WA, there is a lower proportion of people in the young adult age groups (25 to 34) and a higher proportion of people in the older age groups (65+).

The range of WA Tomorrow forecasts are divided into five 'bands' based on the projected rate of population change produced by each simulation. Each band includes one fifth of the permutations, with Band A representing the lowest quintile of projected population growth, Band C the median and Band E the highest. The WA Tomorrow documents publish the median value of each quintile to provide five forecasts.

A more detailed description of the methods and outputs of the WA Tomorrow research is available from the Planning WA website at www.planning.wa.gov.au/publications/6194.asp

³ WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015. Available from www.planning.wa.gov.au/dop_pub.../Albany_Hotspots_2015_nov.pdf

Diagram 3: Age/Sex Projections, 2016 to 2026



Source: WAPC WA Tomorrow 2015, ABS 2016

2.1.4 Small Households in Majority

At the 2016 Census, the City's average household size was 2.38 which is slightly smaller than the Regional WA figure of 2.43 persons per dwelling.

The City has a higher proportion of lone person households and couples without children compared to Regional WA. Overall, the proportion of lone person households was 25.7% compared to 22% in Regional WA while the proportion of couples without children was 29.6% compared to 26% in Regional WA.

The number of households in the City increased by 1,256 between 2011 and 2016. The largest changes in family/household types in the City were couples without children, lone person households and one parent families (+398, 376 and 67 respectively).

A greater number of people are living alone, the City has 3687 lone person households (53% of the City's population).⁴ Most people living alone rent, and there is a decline in homeownership among single households. Single people in housing need, are likely to experience difficulty in accessing social housing and are considered a low priority for housing⁵ over families and people with a medical or social welfare needs.⁶ Single persons

⁴ <http://profile.id.com.au/albany/households>

⁵ de Vas, D, & Qu, L 2015, Demographics of living alone. p. 4. Available from <https://aifs.gov.au/publications/demographics-living-alone>

⁶ *ibid*, p. 26.

are less likely to have a car for transport and will use public transport⁷ while younger single persons are more likely to live in the City centre.

2.1.5 Ethnicity

In 2016, 74% of the City's population was born in Australia and 19% overseas. Of those born overseas, 7% are from non-English speaking backgrounds and 12% from English speaking countries. Between 2011 and 2016, the number of people born overseas increased by 567 (or 9%), the number from non-English speaking backgrounds by 289 and from English speaking countries by 278.

The majority of the people born overseas are from the United Kingdom (constituting 8.7% of the City's population). This is followed by New Zealand (1.8%) and the Philippines (1.5%). Between 2011 and 2016, the largest changes in birthplace countries of the population were those born in Philippines (+103 persons), South Africa (+97 persons), United Kingdom (+87 persons) and India (+76 persons).

2.1.6 Health of Population

Research shows that healthy and active living can be positively encouraged and supported by the way we design and build our communities. Our environment – both natural and built – play an important role in how much physical activity we do and on our health, including our likelihood of developing heart disease. It's easier to be active if communities live:

- close to shops, services, school, and jobs, that is within a walkable and bikeable distance instead of driving;
- has supportive infrastructure such as footpaths, road crossings, cycling paths and public transport; and
- Offers quality spaces that improve wellbeing – like plazas, green areas, open space and recreational facilities.⁸

In 2016, 76% of adults (16 years and over) in the City were classified as overweight or obese (which is significantly higher than the State prevalence of 66%) and 44% did not undertake sufficient physical activity⁹. In children (5 – 15 years), these figures are 22% and 60% respectively¹⁰.

A higher percentage of adults in the City (44%) did not undertake sufficient physical activity than the State prevalence of 37%, 42% spent more than 21 hours per week in sedentary leisure time, 38% eat fast food weekly, 17% are at high risk levels of long-term health and 24% experienced a diagnosed mental health problem (higher than the State prevalence of 16%)⁹.

⁷ Bennett J & Dixon M 2006, Single person Households and Social Policy: Looking Forwards. p. 18. Available from <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.505.6854&rep=rep1&type=pdf>

⁸ <http://www.healthactivebydesign.com.au/about-healthy-active-design>

⁹ Epidemiology Branch (2018). Albany (C) Adult Health Profile, 2016, Health & Wellbeing Surveillance System, WA Department of Health: Perth

¹⁰ Epidemiology Branch (2018). Albany (C) Child Health Profile, 2016, Health & Wellbeing Surveillance System, WA Department of Health: Perth

Planning to increase physical activity and access to fresh local food while limiting access to fast food and alcohol outlets can assist in redressing these lifestyle related chronic diseases.

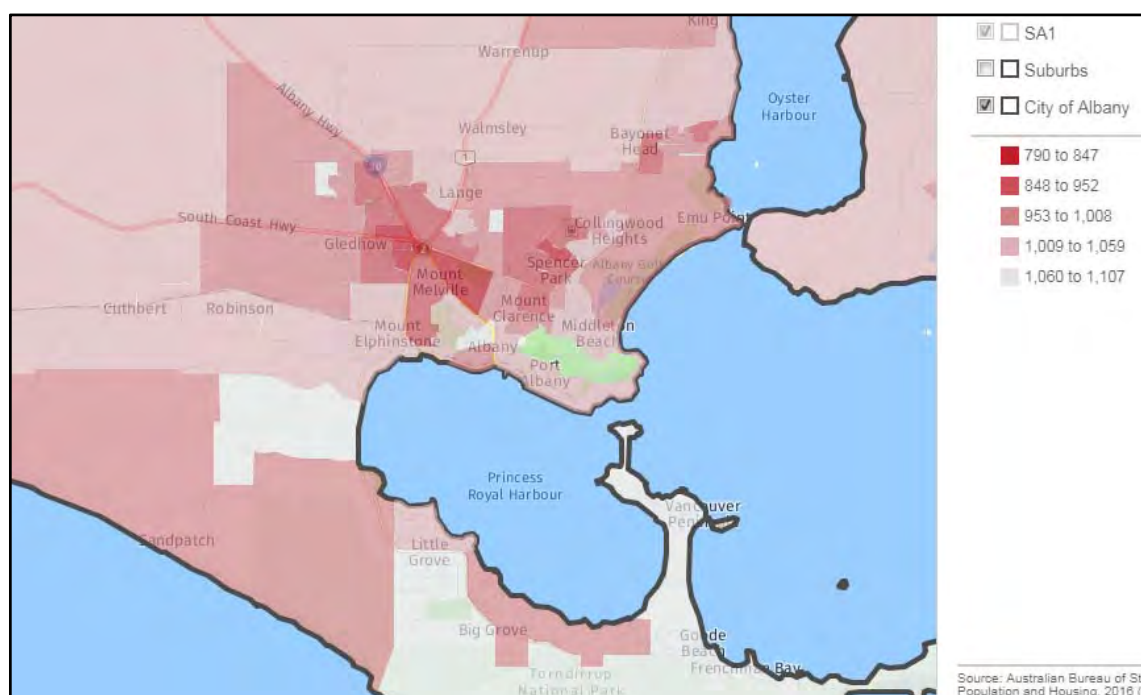
2.1.7 Index of Relative Socio-economic Disadvantage

The Index of Relative Socio-economic Disadvantage summarises a range of information about the economic and social conditions of people and households within a defined area. It assigns a numeric value based on these economic and social conditions, which can then be compared to measure relative disadvantage. The lower the value, the higher the level of relative disadvantage, which is typically the result of lower household income and people holding fewer qualifications or lower skilled occupations.

In 2016, the City was assigned a value of 989 on the Index of Relative Socio-economic Disadvantage. This is similar to other regional cities such as Bunbury (954) and Greater Geraldton (968); however, higher values were assigned to the cities of Busselton (1,014) and Kalgoorlie-Boulder (1,009). Across the state as a whole, the lowest values are assigned to remote shires such as Halls Creek (609), Upper Gascoyne (655) and Wiluna (703), while the highest in affluent suburbs of Perth such as Peppermint Grove (1,123) and Cottesloe (1,118).

Within the City, the localities with the highest levels of relative disadvantage are Lockyer – Gledhow (872) and Milpara – Orana (889), while the localities with the lowest levels are Robinson – Little Grove and District (1,023) and Lower King (1,016).

Diagram 4: Index of Disadvantage



Source: .idcommunity

Planning Implications

The above information presents to the following planning implications:

- The City is a popular retirement destination. Population growth is driven by people in the older age groups (50+) moving to the City.
- The increase in the age cohort 55 and over follows a national trend in the ageing of communities. This is likely to result in greater demands for health and aged care services, aged accommodation and public transport as older people will no longer drive.
- A major issue for the predicted increase in retirees and ageing population is the availability of suitable housing. Factors that need to be considered include location, choice, affordability and design of housing. Typically, older people require housing that is smaller and is closer to services and transport.
- The predicted increase in young adults will similarly require an appropriate planning response in relation to diversity and affordability of housing, location and access to services and facilities.
- The health of the population in the City can significantly be improved in the way we design our built environment. It is easier to be active where services and facilities are within walkable and bikeable distance, with supportive infrastructure such as footpath, cycle paths and public transport with quality urban spaces.
- There is a link between healthy communities and the planning, design and management of built environment. Higher densities, greater land use diversity (activity centres), connected movement networks, public transport, cycling and walking opportunities, and access to public open spaces, all can have a measurable impact on the health of a City's community.
- Young people may continue to leave the district unless pre-emptive actions are undertaken by the City and its partners. Supporting employment, educational and training opportunities and youth-oriented facilities offer a greater potential to retain young people in the district.

2.2 Settlement

2.2.1 Urban Growth

Figure 1 shows the extent of the City built area (urban, future urban and rural living) and land zoned future urban under Local Planning Scheme No.1.

The key aim of ALPS (2010) was to consolidate fully-serviced urban development within defined areas to ensure that future urban growth extends from the existing urban areas within a framework of vegetation/open space corridors. Future urban development areas were identified close to major employment areas to

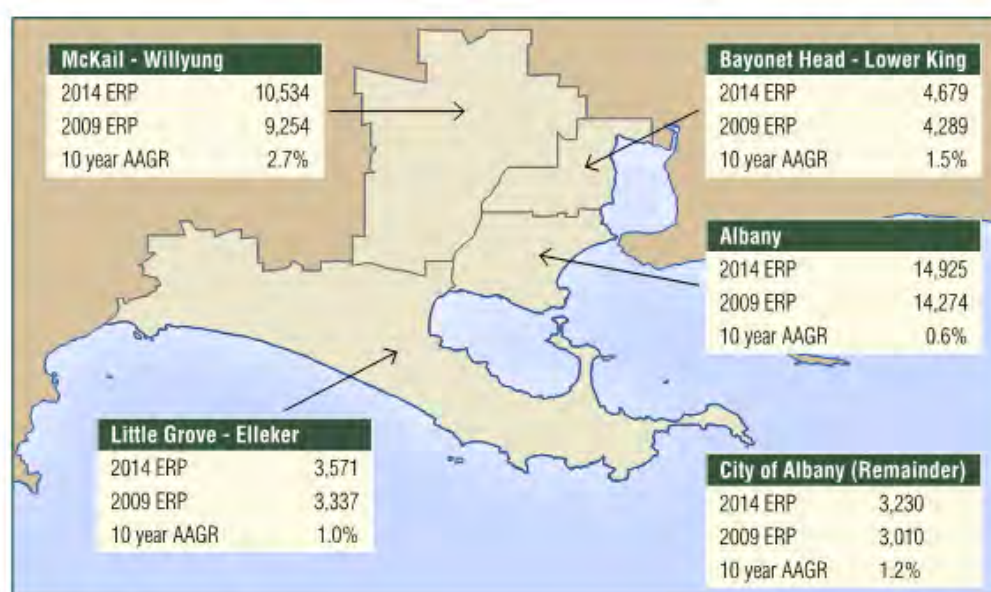
maximise the use of transport systems, existing services and facilities and government services while reducing the impact on existing agricultural areas and protecting high-conservation areas.

ALPS (2010) promotes incremental staged development through the identification of priority areas however, does not preclude the city or WAPC from considering developer-funded fully-serviced urban nodes within future urban areas that may not be consistent with their current priority classification. Despite a State Government requirement to comply with State Planning Policy No. 3 – Urban Growth and Settlement, many proponents have used the above clause as a justification for rezoning land ahead of the existing urban edge. Such proposals often commit to providing infrastructure, incorporating notional plans identifying local shopping, schools, community facilities, etc.

ALPS (2010) identifies approximately 2,000 ha of land for future urban development with a yield of 28,500 dwellings. Only a small fraction of this land has been developed as discussed in detail in the Albany Regional HotSpots Land Supply Update (2015) report.

The HotSpots Report investigated the population growth within the urban settlement areas of the City. It concluded that most of the city's residents over the past 10 years have been accommodated in the urban expansion areas around the City urban centre, with 74% of the total LGA population increase in the decade to 2013 occurring in the Statistical Area 2 of Bayonet Head – Lower King, Little Grove – Elleker and McKail-Wilyung.

Diagram 5: Population Growth (SA2)



Source: ABS (2014) Catalogue 3218.0

The Integrated Regional Information System Land Supply Model (IRIS) developed by the Department of Planning, Lands and Heritage¹¹ group's major residential land use zones to provide a snapshot of residential land stocks. As at January 2015, the model showed a stock of 2,392ha of land zoned for residential purposes,

¹¹ WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015.

1,550ha (65%) was deemed to be developed and 842ha of land is deemed to be available for future development (428ha's undeveloped and 404ha unrated). The model however, calculates large parcels of land with a house as developed, the development potential of this land is therefore not accounted for in this calculation. Further analysis shows that almost half (734ha) considered developed under the model, consist of lots greater than 2000m² and therefore deemed not to be fully developed. The available land for future development is therefore 1,576ha.

As at December 2014 there were 1,562 additional vacant residential lots (excluding rural living) in the City which could theoretically provide sufficient sites for more than five years of dwelling construction at a rate consistent with the development trends of the past decade. In comparison, there are approximately 42 lots per 1,000 residents in the City, compared to 27 lots per 1,000 residents in Greater Bunbury.¹²

The Hotspots Report (2015) prepared a development outlook for the City based on LPS1 zoning and amendments, developer intentions, consultation with local stakeholders, subdivision applications/approvals, local government development applications and approvals and structure planning. A large number of sites have been identified through the process around the Albany urban area. Large residential estates in Bayonet Head, McKail, Lockyer and Gledhow are partially developed with new lots created for residential development as required. Figure 2 shows the location of short, medium and long term future development areas.

Diagram 6: Dwelling Yields from identified future development areas

Suburb	Dwelling yield (<5 years)	Dwelling yield (5-10 years)	Dwelling yield (10+ years)
Bayonet Head	258	513	1,473
McKail	291	195	901
Warrenup/Walmsley	0	0	1,220
Big Grove	0	204	708
Yakamia	0	47	730
Lange	145	44	575
Gledhow	35	107	475
Lockyer	31	267	177
Lower King	18	0	327
Little Grove	11	0	330

Source: Albany Hotspots Report (2015)

The anticipated dwelling yield over the next 5 years based on WA Tomorrow Band C forecasts is 931 which is comfortably higher than 805 dwellings likely to be required under this projection. As the timeframe grows longer, the divergence between forecast demand and stock of development sites grows large. Medium term

¹² ibid

(5-10 years) future development areas are anticipated to yield an estimated 1,571 dwellings, almost double the 805 that would be required.

In summary, there is sufficient land zoned for residential and urban purposes to support population growth for approximately 62 years.

Cost of urban sprawl

The City currently has enough land to supply the market for the next 62 years, the cost of this urban sprawl can be quite significant for local governments in the form of social, economic, environmental and health related costs. For Local Governments the cost comes from building community services, emergency services, and recreational facilities, including maintenance of roads. Government departments need to supply upgraded infrastructure and services which becomes expensive to service greater distances with fewer people. Infrastructure costs add greatly to development costs which in turn contributes to the high cost of urban sprawl. Roads are the most expensive infrastructure category accounting for approximately 50% of the total infrastructure costs.¹³ Infrastructure costs can be more than four times higher than in more compact urban areas.¹⁴ Much of the infrastructure in established areas already exist so infill development typically have lower capital spending for councils.

Environmental and health costs include toxic exhaust fumes, noise, a car dominated life, stress, no walking, traffic collisions, water pollution, air pollution and sprawling development. University of Toronto researchers found that populations in less walkable neighbourhoods develop higher levels of diabetes,¹⁵ the City already has a high level of diabetes recorded. While the social costs for residents are more time stuck in cars, less time for volunteering and getting involved in our communities.¹⁶ Economic costs for residents include using their income on car repayments, fuel, maintenance and insurance. Suburban households drive three times more than households close to the City centre and with increased urban sprawl we have become less mobile increasing obesity rates, currently the City has 70% of adults as obese or overweight. By increasing housing densities by 50%, significant infrastructure costs can be saved¹⁷ including social, health and lifestyle improvements made for the community.

¹³ Department of Planning 2003, Costs of urban form, Discussion paper, May 2003. p. 16. Available from www.planning.wa.gov.au/dop_pub_pdf/gdp7.pdf

¹⁴ Siedentop, S & Fina, S 2010, Urban Sprawl beyond Growth: the effect of Demographic Change on Infrastructure Costs. Available from <https://www.cairn.info/revue-flux-2010-1-page-90.htm>

¹⁵ Sustainable Prosperity 2013, Suburban Sprawl, Cost of roads and highways. Available from <http://thecostofsprawl.com/>

¹⁶ New Urbanism n.d. Creating Liveable Sustainable communities, Sprawl costs. Available from www.newurbanism.org/sprawlcosts.html

¹⁷ Department of Planning 2003, Costs of urban form, Discussion paper, May 2003. p. 21.

Planning Implications

The above information presents to the following planning implications:

- There is sufficient land zoned for residential and urban purposes to support population growth for approximately 62 years. ALPS (2010) therefore designates land for urban expansion which is not required within the lifetime of this Strategy and beyond.
- There is substantial stock of serviced undeveloped vacant residential lots in the City. The consumption of these lots over the lifetime of the Strategy is important for whole of life infrastructure value and protection of agricultural land.
- There are a high social, health and environmental cost associated with urban sprawl and the City cannot sustain the rezoning and development of additional land within the lifetime of this Strategy.
- Future residential development should, as a priority, be directed towards vacant serviced residential lots and land zoned /future urban land.

2.2.2 Urban Consolidation and Infill Development

ALPS (2010) supports urban infill development and to maximise the use of existing residential zoned land. The Strategy identified actions such as precinct planning, providing a variety of residential densities and to develop design guidelines.

Various initiatives have been implemented by the City over the last decade to increase densities in built areas:

- Higher density codes were assigned to suburbs under LPS1. These suburbs include Mt Melville, Mt Clarence, Middleton Beach, Spencer Park, Mira Mar, Centennial Park, Yakamia, Lockyer and Orana.
- The Spencer Park Improvement Area was created to facilitate mixed use development as part of an upgrade of the Spencer Park Neighbourhood Centre and to enable higher densities surrounding the area (R40, R60 and R80). The upgrade was an initiative of the Department of Communities and a Memorandum of Understanding was signed between the City of Albany and Great Southern Development Commission in December 2016 to establish a working group to examine revitalisation opportunities for Spencer Park.
- Within the CBD, an amendment was initiated by the City to achieve development consistent with the density and built form of the predominant locality in order to contribute positively to the streetscape and street activity, to encourage conservation of heritage buildings and to encourage conversion of existing buildings to residential use. It also aimed to achieve smoother transition between densities in the central area and the adjoining residential areas. Medium density development (R30/40) areas are located adjacent to the CBD to act as a transition from the higher density (R-AC) in the core to the abutting lower density R30 residential areas. R40 areas were identified in the more elevated and visually prominent parts of the central area, whilst R60 to lower less exposed lots. As indicated by the below table, five additional lots were created since the gazettal of the scheme.

The following table indicates the density changes under LPS1, subdivision/strata application approved by WAPC and lots created since the gazettal of the Scheme in April 2014.

Diagram 7: Density Changes under Local Planning Scheme No. 1

Locality	TPS1A	LPS1	Additional Lots Approved
Albany (CBD)	R30, R160	R-IC, R30/R40/R60	5
Mt Melville	R20	R25 and R30	2
Mt Clarence	R30	R30?	1
Middleton Beach	R20	R25	4
Spencer Park	R20	R25	1
Mira Mar	R20	R25	40 (see note)
Centennial Park	R20	R30	5
Yakamia	R20	R25	3
Lockyer	R20	R25	0
Orana	R20	R25	0

Notes:

- This figure includes two larger subdivision applications being a strata application of 3 lots into 32 and a subdivision application of 2 lots into 8.
- Data collected April 2016.

Since the gazettal of LPS1, there has been some success in increasing densities in built areas with a total of 61 additional lots conditionally approved by the WAPC.

Albany Hotspots Report investigated the additional lot potential in the City through infill development. Based on the lower R-Code, a lot yield of 13,490 could potentially be achieved and on the higher R-Code 17,002 lots. This however, reflects theoretical infill potential only. Some key issues associated with urban infill are the extent of the current sewer, water and electricity networks, environmental factors such as slope and land capability, the location of the existing house on the block, heritage matters, provision of sufficient public open space, achieving high quality design, maintaining a sense of place location of activity centres and transport modes. A more detailed study which consider these factors should be undertaken to determine a realistic infill potential of the City.

Planning Implications

The above information presents the following planning implications:

- Take up rate of infill development (densification of neighbourhoods) are constrained due to the stock of vacant lots and land available for future urban development.
- Detailed planning should occur around densification of neighbourhoods in the City and associated design guidelines to protect amenity and plan for improved services and facilities. A Housing Strategy is the appropriate mechanism to achieve this.
- The increase demand for community services, including sport and recreational needs, POS provisions, education, public transport, walking and cycling should be considered in preparation of infill development strategies (higher density neighbourhoods).
- There is need to fully utilised existing land and infrastructure through the identification of “brownfield” sites and underutilised land in the City and the formulation of appropriate planning responses.
- Centennial Park has for some time been recognised as a locality that could benefit from urban renewal due to its proximity to the regional centre, its accessibility and the potential for increased development density and multitude of additional land uses.
- This Strategy should support the MOU between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area.

2.2.3 Rural Living

Rural Living offers a rural lifestyle in close proximity to the Albany urban area and land zoned residential (with a density code of R1, R2.5 and R5), special residential, rural residential, conservation and rural small holdings are considered to fall within this category. Rural small holdings are larger lots (>7ha) which offers some opportunities for small scale farming whereas rural residential (0.4 – 1ha) is predominantly earmarked for residential purposes.

The strategic objectives of ALPS (2010) are to encourage the efficient use of existing rural living areas by maximising their development potential and to avoid the development of rural living areas on productive agricultural land, important natural resource areas and areas of high bushfire risk. In general, the Strategy highlighted that at 2010 there was an oversupply of rural living lots which was already identified under the *Rural Planning Issues Review* in 2002. The Strategy makes important recommendations to maximise opportunities in existing rural living areas to achieve higher sustainable lot yields based on land capability and service provision.

Within the City, there are large tracks of land zoned for rural residential, special residential, conservation and rural smallholdings purposes. Rural residential and special residential areas are located on the fringe of the Future Urban zone, along the King and Kalgan Rivers and around Princess Royal and Oyster Harbours. The Rural Small Holding areas are located on the western fringe of the Albany urban area and the Conservation Areas within Big Grove, Torbay Hill and Nullaki.

There is general assumption that there is a substantial demand for rural living property in the City. The Hotspots Report (2015)¹⁸ however, points out that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to December 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model, shows that at January 2015, a stock of 7,665 hectares of land zoned for rural living purposes of which 3,526 hectares (or 46%) was deemed to be developed. Land for Rural Living purposes are consumed at an average rate of 252 hectares per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.

Special Residential Zone

The local planning scheme contains the Special Residential Zone which aims to achieve protection of landscape quality and visual amenity, remnant vegetation, significant fauna/flora values, rivers, foreshore areas, creek lines and floodplains. It also aims to ensure that on-site effluent disposal systems are appropriately sited and constructed to ensure all nutrients/waste is retained on site.

There are 17 Special Residential Zone areas under the Scheme which are described under Schedule 15. During the preparation of the Scheme, special provisions in common were listed under Clause 5.5.18. Those unique to each of the area were retained under Schedule 15 – Special Residential Zone.

The following provides a summary of the areas within this zone and the minimum lot size.

Diagram 8: Special Residential Zones under Local Planning Scheme No.1

	Special Residential Zone	Min lot size (LPS1)
SR1	Karrakatta Road, Goode Beach	4000m ²
SR2	Bayonet Head Road, Bayonet Head	1400m ²
SR3	Endeavour Way, McKail	4000m ²
SR4	Warrenup Place, Warrenup	4000m ²
SR5	Moortown Road, Gledhow	4000m ²
SR6	Morilla Road, Lower King	4000m ²
SR7	Rufus Street, Milpara	2000m ²
SR8	La Perouse Court, Goode Beach	2000m ²
SR9	Gladville Road, McKail	4000m ²

¹⁸ WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015.

	Special Residential Zone	Min lot size (LPS1)
SR10	Nanarup/Kula Roads, Lower King	4000m ²
SR11	Willyung Road, Willyung	4000m ²
SR12	Deloraine Drive/Warrenup Place, Warrenup	4000m ²
SR13	Hayn Road, Goode Beach	6000m ²
SR14	Lancaster Road, McKail	2000m ²
SR18	King River Drive, Lower King	5000m ²
SR20	Henry Street, Warrenup	4000m ²
SR21	Lot 11 Nanarup Road, Kalgan	2500m ²

The Model Scheme Text for local planning schemes under the *Planning and Development (Local Planning Schemes) Regulations 2015* does not make provision for the Special Residential zone. The objective is for these areas to be transferred to the Residential zone or the Rural Residential zone. The appropriate zone will be determined by factors such as location in relation to the town centre, existing lot sizes, provisions of services in particular sewer, capability to undertake agricultural activities and environmental protection considerations.

The review of LPS1 therefore needs to consider the implication thereof and investigate the appropriate zone.

Planning Implications:

The above information presents the following planning implications:

- There is an oversupply of rural living lots (20+ years) in the City and planning for additional rural living areas are therefore not required.
- There is substantial stock of serviced undeveloped rural living lots. The consumption of these lots over the lifetime of the Strategy is important for whole of life infrastructure value and protection of agricultural land.
- There is an opportunity to maximise land use efficiency through the densification of rural living areas in appropriate localities.
- The Special Residential zone are not included within the Model Scheme Text under the *Planning and Development (Local Planning Schemes) Regulations 2015*. The review of LPS1 should consider the implication thereof and investigate the appropriate zone.

2.2.4 Rural Villages

Strategic Directions and Local Planning Scheme Provisions

There are a number of rural villages that support the rural hinterland community of the City. These villages are community hubs which offer services such as a convenience stores, fuel stations, primary schools and sport and recreation facilities. Appendix 1 and 2 provides a detailed description of each of the rural villages.

ALPS (2010) made a number of assumptions and observations:

- Town sites are seen to become sustainable nodes offering a rural lifestyle based around an existing historical area. Some town sites have the potential to support additional residential development, tourist accommodation, retail, small business and community services.
- It predicted that town site will expand as a result of development projects such as mining or tourism ventures and that their population will rise through lifestyle settlement such as sea change and tree change and more labour intensive agricultural uses.
- Although tourism and low cost housing and the sea change trend have increased the sustainability of some rural communities, population has been lost through increasing farm sizes and labour costs and new agricultural practices such as large-scale tree farming. In some cases, the population loss has compromised the viability of voluntary organisations such as local bushfire brigades, sporting clubs and community groups and loss of health and education services.

Based on these assumptions a number of recommendations were made which was subsequently implemented in LPS1.

- LPS1 create a new zone to cover growing rural town sites with land-use and development principles. The inclusion of Kalgan, Wellstead, Manypeaks and Elleker as Rural Village zones in the LPS and facilitate the completion of structure plans for each. These plans to be developed with the community and key stakeholders and government agencies to determine growth potential. Level of servicing, suitable land to accommodate growth and critical constraints to development.
- To establish controls for water supply and effluent disposal standards, lot sizes, permissibility of land uses and community infrastructure. It is proposed to allow flexibility in lot sizes and land uses.

The Strategy further recommends the retention of the existing rural town site of Redmond, Manypeaks, Young Siding, Elleker, Torbay, Torbay Hill, Kalgan, South Stirling and Cheynes Beach as primary rural community focal points and settlement centres of a sufficient size (30-100 lots) to support a local store, community, sport and educational facilities.

The objective for the 'Rural Village' zone under LPS1 is to create a strong sense of community by enabling residential, commercial and recreational land uses to occur within the zone; to provide a range of lot sizes and activities, to achieve self-sustaining settlements (with water and effluent disposal) and to provide for the development of existing rural town sites in accordance with an individual Structure Plan prepared for the town site.

The Scheme list permitted land uses prior to the completion of a Structure Plan as follows: Ancillary Accommodation (D), Bed & Breakfast/Farmstay (D), Civic Use (D), Community Purposes (A), Garden Centre

(A), Home Business (A), Home Occupation (D), Home Office (P), Industry Cottage (D), Rural Pursuit (D) and Single House (P).

The Scheme zones Elleker, Kalgan, Manypeaks and Wellstead Rural Villages (RV) under LPS1. In accordance with clause 5.5.17.3, subdivision with the Rural Village zone will be supported in accordance with an adopted Structure Plan prepared under clause 5.9 of the Scheme.

Planning Implications

The above information presents the following planning implications:

- Growth of rural villages as predicted under ALPS (2010) to support mining activity (for example Grange Resources) and sea/tree change retirement has not occurred. Based on population projections for the City, growth in rural villages over the next decade is likely to be slow.
- The requirement under LPS1 for structure planning is onerous and is likely to hinder future development potential of villages. Development is likely to occur in small increments which can be accommodated within amendments to LPS1, subdivision process and WAPC policies. This requirement under the Scheme should be re-evaluated, including land use restrictions within in the Rural Village zone.
- The ability to allow for diversification of land uses which support self-sufficiency and diversification of economic land uses in rural villages is limited by the Rural Village zone. A review of the land use permissibility under the Rural Village zone under LPS1 should occur.
- Rural Villages has an important role to play in supporting the agriculture, tourism and the resource industry. Horticulture could develop in areas with good soil and water availability, tourism in areas of high scenic value such as Torbay and Kalgan and resource industry such as Southdown Magnetite proposal in Wellstead.

2.3 Housing

2.3.1 Housing Profile

Dominance of Single Detached Housing

There were 16,930 dwellings in the City at the time of the 2016 census. Most dwellings in the City (88.5%) were detached dwellings compared to 82.5% in Regional WA. There are no high density housing available in the City with 8.9% of the City's dwellings being medium density.

Dwellings with 3 bedrooms were the most common in the City in 2016 (42%), followed by 4 bedroom dwellings (30%). One and two bedroom houses constitutes 17% of the City's housing stock. The largest change in the number of bedrooms per dwelling between 2011 and 2016 were in 4 bedrooms (+457 dwellings) and 3 bedrooms (+235 bedrooms). An additional 79 one bedroom units were constructed in this time period.

The change in dwelling structure the 2011 and 2016 Census years were dominated by the construction of detached houses with a no additional medium or high density houses were constructed. High density development delivers small dwellings which is required for the high number of one and two persons households in the City which meets the needs of young people, seniors and retirees.

Lack of Small Units

The Great Southern Housing Needs Analysis, commissioned by the Department of Communities, Landcorp and the Great Southern Development Commission identified unmet demand for one and two bedroom dwellings in the region. A focus on smaller, high amenity housing close to services and employment will help to increase both the affordability and diversity of housing stock, as well as catering for the needs of the ageing population.

This shows a need for more diverse housing products including apartments and smaller dwellings in the City. The Department of Communities has completed projects in 2013/2014 with the development of 12 x 2 bedroom units in Mira Mar for elderly and people with disabilities, they have also completed 7 x 2 bed units in McKail and 5 x 2 bed units in Spencer Park. Another 16 homes were constructed by the end of June 2017, seven are currently under construction or completed.

Dwelling Approvals

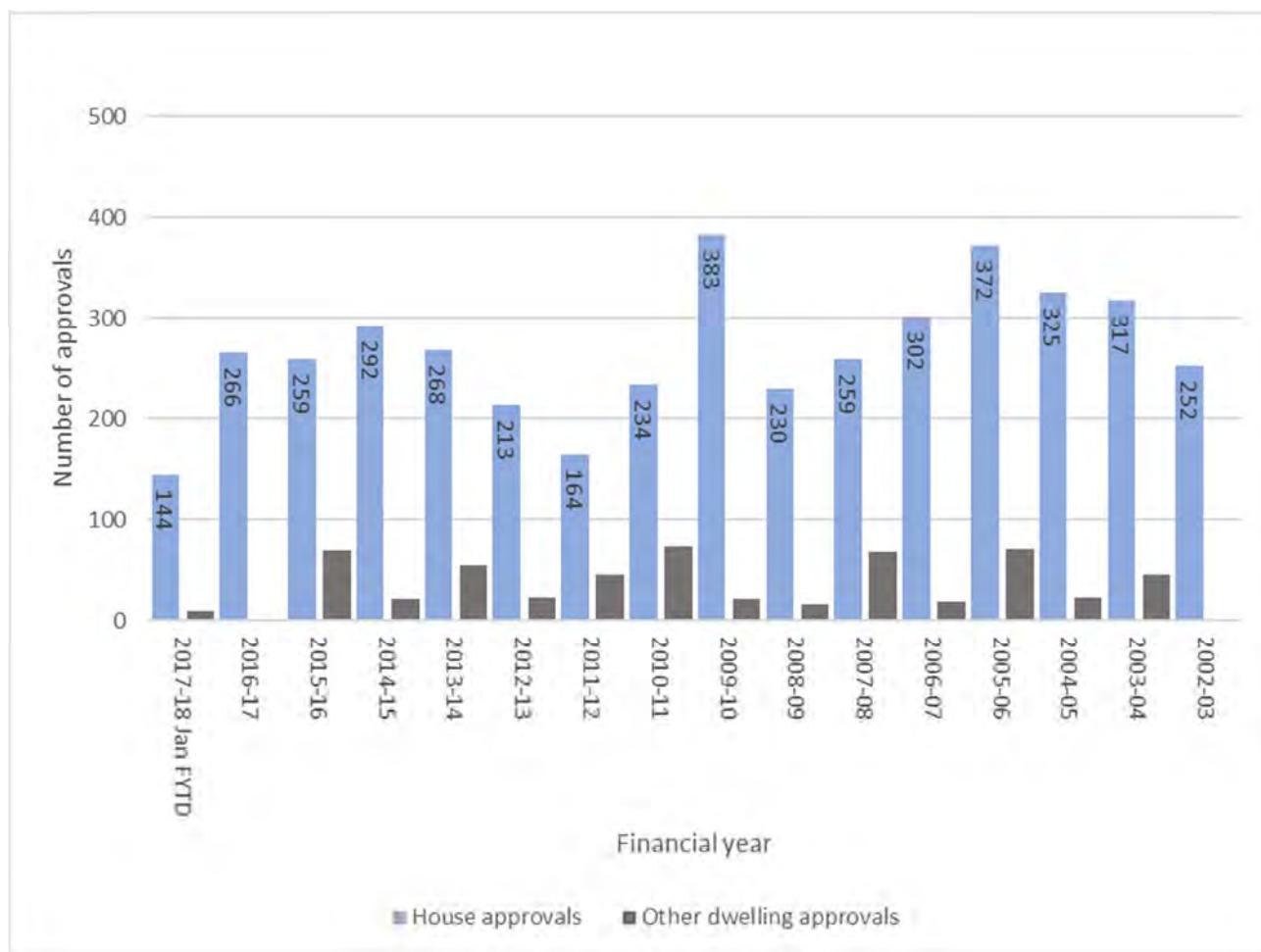
Dwelling approvals are the key demand indicator, representing either owner-occupied demand or investor confidence. As most dwelling approvals proceed to construction and eventually completion, they also provide a leading indicator of dwelling supply. Dwelling approvals peaked over the growth period 2004-2007 and again during the First Home Owners Grant boost period (2010). The number of dwellings constructed has been steady in recent years (259 approvals in 2015/2016 and 266 in the 2016/2017).

Building approvals fell in Perth between 2015-16 and Regional WA also had a decrease in the number of commencements which has been declining since 2014.¹⁹ The Housing Industry Forecasting Group has predicted that dwelling commencements will continue to fall until 2017-18 and then start to increase below the 2015-16 level.²⁰

¹⁹ Housing Industry Forecasting Group 2016, Forecasting Dwelling commencements in WA 2016-2017. p. 14, 19. Available from https://www.planning.wa.gov.au/dop_pub_pdf/HIFG_Report_201617.pdf

²⁰ *ibid*, p. 25.

Diagram 9: Residential Building Approvals



Source: ABS, Building Approvals, Australia (8731.0)

High Rate of Unoccupied Houses

Of the 15,949 houses recorded at the 2016 Census, 15.8%% (2524) were unoccupied. This is likely to be related to the large number of dwellings in the City used as holiday homes. The City's records however, indicate that 135 houses were registered in 2014 and a number of houses in the City are used as holiday homes by farming communities. This however, does not explain the full extent of the vacancy rate.

Journey to Work

The majority of the City's working residents are employed locally (94%). The remainder commute to Plantagenet (3% or 490 people), Denmark (1% or 142 people), and the remainder to surrounding Shires and mining centres such as Laverton, East Pilbara, Ashburton, Karratha and Boddington.

Analysis of car ownership in 2016, indicates 57% of households in the City had access to two or more motor vehicles, compared to 54% in Regional WA.

Youth Homelessness

WA has seen an increase in housing affordability stress and increase in homelessness with 9,592 people identified as homeless in Western Australia (2011) and 35% of this group are identified as Aboriginal. This represents a 16% increase from 2006. Data indicates that rural localities have experienced increased homelessness. Family domestic violence and financial difficulties are the two major drivers for homelessness. The flow on effect to local economy and community participation in regional localities is significant, impacting largely in reduced work force participation and increased transience. Housing diversity in the City continues to present as a major population issue with limited options for affordable housing and lacking an affordable housing strategy. Partnerships between local governments and community providers haven't been used as extensively or been as successful as possible.

2.3.2 Trends in House and Land Prices

The Albany Regional Hotspots Land Supply Assessment (2015) identified the following trends with regard to house and land prices in the City:

- Median house prices in the City rose sharply between 2004 and 2007, increasing from \$192,750 to \$415,000 in 2007. The price increases were driven by favourable economic conditions of the time.
- The latest information released from the Housing Industry Forecasting Group shows the median house price is \$370,000 as of November 2016.²¹
- The median house price slumped after 2007, and by 2014 the median house price was still significantly below the 2007 level by approximately 10%.
- During the period of rapid increasing prices in 2007, the city prices were tracking a similar trajectory to those in the Perth metropolitan area. Since 2007, the difference between median prices in the two centres has widened considerably. At 2016, the median house price in Perth was approximately \$142,000 more than that of the city.
- Similarly, the median lot price in the City increased nearly three-fold, from \$74,000 in 2004 to \$213,000 in 2007. The median lot prices slumped after the global financial crises and in 2014 it was 25% lower than in 2007.
- At the end of 2014, there were 790 residential properties listed for sale with REIWA agents (including 315 lots). The average selling time for properties in the City during the December quarter 2014 was 140 days. In comparison, the more populous Bunbury had 922 listing (including 154 lots) with an average selling time of 98 days.
- The cost of housing in the region is lower than other regional locations in WA but the median income is also lower which creates an affordability issue. For example, based on sales up to June 2017, the median house price in the Albany urban area was \$375,000 and the median unit price was \$276,000.

²¹ Housing Industry Forecasting Group 2016, Forecasting Dwelling Commencements in Western Australia. p. 10.

2.3.3 Affordable Housing

Housing affordability is predominantly an urban problem with many households in the City in housing stress. Having a job does not insure against housing affordability with lower income households experiencing housing stress. Low rental housing stock has declined particularly in inner urban areas, with the losses not being offset.

Notwithstanding the median house prices in the City being lower than that of other regional locations in WA, the median income is \$62,860, which allows for an affordable purchase price of \$317,042 (based on 30% of income allocated to housing costs, a 10% deposit and a 30 year home loan at 5.27%). This leaves a shortfall of nearly \$58,000 for those earning the median income and an even greater affordability issue for those earning lower incomes.

The City's median rental price is \$348 per week for the September quarter in 2016. The HIA–Commonwealth Bank index on housing affordability in Western Australia for the September quarter of 2014 was 107.5, up 2.9 index points on the previous quarter but down 3.0 points on the year. The report found that housing affordability was more favourable than in New South Wales, Victoria and Queensland. The National Rental Affordability Scheme continued adding to the supply of affordable rental housing with 2,989 dwellings throughout Western Australia. However this program has since been cancelled.

Affordable housing should be promoted close to the City centre and these facilities to allow a walkable distance from home to amenities. Using the current infrastructure available will reduce the cost and designing smaller units at higher densities will allow greater affordability for many.

There is a number of vacant lots located in the centre of town, Mira Mar, Spencer Park and Yakamia, these locations would be highly recommended to develop higher density, affordable housing because of the current facilities and infrastructure already available. A large number of lots in Bayonet Head, McKail and Warrenup do exist with close shopping facilities nearby, however they are located further away from the City centre and hospital.

Given the City's strong tourism, hospitality and agricultural focus, consideration should also be given to housing that caters for the needs of seasonal, casual or low income workforces. Solutions may include purpose-built key worker housing which would ensure the availability of affordable housing and help to attract and retain key workers in the region.

State Policy Context

State Affordable Housing Strategy

The State Government's Affordable Housing Strategy 2010-2020: Opening Doors to Affordable Housing identified actions to provide new opportunities along the entire housing continuum, with a focus on low and moderate income groups. The State Government has also set minimum targets for the construction of 20,000 affordable homes by 2020 in WA which was met in 2015. They have now set a new target which will provide another 10,000 affordable houses in the next 5 years. Within the Great Southern region the State Government delivered 190 social housing dwellings, 55 discounted private rentals, 180 Keystart loans and 40 shared equity programs.

The Department of Communities will continue to look at housing models and policy settings which provide an opportunity for people to improve their social and economic circumstances, as well as facilitating the market to deliver housing. The Department will continue to work with the various levels of government, including the City of Albany, and with the private and not-for-profit sectors to access funding and leverage land and housing assets to increase the supply for affordable housing in the region.

WAPC 'Planning Provisions for Affordable Housing'

The Western Australian Planning Commission released the *Planning Provisions for Affordable Housing* paper in 2013. It focused on developing changes that enable local governments to introduce voluntary incentives into their planning schemes to encourage affordable housing in new developments.

The paper highlights that there are points in the development process where planning does (and does not) have an influence. Planning can influence or control development outcomes by rezoning land or by placing conditions on the approval of the subdivision of land and the development is complete. It has very little if any role in monitoring the price of the home or the circumstances of the occupants, which are the two things that have the greatest influence on affordability. As a result, any changes to the planning system will need to be accompanied by changes to the housing system, which will need to provide the means to implement, measure and monitor affordable housing land or housing once it has been built and planning's role has concluded.

The paper reveals important issues that need to be considered to respond to affordable housing such as:

- Planning conditions need to be clear and easily understood;
- Planning's role should be restricted to development assessment;
- Housing delivery mechanisms must be in place before policies are implemented;
- Land subdivision and housing development present different challenges; and
- The type of affordable housing that is appropriate will depend on the location and nature of the development.

Planning Implications

The above information presents to the following planning implications:

- There is a dominance of single detached dwellings in the City.
- There is a lack of affordable housing in the City.
- There is a need to increase housing diversity across the City to meet the needs of small households, ageing population and the predicted increase in youth. Housing diversity also offers a range of house prices and occupancy type and therefore assists in housing affordability and homelessness and alleviate intra-city inequities.
- A focus on smaller, high amenity housing close to services and employment will help to increase both the affordability and diversity of housing stock, as well as catering for the needs of the ageing population.
- There is a need to prepare a Housing Strategy in partnership with relevant State government agencies. The Strategy should investigate incentives such as bonuses and concessions for the delivery of affordable housing and opportunities to partner with the State Government and community housing providers.

2.4 Community Services and Infrastructure

The City is expected to experience gradual population growth and there will be a need to review, upgrade, extend and possibly rationalise the provision of social infrastructure including those provided by the City based on changing demographics and community needs.

The City provides a range of social infrastructure facilities including the Albany Public Library, Albany Regional Day Care Centre, community centres and halls. Some of the City facilities are leased or licenced to community, service, religious, leisure, and sporting groups.

2.4.1 Sport and Recreation Facilities

Sport and recreation facilities both informal and formal open space contribute significantly to the community's quality of life. The district has significant active recreation assets, the Centennial Park Sporting Precinct is the premier sporting precinct catering for a wide range of indoor and outdoor sport facilities. The Albany Leisure and Aquatic Centre is the region's premier indoor leisure and aquatic facility.

The Centennial Park Sporting Precinct upgrades has shown a greater need to plan for the growing population and sporting hubs in other areas around the City. The City is therefore undertaking the preparation of a Sports and Recreation Future's Plan which will provide a strategic planning framework when completed and will include:

- Current facility infrastructure and programs;
- Identify trends which can impact future sport needs;

- Identify future facility requirements and support through sustainable funding;
- Focus on infrastructure and formal club based sports;
- Greater programs and services to give positive health outcomes; and
- Partnerships beyond sport and recreation (transport, education, tourism).

2.4.2 Public Open Space

The City offers a range of recreation opportunities and POS which cater for people of all ages. The City is currently responsible for managing 486 parcels of land declared as natural reserves along with 80 developed reserves. The developed reserves include infrastructure such as playground equipment and walking paths.

The City contains parks, ovals/playing fields, playgrounds, multi-use games areas, skateboard parks, indoor sports facilities and areas for informal recreation (walking, cycling and horse riding). An audit of the City's recreation facilities and POS, a supply and demand assessment of POS, and has developed a *Public Parkland Policy*.²² Albany is overall well served by parks and open spaces and in most areas there is an adequate amount of parkland available. ~~There is however, under provision in some areas such as parts of Bayonet Head, Lower King and Orana. Improving access of public parkland in these areas are address under the *Public Parkland Local Planning Policy*.~~

2.4.3 Health

Albany is serviced by a range of health facilities and services including the Albany Health Campus, medical centres, doctor's surgeries and other health practitioners.

The City is a popular retirement destination attracting increasing numbers of people aged over 60. A growing and aging population will require additional expanded health facilities, services and aged care units. Regional documents seek an upgraded health service with intended outcomes including that 'Access to health infrastructure and services will be comparable to that in the metropolitan area. The region will have comparable health outcomes to the metropolitan area'.²³

Most of Albany's medical centres are located within a three kilometres radius of the central business district (CBD) but most residents live further than five kilometres from the CBD. The lack of medical centres in the suburbs are partly addressed by diversification of retail-centric shopping centres into mixed use activity centres which will in the future allow for services such as medical centres to establish outside of the CBD. This is discussed in more detail under Section 3.2.

The land use planning system can assist in the provision of health services through statutory support of new proposals and through identifying future land requirements through precinct and structure plans.

²² City of Albany 2014, *Public Parkland Policy*. Available from City offices.

²³ GSDC 2015, *Great Southern Regional Investment Blueprint*. p. 9.

2.4.4 Education

The provision of education facilities is a key requirement for the district and the growth of the City. Accordingly, it is important that land use planning encourages the setting aside of land to establish new schools in appropriate locations. Within the timeframe of the Strategy two additional primary schools will be required at McKail (site zoned for this purpose under LPS1) and Bayonet Head.

There are a wide variety of education and life-long learning opportunities in the City. This includes from kindergartens to tertiary education and includes both public and private providers. The City generally has an adequate number of schools catering for primary and secondary education. Tertiary providers are the Great Southern Institute of Technology (TAFE), the University of Western Australia Albany Centre along with wide-ranging on-line learning providers.

The Department of Education is a key stakeholder in planning and developing public schools.

The provision and quality of education facilities has a strong influence upon the vitality and viability of communities. Access to education plays an important role in the social and economic development of the district. The Great Southern workforce development plan stated that there is a limited number of units available for year 11 and 12 students when compared to metropolitan schools.²⁴ The WAPC²⁵ note that the 'provision of high quality education services is critical for retaining people, and particularly young people' locally.

The Great Southern Development Commission notes that:

'Despite a significant tertiary education presence in the region, the trend is for young adults to leave the Great Southern to pursue education and employment opportunities. This loss of young people has an effect on the region's post-school education participation rates.'²⁶

There are opportunities for shared community and school use of ovals and facilities. The Department of Education policy is that school facilities and resources must be made available for use by the community and other potential users. The design of new schools should seek to locate facilities such as ovals, courts, and other recreation and facilities in areas accessible to the community, while still maintaining the security needs of core school facilities.

'We would like to be recognised as a regional centre which provides high quality education and training programs, to prepare our workforce for the future. This includes the development of a CBD learning precinct and the use of our unique environmental and heritage assets to enhance the learning experience.'

Support to enhance tertiary education growth is outlined in various regional planning and economic documents. For instance 'Opportunities exist for public and private investment in the education sector

²⁴ Department of Training and Workforce Development 2013, Great Southern workforce development plan 2013-2016. Available from <http://www.dtwd.wa.gov.au/sites/default/files/uploads/Great-Southern-workforce-development-plan-2013-2016.pdf>

²⁵ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft). p. 15. Available from http://www.planning.wa.gov.au/dop_pub_pdf/Great_Southern_Regional_Planning_and_Infrastructure_Framework_Part_A.pdf

²⁶ GSDC 2015, Great Southern Regional Investment Blueprint 2015. p. 49.

including in secondary education and tertiary education and training’ and the region will have a ‘vibrant tertiary education sector’.

A visionary and strategic approach with State and regional partners is required to establish a regional university. As the concept moves towards a reality, there will be a need to address a range of matters including the provision of a wider range of housing diversity, supported by the LPS and LPS1, for more diverse population (e.g. student housing, apartments etc.) in suitable locations close to facilities and public transport.

Land use planning can assist in the provision of tertiary education through the preparation of structure plans, local development plans, activity centre plans and master plans, to coordinate land use and transportation and in the approach to matters including parking provision.

Planning Implications

The above information presents to the following planning implications:

- The Sport and Recreation Future’s Plan will provide an assessment of current and future recreational needs of the community. Based on the outcomes of this plan, the planning implications and spatial requirements should be identified under future updates of the Local Planning Strategy.
- There is a shortage of public open space in the suburbs of Bayonet Head, Lower King and Orana. The Public Parkland Policy address planning matters to improve provision in these suburbs.
- There is a lack of medical centres outside of the CBD. This is addressed through the planning direction provided for activity centres (discussed under Section 3.2). There is a need to provide statutory support for such services in the interim.
- Co-location of sport facilities with schools initiatives should be promoted in structure plans.

2.4.5 Planning for Future Facilities

Structure Plans

Structure plans and related local development plans, activity centre plans, precinct plans and master plans can assist to support the provision of social infrastructure. The need for social infrastructure, its location, relationship with surrounding uses and how it will be accessed can be considered. Background details relating to structure plans are set in various WAPC documents. Structure plans are an important tool in allocating land uses, densities, coordinating infrastructure and promoting orderly and proper planning.

The structure plan process is set out in Planning and Development Regulations 2015 (Local Planning Schemes). Structure plan content is guided by wide-ranging WAPC and City requirements. For instance, there is a legislative and policy framework for POS through the subdivision process including the City’s Public Parkland Policy.

There are opportunities to promote co-location and shared use of recreation and community facilities on school sites. This can be considered through the structure plan and more detailed planning processes.

Developer Contributions

The City, as in many other parts of WA, is facing increasing pressures on the services it provides. These pressures arise from population and economic growth, and increasing community expectations for new and upgraded infrastructure. The capacity of local governments to provide the additional infrastructure and facilities necessary to accommodate future growth and change is limited. As a result, local governments are increasingly seeking to apply development contributions for the construction of infrastructure and facilities beyond the standard requirements such as car parking, community centres, recreation centres, sporting facilities, libraries, child care centres and other such facilities.

The City seeks contributions from developers, where appropriate, at the subdivision and development stages. LPS1 contains provisions consistent with the Model Scheme Text relating to Development Contribution Areas, while Schedule 13 of LPS1 sets out the Development Contribution Area for the Bayonet Head Outline Development Plan. Developer contributions are a mechanism for the sharing of infrastructure costs associated with subdivision and resulting development. For instance, obtaining land as POS or obtaining a cash-in-lieu payment is a standard planning requirement. Development contributions can be sought for items of infrastructure that are required to support the orderly development of an area.

State Planning Policy (SPP) 3.6 Development Contributions for Infrastructure (2009) outlines the principles and considerations for imposing development contributions in new and established urban areas. One of the objectives is to promote the efficient and effective provision of public infrastructure and facilities to meet the demands arising from new growth and development. Developer contributions take the form of land contributions, infrastructure works and monetary contributions. Planning Bulletin 100 provides an overview of the SPP 3.6.

Development Contribution Areas and associated Development Contribution Plans, where established through a Local Planning Scheme, can require contributions for social infrastructure such as community centres, child care centres, after school centres and libraries. Most Development Contribution Areas involve land with multiple owners. In these circumstances it is necessary to ensure that all landowners equitably contribute to the cost of providing common infrastructure within the area.

Planning Implications

The above information presents to the following planning implications:

- There is a need to meet the recreational (active and passive including public open space), educational and community services needs in existing and planned neighbourhoods.
- Structure planning and infrastructure contribution is the appropriate planning mechanisms to ensure that community needs are met.
- The land use and spatial implication of various community strategies such as the *Sport and Recreation Futures Plan*, *Age-Friendly Albany Plan*, *Youth-Friendly Albany Strategy*, *Healthy Albany* and the *Access and Inclusion Plan* should be implemented under the local planning scheme.

2.5 Heritage and Culture

The City of Albany recognises that it has a rich and diverse heritage and as a result has a number of initiatives in place to identify, protect, manage and promote the City's heritage. Our heritage includes Indigenous, cultural and built which can be used as a portfolio for development in terms of marketing, awareness and education to the wider community. Culture can be tangible in the form of buildings or artefacts or intangible as customs, in their way of life, dress, food, and values.

Heritage places contribute to the quality of life and cultural identity of our communities and can be the focal point for community gatherings. There are many reasons to protect Aboriginal and h heritage:

- Heritage needs protecting - with effective management and clear guidelines to assist decision making by prioritising and budgeting for conservation and other protection measures.
- Encourage opportunities - for communities to value their heritage and develop partnerships with aboriginal and natural heritage stakeholders, this will allow for an inclusive approach to understand local heritage. To facilitate and encourage the proactive conservation and management of heritage in the district by managing private and government owned heritage assets.
- Communicating and promoting - raising the appreciation, awareness, and understanding of the social, environmental, community and economic benefits. Including to embed heritage in policy and planning to ensure the sound conservation, successful adaption and harmonious development of the district's heritage.
- Address challenges – including climate change, loss of knowledge of genealogies, loss of Indigenous stories or traditional language. Lack of specialised and/or skilled staff, with students not encouraged to study cultural heritage fields. Correct interpretation of resources to provide the tourist with a quality experience, economic costs and loss of funding.

2.5.1 Aboriginal Heritage

Noongar people of the Menang group are the traditional owners Albany and have occupied the area for at least 18,000 years. They called the area Kinjarling, which means the 'place of rain'. The Noongar descendants of the early Menang hold a proud and respected place in the City of Albany of today. The Menang people were sea people as opposed to river and land people who inhabited the regions of Wardandis and Bibbulumn.²⁷ Their heritage holds a strong tie to the sea.

The Noongar people have a close association with their country (boodja). Noongar heritage and country are interconnected. Noongar heritage encompasses laws and practices, connection to boodja and traditional ecological and cultural knowledge of country and its biodiversity. Noongar heritage also includes the archaeological records of Noongar people, areas of mythological or ceremonial importance, places where traditional and cultural events took place, and the ongoing physical and spiritual involvement of the people with country. Noongar heritage provides an essential emotional, physical and spiritual link to traditions, culture, practices and identity²⁸.

²⁷ GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 11. Available from GSDC.

²⁸ Conservation and Park Commission, Albany Coast Parks and Reserves Management Plan 2017

Under traditional laws and customs, Noongar people have responsibilities for looking after country. It is recognised that heritage places are still used today and provide a means of maintaining Noongar culture and heritage. The protection of Noongar heritage is therefore a matter of protecting Noongar cultural identity, and facilitating access to country to look after these heritage places and values. This interconnectedness is explained through traditional laws and customs, creation stories, songs, and other cultural practices transferred through generations to explain Noongar 'world view' and knowledge of country. Through accessing country Menang people seek to promote and retain connectivity with the landscape, and connecting with country is a cultural practice to foster spiritual renewal²⁹.

The City commissioned the Aboriginal Heritage Survey (2005) in conjunction with the former Department of Indigenous Affairs to address Aboriginal heritage matters and create a database for use in assessing planning proposals. While Aboriginal people used the whole of the biosphere, they however preferred certain zones. Areas such as woodlands, the coastline, rivers, estuaries, lakes and granite caps were preferred locations that were frequently visited and areas near water were often where major camp sites were located. The report found that Aboriginal settlement flourished near rivers, coastal and estuarine areas which were used for hunting, gathering and ceremonial purposes. The report identified specific settlement sites and recommended that developers undertake archaeological surveys before submitting any proposals involving these sites.

The Department of Aboriginal Affairs has identified a number of places throughout the district as having Aboriginal heritage value that are registered on the Register of Aboriginal Sites. The *Aboriginal Heritage Act 1972* protects all Aboriginal sites in WA whether they are known to the Department or not. The Department recommends that prior to proposed development/ground breaking disturbance, suitably qualified consultants be engaged to conduct ethnographic and archaeological surveys for the development area. This should ensure that all Aboriginal interest groups are consulted so that all Aboriginal sites on the particular land are avoided or identified.

Noongar heritage sites, which link Noongar cultural tradition to country and people across time, hold great meaning and significance to Menang people in the area. **There are 40 known registered Aboriginal sites, and 85 more sites listed as 'other heritage places', including artefact scatters, mythological sites, engravings, grinding areas, food and ceremonial sites.** Based on the location of existing sites, potential sites are more likely to be located on the coast, near a water source (fresh, salt or seawater), and in areas surrounding lakes (Goode et al. 2005). However, it is likely that registered sites only represent a small proportion of the actual sites within the planning area. Under the Aboriginal Heritage Act 1972, Noongar heritage sites are protected whether registered or not, and it is an offence to, in any way, alter a Noongar heritage site or object unless permission is granted in accordance with the Aboriginal Heritage Act. If proposed management actions may disturb a site, an assessment is required before the operation proceeds. The department will work with the Department of Planning, Lands and Heritage and Noongar people and apply the State Government's Aboriginal Heritage Due Diligence Guidelines to guide management actions to ensure Noongar heritage sites are not adversely impacted³⁰.

²⁹ ibid

³⁰ Conservation and Park Commission, Albany Coast Parks and Reserves Management Plan 2017

Native Title

Planning and development in the City of Albany is both informed and constrained by Native Title considerations. Native Title **has not yet been** determined in the region through the South West Native Title Settlement. Native Title is the set of rights and interests in land or waters based on traditional law and custom, which have been formally recognised by Australian law. The rights typically include the right to use and occupy certain areas, to undertake traditional ceremonies, to protect sites and areas of significance, and to take traditional flora and fauna (including by hunting, foraging and fishing). Unless Native Title has been determined to be extinguished, procedural rights under the Native Title Act 1993 (NTA) – such as the right to be negotiated, consulted or notified (as the case may be) – are typically required to be adhered to by developers before substantive development can validly occur.

The planning area falls within two registered native title claims: Southern Noongar (WC96/109) and Wagyl Kaip (WC98/70), as well as the unregistered Single Noongar Claim (Area 1) (WC03/6). The Wagyl Kaip/Southern Noongar claim area is one of six regional claim groups within the South West Noongar area, and all claim groups have approved Indigenous Land Use Agreements (ILUA) under the South West Native Title Settlement (SWNTS). The SWNTS is the largest and most comprehensive agreement to settle Aboriginal interests over land in Australia since colonisation. Involving around 30,000 Noongar people and covering about 200,000km², the SWNTS provides an opportunity for the WA Government to work in partnership with the Noongar community to improve their economic, social and cultural development. The SWNTS provides Noongar people with recognition as traditional owners of the south-west of WA, establishes a Noongar Land Estate, implements a standard heritage process, and provides a range of economic and community development outcomes, in exchange for the surrender of native title and resolution of native title claims³¹.

It should also be noted that there are a number of other factors that will need to be addressed including land tenure especially lands pertaining to Part III of the Aboriginal Affairs Planning Authority Act 1972 (AAPA).

An Indigenous Land Use Agreement (ILUA) is a voluntary agreement between a Native Title group and others about the use of land and waters. These agreements allow people to negotiate flexible, pragmatic agreements to suit their particular circumstances.

An ILUA can be:

- over areas where Native Title has, or has not yet, been determined;
- entered into regardless of whether there is a Native Title claim over the area or not;
- part of a native title determination or settled separately from a Native Title claim.

ILUAs can cover topics such as:

- Native Title holders agreeing to a future development;
- how native title rights coexist with the rights of other people;
- access to an area;
- extinguishment of native title;
- compensation;

³¹ *ibid*

- employment and economic opportunities for native title groups;
- cultural heritage; and
- mining.

2.5.2 Historic Heritage

Historic heritage places are shown in Figure 3.

Albany is WA's first European settlement and home to many historic heritage assets including buildings, streetscapes, monuments and trails. These historic heritage assets enhance the community's links to its past and boost tourism.

Albany is the starting place of the ANZAC legend given it has the distinction as being the point of departure for Gallipoli. It was also the site of the first ever dawn service. The City contains many important historical links including the National ANZAC Centre, Princess Royal Fortress, the Desert Mounted Corps Memorial, Ataturk Channel and Peace Park.

The City of Albany's heritage assets have social, aesthetic, cultural and economic values which are appreciated by locals and visitors. There is support to conserve heritage assets including 'By protecting heritage buildings, and ensuring new developments respect the heritage and character of streetscapes'. There is also support for the sensitive adaptive re-use of heritage buildings.

Heritage lists are kept by all three levels of government, reflecting the national, state and local heritage significance of various places. The National Heritage List relates to places of outstanding national heritage value. At a State level, there is the State Register of Heritage Places, while at the local level; the City has a Municipal Heritage Inventory (MHI) and a Heritage List. The MHI in itself has no statutory force but informs and underpins the Heritage List.

The City reviewed its Heritage Survey which is based on guidance from the State Heritage Office including Criteria for the Assessment of Local Heritage Places and Areas. The review ensured that the evaluation of each place is accurate, consistent and up-to-date, and may include new places and precincts. The City now need to prepare and adopt a Heritage List incorporating places recommended for protection under the Heritage Survey. The City will undertake appropriate community and stakeholder input and consultation in finalising the review and Heritage List.

The *Planning and Development Regulations 2015 (Local Planning Schemes)* enable local government to designate Heritage Areas. LPS1 via the Regulations enables opportunities to vary standards to achieve positive historic heritage and planning outcomes.

2.5.3 Heritage and Character Protection

The *Planning and Development (Local Planning Schemes) Regulations 2015* requires a development application for a single house where it is included on a heritage list or is within a heritage area. **Any additions or alterations to a place on the heritage list or located within a heritage area are therefore subject to assessment which will protect the heritage value of the place/area.**

Under the Regulations, development approval is not required for the erection of a single dwelling or a group dwelling if the R-Codes apply to the development and the development satisfies the deemed-to-comply requirements of the R-Codes. This may have an implications on the heritage character on parts of Albany. Accordingly, there may be a need to introduce planning policy or Special Control Areas in the Local Planning Scheme relating to character areas (as oppose to heritage areas) for land subject to the R-Codes. If approved, this would require a development application for single houses (even where it satisfies the deemed-to-comply requirements of the R-Codes) but where inconsistent with associated Local Planning Scheme character criteria.

2.5.4 Port and Rail Culture

Albany has a strong link with our port being the first in Western Australia in 1826³² and the rail line providing a valuable service for passages for many years. The port was the first and the only deep-water port for 70 years until Fremantle was opened in 1897. Albany was an important arrival point for many migrants with over 40,000 people arriving between 1839-1925.³³

The Great Southern Railway operated from Beverley to Albany from 1886. The construction was significant for the development of economic activity in the region and lead to the establishment of grain and sheep grazing. The withdrawal of Steam locomotives from mainline work in 1971,³⁴ had serious economic effect upon some towns along the line, with many businesses closing down. A passenger train called the Albany Progress was an overnight train which run between Perth and Albany three times a week, from 1961 to 1978.³⁵ The Albany Weekender departed Perth on a Friday night, and returned on Sunday night operated as an additional service which consisted of sleeping berths and sit-up facilities. It could be possible to run similar overnight journeys from Perth to Albany and return, showing the history of the train line and Albany.³⁶

Customs House, Old Bond Store and the Boat Shed are other assets (fishing shacks) connected to the maritime history.³⁷ There are 29 shipwrecks³⁸ located around Albany, however it is unknown if they are suitable for dive wrecks. The port remains part of our identity and heritage for the City and should be recognised as an opportunity for key tourism.

2.5.5 Heritage Tourism

Heritage tourism is the City of Albany's key focus. The region's heritage-based tourism attractions include national parks, Aboriginal culture assets, sites of early European settlement, and a nationally-recognised Anzac connection.³⁹ The City has significant Aboriginal Heritage value, with stone fish traps located at Oyster Harbour, these are in a good state of preservation.⁴⁰ The Kalgan Hall site is of significant archaeological interest

³² Western Australia Museum 2016, History: Migration to Fremantle. Available from <http://museum.wa.gov.au/welcomewalls/history>

³³ State Records Office of Western Australia n.d. Passenger lists and immigration records.

³⁴ WAGR n.d. The Great Southern Railway of Western Australia. Available from <http://members.westnet.com.au/rapalmer/wagr/gsrhist.htm>

³⁵ Morrison, L 2016, Albany to Perth by train? Yahoo 7 The West Australian. Available from <https://au.news.yahoo.com/thewest/regional/great-southern/a/31797456/cost-barrier-for-train-service-in-albany/#page1>

³⁶ The Great Southern Railway of Western Australia. Available from <http://members.westnet.com.au/rapalmer/wagr/gsrhist.htm>.

³⁷ GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p.20.

³⁸ ibid, p.22.

³⁹ Ceda 2016, State of the Regions Series: Regional development in Western Australia. p 43.

⁴⁰ Department of Aboriginal Affairs n.d. Oyster Harbour Fishtraps. Available from <http://www.daa.wa.gov.au/heritage/site-preservation/projects/oyster-harbour-fishtraps/>

for Aboriginal Heritage as it has been dated at 19,000 years old.⁴¹ The main Street of Albany (York Street) and Stirling Terrace contains many historical buildings. Albany was the first European Settlement in WA. The Point King lighthouse built in 1989⁴² was the first navigational light for the port and the second lighthouse to be built on the Western Australian coastline. Another first for the City was in 1893 Princess Royal Fortress was the first Federal defence facility in Australia.⁴³ Albany has significant connections with the Anzac story as the place where troops last departed Australian shores for Gallipoli in 1914 and where the first dawn service was conducted in 1932. Albany is home to the newly-opened National Anzac Centre which is Australia's foremost museum honouring the Anzac legend. The current literature shows there is value in maritime heritage, the City wants to develop this as a tourism product⁴⁴ as the City has had links with maritime history since 1627.⁴⁵ The Whaling industry has had a strong past in Albany for 178 years,⁴⁶ the history of Albany's whaling past has been preserved at Discovery Bay (Whale World) with stories of the workers, photographs and the economic and social history of whaling in Albany. The Kinjarling Trail is linking natural environment, Indigenous and non-Indigenous culture along the foreshores of Princess Royal Harbour, King George Sound and Oyster Harbour.⁴⁷ The project links the Waterfront, a Memorial Peace Park and surrounding trails into a new maritime story for the region.

Planning Implications

The above information presents to the following planning implications:

Aboriginal Heritage:

- Consultation with Aboriginal groups should occur early on in the planning process to ensure that known and unknown heritage places are protected.
- As part of reviewing the development footprint, the LPS should consider the location of registered Aboriginal sites.

Historic Heritage:

- There is a need to review and continuously update the Heritage Survey and update the Heritage List in the local planning scheme.
- There is a need to identify heritage areas and to prepare development/design guidelines to conserve the heritage fabric of these areas; and
- There is a need to identify planning and other appropriate incentives to support historic heritage conservation.

⁴¹ Department of Education 2016, Aboriginal education. Available from

<http://www.det.wa.edu.au/aboriginaleducation/apac/detcms/navigation/regional-websites/albany/about-the-region/>

⁴² Albanygateway 2016, Point King lighthouse, accessible from the boardwalk, below Marine Drive. Available from

<https://www.albanygateway.com.au/visitor/historical/point-king-lighthouse>

⁴³ GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 3.

⁴⁴ GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 17.

⁴⁵ Wolfe and Associates Heritage Consultants 1994, The Albany Maritime Heritage Survey 1627-1994. p. 2. Available from

<http://trove.nla.gov.au/work/31726785?selectedversion=NBD11433710>

⁴⁶ Discovery Bay 2014, Whaling History. Available from <http://www.discoverybay.com.au/historic-whaling-station/whaling-history/>

⁴⁷ GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 14.

2.6 Public Transport, Walking & Cycling

2.6.1 Local Policy Context

City Cycle Plan

The Cycle City Albany Strategy (2014 – 2019) aims to provide strategic guidance to enable Albany to become one of Australia’s primary cycling destinations including both on and off road cycling. This will be achieved by improving cycling infrastructure, encouraging cycling as a legitimate mode of transport, improving the culture surrounding cycling, and by encouraging more cycle tourism.

The City wants to become one of Australia’s primary cycling destinations by improving commuting and recreational cycling facilities; providing infrastructure and programs which will encourage cycle tourism and support the community to become more active by linking to key community hubs.⁴⁸ The plan will build on the cycling network with connected and accessible routes, while increasing participation in both cycling and walking. By promoting Albany as a regional cycling destination, environmental, economic, social and tourism benefits are gained for the community.⁴⁹ There is a need to provide more end of trip facilities in new developments and existing, including secure short stay bicycle parking, a secure place to park a bicycle inside the workplace, showers, lockers and ironing facilities to freshen up before work.⁵⁰

Trail Hub Strategy

The Trail Strategy will inform the development of 9 areas for new recreational cycling trails. Some of the areas to be included are the Heritage Park, Torrindup National Park and Vancouver. The Trail strategy includes broad objectives and a variety of integrated and interdependent trails initiatives which provide a framework to assist the planning of trails and trail related products within the City for the next 10 years.⁵¹ The aim is to:

- improve the quality, type and number of trails;
- focus strategic investment and support in facilities and services to optimise access to and use of trails; and
- Maximise the promotion of the trails and outdoor adventure experiences to a broad visitor market.

2.6.2 Public Transport

Transport plays an essential role in the economic and social development of our societies. Transport provides access to jobs, housing, services and recreation, and opens up peripheral and isolated suburbs. Public transport provides a base level of mobility for many who cannot, or choose not to, commute by private motor vehicle. It reduces pollution and congestion, requires less land use than road infrastructure, and encourages a

⁴⁸ City of Albany 2014, Cycle City Albany 2014-2019. Available from City offices.

⁴⁹ Ibid, p. 27.

⁵⁰ Ibid, p.111.

⁵¹ City of Albany 2015, Trails Hub Strategy 2015 – 2025. Available from City offices.

more active lifestyle, as well as enabling the development of knowledge economy-based centres because of their greater spatial efficiency⁵².

An effective transport systems are an essential part of a healthy built environment, and help in the management of traffic congestion, health and the environment. Access to transport remains a critical social equity consideration, particularly for the outer suburbs. These areas generally have an undersupply of transport services (especially public transport) and of local employment. Transport disadvantage therefore occurs in specific geographical locations such as outer-urban ('fringe') areas and reliance on private motor vehicles in outer-urban particularly affects lower-income groups. Rising fuel prices, combined with poor public transport infrastructure and the need to travel further distances to employment, can result in 'transport poverty' for these groups. Transport disadvantage is also experienced by certain subgroups in the population (e.g. families with young children, people with a disability, Indigenous Australians).

Public transport use is partly influenced by the level of accessibility to public transport. Good accessibility to public transport also promotes walking for active transport. The RESIDE project, conducted by the University of Western Australia's Centre for the Built Environment and Health, found that:

- having a bus stop train station within a 15-minute walk meant that residents were 50 per cent more likely to walk for active transport;
- participants with better access to more bus stops were 88 per cent more likely to walk for active transport; and
- residents with public transport stops close to both home and work were 16 times more likely to use public transport than those with neither.

There are opportunities in the LPS, LPS1 and through structure plans to further support 'walkable' neighbourhoods and promote mixed-use development. Making neighbourhoods more walkable (and suitable for cycling) promotes safety, assists to enhance community health, and increases accessibility to social infrastructure and other services. It is suggested that people are more likely to walk, cycle or take public transport when they can conveniently undertake multiple activities at one destination.

Past urban development in Albany has occurred in various areas and fronts. This pattern of development has resulted in a heavy reliance on private car use and has not supported the use of public transport.

Albany's public transport service is limited to a few routes and infrequently operates around school pick up times. There are also limited services outside business hours and on weekends. Public transport services are subsidised by the State Government and the level of service provided is regularly reviewed by the Department of Transport.

Bus services link Albany to Perth and to other centres. There is no passenger rail service to Albany. In addition to public transport, Albany is served with a taxi service.

⁵² <https://soe.environment.gov.au/theme/built-environment/topic/2016/livability-transport>

Reducing car use and increasing the use of public transport, walking and cycling is a key component of sustainable development. Accordingly, there is support to facilitate the increased use of public transport in existing and future urban areas. There are opportunities as part of LPS, LPS1 and in structure plans to identify the potential for public transport. For instance, opportunities may exist to improve adequacy of public transport with urban consolidation and infill. New residential, school and commercial development should be designed to allow efficient access to these services in the future. There is scope to encourage volunteer and community based transport schemes including businesses to sponsor community shuttle buses. Additionally, there is scope for car share services to provide choices for people without access to a car.

2.6.3 Walking and Cycling

There is a growing international recognition among policy-makers and academics that urban environments are an important determinant of health behaviours and outcomes. Neighbourhood and locational choices may affect health through a range of mechanisms. In recent years, medical research has drawn attention to relationships between walkability and health. ‘Walkability’, and its association with individual physical activity, are based on land-use patterns, residential densities and street layouts, as well as access to public transport.

Creating walkable environments encourages active travel (e.g. walking and cycling for transport purposes, use of public transport) by providing opportunities to habitually engage in physical activity. This, in turn, protects against many noncommunicable diseases and obesity, and there is now considerable evidence showing associations between walkability and health outcomes⁵³.

Since World War 2, the standard in Australian cities has become sprawled, low-density suburban development, particularly on the urban fringe. A report commissioned by the Heart Foundation in 2014⁵⁴, found consistent cross-sectional evidence that:

- those living in lower-density neighbourhoods, or who perceive they live in lower-density areas, undertake less walking than those living in higher-density neighbourhoods (and vice versa)
- living in lower-density areas is associated with increased overweight and obesity in adults and adolescents (although the relationship with weight status in younger children is less clear)
- there are positive associations between people’s perceptions of higher densities, and walking and cycling.

There is also relatively consistent cross-sectional evidence that residential density is associated with ‘... transport mode choice, with higher residential densities positively associated with active transport modes, and (in general) negatively associated with car dependency outcomes. Hence, living in lower density developments is likely to increase car dependency with residents using fewer active modes of transport’⁵⁵.

⁵³ Badland et al. 2015

⁵⁴ Giles-Corti et al. 2014

⁵⁵ ibid

Promoting walking and cycling has wide ranging benefits including creating more liveable areas, reducing traffic and improving fitness. Albany is well served by pedestrian and cycling pathways, while the district contains part of the Bibbulmun Track and the Munda Biddi Trail.

The land use planning system can support the provision of a safe, convenient and easy-to-navigate network for pedestrians and cyclists through the structure plan process and through new road construction projects such as a dual use path parallel to the ring road. There are opportunities to encourage walking and cycling through promoting development close to activity centres and in the design of new communities. Residential street networks should be designed to be conducive to walking and cycling, in accordance with the WAPC's Liveable Neighbourhoods policy, with an adequate provision of footpaths and cycle paths.

There are also opportunities to provide bicycle parking and shower facilities to encourage cycling as part of new development.

Planning Implications

The above information presents to the following planning implications:

- Public transport is a crucial factor to enable walking and cycling, especially in a sprawling city where places of work and live are separated with long commuting distances.
- Good public realm is a crucial factor for public transport, walking and cycling. The improvement of the public realm of access roads to activity centres and within the centre is therefore an important consideration.
- Public transport is outside the direct sphere of influence of local government and improvements to transport systems will require collaboration and partnerships with State government agencies.
- Integrated transport planning should be considered in existing neighbourhoods and in the preparation of structure plans to consider the interrelation between land use patterns and interconnected transport infrastructure for different transport modes.
- The land use and spatial implication of various community strategies such as the *Trails Hub Strategy* and *Cycle City Albany* should be implemented under the local planning scheme.

3 THE ECONOMY AND EMPLOYMENT

3.1 Economic Profile

The City is a central service provider for the surrounding Great Southern region with a diverse and stable local economy. It has a substantial resource base in the size of its existing population of 37,233⁵⁶ and offers an established market of goods, services and industry.

The City's Gross Regional Product (GRP) is estimated at \$1.91 billion, which represents 0.7% of the state's Gross State Product.

The City has many comparative advantages (the ability to carry out activity more efficiently than another activity), which include lifestyle, natural amenity, primary production, tourism, and tertiary education.⁵⁷ Leveraging our comparative advantages as the main drivers of opportunity and, at the same time, addressing the challenges that are the significant barriers to growth will benefit our economy.⁵⁸ The City is well established with the current industries performing well and they will be the basis for any future growth.

While the City's competitive advantage is in agricultural, forestry, fishing, infrastructure and human capital,⁵⁹ this puts the City in a favourable or superior business position. The City ranked low in business sophistication mainly due to lack of large employers in the region and low for Labour market efficiency due to a high proportion of welfare dependent, aged persons and lack of skilled labour.⁶⁰ There is strong potential for growth in human capital, technological readiness, and innovation. A focus on education, training and employment is vital to address a significantly higher overall level of disadvantage in terms of socioeconomic status.

3.1.1 The City's Largest Industry

The largest industries in the City based on jobs held by workforce were health care and social assistance (14.7%), retail trade (14.5%), construction (10.3%) and education and training (9.4%). Substantial labour groups are also evident in public administration and safety; agriculture, forestry and fishing industries and accommodation and food services.

In comparison to WA, the City has a larger percentage of persons employed in health care and social assistance (14.7% compared to 10.3%) which reflects the services required by the City's substantial aging population. Retail trade is also above the WA average (14.5% compared to 10.1%) which is an indication that the City's economy is predominantly structured around servicing its population. Agriculture, forestry and fishing also employs more workers than WA (6.9% compared to 2.4%).

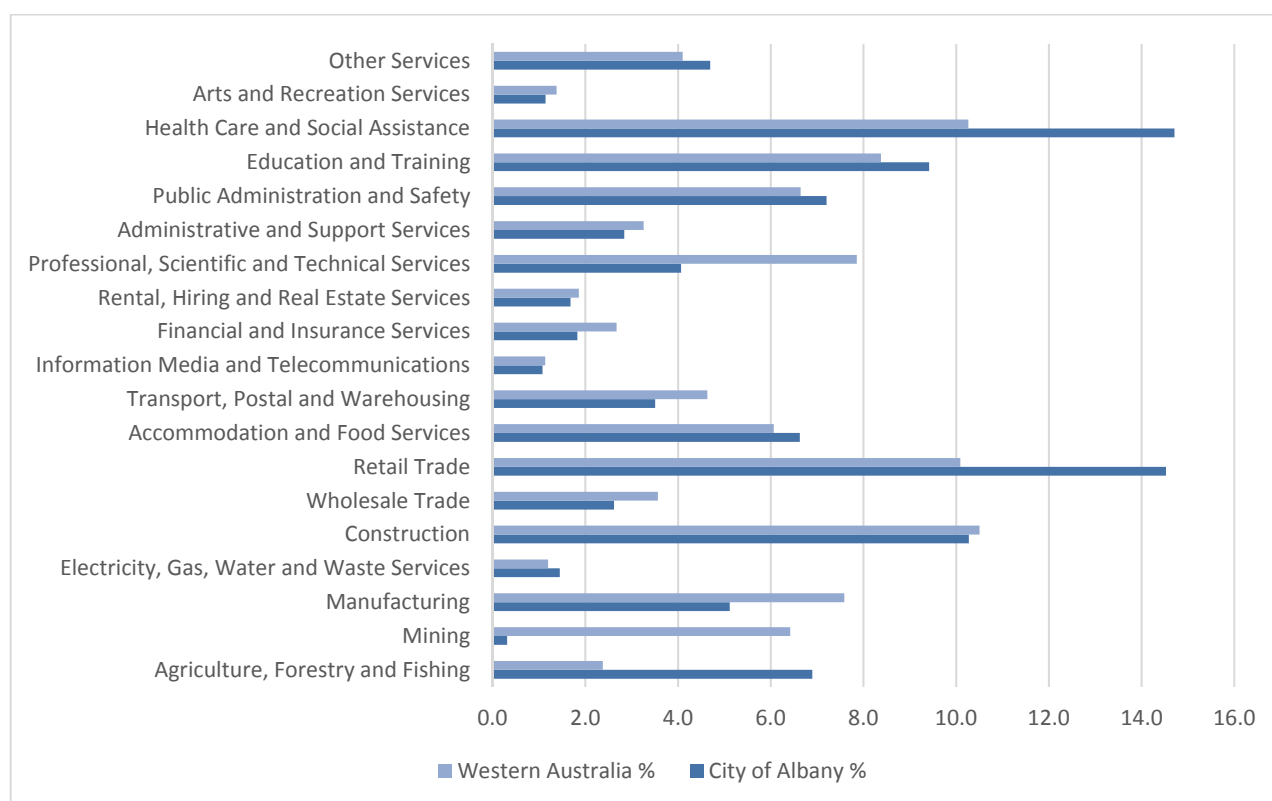
⁵⁶ Australian Bureau of Statistics 2015, Estimated Residential Population (ERP). June 2015. Available from http://stat.abs.gov.au/Index.aspx?DataSetCode=ABS_ANNUAL_ERP_LGA2015

⁵⁷ GSDC 2015, *Great Southern Regional Investment Blueprint*. Available from <http://gsdc.wa.gov.au/activities/stratplan/blueprint>

⁵⁸ *ibid*, p. 7.

⁵⁹ Regional Australia Institute 2015, *Cities Beyond Perth (Profiles Report)*. p. 10, 11. Available from www.regionalaustralia.org.au

⁶⁰ City of Albany 2013, *Economic Development Strategy 2013-2017*. Available from City offices.

Diagram 10: Employment by total industry 2015/2016

Source: National Institute of Economic and Industry Research 2016, Compiled and presented in economy .id by .id

The largest changes in the jobs held by the workforce were those employed in health care and social assistance with an increase of 84 persons. In all other industries there has been a reduction in persons, most notably persons employed in education and training, retail trade and construction and manufacturing.

3.1.2 The City's most Productive Industry

Value added by industry is an indicator of business productivity in the City. It shows how productive each industry sector is at increasing the value of its inputs. It is a more refined measure of the productivity of an industry sector than output (total gross revenue), as some industries have high levels of output but require large amounts of input expenditure to achieve that.

The analysis of value added by industry sector in the City in 2016/17 shows that the four largest industries are:

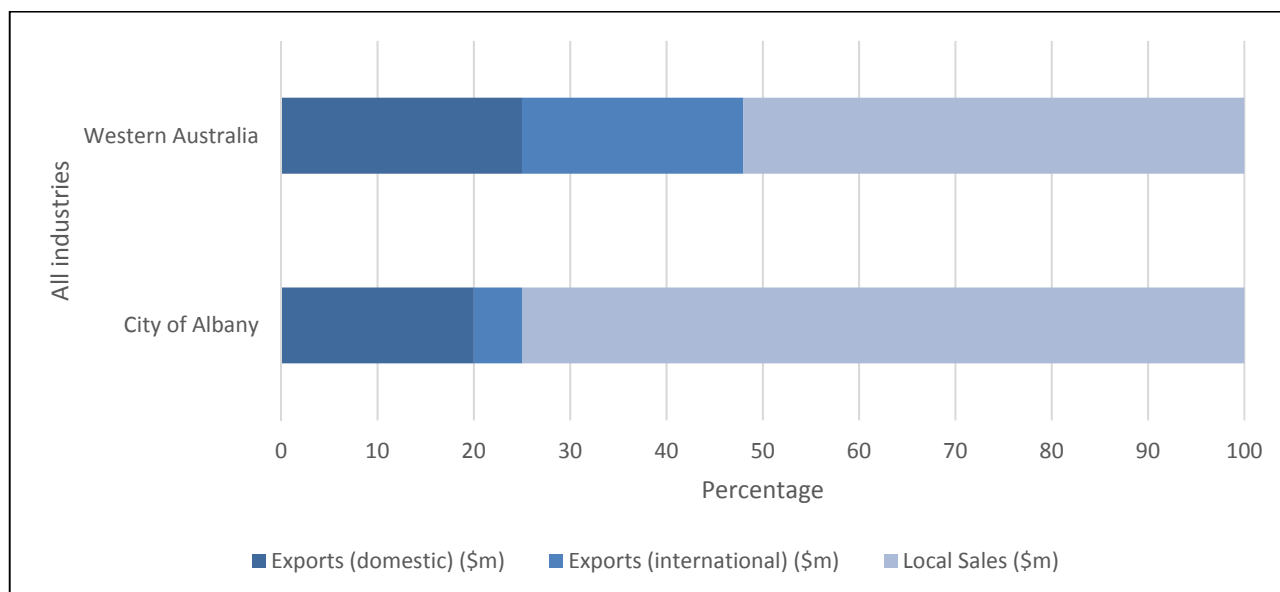
- Health care and social assistance (11.2%);
- Agriculture, forestry and fishing (10.4%); and
- Construction (9.6%).

In combination these three industries accounted for \$537 million in total or 31.2% of the total value added by industry in the City.

3.1.3 An economy that predominately serves the local population

An analysis of economic output reveals the way in which each industry contributes to the economy in the City. It shows that the industry structure in the City is predominantly focussed on servicing the local population with a smaller output of domestic and international exports.

Diagram 11: Economic output by destination



Source: ABS 2016 Census

3.1.4 Employment Capacity

The employment capacity is a simple way of looking at whether the City could theoretically provide jobs for all its residents if they were to choose to work locally. A goal of economic development is often to maximise the employment opportunities locally, leading to a more socially and environmentally sustainable community.

The jobs to resident ratio for the City in 2014/2015 was 0.97, meaning that there were fewer jobs than employed residents. Health care and assistance had the highest ratio (1.12), most other industries were around 0.9 or 0.8. While the lowest ratio was found in mining (0.2), followed by manufacturing (0.72). In 2011, 79.3% of the City's working residents were employed locally and this proportion decreased in 2016 by 3.8%. Between 2009/10 and 2014/15 there were 119 more local jobs and 230 more people employed⁶¹ showing that most jobs are not fulltime, continuing the current trend to part time or casual positions.

⁶¹ .id 2016, City of Albany: Employment capacity. Available from <http://economy.id.com.au/albany/Employment-capacity>

3.1.5 The Role of Agriculture

Agriculture is the primary land use (in area) and the largest industry in the Lower Great Southern (City of Albany, Shires of Denmark and Plantagenet).⁶² Within the City, it is the third largest industry when measured in value add (\$177.8 million) which represents 11.3% of the City's value add by industry sector (2010/11).

The total value of agricultural production (excluding forestry) for the City was \$99.1 million for the 2010/11 production season.⁶³ This almost represents 2% of the states' agricultural production. Approximately 55% of this is derived from either broad acre crops or horticulture with the remaining 45% being derived from livestock or livestock products. Relative to other areas of the state, the city is significant in terms of the diversity of products produced, which is a product of the landscape, the variation in rainfall and the availability of soils and water.

Employment in this sector reduced between 2009/10 to 2014/15 by 313 jobs (1,045 and 732 jobs respectively), the total value of agricultural output increased from \$81 million to \$99 million over the same period. One of the factors that contributed to these job losses was the restructuring and consolidation within the agriculture industry.⁶⁴ Some farmers left tree plantations due to decrease in profitability while technology has increased input into the agriculture industry, as production increases with less effort, reducing the need to employ more staff. However, these jobs will not easily be replaced, most jobs were lost in the Sheep, Beef Cattle and Grain farming industry.⁶⁵

The port plays a critical role in the agricultural sector exporting products around the world. Albany Port recorded decrease in trade for 2016.⁶⁶ Exports of grain, silica sand, woodchips and imports of petroleum and fertiliser combined to create \$1.5 billion⁶⁷ worth of products moving through Albany Port. Port facilities also have a large cold storage complex on site and direct rail access from Mirambeena Industrial Estate,⁶⁸ which could be utilized with greater efficiency in the future.

3.2 Activity Centres

ALPS (2010) recommends that the Central Business District remain the primary multi-purpose centre for administrative, social, cultural, retail, office, community and entertainment facilities. The Strategy promotes the continued viability of the Albany City Centre as the regional commercial and retail centre of the district and Lower Great Southern.⁶⁹ It promotes retail as the primary focus of neighbourhood and local centres and identifies Centennial Park, Orana and Chester Pass Road suitable for development of mixed business area.

The Albany Activity Centre Planning Strategy, prepared in 2009 and endorsed by Council in 2010 was reviewed in 2015. The main purpose of the review was to acknowledge a significant shift that has occurred in the way

⁶² Pracsys 2015, City of Albany: Activity Centre Planning Strategy. Available from www.albany.wa.gov.au/business/building-planning/planning-strategies/

⁶³ .id.profile 2011, City of Albany: Economic profile. Available from <http://economy.id.com.au/albany/value-of-agriculture>

⁶⁴ Pracsys 2015, City of Albany: Activity Centre Planning Strategy.

⁶⁵ Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy, p. 5. Available from www.albany.wa.gov.au/.../SouthCoastIndustrialEcologyMappingv320151020.pdf

⁶⁶ Southern Ports Authority 2016, Southern Port Authority: Annual report 2016. Available from <http://www.southernports.com.au/publications>

⁶⁷ Southern Ports Authority 2015, Annual Report 2015. Available from <http://www.southernports.com.au/publications>

⁶⁸ *ibid*

⁶⁹ City of Albany 2010, Albany Local Planning Strategy 2010. Available from City offices.

Activity Centres are planned. The introduction of SPP 4.2: Activity Centres for Perth and Peel (2010) moved the focus away from retail centric planning to include a broader spectrum of activities and interactions taking place in activity centres. Under the current approach, retail activity remains an important consideration, but the wider functions of activity centres as the urban focus for purchase and consumption of goods and services, as places of work, learning, residence, entertainment, socialisation and other interactions.

Activity centres can be regarded as the basic building blocks of urban form and range in size and intensity of use from local neighbourhood shopping centres to universities and major regional shopping centres in essence they are commercial focal point. It is crucial that activity centres are linked to good transport networks, and include higher housing density.⁷⁰ The design and appearance should emphasis public and civic values with proper planning is the key to reducing car dependence.⁷¹ A good activity centre design will include quality public environment, have street based connections, improved safety, mix of uses, good pedestrian and cycling amenity, have a public transport focus, increase accessibility and encourage environmental sustainability.

3.2.1 Activity Centre Planning Strategy

3.2.2 Hierarchy of Activity Centres

Activity Centres are comprised of a unique set of spatial and functional parameters however, classification can be useful to better understand or plan for future activity. The City Activity Centres hierarchy is shown in the following table and spatially depicted in Figure 4.

Diagram 12: Current Activity Centre Hierarchy

Centre Type	Function	Typical Land Uses	Centre/s
Regional Centre	The largest of activity Centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.	Full range of convenience and comparison retail (e.g. full range of speciality shops, supermarkets, convenience goods, and personal services) Regional Government Offices, Strategic Business, Professional and services offices, Strategic regional infrastructure, Major education and health services, Tourism retail and services (including accommodation) High density residential, Entertainment,	<ul style="list-style-type: none"> Albany City Centre

⁷⁰ Department of Planning n.d. Activity Centres. p. 1. Available from www.planning.wa.gov.au/dop_pub_pdf/faq_activity_centres.pdf

⁷¹ Department of Sustainability and Environment 2000, Activity Centre Design Guidelines. p. 6. Available from http://www.dtpi.vic.gov.au/_data/assets/pdf_file/0018/231282/Activity_Centre_Design_Guidelines.pdf

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Centre Type	Function	Typical Land Uses	Centre/s
		Civic uses and Community purpose.	
District Centre	Multipurpose centres that provide a diversity of uses. These centres provide a large range of economic and community services necessary for communities in their catchments.	Convenience and comparison retail (e.g. speciality shops, supermarkets, convenience goods, personal services) Local professional and services offices, Education and health services, Medium density residential, Entertainment, Civic uses and Community purpose.	N/A
Neighbourhood Centre	A focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs to their catchments.	Convenience retail (e.g. speciality shops, supermarkets, convenience goods, personal services) Local professional and services offices and Community purpose.	<ul style="list-style-type: none"> • Bayonet Head • Spencer Park • Brooks Garden • North Road • Orana • Oyster Harbour (future) • Big Grove (future)
Local Centre	Some daily and weekly household shopping needs, community facilities and a small range of other convenience services.	Convenience retail, Personal services, Local offices and Community purpose.	<ul style="list-style-type: none"> • Emu Point • Little Grove • Lockyer • Lower King • McKail General Store • Middleton Beach • Clydesdale park (future) • McKail North (future)
Specialised Centre	Provides for a regionally significant strategic purpose or service industry. The function	Industrial or light industrial, Bulky goods and large format retail, Convenience retail, Offices and	Highway Commercial Zone along: <ul style="list-style-type: none"> • Albany Highway

Centre Type	Function	Typical Land Uses	Centre/s
	will be unique for each centre.	Other uses as appropriate to the unique function of the centre.	(Centennial Park), <ul style="list-style-type: none"> Albany Highway (Orana) Chester Pass Road

Note: Typical land uses is what optimally should be located in centres. The activity centres located in Albany developed historically and are spatially and functionally unique for example, the Albany Regional Hospital is a major health services but not located in the regional centre.

3.2.3 Activity Centre Performance

The Albany Activity Centre Planning Strategy prepared in 2010 under SPP 4.2 Metropolitan Centres Policy in 1991 and the mechanisms used under this policy reflect the provisions of this SPP, in particular regulating retail activity through restricting the maximum amount of floorspace allowed in each activity centre.

The policy shift instigated by SPP 4.2 Activity Centres for Perth and Peel in 2010 has guided the removal of retail floorspace caps as a means to control development in favour of a performance-based approach, using key indicators of centre performance. Under the performance-based approach scale of retail development in itself is not considered to be 'good; or 'bad'. Rather, retail development that provides for the needs of the catchment community is encouraged along with other desirable outcomes, while the potential negative consequences of scale are dealt with. This approach allows for greater flexibility in delivery of solutions, and the creation of decision-making frameworks that are more closely aligned with community aspirations. While implementation of an ACPS is more complex than for previous commercial strategies, this approach prioritises the needs of end users, and better reflects the varied ways in which residents, workers, visitors and businesses undertake transactions within the physical environment of an activity centre.

The conversion from maximum floorspace under LPS1 to performance-based criteria is not a well-established planning practice and limited case studies where positive outcomes have been achieved are available. The transformation towards performance based criteria is however desirable to achieve an urban form which supports the services and needs of population.

3.2.4 Performance-based Criteria

Emphasis will need to be placed on performance based decision making. Stakeholders will need to have a clear understanding of the City's expectations, as well as an understanding of the opportunities implicit within the strategy to deliver more flexible and innovative developments. Future development will be expected to meet some of the performance-based criteria, including the scale of development and whether major or minor, rather than using an arbitrary measure of scale. The impact of the proposed development on the function of the activity centre is the primary consideration. Any major development will need to meet a greater number

of criteria than a minor development otherwise would.⁷² The elements to be addressed based on performance-based criteria are detailed in Appendix 3. **The Strategy recommends to investigate appropriate means to introduce performance based criteria in the Local Planning Scheme to diversify neighbourhood and local centres into true activity centres.**

3.2.5 Retail Floorspace Supply and Demand

The City's retail floorspace is affected by a number of drivers from the local communities of Kojonup, Gnowangerup, Denmark and Mt Barker. Residents who live further away will travel less frequently to the activity centre. Other demand drivers are consumer behaviour, residents prefer local services instead of travelling to Perth or online shopping, natural population growth, residential development and catchment expansion with increased retail or entertainment which will result in more users.⁷³

Diagram 13: Current floorspace supply under Local Planning Scheme No. 1

Centre Type	Centre Name	Maximum net lettable area (NLA)
Regional Centre (CBD)		+ 50,000 (see note)
Neighbourhood Centre	Bayonet Head South	5,000m ²
	Brooks Garden	5,000m ² retail uses 8,005m ² bulky goods/showrooms uses 500m ² office use
	North Road	5,000m ²
	Orana	5,000m ²
	Spencer Park	5,000m ²
	Bayonet Head North (future)	5,000m ²
	Oyster Harbour (future)	5,000m ²
	Big Grove (future)	5,000m ²
Local Centre	Emu Point	600m ²
	Little Grove	600m ²
	Lockyer	600m ²
	Lower King	600m ²
	McKail General Store	600m ² NLA 200m ² NLA Restaurant 400m ² Non shop/retail Commercial and professional uses
	Middleton Road	600m ²
	McKail North (future)	600m ²
	Clydesdale park (future)	600m ²

⁷² Pracsys 2015, Activity Centre Planning Strategy.

⁷³ Pracsys 2015, City of Albany: Activity Centre Planning Strategy. p. 40.

Note: Net lettable areas in the regional centre as estimated by Pracsys⁷⁴

As part of the review of the Activity Centre Planning Strategy, retail floorspace modelling was carried out to assess the amount of retail floorspace required in the City to the year 2025. The modelling is based on a gravity model which allows for the measurement of spatial interaction as a function of distance to determine the probability of given customer shopping at a centre and provide an approximation of trade area and sales potential for a development. The trade area is City of Albany, Shires of Plantagenet, Denmark, Kojonup and Jerramungup.

Based upon the current estimation of demand against known supply, modelling suggests that city retailers are currently operating at an average floorspace productivity of approximately \$6,900 per m². This falls within the supportable floorspace bounds⁷⁵ and suggests that the current floorspace supply is productively meeting the demand of the community. Given the anticipated population growth and no net increase in floorspace, it is anticipated that turnover would naturally increase to above \$7,500 per m² by 2025.

For the activity centre network to remain vibrant, competitive and attractive to investors, the overall productivity of floorspace in the City should improve (increase) over time. This means that retailers have the opportunity to attract more turnover, with centre owners able to realise more income through rent. The community is ultimately served as it ensures high quality tenancies and centres that are able to competitively operate and employ locally.

Diagram 14: Estimates plausible future retail floorspace

Supportable Floorspace	2015 (m ²)	2026 (m ²)
Maximum supportable floorspace (productivity – \$5,500/m ²)	124,000	139,000
Current floorspace supply (actual)	99,000	
Minimum supportable floorspace (productivity - \$7,500/m ²)	91,000	102,000

Current floorspace productivity for the City was estimated at \$6,900 m² (net lettable area). The floorspace needed to maintain business as usual productivity was calculated and presented in the following table.

Diagram 15: Estimated retail floorspace

Supportable floorspace	2015 (m ²)	2026 (m ²)
Business as usual (productivity - \$6,900/m ²)	99,000	110,000

⁷⁴ Pracsys 2015, Activity Centre Planning Strategy.

⁷⁵ Supportable floorspace includes the area of all floors in the internal finished surfaces of permanent walls excluding public space. The floorspace productivity is calculated by taking the net annual store sales divided by total productive floorspace, alternatively known as sales per square metre.

Planning Implications

The above information presents to the following planning implications:

- The City's central business district function as an activity centre and offers a wide diversity of employment, retail, entertainment, services and facilities and residential in walking distance. The Strategy should continue to protect the primacy of the regional centre and build upon its unique identity, facilitate new mixed-use developments, increase density and diversification of housing, protect the heritage character, support the location of regional facilities in the centre and improve access to public transport, walkability and bikeability.
- Shopping centres within the City are retail-centric and planning should facilitate the redevelopment thereof into activity centres. The scheme should introduce performance based criteria and associated provisions which are supported by Local Planning Policy to further expand on provisions in the Scheme.
- Within the context of likely population growth scenario, the floorspace supply could increase by up to approximately 10,000m² net lettable area. This floorspace is allocated within the planned future centres, being Big Grove and Oyster Harbour Neighbourhood Centres and Clydesdale Park and McKail North Local Centres.
- There is a need to review the local planning scheme to rationalise the regional centre zones and to introduce performance-based criteria to diversify neighbourhood and local centres into true activity centres.

3.3 Industry

3.3.1 Industrial Profile

Local vs Traded Industries

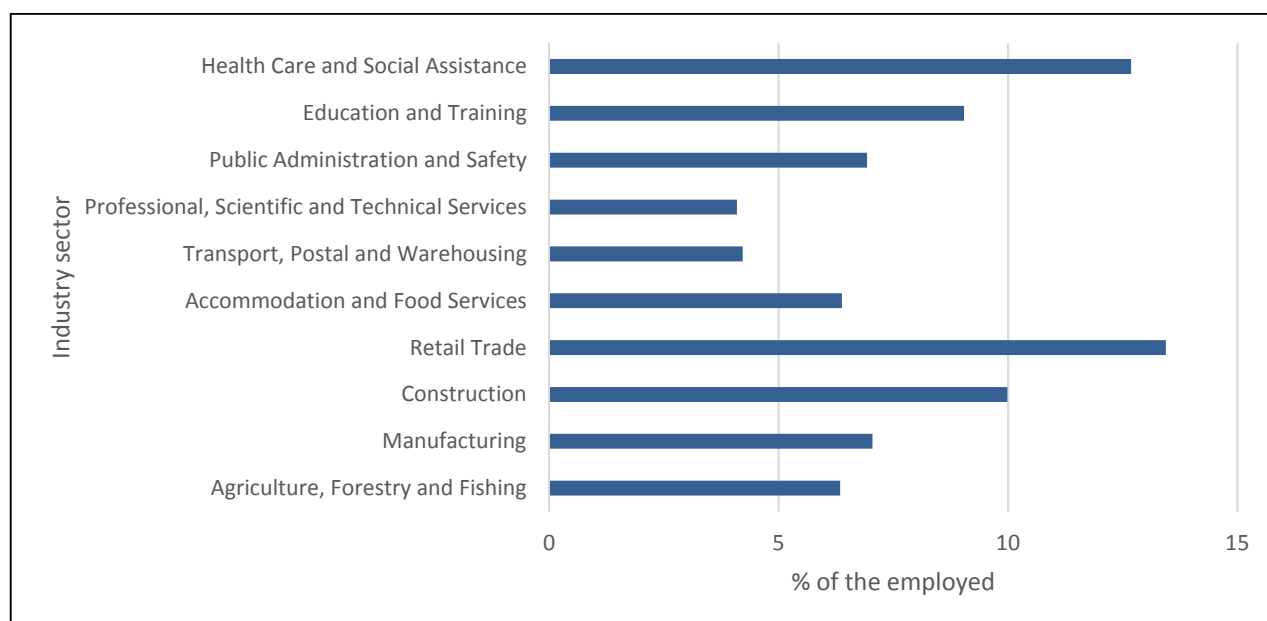
Industrial land use and land requirements is driven by local and traded industries. While driving the majority of employment, local industries do not drive economic growth.

- Local industries provide goods and services for a local catchment. They tend to be distributed evenly with growth in these industries only available when local population increases.
- Traded industries provide goods and services for markets beyond their immediate catchment. As export oriented industries they respond to wider market drivers. Growth in traded industries provides the conditions for wider population and economic growth.

In 2015 local industries accounted for a significant proportion of employment in the City of Albany, with the top five industries being Health, retail, construction, education and public administration. Census data for 2011 indicates that seven of the top ten industry sectors by employment are concentrated around the provision of goods and services. Tourism (accommodation), manufacturing and agriculture are the only traded industries which feature in the top ten. Traded industries provide economic growth for the City which has been falling

since 2012, therefore more traded industries should be encouraged to boost employment and economic growth.

Diagram 16: Top ten industry sectors by employment



Source: ABS Census 2011

Total employment has decreased from 2011 to 2015 with agriculture, construction, education, manufacturing and wholesale trade losing a total of 1268 jobs. The largest increase was in health care with an extra 769 jobs created, showing the city to have higher medical and social service needs because of the older demographic.

Industrial Land Based Industries

The Draft Industrial Land Strategy investigated industries located on industrial zoned land⁷⁶. Industrial land based industries account for approximately 27% of the total employment in the City. The top ten employment industries within the City of Albany are mainly population driven in nature, with the exception of freight and logistics activities associated with the Port of Albany. The dominant local employment industries include construction, other services (e.g. automotive repair and maintenance), and electricity, gas, water and waste services.

Of this industrial land based employment, traded industries account for approximately 42% with manufacturing, transport, postal and warehousing and wholesale trade being the three main traded industrial land based industries. Top growth traded industries emerging between 2006 and 2011 include fabricated metal product manufacturing and wood chipping.

Notwithstanding, the higher levels of employment in local industries, a relatively higher proportion of industrial land is occupied by traded industries (63%) compared to local industries (37%). This can in part, be

⁷⁶ GHD 2016, Albany Industrial Land Strategy. (Draft) p. 11

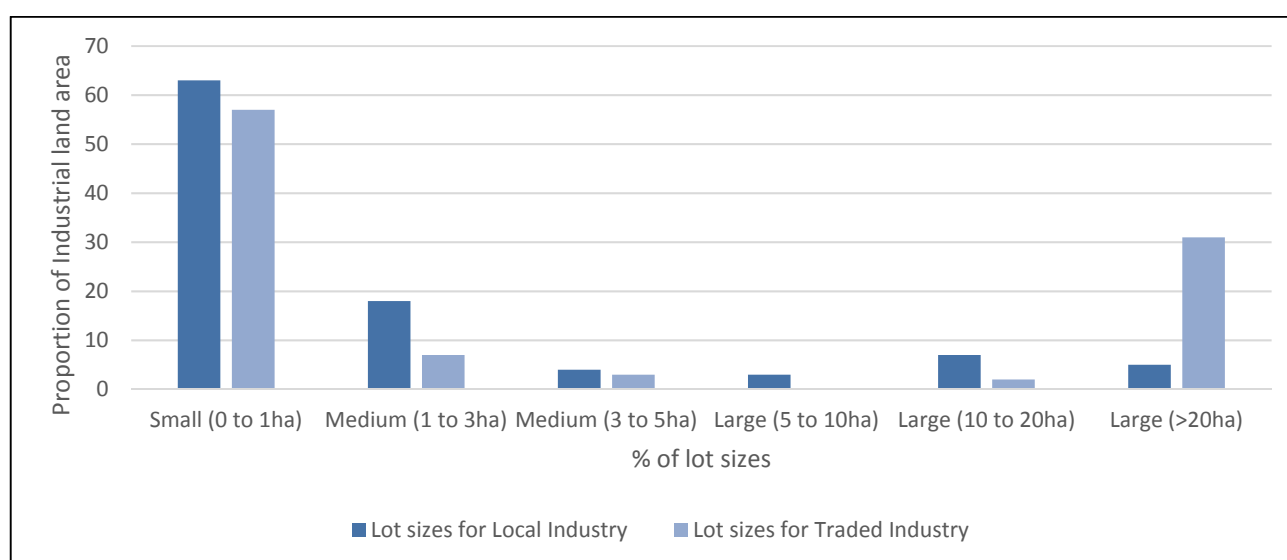
attributed to land use permissibility's under the local planning scheme which allows some local industries to be accommodated within a range of land use zones including commercial and mixed use zones and partly to the larger lot size requirement of traded industries.

Industrial Lot Sizes

Lot sizes, were investigate under the Draft Industrial Land Strategy⁷⁷ for both local and traded industry, which are associated with light and general industrial zoned land.

The results are shown in Diagram 17 and indicate a tapering of lot sizes for local industry. However, traded industry displayed a potential gap in mid-sized lots, which may require further investigation. Traded industry also displayed a requirement for large lot sizes (>20ha).

Diagram 17: Lot sizes for local and traded industry



Source: Industrial Land Strategy 2016

Traded industry need larger sized lots zoned General Industry, Pendeen and Lower Denmark Road have no lots larger than 5 Ha, while Mirambeena has lots which are greater than 5 ha. However these lots are for strategic industrial activities which may exclude potential traded industries from the precinct. Milpara and Lower Denmark Road have vacant lots to 4 ha which are zoned General Industry and Light Industry, future population growth will decide the growth of local industrial land.

⁷⁷ ibid

3.3.2 Industrial Areas

Figure 4 depicts the location of existing light and general industrial areas in the City.

Mirambeena Strategic Industrial Area

Zoning		Area			Lot sizes (x) indicates number of undeveloped lots			
Light Industry	General Industry	Developed	Undeveloped	Total	Small 0-1ha	Medium 1-5 ha	Large >5 ha	Total
-	163 ha	37 ha	126 ha	163 ha	0	6	4 (2)	10

The Mirambeena Strategic Industrial Area is identified as one of 12 significant industrial areas in WA. The area is under the management of Department of Jobs, Tourism, Science and Innovation. To support the establishment of strategic industrial activities, the Department of Jobs, Tourism, Science and Innovation leases the land to LandCorp who are responsible for managing development of the land. Mirambeena is made up of a core strategic area, surrounded by complementary industrial land. The core land supply is only available via leasehold to ensure development of strategic industry. Preferred activities within the precinct are strategic and downstream processing industries, with benefits to the region and the State.

Mirambeena has a buffer to protect industries that make noise, odour or other industry processes, the buffer allows industries to operate as normal.

Mirambeena has good road and rail accessibility, being located on Albany Highway and in close proximity to the airport. Mirambeena has been identified as a potential inland storage and/or operations associated with the Port of Albany. The *Mirambeena Rail Spur Extension Rail Study Report* (2016) has shown extending the rail line to Mirambeena is not viable in the life time of this strategy, there needs to be a substantial increase in freight on the rail line. It is serviced by high voltage (1kV to 33kV) overhead power along Down Road and does not have reticulated sewerage or gas. As new industries come on stream, upgrade to power and water will be needed to meet industry requirements. Alternative energy sources, in particular gas, should also be investigated in order to provide the impetus for the establishment of major industries, in particular downstream processing. Power supplied to both the Mirambeena SIA and Down Road via the Albany town substation, means that electricity supply is a constraint to the development of various power intensive industries. Water supply may also constrain water intensive industries⁷⁸.

Any future industrial development further west along Down Road of the existing industries will be affected by the need to protect the **Marbellup Brook Water Reserve Public Drinking Water Source Area**. Only industry with no waste discharges and minimum risk to the environment would be acceptable in the Marbellup catchment⁷⁹.

The location of Mirambeena near the Albany airport means industrial development needs to take into consideration height and heat constraints due to the airport's obstacle limitation surface. Development of

⁷⁸ WAPC 2016, Lower Great Southern Strategy 2016.

http://www.planning.wa.gov.au/dop_pub_pdf/Lower%20Great%20Southern%20Strategy%202016.pdf

⁷⁹ Ibid.

industries likely to affect local atmospheric conditions (e.g. heat plumes) or requiring a structure greater than 110 metres in height should not be developed beneath the northern approach to the airport. The obstacle limitation surface requires development that may affect the airport to be referred to the Civil Aviation Safety Authority. The potential impact of this on strategic industrial development at Mirambeena needs further examination⁸⁰.

Pendeen

Zoning		Area			Lot sizes (x) indicates number of undeveloped lots			
Light Industry	General Industry	Developed	Undeveloped	Total	Small 0-1ha	Medium 1-5 ha	Large >5 ha	Total
-	69 ha	60 ha	9 ha	69ha	26 (8)	13 (4)	2	41

The Pendeen Industrial Estate on Chester Pass Road was initially developed for transport and logistics services however, is also being used for agricultural processing. The majority of lots within the estate are approximately one hectare, although there is a pocket of smaller square lots located within the north-west of the estate. The Pendeen Estate is the only existing industrial area that can provide relatively unconstrained larger lots for industries such as logistics and transport businesses.

Pendeen is not connected to reticulated gas or sewerage, with the closest gas connection approximately 2 km to the south along Chester Road. There are Telstra mains and connections as well as high voltage overhead/underground power throughout the site. A large water main runs along Chester Pass, with smaller mains accessible within the estate. The land has infrastructure constraints and LPS1 supports land uses without significant effluent or waste disposal requirements. Additional servicing is likely to be required for any further intensification of industrial activity or development.

The location of the estate along major transport routes (Menang Drive and Chester Pass Road) coupled with its proximity to the airport provides increased opportunities for transport and logistics related industries.

LPS1 identifies an industrial buffer around the site which prohibits the development of sensitive land uses. The site is privately owned and developed, which affects the timing and pricing of lot releases. The availability and affordability of land within the estate can be restrictive on the ability for new industries or existing industries to relocate and/or expand within Pendeen Estate.

Milpara

Zoning		Area			Lot sizes (x) indicates number of undeveloped lots			
Light Industry	General Industry	Developed	Undeveloped	Total	Small 0-1ha	Medium 1-5 ha	Large >5 ha	Total
20 ha	54 ha	66 ha	8 ha	74 ha	90 (16)	6 (1)	8	104

⁸⁰ Ibid

The Milpara industrial area is situated along Chester Pass Road, with the majority of the estate set behind Highway Commercial zoned lots. The estate is located within an urbanised area with residential to the north, west and south. It is highly accessible being serviced by Chester Pass Road and Albany Highway, and is close to the town centre. It consists of two areas, the Light Industry zoned extent to the north and the General Industry zoned portion to the south. Main Roads access restrictions limit vehicular ingress and egress to Chester Pass Road.

Existing utilities servicing the area include a water connection to the western verge of Chester Pass Road and a main along John Street. Southern sections of Milpara are well serviced by wastewater and water reticulation. A wastewater connection point near Anthony Road provides limited servicing. There are servicing limitations, specifically reticulated sewerage, for the northern portion of the estate. High voltage overhead and underground power exists throughout the site, with low voltage overhead available on secondary roads. Telstra connections exist throughout the site. While there are no gas connections currently, the gas main along Chester Drive could be considered where required for further expansion/intensification.

There are some land use conflicts between residential and industrial uses and should be managed.

Lower Denmark Road Industrial Precinct

Zoning		Area			Lot sizes (x) indicates number of undeveloped lots			
Light Industry	General Industry	Developed	Undeveloped	Total	Small 0-1ha	Medium 1-5 ha	Large >5 ha	Total
170 ha	87 ha	232 ha	25 ha	257 ha	58 (21)	31 (9)	7	96

The Lower Denmark Road precinct is made up of several distinct industrial areas, including the CSBP Fertiliser Depot, the Wool Stores, Boundary Road/ Kitson Street and the Lower Denmark Road Industrial Estate (see Figure 4). The majority of industrial land facing onto Cuming Road is Light Industry while, with the exception of the CSBP Fertiliser Depot, land fronting onto Lower Denmark Road is General Industry. The following sections discuss each area individually to respond to the fragmented nature of the sites within the precinct.

- **CSBP Fertiliser Depot**

The CSBP Fertiliser Depot, zoned Light Industry, is located to the west of Hanrahan Road and bounded by Lower Denmark Road to the south. The site is just under 120ha in size. The plant is no longer in production, and is used for storage and distribution only, with permissible land use restricted under LPS1.

The site is serviced by water, reticulated sewerage and electricity. The closest gas connection is approximately one kilometre to the north along Hanrahan Road. An open drain traverses the area, which is suggestive of a high water table.

The site has good transport connectivity via Hanrahan and Chester Pass Roads. Completion of the southern section of the proposed Albany Ring Road would provide greater connectivity.

There is known and potential contamination of the site as a result of historical uses. LPS1 places therefore places restrictions on Lot 2 Hanrahan Road, and requires assessments prior to development, including soil, vegetation and hydrology assessments.

- **Wool Stores**

The Wool Stores Industrial Precinct is zoned General Industry and consist of a conglomeration of six lots with a total area of 12 ha. The site is located along Frenchman Bay Road and therefore easily accessible via several arterial roads including Hanrahan Road and Lower Denmark Road.

A steel supplier currently occupies the southern portion and a railway runs from the port to the north of the site. Permitted uses on the site are restricted, and although the Wool Stores have not been formally listed as a contaminated site, historical land use suggests the possibility of contamination and potential need for remediation. Proximity to Princess Royal Harbour will also place restrictions on the type of activity and management of run-off.

There are existing water, high voltage overhead power and Telstra connections to the site and reticulated sewerage and several water mains are within close proximity to the site. There is no gas connection to the site, with the closest connection point approximately 1.5 km to the north.

The Wool Stores coastal proximity may offer opportunities for transition to mixed use development optimising the waterfront location. This is supported by a local planning policy 'Wool Stores Redevelopment Site' that promotes mixed use development including housing, commercial and retail components within the existing industrial area. LPS1 notes that no additional development is to be supported on the site, and all activities are to be totally contained within existing built form.

- **Gledhow Industrial Area**

Gledhow Industry Area comprises approximately 100 ha and consists of General Industry zoned land to the north and Light Industry to the south. The site is accessed via a connection to Lower Denmark Road from Old Elleker Road to the south. Lower Denmark Road connects to the Port and broader regional transport network. The land is mostly cleared and there are several residences within the area. Industrial activity within this area is generally limited to a scrap metal merchant.

Power, sewerage, and water services are available to the eastern portion of the site, with servicing in the western portion limited to power which runs along Lower Denmark Road. Any increase in industrial activity will require extensions of all utilities in order to be serviced. An open drain channel bisects the site from north to south. Open drains throughout the site may present challenges/costs if underground services are required.

Environmental constraints specific to the site include a small creek line and high water table in western part where a wetland is located. **It is also partly located within a sewer sensitive area under the Draft Government Sewerage Policy (2016).** These constraints may curtail industrial activity on the lots.

- **Robinson Industrial Estate**

Robinson Industrial Estate is located south of the Lower Denmark Road and comprises just under 19 ha of General Industry zoned land. Its close proximity to the port, central business district (CBD), rail and road networks provide connectivity opportunities where appropriately managed. In addition, the Albany Ring Road, when constructed will provide greater access to the airport.

All lots within the estate are less than one hectare, limiting the potential for significant industrial activity. While the majority of lots within the precinct are occupied, the use of this land for 'General Industry' is not optimised. Although the site is well serviced by power and water, it is constrained by a high water table and **by its locations within a sewer sensitive area under the Draft Government Sewerage Policy (2016)**; and lack of gas and reticulated sewerage.

Historical uses within the estate were considered 'noxious' industry, and the area may be subject of resultant contamination. The South Coast Water Reserve Public Drinking Water Source Special Control Area under LPS1 is located to the south and west of the estate.

The comparative advantages of the Lower Denmark Road Industrial Estate are limited, with significant environmental constraints, amenity concerns and a lack of diversity in lot sizes. Nevertheless, the location of the estate and existing activities present an opportunity for the site to provide those population driven service industries, which ideally should not be located within the town centre.

Centennial Park Light Industry Zone

Zoning		Area			Lot sizes (x) indicates number of undeveloped lots			
Light Industry	General Industry	Developed	Undeveloped	Total	Small 0-1ha	Medium 1-5 ha	Large >5 ha	Total
30 ha	-	28 ha	2 ha	30 ha	157 (14)	1	0	158

The inner city locality of Centennial consists of a mix of land uses, including light industry, business, office, retail, residential and the Centennial Regional Sporting Complex. The diversity of land uses in this locality offers inner city urban vitality and employment opportunities.

The light industrial component of Centennial is dispersed through the locality predominantly between Sandford Rd and along Cockburn Road. Due to its accessibility, the majority of activities established within the Light Industry zone service the local community and encompass vehicle repairs, sales and wash, supply stores and small manufacturers.

Centennial Park is well serviced by all services and utilities. Due to the nature of the precinct and the predominance of population driven industries, it is unlikely to attract significant intensification of industrial uses. Where intensification of industrial activity occurs, the current capacity of infrastructure would need to be assessed including the need to underground power supplies. The central location of this mixed use locality has facilitated land use change and residential opportunities. The City's local planning policy on Centennial promotes transitioning of areas to mixed use. The local planning scheme notes the need to provide a zoning

over the precinct to facilitate the conversion of industrial sites and introduction of appropriately designed and located residential uses in selected areas subject to satisfactory traffic, environmental and acoustic analysis.

Other Industrial Areas

- **Ardess Estate**

Ardess is zoned Light Industry and is situated along Chester Pass Road with good access to the State and regional road network. The estate is in single ownership with a number of industrial businesses which are subject to leases.

There is potential for expansion as the estate has previously been cleared of remnant native vegetation activities and contains no environmental assets. The estate does not have access to reticulated sewerage and is suitable for dry industries only. A water main and gas main run adjacent to the precinct along Chester Pass Road.

- **Mueller Road**

The Mueller Road industrial area is situated in Lockyer. It consist of a 4 lots clustered within a residential area. Low level industrial activity occupies the 3 of the lots, one is vacant. The site is well serviced by all services and utilities.

- **Baker's Junction**

Baker's Junction is situated on the junction of Chesterpass Road and South Coast Highway. The site is zoned 'Rural' and has developed into agricultural based industrial activities. **There are established land uses in Baker's Junction that serves to support the needs of the rural hinterland farming community on Lot 157, (46428) South Coast Highway, King River and Lots 150 (978) and 156 (980) Chester Pass Road, King River. It is an agri-business enclave with a number and variety of light, service and rural industries.**

- **Wellstead**

Wellstead is located approximately 100km North East of Albany on the South Coast Highway. Two clusters of Light Industrial zoned land are located in the town consisting of 4 lots with a total land area of 10ha.

- **Highway Commercial Zone**

The 'Highway Commercial' zone under LPS1 provides for a range of services and activates that support the main central business district that cannot be accommodated in other commercial or industrial related zones. This zone cross over between the regional centre zones and the light industry zone. The Highway Commercial zone therefore permits light and service industrial land uses and commercial uses such as medical centre, motel, service station, showroom, storage, trade display etc.

The zone therefore provides important alternative location for lights industrial and commercial uses to locate along the City's main transport routes i.e. Albany Highway and Chesterpass Road.

Lots 12, 13, 14 and 15 Albany Highway, Milpara is zoned Residential under LPS1 with non-conforming right from established industrial/commercial land uses operate. These lots have never been used for residential purposes. These uses should be recognised under the Strategy and designated as 'commerical'.

3.3.3 Supply and Demand Analysis

Total industrial land supply in the City of Albany is estimated at 633 hectares (excluding port industry), of which 463 hectares is currently developed, leaving 170 hectares of industrial land available for future industrial development (Table 1). However, while there may be 170 hectares of land that is undeveloped and appropriately zoned, it should not be construed that this land is development ready. Further detailed studies may be required to assess the suitability of the sites for industrial activity, including an infrastructure needs assessment, remediation, market appeal etc. Of the undeveloped industrial land, 20 ha is zoned Light Industry and the remaining 150 is zoned General Industry.

Diagram 18: Albany industrial land supply mix

Zoning		Area			Lot sizes (x) indicates number of undeveloped lots			
Light Industry	General Industry	Developed	Undeveloped	Total	Small 0-1ha	Medium 1-5 ha	Large >5 ha	Total
260 ha	373 ha	463 ha	170 ha	633 ha	336(59)	60(14)	23(2)	419

The City of Albany Local Planning Scheme No. 1 contains three industrial zones; Light Industry, General Industry and Port Industry. For the purposes of this report Port Industry has been excluded from calculations of future demand of industrial zoned land on the basis that it constitutes a specific land use and zone under LPS5 that does not contribute to general and light industrial land supply for the City.

An analysis of Landgate data indicates that within these industrial zonings the majority of Local Industry is accommodated within the Light Industry zone (80 percent) with only 20 percent being accommodated in the General Industry zone. Approximately 36 percent of traded industries are located within the Light Industry zone and 64 percent are within the General Industry zone.

Traded industries have a higher land requirement than local industries and occupy approximately 45 percent and 86 percent of the Light Industry and General Industry zones, respectively.

Based on the current industrial land use mix it is possible to estimate potential industrial land requirements, using the following assumptions:

- Local Industry will grow in proportion to predicted population growth (distributed 80% and 20% on Light and General Industry zoned land, respectively); and
- Traded Industry will grow in response to external drivers (distributed 36% and 64% on Light and General Industry zoned land, respectively). External drivers relate to trends or influencing factors in these external markets. They can be either economy wide or industry specific. Examples of external drivers (or that respond to external factors) are industry competitiveness, macro-economic factors (e.g. exchange rates), political factors, environmental factors, growth in markets, access to these markets and technology improvements.

Future demand for light industry

Based on a business as usual growth rate, the City would require a total of 286 ha Light Industry zoned land by 2031, this exceeds current supply of appropriately zoned land by 26 ha. By 2040, the demand will increase to 316 ha, which exceeds current supply by 56 ha.

At a high growth scenario, the demand for Light Industry zoned land would exceed the current supply within the short term. The shortfall will increase to 69 ha by 2031 and 139 ha would be required by 2040.

While the shortfall could be accommodated on undeveloped land within existing estates such as Lower Denmark Precinct for the short term, additional land will need to be identified for Light Industry to meet demand in the future at both a business as usual and high growth scenario

Future demand for general industry

Based on a business as usual growth rate, the City has sufficient land zoned for General Industry to meet demand to 2031, and further to 2040. Using a high growth scenario, the demand for General Industry will exceed supply by 2040, with an additional 23 ha required. Based on predicted population growth under WA Tomorrow, the City will adopt the business as usual growth rate.

Notwithstanding the above, the City need to designate land for General Industry in a suitable location which is appropriate to meet projected future demand beyond the timeframe of this Strategy. This will ensure that the land is not is protected for this use until the demand arise. In addition, the supply of land is not the only determinant of future demand. The locations, road access, availability of services and infrastructure and environmental factors also influence the supply of land.

Planning Implications

The above information presents to the following planning implications:

- At a business as usual growth scenario, the following industrial land is required to the year 2031:
 - The current supply of General Industry land meets the demand for appropriately zoned land to 2031. Nevertheless, it is important to ensure that existing sites suitable for General Industry activity are identified, maintained and protected for future growth.
 - An additional 26ha of land zoned for Light Industry will be required to cater for future demand.
- There is a need to consolidate and rationalise existing General and Light Industrial zoned land. There are industrial areas which are not fully utilised due to locational, environmental and infrastructure constraints. There are also vacant land within existing industrial estates and development thereof will intensify the use, improve amenity and allow for optimal utilization of infrastructure and services.
- Investigation is required in the Robinson and Gledhow Industrial areas, the CSBP Fertiliser Depot (Lot 2 Hanrahan Road), the Wool Stores site and the light industrial zoned land on Mueller Street to identify consolidation and rationalisation of zones and land use.
- There is a need to recognise the non-conforming, compatible and well establishes industrial uses on Lots 12, 13, 14 and 15 Albany Highway, Milpara zoned 'Residential' under the Local Planning Scheme by designating this land for commercial purposes.

3.4 Tourism

Local Government has a significant role to play in tourism. Some functions of local government impact directly on tourism, such as land use planning and development, tourism promotion, marketing and others indirectly such as public health, disabilities, infrastructure and roads, local economic and community development, and arts and cultural development. The diverse nature of the tourism industry is such that land use planning affects a range of tourism activities including accommodation, food and hospitality providers, retail, recreational activities and facilities and many other activities catering for both local residents and visitors. The Strategy ensures that the ongoing role of tourism is recognised in the land use planning process through recommendations on appropriate tourist zones, tourist precincts, tourism sites, tourism land requirements and the introduction of specific tourism land uses.

3.4.1 Tourism and the Economy

Tourism and hospitality are key industries and major contributors to the City's visitor economy. The main economic indicators for tourism show that:

- In 2015/16, the total tourism and hospitality sales in the City was \$217.6 million, the total value added was \$118.5 million.⁸¹
- In 2015/2016 there were 305,694 international visitor nights, 1,229,336 domestic overnight visitor and 278,131 domestic daytrips in the City.
- For 2015/16, there were 305,695 international visitor nights in the City of Albany, accounting for 16.9% of the total visitor nights.
- In the 5 years up to 2015/16, there were an average of 37,894 international visitors to the City of Albany. Average length stay for international visitors was 8.3 days, lower than the average for Western Australia.
- In the 5 years up to 2015/16, there were an average of 309,665 domestic overnight visitors to the City of Albany. Average length stay for domestic daytrip visitors was 3.2 days, lower than the average for Western Australia.
- In the 5 years up to 2015/16, international visitors and domestic overnight visitors to the City of Albany were more likely to be visiting on holiday, accounting for 63.3% and 53.6% respectively of all visitors⁸².

3.4.2 Key Attraction and Experiences

The city offers a huge variety of unique tourist attractions and experiences within the City and surrounding regions. The natural landscapes surrounding the City both coastal and through the hinterland are spectacular. Rugged granite coastal formations of significant geological value such as the Natural Bridge, the Blowholes, and The Gap are just some of the unique and easily accessible natural attractions. The new lookout at The Gap

⁸¹ .id economy 2014, Unpublished data from the National Visitor Survey and International Visitor Survey 2015. Available from <http://economy.id.com.au/albany/tourism-visitor-summary>

⁸² .id economy 2018, City of Albany Economic Profile, Tourism and Hospitality. Available from <https://economy.id.com.au/albany/tourism>

in the Torndirrup National Park and the Granite Skywalk located at Castle Rock within the Porongurup National Park are spectacular built additions to the National Parks.

Four National Parks (West Cape Howe, Torndirrup, Gull Rock and Waychinicup) and two Nature Reserves (Two People Bay and Mount Manypeaks) provide homes for some of WA's rarest animal and birds (Gilberts Potoroo and Noisy Scrubwren). On a regional level Albany provides an ideal overnight base to explore the Walpole Wilderness area to the west (encompassing eight National Parks), the Fitzgerald National Park to the east and the Stirling Range National Park to the north. Whale watching in the superbly protected waterways off the coast of Albany is a popular attraction.

The wildflower season from September to November is a major seasonal attraction due to the diversity of the flora within the City and its surroundings. The outdoor and adventure experiences are substantial in the region. The City is the southern terminus for both the iconic Bibblumun Track and Mundi Biddi Cycle Trail. Albany's natural topography makes it a great place for bike-riding, paragliding, sailing, hiking, horse-riding and surfing. The City has abundant 4WD tracks, beaches and fishing spots.

The City hosts major events such as the Great Southern Bloom Festival, Greenskills Sustainable Living Festival, Albany Car Classic, Albany Urban Downhill, Clipper Round the World Yacht Race (Albany host port) and Anzac Albany. The protected waterways in Princess Royal Harbour and King George Sound provide sailing, cruising and shipping opportunities.

Heritage tourism is the City's key focus as a vital tourism experience. It is the traditional home of the Menang Noongar Aboriginal people the first European settlement in WA. The main Street of Albany (York Street) and Stirling Terrace contains many historical buildings. The City being the first European Settlement in WA and significant connections with the Anzac story as the place where troops last departed Australian shores for Gallipoli in 1914 and where the first dawn service was conducted in 1932. The City is home to the newly-opened National Anzac Centre which is Australia's foremost museum honouring the Anzac legend.

A climate that encourages strong horticultural, agricultural, aquaculture and fishing industries, the region is renowned for its organically grown produce, award winning wines and a growing gourmet food scene that drives the highly successful Taste Great Southern every March.

The Vancouver Art Centre and Albany Entertainment Centre (AEC) offer a varied program of events throughout the year. In addition to hosting performing arts, AEC offers the opportunity to attract large business events. The Great Southern component of the Perth International Arts Festival (PIAF)

3.4.3 Accommodation

Registered and approved commercial short stay accommodation businesses offer a combined 4,125 bed spaces within the City. This includes 5 registered holiday accommodation and 15 lodging houses offering 625 rooms, 12 caravan parks with 674 sites, 224 camping sites, and 127 on site cabins, and 12 large capacity hotel/motel operators offering 489 rooms. The range of accommodation types is extensive, from nature based camping grounds managed by the City through to luxury 5 star guesthouse and B&B's.

The range includes:

- Backpackers
- Hotels and motels
- Bed and Breakfast
- Cottages, chalets and villas
- Self-contained
- Caravan parks
- Nature based camping
- Resorts
- Luxury retreats
- Farmstay

Source: Albany Visitor Centre 2015

3.4.4 Infrastructure and Services

Local Government provide a vast range of tourism related infrastructure which is essential in supporting tourism. Without infrastructure and amenity provision and maintenance tourism is compromised. Tourism related infrastructure which is managed by the City includes the Albany Regional Airport, signage, caravan and camping grounds, public toilets, library, Albany Leisure and Aquatic Centre and other sporting facilities, Albany Visitor Centre, boat ramps and the Vancouver Art Centre.

In the absence of a local tourism organisation, the City is responsible for the development of a local visitor industry by operating attractions and maintaining visitor facilities, attracting and delivering major events, marketing visitor destination, and encouraging additional investment. Albany Visitor Centre and the destination marketing brand Amazing Albany is run by the City. The Amazing Albany brand include six sub themes – Natural, Adventure, Historical, Anzac, Taste and Arts. The six sub themes were developed specifically to leverage the City's competitive advantages and formed the basis of a target market development.

One of the perceived biggest barriers to visitation in the region is the time and distance it take to travel by road.⁸³

The City owns and manages the Albany Regional Airport. The airport handles some 55,000 regular public transport passengers and 1,000 RPT aircraft movements each year. There are five local hire car businesses with two based at the airport to service the growing fly drive market.

In 2015/16 the City hosted 16 visiting passenger cruise ships carrying 16,000 passengers. The Albany Visitor Centre coordinates the welcome activities including free bus shuttles and tour programs. Passengers are seeking information about port destinations once on shore, prior to and mostly during the cruise. Information sources most used for planning activities were the cruise operator, guide/brochure or the tour desk. Ports should include toilet facilities, food and shopping options, signage, information, seating at port and personal safety and security. Visitors wanted destinations to be flexible with opening hours to accommodate ship docking (7am to 10pm) and have a number of things to see and do. Over 40% of visitors wanted an Indigenous experience at the port. Promotion should consider the profile of the passenger being over 60, from outside WA and very experienced tourist.⁸⁴

⁸³ Great Southern Alliance 2016, Tourism Development Strategy for the Lower Great Southern

⁸⁴ Agnew, R, Killalea, H & Simpson, M 2012, Destination visitor survey strategic regional research- Western Australia: Evaluating the WA cruise visitor experience. Available from http://www.tra.gov.au/documents/SRR_WA_Cruise_visitor_experience_FINAL.pdf

The City also delivers an extensive network of roads throughout the municipality, including pathways for pedestrian, traffic, shared, cycle, trails and boardwalks. There is a need to protect the City's brand as a tourist destination, careful consideration is needed in planning to create a good first impression for tourists entering the City and for placement of industry and services in suitable locations.

3.4.5 Tourism Forecast

Tourism is one of the world's biggest and fastest growing economic sectors. On a global level, tourism ranks fifth under the fastest growing sectors in the world and is forecast to grow 4% each year from 2013 to 2033.⁸⁵ Demand for tourism product remains strong with the number of worldwide tourists growing.⁸⁶ The Australian tourism investment pipeline was estimated at \$53.7 billion in 2014, up \$4.3 billion (or 8.7%) from 2013.⁸⁷ These levels indicate the enormous potential of the tourism industry and highlight the importance and attractiveness of investing in Australia's key tourism-related activities.

Regional areas that show the most favourable growth and economic strength have their economies based on recreation and tourism. At the First National Conference on the future of Australia's country towns, keynote speaker John Keller states that throughout most of North and South America, Western Europe, Australia, and New Zealand the lure of the natural environment and tourism (place and historicity) are significant parts of their economies. Firms and industries built around the utilisation of amenities show exceptionally strong growth and are a world leader in providing new jobs.⁸⁸

The Great Southern Regional Investment Blueprint⁸⁹ identifies international tourism as a global shift or 'megatrend' that will influence the trajectory of the Great Southern economy over the next thirty years. The diversity of natural amenity and destinations within the Great Southern, coupled with strong connectivity to Perth (airport, cruise ships, Albany highway), provides an opportunity for increased international tourist visitation to be captured.

Strong growth in domestic tourism will contribute to the Great Southern economy. Tourism Research Australia reported in June 2016 that Australia's domestic tourism market has continued its strong growth and recorded higher holiday and business travel spending during the year ending March 2016. National Visitor Survey figures show strong growth in domestic overnight trips and spend, the number of overnight trips and domestic day trips and spend.

Planning for tourist accommodation and attractions to meet the anticipated growth in international and domestic tourism will be considered within the Tourism Development Strategy currently being prepared by the Great Southern Alliance.

⁸⁵ Heaberlin Consulting 2014, The future of visitor centres in WA. Available from http://www.tourism.wa.gov.au/Publications%20Library/Research%20and%20reports/The_future_of_visitor_centres_in_WA.pdf

⁸⁶ GSDC 2015, Great Southern Regional Investment Blueprint.

⁸⁷ Australian Trade and Investment Commission 2016, Austrade: 2015. Available from <https://www.austrade.gov.au/>

⁸⁸ Keller, J 2001, The Importance of Rural Development in the 21st Century – Persistence, Sustainability and Futures. First National Conference on the Future of Australia's Country Towns. Available from <http://www.regional.org.au/au/countrytowns/keynote/keller.htm>

⁸⁹ GSDC 2015, Great Southern Regional Investment Blueprint.

3.4.6 Planning for Tourism

State and Regional Planning Context

There are numerous state agencies that provide assistance in the growth of the tourism industry:

- Tourism Western Australia which is responsible for marketing WA as a competitive destination, developing, attracting and marketing major events, and supporting significant tourism infrastructure development.
- Department of Primary Industries and Regional Development which administers the Royalties for Regions grant scheme.
- Great Southern Development Commission which role is, among others, to develop and broaden the economic base of the region.
- Tourism Council of WA which represent industry and promotes the value of tourism to the State economy, environment and the social fabric of local communities. Tourism Council WA develops evidence-based industry policy on: business regulation, marketing and events, parks and environment, planning and infrastructure, aviation and transport and workforce development.
- Other agencies include Department of Biodiversity and Conservation and Attractions and Australia's South West Regional Tourist.

The following State government reports have some influence over tourism in the City and Great Southern:

- *WAPC released a Draft Position Statement: Tourism Planning (2018)*: The statement provides supersedes all tourism related planning bulletins and guidelines, except for the *Tourism Planning Guidelines (2014)* and *Holiday Homes Guidelines – short stay use of residential dwellings (2019)*. It's objective are to:
 - Ensure tourism planning is guided by a local planning strategy and reflects the demand for local and regional tourism;
 - Protects opportunities, locations, tourism precincts and sites (existing and potential) identified for future tourism demand, land use and development;
 - Plan appropriate infrastructure and services necessary for tourism development;
 - Recognise that the commercial sustainability of tourism may require flexibility in product mix, site design and risk mitigation approaches. Promote the co-location of complementary and compatible tourism land uses to create identifiable tourism precincts that benefit tourist amenity;
 - Ensure any impact of tourist activities on other land uses, including residential areas, is appropriately managed.
- *Lower Great Southern Strategy (2016)*: The Strategy acknowledges the important role of tourism in the region and the likely continuing tourism development along the coast well as specific nodes inland in areas that can offer experiences with nature, wine and food, art, craft and culture. The objective of this Strategy is to maximise opportunities for the development and growth of a sustainable tourism industry. The Strategy states that the tourism component of a Local Planning Strategy should be prepared in accordance with guidance provided by WAPC Policy, in particular *SPP 3 Urban Growth and Settlement Planning and Bulletin 83– Planning for Tourism*.

- *Great Southern Regional Investment Blueprint*⁹⁰ - identifies iconic and creative tourism as one of the key transformational projects that has the potential to positively transform the Great Southern over the decades to come by further developing the region's iconic tourism product and its marketing to prospective visitors, and supporting the growth of a dynamic arts and creative sector with links to the tourism industry. The Blueprint sets a goal to have tourism as a percentage of regional turnover doubled to 20% by the year 2040.
- *Great Southern Centre for Outdoor Recreation Excellence*⁹¹: The Department of Local Government, Sport and Cultural Industries and the Great Southern Development Commission investigated the viability of establishing a Centre for Outdoor Recreation Excellence in the Great Southern. The Great Southern region has the natural assets to become an international leader for best practice in outdoor recreation education and activities. The major recreational features of the area are the Karri forests in the South-West, the many beaches, bays and cliffs of the Southern Ocean coastline and the two ancient ranges of hills, the Stirling Range and the Porongurup Range. The rivers and lakes can support paddling, sailing and water skiing. Indigenous culture also provides an opportunity for new combinations of recreation, tourism and education. UWA is prepared to be an active partner in the project to provide education value.⁹²
- *The Great South West Edge National Landscape Experience Development Strategy*: The Great South West Edge (GSWE) stretches 700 kilometres between Busselton and Esperance, dotted with untouched beaches, coastal vistas, ancient geology and swaths of natural bush. These 'Iconic Experiences' provide the region with a point of difference against its competitors and are presented as a uniting journey linking destinations and precincts across the landscape.⁹³ The Experience Development Strategy identifies the current and needed products, infrastructure and experiences that will meet and exceed the expectations of the 'Experience Seeker', Australia's highest yielding international market segment. The Strategy identifies a route, the previous Leeuwin Way, to connect destinations and precincts. In the City of Albany this route follows South Coast Highway.
- *South Coast Nature Based Camping Alliance*: South Coast Nature Based Camping Alliance has been developed between the Albany, Denmark, Esperance, Jerramungup, Augusta Margaret River, Ravensthorpe, Plantagenet and Department of Biodiversity, Conservation and Attractions. The alliance creates a collaborative arrangement between the local governments for the nature based camping arrangements along the South Coast. Camp hosts work at camping sites to assist visitors and promote the regions attractions.⁹⁴

⁹⁰ GSDC 2015, Great Southern Regional Investment Blueprint.

⁹¹ Department of Sport and Recreation and Great Southern Development Commission 2013, Great Southern Centre for Outdoor Recreation Excellence. p. 6. Available from Department of Sport and Recreation.

⁹² *ibid*, p. 18.

⁹³ EC3 Global team 2013, Great South West Edge National Landscape. p. 2. Available from http://www.tourism.australia.com/documents/Campaigns/Strategy_GSWE_Feb14.pdf

⁹⁴ City of Albany 2016, South Coast Nature Based Camping Alliance. Available from City offices.

Local Planning Context - Strategic

The following provides an overview of studies and reports of a strategic nature which provides information on tourism at a local scale.

- **Tourism Development Strategy (2016):** The City, in conjunction with the Shire of Plantagenet and Denmark, Great Southern Development Commission and Tourism WA prepared a Tourism Development Strategy and a Destination Marketing Strategy for the Lower Great Southern. These strategies are however, not planning and land use orientated but provides valuable insight into the tourism market and likely future demand for accommodation and subsequent land requirements, zoning and land use permissibility's under LPS1.

The purpose of the Strategy is to outline recommendations and strategic actions required to increase visitation to the Lower Great Southern area and in turn increase spend in the region.⁹⁵

The main findings of the Strategy are as follows:

- From the report the data shows, most visitors are families who stay for 5.5 days which is longer than Margaret River, the Golden Outback has the longest stay at 10.5 days and Coral Coast with 9 days.⁹⁶
- Marketing for the region is fragmented with limited resources, lack of scale and investment, which means there is a heavy reliance on local government funding which is unsustainable in the long term, alternative sources of funding needs to be made.
- The Great Southern region has 3 of the top 20⁹⁷ tourist attractions and promotion of these attractions to combat the market gap in visitor knowledge of the region. There are 15 ANZAC attractions in the City, these should be promoted as an experience that cannot be found anywhere else in Australia.⁹⁸ The lifestyle of Albany as a place to retire, the conservative demographic and distance is seen as a barrier to the development of tourism, we need to promote more to families and focus on youth attractions.
- The City needs to attract more events that will draw people to visit the City and then explore the region. Most events are based around food and wine which will not appeal to the family segment. The inclusion of a high profile participation event, like adventure events which can be held annually would boost tourism in the region. There is a lack of business event space, with no flat floor exhibition and no suitable accommodation⁹⁹ for the business market. There are no hotels or resorts of 4-5 stars by large capacity hotel providers that offer a full range of facilities including swimming pool, restaurants and conference spaces in the region.¹⁰⁰
- There has been a 7% growth in visitor numbers, we are losing market share to Margaret River which had growth of 10% in 2015/16.¹⁰¹ Increasing spending of cruise ship passengers is

⁹⁵ Churchill Consulting 2016, Tourism Development Strategy for the Lower Great Southern. (Draft) p. 6.

⁹⁶ *ibid*, p. 15.

⁹⁷ *ibid*, p. 4.

⁹⁸ *ibid*, p. 55.

⁹⁹ *ibid*, p. 16.

¹⁰⁰ Churchill Consulting 2016, Tourism Development Strategy for the Lower Great Southern. (Draft) p. 49.

¹⁰¹ *ibid*, p. 3.

important, currently they only spend \$56.65¹⁰² per person. For cruise ship visits focus should be on enabling them to get to attractions or services that are not available on board the ship. More tours are needed to offer a greater variety to visitors as a car is needed to access many attractions in the region.

- Lack of choice and competition, high cost and changes to the route have impacted air travel with a decline of passengers using the airport in the last two years.¹⁰³
- There is need to make the journey part of the experience and promote the destinations en-route to the region. There is an opportunity to collaborate with Shires such as those within the Hidden Treasures region to promote the drive down to Albany as being an experience in itself.

- ***Nature Based Camping Strategy (2017):*** The objective of the Nature Based Camping Strategy is to provide a sound planning, management and governance basis to guide it across the City. It considers opportunities and constraints of existing nature based camping in the City and makes recommendations on developing and promoting nature based camping activities in appropriate location in the municipality.

There are 6 existing coastal nature based campsites in the City managed by various stakeholders including the City, Department of Biodiversity, Conservation and Attractions and private i.e. Normans Beach, Bettys Beach, East Bay, Torbay Inlet, Cosy Corner East and Cape Riche. The campsites overs 60-70 camp sites. It is estimated that there are approximately 20-30 camping sites available on Parks and Wildlife designated camping areas based at Waychinicup National Park and West Cape Howe National Park. Overall the percentage of nature based camping sites is very low when compared to the overall accommodation types provided in the City.

The Strategy estimates that the demand for nature based camping will grow faster in percentage terms than other tourist accommodation types. It makes recommendations in relation to future nature based camping opportunities and matters that need to be considered such as location, zoning, compatibility with existing land uses, environmental considerations, length of stay, bushfire management plan, bushfire emergency evacuation plan, protection of visually sensitive areas, recognition of Aboriginal heritage sites and culturally appropriate tourism, recognition of historic heritage places, the preparation of a Management Plan etc.

- **Tourism Accommodation Planning Strategy (2010) and Local Planning Policy – Significant Tourism Accommodation Sites**

The City adopted the Tourist Accommodation Planning Strategy in July 2010. It acts as a strategic planning document to provide direction to Council and the development/tourism industry on tourism development issues. It was prepared in accordance with WAPC Planning Bulleting 83. The Strategy identified 32 existing and proposed tourist development sites within the City and classifies each either

¹⁰² *ibid*, p. 38.

¹⁰³ *ibid*, p. 37.

'Local Strategic', 'Prime' or 'Suitable'. Based on the classification and the individual characteristics of each site a zoning recommendation was made to inform Local Planning Scheme No. 1.

The Local Planning Policy – Significant Tourism Accommodation Sites was prepared based on the recommendation of this Strategy.

There is a need to update the City's Tourism Accommodation Planning Strategy (2010) to consider the WAPC Tourism Planning Guidelines (2014). ~~and considered the WAPC's updated position on tourism planning i.e. the Draft Position Statement: Tourism Planning (2018), when it becomes finalised.~~

Local Planning Context - Statutory

The City's LPS1 zones land for tourism related uses and allows for tourism related uses. It also permits tourism related uses in some non-tourist zoned sites as well as Additional Use and Special Use sites.

The Scheme contains the following zones that permits tourism uses:

- *Hotel/Motel zone:* This zone ensures that sites zoned hotel/motel are used for this purpose only to protect the current and future supply of motel or hotel sites to meet the current and the anticipated need for tourism accommodation.
- *Caravan and Camping zone:* This zone recognises the broader social and economic importance and potential environmental benefits of the caravan park industry and protect sites from competing land uses. It also prevents the conversion of land to permanent structures and permanent residential occupation except where the land (or part thereof) is approved for a Park Home Park.
- *Tourist Residential zone:* This zone sets aside high value tourism land in close proximity to and within easy access of areas of high environmental, social and scenic value. It provides for a range of land uses that encourage a variety of attractions, facilities and services to meet the needs of tourists and local residents.

In many cases, tourist accommodation is permissible in non-tourist zoned land where there has been a strong demand for tourism accommodation. The following zones in the scheme allows for tourist related uses:

Diagram 19: Tourism uses in non-tourist zoned land under Local Planning Scheme No. 1

Zone	Tourist Related Use
Residential	bed & breakfast, boarding/guest/lodging house, chalet/cottage units, holiday accommodation, holiday house
Yakamia Creek	bed & breakfast, holiday accommodation, holiday house
Regional Centre	bed & breakfast, holiday accommodation, holiday house, hotel, motel
Regional Centre Mixed Use	bed & breakfast, holiday house,
Highway Commercial	motel
Neighbourhood Centre	hotel
Rural Smallholding	bed & breakfast, chalet/cottage units, holiday accommodation, holiday house,
General Agriculture	bed & breakfast, chalet/cottage units, holiday accommodation, holiday house

Zone	Tourist Related Use
Priority Agriculture	bed & breakfast, chalet/cottage units, holiday accommodation, holiday house
Rural Village	bed & breakfast, boarding/guest/lodging house, camping ground, caravan park, chalet/cottage units, holiday accommodation, holiday house, motel

In all other zones, tourism accommodation related land uses are not permitted.

Additional Use Sites: There are many tourist related development on land approved as 'additional uses' (uses in additional to any uses permissible in the zone).

Special Use Zone: There are many tourist related development on land in the 'Special Use' Zone which are additional to zones in the zoning table of LPS1.

The model scheme text only includes one zone i.e. 'Tourism' and these current zones would have to be amalgamated into the "Tourism" zone during the review of the Local Planning Scheme.

Planning Implications

The above information presents to the following planning implications:

- There is a need for the Tourism Accommodation Planning Strategy (2010) to be reviewed and expanded to a Tourism Planning Strategy. ~~to consider the WAPC's updated Draft Position Statement: Tourism Planning (2018) when finalised.~~
- There is a need to support the outcomes of the Tourism Planning Strategy in the review of the Local Planning Scheme and through the preparation /review of Local Planning Policies.
- The outcomes of the Strategy should also be considered during the review of the Local Planning Scheme.

3.5 Rural - Agricultural Diversification

Agricultural production is a very important contributor to Australia's economy, and is a key industry in many rural and regional areas, including the City. Agricultural or farm diversification¹⁰⁴ is an important mechanism for improving the competitiveness and production efficiency, economic growth and is an increasingly common practice for farms and rural businesses around the world. In the face of increasing financial, environmental and market pressures, diversification offers the opportunity to spread income risk and build resilience. Diversification optimises on-farm infrastructure, increases add value to our commodity products and natural resources or utilised previously un-used part of a farm.

Through agricultural diversification, there is an opportunity to grow this innovative industry section, improve economic outcomes for rural communities and provide local employment opportunities.

3.5.1 Opportunities in Agricultural Diversification

Agricultural diversification depends on there being opportunities for diversification and on farmers' responsiveness to those opportunities. Trade agreements are opening up new opportunities for Agricultural diversification which can be facilitated by technological break-throughs, by changes in consumer demand or in government policy or in trade arrangements, and by development of irrigation, roads, and other infrastructure. Conversely, it can be impeded by risks in markets and prices and in crop-management practices, by degradation of natural resources, and by conflicting socio-economic requirements.

Diversification can occur through agricultural (crop and animal diversification) or non-agricultural (agritourism, farm stalls and on-farm processing of food) methods.

- Agricultural diversification includes the introduction of a wider range of output options within a traditional farm enterprise i.e. lamb production added to wool production.
Land use planning offers insignificant influence over a farmer's choice to diversify crop or animal farming. Under LPS1 all farm related land uses are permissible or discretionary in both the 'General Agriculture' and 'Priority Agriculture' zones and include: intensive agriculture, extensive agriculture, agroforestry, intensive animal husbandry (not permitted in priority agriculture zone), aquaculture, and tree plantation (not permitted in priority agriculture zone).
- Non-agricultural diversification can take on a variety of forms. Agritourism (farm based accommodation and recreation), value adding through on-farm processing of produce and farm stalls to mention a few.

¹⁰⁴ Farm diversification is the introduction of a new business activity to generate another source of farm-based income. The new or additional farming enterprise may be agricultural, such as a new crop or animal, or non-agricultural, such as agritourism or on-farm processing of food. Although the primary driver for diversifying is to generate income, other benefits of diversifying include:

- Spreading income risk
- Improved use and management of land
- Developing opportunities for future growth
- Creating opportunities for family involvement (including for succession planning)
- Creating renewed interest in the farm business

(<http://www.farmdiversity.com.au/about-diversification>).

There is considerable opportunity for agricultural regions to capitalise on rising food demand, with global food production needing to increase 70% by 2050 to meet projected demand. Which is already outpacing supply in international markets.¹⁰⁵ Asian markets generally view Australian products as high- end, clean and safe, and will continue to support demand for foods rich in protein, such as livestock, certain grains and dairy products.¹⁰⁶

A response in the Strategy should be formulated to facilitate agricultural/farm diversification efforts by farmers through land use permissibility's under relevant zones.

3.5.2 Strategic Industry Development

The City, in conjunction with the Shire's of Plantagenet and Denmark and Great Southern Development Commission, undertook the preparation of the South Coast Industrial Ecology Mapping and Industry Attraction Strategy in 2015. The Strategy identified global industries that will play an important role in the future development of the Great Southern economy and having the potential for transformation and growth. These were a food hub, bio-fuel production in the forestry industry, milk processing plant, livestock and meat processing, wine export and grain processing. These opportunities were identified within the economic climate at the time of the preparation of the Strategy and may not be relevant today.

The following table describes these opportunities in more detail. The opportunities identified through the South Coast Industrial Ecology Mapping and Industry Attraction Strategy supports the diversification of agricultural activities in the region.

Diagram 20: Potential growth opportunities in the agricultural sector

Industry	Potential Opportunities
Food hub	Development of a Great Southern Food Hub to stimulate the growth of fruit and vegetable processing industries in the region and provide a physical location for shared infrastructure allows processing activities to be undertaken by smaller producers or groups of producers. It will also serve as a knowledge base for farmers, lead to more efficient farming practices while also lowering environmental impact from farming activities. A food hub also has potential to operate as a cooperative venture, providing support to producers and ensuring that the produce sent to market is of the highest quality. It allows for local organisation of transport and packing allowing for creation of economies of scale.
Bio-fuel production from forestry industry	The bio-fuel industry has the capacity to expand and could create a substantial demand for tree farming. Bio-fuels may be an alternative to natural gas that can help the region increase its energy self-sufficiency.

¹⁰⁵ Food and Agriculture Organisation of the United Nations 2016, 2050: A third more mouths to feed. Available from <http://www.fao.org/news/story/en/item/35571/icode/>

¹⁰⁶ Ceda 2016, State of the Regions series: Regional development in Western Australia. Available from <http://www.ceda.com.au/publications/regional-development-in-western-australia>

Industry	Potential Opportunities
Milk processing	Within the region, there is the chance to grow production with transformative investment in processing infrastructure. A dairy feasibility study funded by GSDC highlighted the competitive advantages of the South Coast including its milder weather, relatively lower land costs, potential groundwater in selected locations and close proximity to grain producing areas which have the potential to make investment returns in dairy farming competitive with the West Coast. ¹⁰⁷ A South Coast feasibility study reference also proposes that dairy farming in the South Coast sub-region would be lucrative and de-risk the dairy industry in the South Coast.
Livestock and meat processing	There is an opportunity for growth in this industry, both in the availability and variety of stock and the development of a meat processing facility in the region. Abattoirs are associated with odours and nutrient export and the location and potential locations should consider buffer areas, sensitive land-uses and environmental considerations.
Wine export	The supply of grapes in the region is higher than the demand and an opportunity exists to expand export markets.
Grain	There is an opportunity to process grain for livestock feed and a basic chemical manufacturing facilities for crucial agriculture inputs such as crops.

Source: South Coast Industrial Ecology Mapping and Industry Attraction Strategy (2015)

WAPC State Planning Policy 2.5 – Rural Planning provides policy direction to support rural communities through a rural enterprise zone which combine light industry and housing in general proximity to urban areas that are serviced and address buffer issues.

3.5.3 Rural Enterprise

The Rural Enterprise zone (also known as rural industry) is a predominantly light industrial zone that is suitable in rural areas and provides for light industrial land uses with lot sizes in the order of one to four hectares. It also provides for an ancillary residential dwelling on one lot (SPP 2.5 – Rural Planning). WAPC Rural Planning Guidelines set out matters that should be considered in the location of Rural Enterprise zone:

- Separation distances between residential and business activities;
- Whether certain industrial land uses should be excluded from the estate;
- Hours of operation to maintain a reasonable level of amenity;
- Type of roads to address sufficient exposure for the business component;
- Provisions of services and roads to cater for heavy vehicles; and
- Proximity of urban areas. Access to town facilities would be desirable as the zone allows for a residential component.

¹⁰⁷ GSDC 2015, A South Coast feasibility study. Available from GSDC.

The guidelines further details matters that should be investigated in proposed Rural Enterprise zones as follows:

- Appropriate lot sizes;
- Level of services particularly electricity and domestic water;
- Provisions to address potential land use conflicts; and
- Provisions to protect the amenity of the area.

There are established land uses in Baker's Junction that serves to support the needs of the rural hinterland farming community on Lot 157, (46428) South Coast Highway, King River and Lots 150 (978) and 156 (980) Chester Pass Road, King River. It is an agri-business enclave with a number and variety of light, service and rural industries. Enterprises include stock feed supply, farm implement assembly, distribution and servicing, agricultural engineering and repairs, forestry harvesting, chipping and plantation rehabilitation services.

These lots are suitable to be designated as 'Rural Enterprise' as they are located on the intersection of two major transport routes i.e. South Coast Highway and Chester Pass Road. It is strategically located to service the rural sector and is well located in relation to transport routes and rural hinterland customers.

During the review of the Local Planning Scheme, appropriate land use permissibility and development standards will be identified and addressed.

3.5.4 Carbon Farming

Carbon farming is farming in a way that reduces greenhouse gas emissions or captures and holds carbon in vegetation and soils. Carbon farming is included in the Emissions Reduction Fund. This is a voluntary carbon offsets scheme that provides economic rewards to farmers and landholders who take steps to reduce greenhouse gas emissions. This will allow the farmer or landowners to earn Australian Carbon Credit Units for carbon farming activities such as revegetation or reforestation.

There are many benefits to farming community to engage in carbon planting:

- Mitigate climate change.
- Protect, restore and enhance natural resources and build landscape resilience.
- Maximise benefits from plantings for environmental, social and economic outcomes.
- Protect, enhance and restore areas of high biodiversity conservation.
- Enhance regional ecological linkages and connectivity.
- Protect high value agriculture land.
- Use and enhance low value agricultural land and degraded landscapes.
- Plantings improve hydrological balance and water quality, consistent with catchment objectives.
- Protect resilience and cohesion of our communities.
- Maximise opportunities for community development and enterprise associated with carbon farming initiatives.

South Coast NRM supports carbon farming projects and produced a series of maps to demonstrate where in the South Coast region carbon plantings would meet their Carbon Farming Guiding Principles and planting considerations. They have formed a Technical Working Group to assist in developing components and

framework behind the maps. The framework and model includes two themes – identification of priority landscapes for carbon planting and identification of biodiversity priorities.

3.5.5 Horticulture Precincts

The Department of Primary Industries and Regional Development undertook an investigation into potential locations for horticulture development in the Lower Great Southern through a multi-criteria assessment process. The need to identify and protect land and water resources for future irrigated agricultural development.

Potential irrigation precincts were identified by overlaying various data sets which provided a broad scale perspective of the region to determine broad areas of interest (study areas) where annual rainfall exceed 600mm, groundwater salinity is fresh, the soils are generally suitable for irrigated agriculture and the land is available for development. From this process, five study areas were identified across the South Coast of which two areas are located in the City. The priority areas for irrigated agriculture precincts are Manypeaks, and Redmond/Narrikup. **There is potential conflict between the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified at Manypeaks.**

In addition, the former Department of Water undertook an investigation into prospective groundwater resources in the Albany hinterland¹⁰⁸. With its relatively cooler temperate climate, Albany hinterland area is considered to have strong potential for agricultural expansion. Also, the area has been recognised in the *Great Southern Regional Blueprint* as the ‘most significant hotspot for competing water demand in the Great Southern. Therefore, identifying prospective sources of potable and fit-for-purpose groundwater is essential to provide diversification option for industry and agriculture.

In 2013, the Department of Water began an investigation in the Albany hinterland area to map prospective groundwater resources and provide information on water availability. The *Albany Hinterland Prospective Groundwater Resources Map*¹⁰⁹ shows the interpreted distribution of four prospective groundwater resources areas across the Albany hinterland being King River area, Kalgan area, Manypeaks area and Nanarup area. The extent of these areas are shown in Figure 1: Rural and Figure 2: Urban.

The region produces 31% of Western Australia’s strawberries,¹¹⁰ there is strong domestic competitiveness in this group and opportunities into export have been made when exchange rates and market relationships have been favourable.¹¹¹ Strawberries are WA’s premier fruit export crop.¹¹² 100% of WA’s asparagus are produced in the City,¹¹³ this group produced at a level that is well below local consumption, and increased production

¹⁰⁸ Department of Water (2017), Albany Hinterland – Prospective Groundwater Resources (Explanatory Notes), Hydrogeological Map series. Report no. HM12

¹⁰⁹ Department of Water (2017), Albany Hinterland – Prospective Groundwater Resources Map.

¹¹⁰ *ibid*, p. 21.

¹¹¹ *ibid*, p. 56.

¹¹² Department of Agricultural and Food 2009, Plan to Support Horticulture Industry Development 2009-2012. p. 23. Available from [http://www.parliament.wa.gov.au/Parliament/commit.nsf/\(Evidence+Lookup+by+Com+ID\)/B2E90A0DADA3793B4825794F0029AEC3/\\$file/ef.aar10.111116.001.aqton.Attachment+9E+Ag&Food.pdf](http://www.parliament.wa.gov.au/Parliament/commit.nsf/(Evidence+Lookup+by+Com+ID)/B2E90A0DADA3793B4825794F0029AEC3/$file/ef.aar10.111116.001.aqton.Attachment+9E+Ag&Food.pdf)

¹¹³ Fazakerley, V & Windsor 2013, Fresh thinking final 2013-2050. p. 19.

could be expanded to new and export markets. The number of growers is declining while the demand has increased for asparagus.¹¹⁴

To grow enough fruit and vegetables for the Great Southern, horticulture requires an extra 471ha by 2025 and by 2050 a further 211ha¹¹⁵.

3.5.6 Aquaculture

The fishing and aquaculture industry adds \$6 million to the Great Southern economy.¹¹⁶ The City was identified as a stakeholder in the 10 year growth plan for the aquaculture industry by the Government,¹¹⁷ which has committed \$2.3 million to the Albany multi-species shellfish hatchery. Aquaculture is growing, both land and sea based operations with abalone, marron, yabbies, mussels, oysters and aquarium fish. The large-scale industry-run mussel, oyster and pearl production hatchery would be set up at the Albany Aquaculture Park, at Frenchman's Bay. It is hoped that the hatchery will be fully self-funded within 10 years.¹¹⁸ The industry currently has trouble with a lack of access to spat (mollusc seed or juveniles), this impedes industry growth and sustainability. The hatchery will become an important supply source while creating opportunities for the culture of other species.¹¹⁹ Bremer Bay has a land based abalone farm in tanks using sea water,¹²⁰ which generates product for the export market.¹²¹ The City is the largest single producer of mussels and oysters in Western Australia and is a premium producer of the Sydney Rock oysters and Blue mussels that has developed local and export sales.¹²² Operating from the waters in Oyster Harbour which provides terrestrial water run off with nutrient rich water to boost production.

There is an increasing food demand coming from Asia. There is potential for development of the aquaculture industry throughout the Lower Great Southern, particularly land-based aquaculture, using inland saline waters, which could provide significant economic benefits. Land-based aquaculture comes with a range of environmental and social issues.¹²³ Accordingly, the siting of aquaculture developments requires careful consideration of visual impact, access, and waste disposal issues.¹²⁴

All aquaculture requires a lease area (land or marine) and an aquaculture licence to operate. Aquaculture activity is managed in accord within strict guidelines, and requires ongoing management to ensure potentially

¹¹⁴ Fazakerley, V & Windsor 2013, Fresh thinking final 2013-2050. p. 62.

¹¹⁵ *ibid*, p. 25.

¹¹⁶ *ibid*, p. 35.

¹¹⁷ Department of Fisheries 2016, Aquaculture forum outlines growth strategy. Available from <https://www.mediastatements.wa.gov.au/Pages/Barnett/2016/07/Aquaculture-forum-outlines-growth-strategy.aspx>

¹¹⁸ Department of Fisheries 2016, Our State Budget 2016-17: Securing our economic future – Hatchery funding to spawn aquaculture growth. Available from <https://www.mediastatements.wa.gov.au/Pages/Barnett/2016/05/Hatchery-funding-to-spawn-aquaculture-growth.aspx>

¹¹⁹ SCNRM 2004, Draft South Coast Regional Strategy for Natural Resource Management. p. 10. Available from http://southcoastnrm.com.au/index.php?option=com_zoo&Itemid=235&args%5B0%5D=0&element=8d01dbcc-c6b0-4bbc-a044-f38183548459&format=raw&item_id=936&lang=en&method=download&task=callelement.

¹²⁰ Bunbury, E 2016, Department of Fisheries comments via email.

¹²¹ Department of Fisheries 2016, Aquaculture Regions: South Coast Bioregion. Available from <http://www.fish.wa.gov.au/Fishing-and-Aquaculture/Aquaculture/Aquaculture-Regions/Pages/default.aspx>

¹²² Department of Fisheries 2015, Aquaculture in Western Australia Industry Overview. p. 35. Available from www.fish.wa.gov.au/.../Aquaculture/aquaculture_position_paper.pdf

¹²³ WAPC 2016, Lower Great Southern Strategy. p. 55.

¹²⁴ *ibid*, p. 55.

adverse environmental impacts are managed and mitigated as necessary in accord with Monitoring and Environmental Management Plans, required as a condition of licence.¹²⁵

3.5.7 Forestry

Albany is at the centre of the Lower Great Southern Strategic Plantation Forestry Hub, one of just three such hubs in WA. The concepts of Strategic Hubs is to attract investment in plantations, supporting infrastructure and downstream processing within an economic transport distance of existing integrated forestry processing centres, through well-targeted policy measure.¹²⁶

Regional Forestry Hubs are a key element in the newly released national forest industries plan, *Growing a Better Australia – A Billion Trees for Jobs and Growth*. Under this plan, the Federal Government is committing to “support the development of Regional Forestry Hubs that will turbo-charge growth in forest industries in regional Australia”.¹²⁷

The timber industry in the Great Southern (and Esperance) region is worth \$345 million per annum, and employs nearly 1,300 people directly and indirectly.¹²⁸ Direct employment are jobs in growing and harvesting plantations and native forest, and in producing sawn timber, and woodchips for pulp and paper production. Indirect employment are jobs in supplies and inputs like fuel and mechanical servicing, and that flow from the spending of salaries and wages by workers.¹²⁹

Plantations for Australia want to treble areas under plantations by 2020, this is an Australia wide program developed by industry and Government for plantation forestry in Australia.¹³⁰ The City was one of the first towns in the Great Southern to grow, harvest and chip Eucalyptus for export. The City is a major export and timber processor,¹³¹ the Albany Port Authority had estimated wood chip exports had a value of \$89 million.¹³² In the City currently 140,000 ha of Tasmanian Blue Gum plantations are grown for pulpwood, chipped and exported through the Port for paper in the Japanese market. APEC has 2200 ha¹³³ ready for harvesting annually, there is a ten year wait before trees can be harvested and APEC has stock to continue well into the future.

There has been a decrease of plantations in Western Australia the largest in the country, the serious decline has brought the plantation estates to a standstill.¹³⁴ There already exists a broad and integrated market for plantation timber products that are processed and manufactured in WA. These markets are strong and support

¹²⁵ Bunbury, E 2016, Department of Fisheries comments via email.

¹²⁶ <http://www.forestindustries.com.au/wp-content/uploads/2015/08/FIFWA-WA-Plantations-Missing-Piece-of-the-Puzzle-2016.pdf>

¹²⁷ <http://www.agriculture.gov.au/SiteCollectionDocuments/forestry/national-forest-industries-plan.pdf>

¹²⁸ www.fwpa.com.au/resources/market-access/1494-socio-economic-impacts-of-the-forest-industry-western-australia.html

¹²⁹ Forest Industries Federation (WA), Submission on the draft Albany Local Planning Strategy, October 2018

¹³⁰ Department of Agriculture 2002, Plantations for Australia: The 2020 Vision. p. 7. Available from www.agriculture.gov.au/forestry/policies/2020vision

¹³¹ Department of Agriculture and Water Resources 2016, Agriculture, Fisheries and Forestry in the Wheat belt Region of WA. Research by the Australian Bureau of Agricultural and Resource Economics and Sciences. Available from http://data.daff.gov.au/data/warehouse/9aa/regionalReports/201609/ABS2011SA4_50900000000.html

¹³² Department of Regional Development 2014, Great Southern: A region in profile 2014. p. 9. Available from http://www.drd.wa.gov.au/Publications/Documents/A_region_in_profile_2014_Great_Southern.pdf

¹³³ APEC n.d. Production Capability. Available from <http://www.apecchip.com.au/about.aspx>

¹³⁴ Forest Industries 2016, Western Australia Plantations: The missing piece of the puzzle. p. 1. Available from <http://forestindustries.com.au/wp-content/uploads/2015/08/FIFWA-WA-Plantations-Missing-Piece-of-the-Puzzle-2016.pdf>

over 3,400 direct jobs and approximately another 11,620 indirect jobs generated in Western Australia.¹³⁵ The total plantation estate in Western Australia peaked in 2009 with 164,000 ha of hardwood and 85,000 ha of softwood plantations. Since this time the total plantation estate has been in serious decline and unless action is taken this trend is forecast to continue.¹³⁶

There is further scope to develop hardwood timber plantings of Jarrah, Mallee and Sheoak for sawmilling, fine furniture and biofuels industries.¹³⁷ There is a growing interest in exporting logs to India, and demand will continue to grow in Japan for wood chips and a new market in China.¹³⁸ The Bio-fuel industry has the capacity to expand and could create a substantial demand for increased tree farming. Fletchers International were introducing wood pellet boilers into their infrastructure.¹³⁹

Sandalwood has been grown in the City and Bremer Bay area from 1945, when it was first exported.¹⁴⁰ Currently the City processes sandalwood oil through Mount Romance on Down Road, the current export value for sandalwood oil is US \$1500-1700 per kilogram¹⁴¹ and uncleaned sandalwood logs trade at \$16,000 per metric tonne.¹⁴² However no sandalwood is currently grown here.

3.5.8 The Role of Technology and NBN

Economic connectivity, technology and communications are transforming the way we live, work and interact with one another. The world's economic centre is shifting to India and China,¹⁴³ this will result in higher consumption of goods and will continue to evolve and create opportunities for prosperity through increased demand for, and diversity of, exports. This also presents challenges, as the playing field is levelled and competitiveness, productivity and agility become further entrenched as drivers of growth.¹⁴⁴ Of relevance to all regions is the growth of digital technology, which has transformed the way the world communicates and transacts - the tyranny of distance, which for so long afflicted Western Australia, is now less of a barrier to growth. Businesses use digital technology to become more productive and better tailor their products and services to meet customer needs. Access to digital technologies also allows businesses to use scarce resources more efficiently, and reduces their need to locate close to their customers.¹⁴⁵ Technology and innovation are increasing our international competitiveness across key sectors.

The digital economy also presents challenges. As high-capacity broadband access becomes essential for households and businesses, a lack of access, or high cost of access, to faster communication services can be a

¹³⁵ *ibid*, p.2.

¹³⁶ *ibid*, p. 5.

¹³⁷ Department of Regional Development 2014, Great Southern: A region in profile 2014. p. 9.

¹³⁸ Fitzgerald, B 2014, WA timber industry harnesses emerging Indian market. Available from <http://www.abc.net.au/news/2014-06-16/timber-exports-to-india/5522174>

¹³⁹ Pepper, F 2015, Western Australian abattoir moves to burning woodchips to generate energy. Available from <http://www.abc.net.au/news/2015-12-09/western-australian-abattoir-moves-to-burning-woodchips/7013870>

¹⁴⁰ WA Sandalwood Plantations 2015, Australian Sandalwood: History. Available from <http://www.wasandalwood.com/index.php?id=65>

¹⁴¹ Mount Romance 2016, Market update. Available from <http://www.mtromance.com.au/market-update/>

¹⁴² WA Sandalwood Plantations 2015, Australian Sandalwood: Markets. Available from <http://www.wasandalwood.com/index.php?id=67>

¹⁴³ Gascoyne Development Commission 2015, Gascoyne Regional Investment Blueprint. p. 69. Available from <http://www.gdc.wa.gov.au/publications-statistics/gascoyne-regional-investment-blueprint/>

¹⁴⁴ Ceda 2016, State of the Regions Series: Regional Development in Western Australia.

¹⁴⁵ South West Development Commission 2014, South West Regional Blueprint. p. 17. Available from <http://www.swdc.wa.gov.au/what-we-do/strategic-planning/south-west-regional-blueprint.aspx>

barrier to regional residents, businesses and service providers, fully engaging with the digital economy. Digital illiteracy can also be an issue.¹⁴⁶

E-commerce, telecommuting and freelancing allow regional businesses to look to opportunities in the global economy. Innovation is a key driver of economic growth and improved living standards.¹⁴⁷ Using technology on the farm can help improve diversification with Sensors, Automation and engineering. Currently there are two robotic dairy farms in the South Coast region located in Denmark, the WA College of Agriculture has commissioned two robotic dairies for training, giving the region a competitive advantage in robotic dairies.¹⁴⁸ Of particular interest will be synthetic biology, to make fuels, byproducts accessible from organic chemistry and smart devices.¹⁴⁹

3.5.9 Equine Industry

In 2011 the industry contributed nearly \$20 million dollars to the regional economy with 230 full-time employees. Activities included thoroughbred and harness racing, eventing, dressage, polo-cross, showing, camp drafting, riding for the disabled, and horse breeding. Thoroughbred horse production offers significant potential for the region.¹⁵⁰

3.5.10 Regional Food System

A regional food system considers the production, distribution, marketing and consumption of food and produce in the region as the outcomes of complex and diverse relationships and interactions. The main challenge for the Great Southern food system is to build constructive stakeholder relationships and it is important to have regional labelling and premium branding for local products. By showing the importance of the food system it is hoped that increased spending through greater local consumption is achieved. Promotion and branding are key tools for value adding and product identification in the marketplace, a tool for differentiating producers through labelling is critical.¹⁵¹

Great Southern premium food needs strong promotion to ensure it is recognised as quality locally grown produce and superior produced food, not industrially farmed or imported food products so that premium regional products are locally distinct, not generically available. Currently local supply is seasonal, and at times sporadic, continuity of supply is important to engage more consumers.

If collaboration could be developed to provide a common well-equipped distribution facility, this will create a valuable resource to stakeholders in the GS food system. Limitations to growth are poor coordination in the

¹⁴⁶ ibid

¹⁴⁷ Ceda 2016, State of the Regions Series: Regional Development in Western Australia.

¹⁴⁸ Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy.

¹⁴⁹ Zappa, M 2014, 15 Emerging Agriculture Technologies That Will Change The World. Available from <http://www.businessinsider.com.au/15-emerging-agriculture-technologies-2014-4>

¹⁵⁰ Great Southern Development Commission 2015, Great Southern Regional Blueprint. p. 37.

¹⁵¹ Department of Agriculture and Food 2016, Food Industry Innovation: Specialised Food Centre- understanding the capability of the Great Southern Region. p. 4. Available from https://www.agric.wa.gov.au/newsletters/fii/food-industry-innovation-%E2%94%82august-2016-%E2%94%82volume-1?page=0%2C3#smartpaging_toc_p3_s0_h2

supply and distribution system; ineffective marketing and promotion of produce; and inadequate or dysfunctional engagement of stakeholders.

The one number issue is getting more food to more customers, retailers and consumers, if the food system is to generate a significant contribution to economic development. The opportunity exists for a physical space to become a place where the premium produce and boutique products of the region can be presented and traded to retailers, customers and consolidated for distributors.

Planning Implications

The above information presents to the following planning implications:

- Agriculture offers many growth and diversification opportunities in aquaculture, regional food system, livestock and meat processing infrastructure etc. which planning should respond to through zoning, land use permissibility's and identification and protection of land r in appropriate locations.
- ~~Further investigation into an appropriate strategic and statutory planning response to potential irrigation precincts identified (based on annual rainfall, groundwater salinity and soils) in the City should occur.~~
- There are the potential to utilise Rural Enterprise Zones to rural and industrial areas where industrial land uses in conjunction with residential houses occur. ~~Bakers Junction has established land uses that meets the needs of the hinterland farming community that fulfil the definition of a Rural Enterprise zone under the WAPC Rural Planning Guidelines. There is need to designate Bakers Junction as a Rural Enterprise and during the review of the Local Planning Scheme, zone it for this purpose and to identify land use permissibility and development standards.~~
- There is a need to identify and protect existing strategic agricultural enterprises from sensitive and inappropriate land uses at structure plan stage.
- Department of Primary Industries and Regional Development intent to undertake high quality mapping of the Great Southern. Zoning and provisions under the local planning scheme should be reviewed at finalisation of these maps.

3.6 Education Growth

The vision to become a 'university town' is held by many stakeholders in the region including the University of WA, GSDC and the City.

The City's Community Strategic Plan contains five strategic challenges to achieve the City's vision. One of these challenges is 'Smart, Prosperous and Growing' aims to foster education, training and employment opportunities that support economic development. The City aims to achieve this by:

- identifying and advocating for education, training and research around what drives our regional economy;
- advocating for flexible education programs that meet the needs of diverse sectors or our community; and
- Supporting the establishment of a learning precinct in our CBD to enhance the learning experience.

Knowledge and innovation is a regional imperative identified under the Great Southern Regional Investment Blueprint¹⁵² which envisages that by 2040:

- The region will have a vibrant tertiary education sector that hosts over 3,000 full-time equivalent tertiary students, 30% of whom will be from overseas; and
- The region's tertiary education sector will be recognised as adding value to regional industry and the wider community through engagement with artistic, scientific and cultural activities.

The university requires more space to accommodate increasing student numbers and the offering of more full courses, currently UWA provides limited options, other than full courses in Science and Teaching.¹⁵³ The provision of sufficient student accommodation is seen as a major problem. The Norman House redevelopment is expected to be completed by 2017 for five four-bed residential units for affordable student accommodation to encourage more students to attend tertiary institutions in the Great Southern.¹⁵⁴ A 40 bed facility on the old Albany Primary School site on Serpentine Road will help attract and retain higher education students who would otherwise leave the region.¹⁵⁵ Increasing tertiary student accommodation options in the Great Southern encourages students to stay in their community longer and builds a broader skill base in the region, leading to a stronger regional economy.

A major direction for the City is promoting tertiary education growth, to promote a 'Learning City', to develop a regional university, along with developing an Outdoor Centre of Excellence or other specialist programs which draw on regional industries and opportunities. For instance, the Community Strategy Plan states:

'We will partner business and education providers to diversify our economy and establish a culture of learning to support and grow local employment'.

The University of Western Australia, Albany campus includes Curtin University, Centre of Excellence in Natural Resource Management, Rural Clinical School and Perth International Arts Festival and are closely linked with education in the City. There has been a constant increase in student numbers of 20% per year and Curtin University has strong links with the Great Southern Institute of Technology.¹⁵⁶ International students from Bristol University and Asian markets are increasing, as Albany is seen as a safer community than Perth.¹⁵⁷

¹⁵² GSDC 2015, Great Southern Regional Investment Blueprint.

¹⁵³ The University of Western Australia 2016, The Albany Centre.

¹⁵⁴ GSDC 2016, Great Southern Major Projects. Available from <http://www.gsdc.wa.gov.au/sites/www.gsdc.wa.gov.au/files/pdf/Great%20Southern%20Major%20Projects%20May2014.pdf>

¹⁵⁵ Department of the Premier and Cabinet 2016, Boost for Student accommodation in Albany. Available from <https://www.mediastatements.wa.gov.au/Pages/Barnett/2016/07/Boost-for-student-accommodation-in-Albany.aspx>

¹⁵⁶ The University of Western Australia 2016, The Albany Centre. Available from <http://www.albany.uwa.edu.au/>

¹⁵⁷ *ibid*

UWA works with South Coast NRM, Shire of Collie, City of Albany, Great Southern Development Commission, Department of Water and Environmental Regulation and Department of Biodiversity Conservation and Attractions. Research staff for UWA are contributing to the economy and environment of the city.

A number of schools in the Great Southern have received funding for Trade Training Centres including St Joseph's College, and Australian Christian College offering Trades and Engineering and North Albany Senior High School have Health and Community services offering nursing, aged care and hospitality. 2011 census data in the Great Southern showed 48.8% of year 12's achieved a Tertiary Admission Rank compared with 59.2% for WA, suggesting a lower proportion for Great Southern students are seeking admission to university courses.¹⁵⁸

A Learning City places innovation and learning at the core of economic development. A Learning City sustains economic activity through various combinations of individual and institutional learning, innovation and creative uses of information and communication technologies. Stakeholder partnerships are considered essential where learning and knowledge dissemination are at the centre of development.

Planning Implications

The above information presents to the following planning implications:

- Growth in the tertiary sector is a vision held by state, local government and education providers. It is important to understand the future land requirements to accommodation growth, and to meet the needs of students by providing housing in close proximity to TAFE and UWA, to diversify housing and provide in the social, active and recreational needs of students.

¹⁵⁸ Department of Regional Education, Skills and Jobs 2012, Regional Education, Skills and Jobs Plan, Great Southern. p. 15. Available from https://docs.employment.gov.au/system/files/doc/other/resj_western_australia_great_southern.pdf

4 NATURAL ENVIRONMENT

4.1 Fauna and Flora

4.1.1 Biodiversity

The district forms part of the Southwest Australia Biodiversity Hotspot which is globally significant due to its diversity of plants, animals and habitat types. Various plant species are endemic to the area. The District contains numerous biodiversity assets, including declared rare and priority flora and threatened fauna.¹⁵⁹ Figure 5 shows the spatial extent of vegetation protected under reserves and state forests.

Biodiversity is dependent on a combination of characteristics including climate, geology and soils, landform and vegetation.

The district's biodiversity and natural environment are highly valued and provide a range of benefits. Protection of native vegetation is important for a number of reasons including maintaining biodiversity, wildlife habitats, scenic values, and in minimising the risk of soil erosion and rising water tables.

Retaining the district's biodiversity assists to sustain life and has important social, cultural, economic and environmental benefits. Ecosystem functions underpin the capacity of the district to support economic growth and attract residents. The natural environment is a key attractor for many residents and visitors to the district.

Most threatened flora, fauna and ecological communities within the district are in conservation reserves and National Parks managed by Department of Biodiversity Conservation and Attractions and in City of Albany reserves and road reserves. Outside of these reserves, a considerable amount of native vegetation exists on private property. Many natural areas need active management to ensure that they are resilient against on-going impacts such as weeds, *Phytophthora* dieback, altered fire regimes and feral animals.

The natural environment is vulnerable and once damaged takes many years to return, if at all, to its original condition. As outlined in publications such as *An Overview of Biodiversity Values and Threats in the South Coast Region (2013)*, there are significant threats along with potential for flora and fauna extinction.

Threats to biodiversity in the district include:

- Clearing remnant vegetation for urban development, agriculture, infrastructure and other uses;
- bushfire and altered fire management;
- salinity, *Phytophthora* dieback, weeds and inappropriate chemical use;
- unmanaged grazing extending into conservation areas;
- biosecurity risks including animal and plant pests, invasive species and disease;
- hydrological change and nutrient enrichment;
- unmanaged recreational use;
- cumulative changes such as degradation and fragmentation of habitat; and

¹⁵⁹ Department of Parks and Wildlife 2013, South Coast Biodiversity: An overview of Biodiversity Values, threats and Conservation in the South Coast Region.

- Climate change.

Active management of these threats is needed to maintain biodiversity values. Active management is particularly costly in fragmented landscapes, so the retention and protection of large, consolidated areas with lower susceptibility to threats is cost effective and more viable.

4.1.2 Protection of Trees

Trees add value to our community by providing shade, protection from weather events, reducing heat and glare, improves mental health and well-being, provides habitats for fauna and adds moisture and oxygen to the air and enhanced aesthetics within the streetscapes.¹⁶⁰ The vision of the Urban Tree Strategy is to create a tree network that will be resilient, healthy and diverse, and contribute to the sustainability and wellbeing of our community.¹⁶¹ Objectives of the Urban Tree Strategy are:

- Precinct planning taken into consideration with road network hierarchy;
- Develop infill planting programmes;
- Instil good best practice design practices (access & inclusion); and
- Support the community in planting initiatives.

Street trees, and heritage trees on private properties are protected on the City of Albany Municipal Heritage Inventory and by the Heritage Council of WA, National Trust, Australian Heritage Commission and State Register of Heritage Places. No development can be completed near the trees without planning approval. The City is completing a tree strategy and ALPS will be updated with the information when available.

4.1.3 Roadside Vegetation

Roadsides act as valuable corridors for small animals that find it difficult to cross large open spaces such as paddocks.¹⁶² They protect roads from wash-outs in high rainfall events, are more difficult to ignite and can provide a wind break for adjoining farmland. The Roadside Conservation Committee has mapped all roadside vegetation in the City area and have found some high value conservation vegetation.¹⁶³ The areas of high conservation value include Albany Highway, Albany-Lake Grace Road, South Coast Highway and South Western Highway.¹⁶⁴ These vegetation corridors are protected under the ALPS No1.

¹⁶⁰ City of Albany 2017, Urban Tree Strategy. p. 6. Available from City offices.

¹⁶¹ *ibid*, p.5.

¹⁶² Roadside Conservation Committee 2014, Verge Notes: A roadside note for landholders. Available from https://www.dpaw.wa.gov.au/images/documents/conservation-management/off-road-conservation/rcc/A_roadside_note_for_landholders.PDF

¹⁶³ Department of Parks and Wildlife 2013, Roadside conservation value mapping program. Available from <https://www.dpaw.wa.gov.au/management/off-reserve-conservation/roadside-conservation/132-roadside-conservation-value-mapping-program?showall=&start=2>

¹⁶⁴ Department of Parks and Wildlife 2000, A survey of the roadside conservation values in the City of Albany and roadside management guidelines. p. 6. Available from https://www.dpaw.wa.gov.au/images/documents/conservation-management/off-road-conservation/rcc/reports/city_of_albany_technical_report_2000.pdf

4.1.4 Mapping of Conservation Values

The Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) has developed a spatial multi-criteria Analysis shell (MCAS) approach to mapping biodiversity and conservation values in the region. The aim of the project is to update the Southern Prospects 2011-2016 to include climate change science information that plan for climate change impacts, the prospects will be updated in 2017.¹⁶⁵ The mapping identifies significant areas of vegetation present in small, scattered patches inland in the City.¹⁶⁶

The Biodiversity Prioritisation and Bio sequestration Modelling and Analysis report has indicated that the City has top value and high value biodiversity with no protection currently.¹⁶⁷ The report suggests moderate priority conservation biodiversity plantings in the region because of the high conservation value. This needs protecting and will allow greater landscape linkages or corridors. The City is at risk of a high salinity hazard¹⁶⁸ in areas near Mount Barker. The City is seen as an important area to identify potential climate impacts on species and to revegetate areas that are seen as the best place based on likely survivability of plant species.¹⁶⁹ The research allows for future planning of revegetation areas that will provide the best habitat and corridor linkages, while improving other climate change related features. These areas will require greater protection under the LUD.

The main aim is to increase the habitat under private and local government management that is actively managed for wildlife conservation.¹⁷⁰ A number of organisations are pursuing the acquisition of privately owned areas of native vegetation for management as conservation reserves, these include Australian Bush Heritage, Greening Australia, Friends of the Porongurups and Gondwana link. These groups work in partnership with other community-driven groups to make up the Gondwana Link project.

4.1.5 Gondwana Link

After many years of clearing land for agriculture, the Gondwana link has become fragmented. Owning three large parcels of land, the project plans to restore native vegetation on these properties and privately-owned land, to restore ecological linkages on which the unique plants and animals of the region depend. The project covers 113,000 hectares of South West Australian woodlands extending from the upper catchment areas of the Kalgan River straddling the Stirling Range and Porongurup National Park.¹⁷¹ The Gondwana link wants to engage private landholders to undertake on-ground works and increase predator control of feral honeybee, fox, cat and rabbit. The group also aims to manage threatening processes such as inappropriate fire regimes, impacts from adjoining agriculture; and the development of compatible economic enterprises and lifestyle opportunities.¹⁷² As well as increased protection for habitat and revegetation of endangered animals. To

¹⁶⁵ South Coast Natural Resource Management 2016, Regional Mapping for climate Change. Available from <http://southcoastnrm.com.au/our-projects/regional-mapping-for-climate-change>

¹⁶⁶ Department of Conservation and Land Management 2004, South Coast Biodiversity: An Overview of Biodiversity Values, Threats and Conservation in the South Coast Region. p. 22. Available from <http://southcoastnrm.com.au/category/reports>

¹⁶⁷ *ibid*, p. xi.

¹⁶⁸ *ibid*, p. 77.

¹⁶⁹ Department of Conservation and Land Management 2004, South Coast Biodiversity: An Overview of Biodiversity Values, Threats and Conservation in the South Coast Region. p. 92.

¹⁷⁰ *ibid*, p. 28.

¹⁷¹ ConPro 2013, Gondwana Link: Ranges Link (Stirling To Porongurup) (ID:1722) Available from <http://www.gondwanalink.org/pdf/RangesLinkCAPdetails.pdf>

¹⁷² Department of Conservation and Land Management 2004, South Coast Biodiversity: An Overview of Biodiversity Values, Threats and Conservation in the South Coast Region. p. 29.

improve the condition and connectivity of vegetation community's two key areas include Lindesay to Porongurups link area and Two Peoples Bay to Manypeaks area.¹⁷³ Activities include securing areas of bush; rehabilitation of degraded bush; restoration of habitat in areas that are critical for maintaining and restoring function or for enhancing poorly represented vegetation associations. The Gondwana link will help protect and preserve the biodiversity of the region.

4.1.6 Native Vegetation

Native vegetation of the district is highly diverse in both structure and floristics. Many species are rare, with restricted distributions and specific habitat requirements and some are endemic to the district. Vegetation includes Jarrah-Marri forest, Marri, scrub heath, damplands and wetlands. Native vegetation is located on private and public land and plays an important role in the district's landscape and character.

The district has been subject to the following broad-scale vegetation surveys:

- *Vegetation of the Albany and Mount Barker Areas, Western Australia*;¹⁷⁴
- *Vegetation Survey of the Albany Hinterland*;¹⁷⁵ and
- *Albany Regional Vegetation Survey*.¹⁷⁶

The *Albany Regional Vegetation Survey* (ARVS) is an important technical study that contributes to understanding of the natural environmental assets within a 35km radius from the centre of Albany. It outlines that around 65% of the native vegetation within the survey area has been cleared (or 35% of the original vegetation remains), over 800 species were recorded during the survey including six Declared Rare Flora, 43 Priority listed species and 19 species occurring beyond their previously known distribution. Particularly high vegetation diversity was found in wetland habitats, on granite outcrops and along the coastal fringe. Some vegetation units have less than 30% of their total pre-clearing extent remaining in Western Australia, while a number of units are likely to have less than 30% of their pre-clearing extent remaining within the ARVS survey area.

ARVS has been endorsed by the Environmental Protection Authority (EPA) as a key information source to guide land use planning in the district. The EPA's endorsement is set out in *Environmental Protection Bulletin No. 13 Guidance for the use of the Albany Regional Vegetation Survey in Environmental Impact Assessment* (2011) – to be called EP Bulletin 13. The EPA considers that:

- The protection of remnant native vegetation is best achieved by locating development in cleared areas in preference to uncleared lands;

¹⁷³ South Coast Natural Resource Management 2013, Gondwana Link and South Coast NRM connecting community through conservation action planning. Available from <http://southcoastnrm.com.au/item/gondwana-link-and-south-coast-nrm-connecting-community-through-conservation-action-planning>

¹⁷⁴ Beard 1979, *Vegetation of the Albany and Mount Barker Areas, Western Australia*. Available from <http://trove.nla.gov.au/work/20066339?selectedversion=NBD8004442>

¹⁷⁵ Connell & ATA 2001, *Vegetation Survey of the Albany Hinterland*. Available from City offices.

¹⁷⁶ Sandiford & Barrett 2010, *Albany Regional Vegetation Survey*. Available from http://www.epa.wa.gov.au/Policies_guidelines/envprotectbulltn/Documents/Albany%20Regional%20Vegetation%20Survey/arvs_report_aug_2010.pdf

- the survey report provides a key resource to inform State and Local government authorities, industry and developers considering proposals and planning schemes where flora and vegetation is a factor;
- the information contained in the survey report will be used by the EPA to assess the impact proposals on ARVS vegetation units;
- the ARVS does not replace the need for site specific flora and vegetation surveys consistent with EPA Guidance Statement 51;
- the ARVS provides a detailed and contemporary regional context of flora and vegetation in the Albany Region and should therefore be used for environmental impact assessment of proposals;
- where information is required on pre-clearing and current extent of vegetation, Vegetation Associations¹⁷⁷ should be used until more up-to-date information is available; and
- Proponents will also need to undertake fauna surveys and any other survey as dictated by individual site conditions consistent with EPA Guidance Statements and Environmental Assessment Guidelines, for example, EPA Guidance Statement numbers 10, 20, 54 and 56.

ARVS is consistent with the *Environmental Protection Bulletin No. 20 – Protection of naturally vegetated areas through planning and development*. It seeks to protect naturally vegetated areas during all stages of the planning process. Protection of naturally vegetated areas are addressed at each stage of planning. The bulletin sets out design guidelines for planning and development as follows:

- Locate development on cleared land;
- consider the impact of fire protection requirements on biodiversity;
- protect large consolidated naturally vegetated areas;
- ensure clear and ongoing management responsibilities in retained naturally vegetated areas; and
- Infrastructure should not be located within consolidated retained naturally vegetated areas.

The ARVS report contained various recommendations for future work including to prioritise the vegetation units in terms of conservation status to assist land use planning. This matter was progressed through the draft *Albany Regional Vegetation Survey Phase 2 Conservation Planning Report (2013)*. The second phase of the ARVS project is underway and involves closer examination of the findings to identify priority areas for conservation of vegetation; inform priority areas for fauna conservation; and identify critical areas requiring restoration.

The City is currently preparing the Natural Reserves Strategic Action Plan. Its objectives are to develop a financially sustainable natural reserves strategic plan that reflects environmental best practice and balances bio-diversity conservation with community and user needs. The plan will address five key reserve management themes as follows:

- Environmental biodiversity;
- community safety & access;
- recreational services & facilities;

¹⁷⁷ Shepherd DP, Beeston GR and Hopkins AJM 2002. *Native Vegetation in Western Australia: Extent, types and status*. Department of Agriculture, Western Australia., Department of Agriculture and Food (DAFWA) 2005. *Pre-European Vegetation – Western Australia* (NVIS Compliant version). Department of Agriculture and Food, Perth, Western Australia.

- heritage values; and
- Sustainable management.

4.1.7 Fauna

The district is rich in fauna including vertebrate and invertebrate species.¹⁷⁸ Some species are listed as threatened in the *Environment Protection and Biodiversity Conservation Act 1999*, there are threatened and priority species listed in the *Wildlife Conservation Act 1950* and there are nominated locally significant species.

Native vegetation, watercourses and wetlands provide refuge habitat for fauna. Subject to the species and its habitat, some populations can be prone to the effects of fire, competition, predation and human impacts. A reduction in the size and number of these remnants will increase the pressure on various fauna species. There is on-going survey work to be completed for various species to develop suitable management responses.

Planning Implications

The above information presents to the following planning implications:

- Various strategies (State and local) in relation to biodiversity have been prepared since the preparation of ALPS (2010) which guides the City of Albany and developers in the preparation of amendments, structure plans, subdivision and development. There is a need to finalise ARVS stage 2. Following this, there may be a need to prepare a local planning policy, amend strategy or scheme to guide developers and the City on the implementation thereof.
- Identify ~~Gondwana~~ vegetation linkages in the strategy map and formulate strategies to assist in the protection and development thereof.
- Development should be directed towards areas that are already cleared.
- There is an opportunity to protect significant trees through scheme provisions.
- Investigate the change in land use allocation in LPS and reserves in LPS1 in accordance with *Planning and Development (Local Planning Schemes) Regulations 2015* by zoning land commensurate with its land use or purpose.

¹⁷⁸ Danks, A 2004, Overview of Biodiversity Values and Threats in the South Coast Region (unpublished). Available from <http://southcoastnrm.com.au/category/reports>

4.2 Water

The district's water resources consists of rivers, watercourses, estuaries, lakes, wetlands, damplands and groundwater. Water resources within the district have important environmental, social and economic values.¹⁷⁹

The district contains limited fresh groundwater, with the exception of coastal dune aquifers which provide critical supplies for the City of Albany. In some parts of the district, the groundwater resources are either poorly known or have limitations on quantity and quality.¹⁸⁰

Groundwater and surface water are finite resources which have limits to their availability and suitability for use while still maintaining water dependent environments. The availability and the quality of these water resources are critical to the district's environment and economy.

Increasing population and economic activity is increasing water demand, whilst rainfall is and will continue to decline. One of the major challenges for the district is sustainably managing its water resources and ensuring there is water security. It is also imperative that water and associated land use are appropriately managed.

Inappropriate land uses can present a significant risk to water quality through contamination of groundwater, waterways, wetlands and other water resources. Inappropriate land use can cause contamination of groundwater, waterways, wetlands and other water resources. Potential contaminants include nutrient run-off, pathogens, hydrocarbons and chemicals.

There is an established planning and environmental framework for water resources which includes *State Planning Policy 2.7 Public Drinking Water Source Policy*, *State Planning Policy 2.9 Water Resources* and *Better Urban Water Management* (2008). At a regional level, a recent strategy include the *Lower Great Southern Water Resource Development Strategy (2010)* and *Great Southern Regional Water Supply Strategy* (2014).

Effectively managing water will, in part, require a coordinated approach with land use planning consistent with *Better Urban Water Management*.¹⁸¹ This includes ensuring that new development/subdivision is appropriately located and serviced, and supporting best practice water sensitive urban design (WSUD).

4.2.1 Water Source Protection Areas

ALPS (2010) highlights the importance of protecting public drinking water source areas. LPS1 incorporated Public Drinking Water Special Control Area (PDWSCA) to protect existing and future proclaimed public drinking water sources. These are Marbellup Brook, South Coast Water Reserve and Limeburners Creek **however, Angove Creek catchment area also needs to be included under LPS1. The objectives of the Special Control Areas are to assist in the implementation of any adopted Water Source Protection Plan and to protect the area from uses and/or developments which may adversely impact on the quality and quantity of public drinking**

¹⁸⁰ Department of Water 2014, *Great Southern Regional Water Supply Strategy: A Long-Term Outlook of Water Demand and Supply*. Available from www.water.wa.gov.au/_data/assets/pdf_file/0005/2939/108261.pdf

¹⁸¹ Department of Water 2008, *Better Urban Water Management*. Available from <http://www.water.wa.gov.au/planning-for-the-future/water-and-land-use-planning/better-urban-water-management>

water sources. There is potential conflict between the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified at Manypeaks (as discussed in detail under Section 3.5.4 Horticulture precincts). Department of Water and Environmental Regulation has reviewed guidelines for the Land use compatibility tables for public drinking water source areas.¹⁸² The guidelines together with Drinking Water Source Protection reports determine risk management objectives for land within PDWSA.

The district's water resources are limited and there is a need for on-going water conservation, efficiencies, recycling and promoting water that is fit-for-purpose. The Department of Water and Environmental Regulation and Water Corporation have and will continue with groundwater investigations for both potable and non-potable water supply requirements including opportunities to expand the South Coast borefield.¹⁸³ The investigation has allowed the Department of Water and Environmental Regulation to increase the Water Corporation's license by 0.5 GL/year to a total of 4.45 GL/year,¹⁸⁴ in the short term this gives some security to the water supply. Projections produced by the Department of Water and Environmental Regulation show that under high growth rates a new water supply will be required by 2023, while if medium growth by 2030.¹⁸⁵

As part of the Great Southern Regional Water Supply Strategy several options have been planned for and ensure the security of water supply. The promotion of water conservation/efficiency programs as these programs can delay the need for development of new large sources (seawater desalination and Marbellup Brook). The first option include expanding planning for use of non-potable, fit-for-purpose water supplies, wastewater recycling and stormwater harvesting to minimise use of potable supplies. Options in the strategy are dependent on timing, growth, source capacity and have planned timeframes for being brought into effect.

The district will require secure and sufficient water resources to enable the planned urban and economic growth of the City and to address the predicted declining rainfall. Department of Water and Environmental Regulation has completed groundwater investigations in the Albany hinterland. The results of these investigations will help to inform implementation of the Lower Great Southern town's water supply scheme water supply strategy.

Planning Implications

The above information present that following planning implications:

- Special Control Areas under the Local Planning Scheme needs to be maintained to protect current and future drinking water sources. Angove Creek Catchment Area needs to be incorporated as a Special Control Area under the Local Planning Scheme.
- There is a need to recognise the potential conflict between the Angove Creek Catchment Area and the potential irrigated agricultural precincts identified at Manypeaks.
- Where possible, planning should facilitate waterwise development to conserve limited drinking water supplies.

¹⁸² Department of Water 2016, Land use compatibility tables for public drinking water source. Available from https://www.water.wa.gov.au/__data/assets/pdf_file/0014/.../12441.pdf

¹⁸³ Department of Water 2014, Great southern regional water supply strategy: A long-term outlook of water demand and supply.

¹⁸⁴ *ibid*, p. 22.

¹⁸⁵ *ibid*, p. 23.

4.2.2 Rivers and Watercourses

The district has various river, tributary and creek systems that flow south and discharge into the Southern Ocean. The two largest river systems flowing into the urban area are the Kalgan and King catchments which discharge into Oyster Harbour. Princess Royal harbour and Oyster harbour are significant waterways. LPS1 has environmental protections measures in place for all coastal development. All buildings must be set back from the water course by 30 metres to 100 metres depending on whether the watercourse is a seasoning watercourse, a permanent or river/estuary.¹⁸⁶ Stormwater drainage, revegetation, fencing water monitoring can also be included as a condition.

Rivers and watercourses are highly valued including for environmental, economic, recreational, cultural and landscape reasons. They provide important habitat and often form environmental corridors. Watercourses and their catchments are protected in the LPS1 because of the direct, indirect and cumulative impacts of development on our waterway values and functions within the catchment. The land use planning system seeks to ensure development is appropriately setback from rivers and watercourses to address flood risk and environmental impact, development is appropriately serviced (wastewater disposal and stormwater management), to promote effective management (including foreshore management plans) and for foreshore reserves to be ceded for public access and/or conservation.

Water resources in the South Coast are tremendously varied, with over 100 rivers or major tributaries, 33 estuaries, more than 300 conservation category wetlands and regionally significant coastal freshwater aquifers.¹⁸⁷ Princess Royal harbour and Oyster Harbour have experienced eutrophication events associated with high nutrient loads from adjacent land-based activity.¹⁸⁸ Protection of water resources and land use control for the priority waterways and their foreshores should be maintained. Because of the linkages between other water resources such as wetlands, water source areas, groundwater, and drainage and stormwater quality, water resources are protected in the LPS. Public open space or major vegetation networks which make a significant contribution to the drainage function of waterways within an area are located near Centennial Park, North road and Yakamia Creek near North road.

At the time of Structure Plan preparation or subdivision approval, foreshore reserves are determined using biophysical criteria in accordance with relevant state policies and guidelines. Where significant waterways (identified by the Department of Water and Environmental Regulation) are located within Structure Plans and/or proposed subdivisions, it is preferable that the identified foreshore reserves be ceded to the Crown as a public reserve for the purpose of waterway protection and recreation and measures to rehabilitate the waterway identified at this time.

Where development is proposed in the rural zones and other zones (not subject to Structure Planning and/or subdivision), there is need to determine foreshore areas using biophysical criteria for all waterways in general

¹⁸⁶ City of Albany 2010, Local Planning Scheme no1. p. 25.

¹⁸⁷ Department of Environment 2009, Water resources in the South Coast Region. Available from http://southcoastnrm.com.au/index.php?option=com_zoo&Itemid=235&args%5B0%5D=0&element=8d01dbcc-c6b0-4bbc-a044-f38183548459&format=raw&item_id=934&lang=en&method=download&task=callelement

¹⁸⁸ Department of Fisheries 2011, South Coast Bioregion. p. 250. Available from http://www.fish.wa.gov.au/Documents/sofar/status_reports_of_the_fisheries_2011-12_south_coast_bioregion.pdf

using biophysical criteria. In this instance, foreshore areas should remain under private management and ownership and measures to rehabilitate the waterway identified at this time.

Planning Implications

The above information present that following planning implications:

- Waterways need to be protected to provide multiple benefits to the environment and the community. Identified priority waterways and foreshore areas should be ceded and protected at the time of development.”

4.2.3 Wetlands and Lakes

The district contains a number of wetlands, lakes and damplands (to be called ‘wetlands’ in this Background Paper). Wetlands are among the most diverse and complex ecosystems, however they are also amongst the most threatened.¹⁸⁹ They provide significant ecological functions such as:

- water purification and groundwater recharge;
- habitat for a wide variety of flora and fauna; and
- Can support threatened and priority ecological communities.

Wetlands also have cultural significance and have high customary value for Aboriginal people, activities involve traditional practices to do with food, medicine, ceremonies and other cultural activities.¹⁹⁰ There are three wetlands of national significance as identified in the Draft Albany Coast management plan 2016, they include the Moates Lake system within Two Peoples Bay Nature Reserve, the Lake Pleasant View System and Oyster Harbour.¹⁹¹

The Department of Water and Environmental Regulation has carried out studies to determine the conservation status of wetlands. Key outcomes are outlined in the South Coast Significant Wetlands dataset which displays the location and boundary of known regionally and internationally significant wetlands across a portion of the South Coast Region.

The extensive wetland areas on the Lower King River, Oyster Harbour on its north and east side, and along the southern fringes of Princess Royal Harbour are examples of unprotected areas having a high conservation value. Protection of these areas is required through appropriate mechanisms, which may include public ownership, development restrictions and creation of foreshore reserves.¹⁹²

¹⁸⁹ WAPC 2016, Lower Great Southern Strategy. p. 72.

¹⁹⁰ Department of Parks and Wildlife 2013, Customary activities. Available from <https://www.dpaw.wa.gov.au/parks/aboriginal-involvement/92-customary-activities>

¹⁹¹ Department of Parks and Wildlife 2016, Albany Coast Draft management plan. p. 20.

¹⁹² WAPC 2015, Lower Great Southern Strategy 2015. (draft). Available from www.planning.wa.gov.au/dop_pub_pdf/Lwr_Great_Southern_strategy.pdf

4.2.4 Flooding

Floodprone areas are shown on Figure 5.

Parts of the district adjacent to some rivers, watercourses and estuaries and other low-lying areas are subject to flooding. Flood mapping of the Department of Water and Environmental Regulation has however only been prepared for small parts of the City of Albany which is outlined in the City's *Development in Flood Prone Areas* Policy. Additional floodplain studies are a high priority, especially for the development footprint and for the major urban river system catchments. The maintenance of natural flow regimes and variability are important elements of flood management strategies and these are considered when assessing flooding issues. *Better urban water management guidelines* now refer to Annual Exceedance Probability for flooding which takes "the probability that a given rainfall total, accumulated over a given duration, will be exceeded in any one year."¹⁹³

The planning system takes a precautionary approach to flood risk. This includes discouraging the subdivision of land with potential for flooding and controlling the location of new development, associated works or structures which obstruct or divert waters in the 1-in-100 year **annual exceedance probability (AEP)** floodplain. The retention and enhancement of natural streams and vegetation is an important element of any flood management strategy. This can be achieved in new urban developments by ensuring adequate land is set aside for drainage purposes as part of rezoning and subdivision proposals.

Planning Implications

The above information present that following planning implications:

- Floodplains need to be protected from inappropriate development. The identification of a Special Control Area around the floodplains should be explored during the review of the Local Planning Scheme as a mechanism to protect floodplains from inappropriate development.

4.2.5 Coastal Planning and Management

The district's coastline is spectacular and diverse, drawing thousands of people each year who contribute to the area's economy. Increasing population pressures and changing community expectations regarding use and access to the coast need to be taken into account and balanced with the need to protect and enhance the environment. The coastal area is sensitive environment and forms an important environmental corridor. Various publications, including Threats and Management Targets of the South Coast Region's Coastal Zone (2004), set out threats and opportunities for the coastal area.

About 71% of the terrestrial coastal environment is within reserved areas such as national parks or nature reserves managed by Department of Biodiversity Conservation and Attractions.¹⁹⁴ The coast includes 'hard'

¹⁹³ Bureau of Meteorology 2016, Glossary. Available from <http://www.bom.gov.au/water/designRainfalls/ifd/glossary.shtml>

¹⁹⁴ SCRIPT 2004, Natural Resource Management Issues, Risks And Suggested Actions To The South Coast Regional Strategy. Available from http://southcoastnrm.com.au/index.php?option=com_zoo&Itemid=235&args%5B0%5D=0&element=8d01dbcc-c6b0-4bbc-a044-f38183548459&format=raw&item_id=937&lang=en&method=download&task=callelement.

and 'soft' areas. Some 'soft' coastal areas are inherently unstable environments and are subject to processes such as erosion and severe storm events. As an example, the Emu Point to Middleton Beach Coastal Adaptation and Protection Strategy (2013) aims to develop a long term coastal management strategy. Currently, a monitoring program is gathering data to assist in better understanding natural processes and informing future coastal planning. Coastal planning needs to consider the impacts from flood levels from inland flooding in conjunction with sea level rise in estuarine and near coastal environments.

State Planning Policy 2.6 State Coastal Planning Policy provides the policy basis for coastal areas. The Policy supports the conservation and enhancement of coastal values and the provision of public foreshore areas and access. The Policy provide a framework for more detailed assessment of coastal vulnerability by local governments to address storm surge and to prepare for possible impacts of sea level rise.

Coastal areas require sustainable management to ensure that the opportunities for future generations to use and appreciate the coast are not diminished by current decisions and actions. Settlement has potential to impact on infrastructure from coastal processes and potential impacts on the coastal environment from human use and development. There is a need to balance development, access and usage of the coast with retention of the natural beauty and values that the city is known for. The coast should be managed to ensure that fundamental physical and natural processes can continue indefinitely. While the rights and interests of Indigenous people and their unique relationship with the coast should be recognised, and Indigenous culture and heritage protected.

Applying site-specific management approaches to coastal management should involve doing as much as needed and as little as possible.¹⁹⁵ The relative intensity of the tides, waves and sea level fluctuations, determines the nature of shoreline change, an extreme storm will produce significant changes in the position of the shoreline and shape of the beach. It is important to consider extreme changes in shoreline position that have occurred in the past, as they have a high probability of recurring in the future. Sea level predictions with climate change estimate a rise of sea level of 0.09 to 0.88 to 2100. Although a small change, a 1cm rise will cause a 1metre retreat of the shoreline. Worst case scenarios should be considered in planning as a precautionary measure.

Planning is a fundamental component of coastal management that:

- provides a framework for decision making
- allows for a better understanding of the issues affecting an area
- allows for all members of the community and interested parties to have a say and participate in, management decisions
- creates a prioritised action plan that can be implemented over time
- provides a basis for the allocation of financial resources.

There is a need to protect coastal areas from uncontrolled access and the desire of people to access secluded and unspoilt areas. Public expectation of access around coastal areas is high and supported by SPP 2.6¹⁹⁶ through the objective to provide for public foreshore areas and access, but uncontrolled access by four-wheel-drives, pedestrians and horse riders can lead to significant erosion. Recreation is one of the primary activities

¹⁹⁵ WAPC 2003, Coastal Planning and Management Manual. Available from <https://www.planning.wa.gov.au/publications/768.aspx>

¹⁹⁶ WAPC 2016, Lower Great Southern Strategy. p. 63

along our coastline. It is essential to consider recreational uses and the needs of various user groups if efforts to manage the coast are to be successful.

Fire management is important to coastal areas because they are particularly vulnerable to degradation following fires. Vegetation cover is the primary means of stabilising coastal environments, and creates a protective barrier from strong winds and damage from vehicles, people and animals. The sparse nature of coastal vegetation, negligible nutrient storage in the soil, the low moisture content of coastal sands and strong on-shore winds can make plant establishment following fires very difficult. Fires which occur too frequently can deplete regenerative plant stocks, change the structure of plant communities, and leave the area susceptible to weed invasion and erosion.

Coastal development should manage water resources in accordance with the principles of water sensitive urban design and integrated water cycle management. Development should restore environmental flows and hydrological cycles, so no discharge of any waste or stormwater that could significantly degrade the coastal environment will be allowed to enter.

Albany's harbours should continue to have foreshore reserves particularly where private ownership down to the water's edge prevents public access. Seasonal fishing leases can have impact on the level of development and environmental management of each site, including conflicts with other beach users. Foreshore management plans should guide the management of facilities and vest suitable areas for recreation nodes to reduce damage by coastal processes. While identifying land suitable for protection and enhancement of the coastal vegetation corridor, in order to protect biodiversity.

Albany Coast Parks and Reserves Management Plan

The Albany Coast Parks and Reserves Management Plan was gazetted and released in August 2017. This management plan, covers 56 existing parks and reserves totalling 32,457 ha.¹⁹⁷ The area extends from Hay River in the west to the Pallinup River and Beaufort Inlet in the northeast including nine island nature reserves and four small islands that are part of Two Peoples Bay Nature Reserve. Three statutory management plans have been prepared for the South Coast Regional Management Plan, Two peoples Bay Nature Reserve Management Plan and West Cape Howe National Park Management Plan. Interim management guidelines also exist for Torndirrup, Gull Rock and Waychinicup national parks, as well as Mount Manypeaks and Arpenteur nature reserves. A non-statutory management plan also exists for Cheyne Bay: Cape Riche to Pallinup River. This management plan, once gazetted, will replace these plans as the statutory management plan for the parks and reserves within the planning area. This plan protects the parks and reserves of the Albany coast and their unique values such as threatened plant and animal species, wetlands, Noongar and other cultural heritage, spectacular scenic landscapes and diverse recreation opportunities, are conserved.

The strategic objectives of this plan, which provide overall guidance for the planning area, are:

- To conserve and protect biodiversity and ecological integrity;
- to conserve and protect the value of the land to the culture and heritage of Noongar people, and conserve and protect other cultural heritage;

¹⁹⁷ Department of Parks and Wildlife 2016, Albany Coast Draft Management Plan. p. 2. Available from https://www.dpaw.wa.gov.au/images/documents/parks/management-plans/albany_coast_draft_management_plan_1.pdf

- to provide for recreation, tourism and community use for the appreciation of the area's landscape, natural and cultural heritage values; and
- To provide for sustainable resource use.¹⁹⁸

The ~~Albany Coast Draft~~ Management Plan will improve the level of protection of native ecosystems in the conservation reserve system. As there are a number of poorly reserved vegetation associations, particularly within proposed reserves, which highlights the importance of proposed additions to the conservation reserve system. Any development within the planning area needs to take into account the effect on the vegetation associations, particularly those that are extensively cleared, poorly reserved and of limited extent.¹⁹⁹

Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan

The Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan (CHRMAP) identifies coastal inundation and erosion hazards and recommends controls to manage and mitigate the risk over the short and long term. The CHRMAP provides guidance on what actions need to be taken and by when to best adapt to the changing environment without loss of valued assets or risk to life or property.

The CHRMAP provides overarching recommendations and others specific to management units identified. The recommendation relevant to planning are the identification of an investigation area under this Strategy and identification of a Special Control Area over the vulnerable zone under the Local Planning Scheme. The Special Control Area will provide a signal to landowners when buying land if they seek information from the City, and will also enable notification to landowners if they seek a development approval.

Planning Implications

The above information present that following planning implications:

- Consideration of SPP 2.6 – Coastal Planning and Management in the assessment of structure plans, subdivision and development which impacts on coastal values.
- Preparation of foreshore management plans and appropriate setback of land subject to sea level rise and flooding.
- The implementation of the recommendations of the CHRMAP requires further consideration under statutory planning processes during the review of the local planning scheme.

¹⁹⁸ ibid, p. 5.

¹⁹⁹ ibid, p. 37.

4.3 Rural - Land and Soil

4.3.1 Soils for Agriculture

State Planning Policy 2.5 Land Use Planning in Rural Areas (2012) outlines that all rural land has value including for primary production, public purposes, natural resource management, biodiversity conservation and protection of landscapes and views. The planning system seeks to protect rural land areas which includes providing long-term direction for urban and peri-urban development.

The current availability of 'best agricultural land' identified is 'Priority Agricultural Land' (PAL) mapping that was prepared for the Lower Great Southern Region Strategy (2007). ALPS (2010) designated priority and general agricultural land in accordance with this mapping and made recommendations that priority agricultural land be zoned as Priority Agriculture and that designated as general agriculture be zone General Agriculture under LPS1. These zonings, together with zone objectives, land use permissibility and development standards were incorporated in LPS1.

A challenge for the land use planning system is how to set aside the most productive and versatile areas of rural land identified to secure food production for a growing State and district population, supporting the district/regional economy and planning for an expanding local community.

Agriculture is a key economic driver for the district and region, including both through production and export. Land and soil quality, matched together with sustainable water supply are important characteristics for maintaining agricultural production. Some land in the district and region have higher capability soils which, with access to water (rain and opportunities for surface water catchments, dams or irrigation) present the most productive and flexible opportunities for securing longer-term agricultural production.

Underpinning the preservation of the 'best' areas for agricultural production in the district and the region is having an understanding of the location and distribution of the highest quality land and soil resources together with acknowledgment of the condition or status (constraints) of the soil resource. The identification of 'fit for purpose' high capability land and the mapping of high quality agricultural land (HQAL) are major planning considerations. PAL is not to the same quality as HQAL mapping but is sufficient for identifying areas with a mixed distribution of good soils for intensive agricultural production. Wherever possible, this high quality agricultural land (best soil and water combination) should be protected.

Key threats to agriculture in the district and region include **biosecurity**, salinity and acidification.²⁰⁰ **Biosecurity is managed by the Biosecurity and Agricultural Act 2017 and Soil and Land Conservation Act 1945.** Salinity impacts agricultural productivity, degrades water resources and native vegetation, and can damage infrastructure and is detrimental to landscape qualities. Land impacted by salinity can rarely be recovered and addressing salinity cannot be resolved by isolated actions, however positive actions at the regional, district and local scale can be undertaken. Soil acidity is also a major constraint to agriculture in the region with the majority of farmers now placing soil acidity in their top three management priorities. Unlike salinity, however,

²⁰⁰ DAFWA et al 2014, Salinity risk mapping for assessing Carbon Farming Initiative proposals: decision support and data requirements. Available from [https://www.agric.wa.gov.au/sites/gateway/files/Salinity%20risk%20mapping%20for%20assessing%20Carbon%20Farming%20Initiative%20proposals%20-%20RMTR%20390%20\(900kb\).pdf](https://www.agric.wa.gov.au/sites/gateway/files/Salinity%20risk%20mapping%20for%20assessing%20Carbon%20Farming%20Initiative%20proposals%20-%20RMTR%20390%20(900kb).pdf)

soil acidity, is manageable through regular amelioration with good quality liming materials. However the city would encourage forms of innovative agriculture which seek to maximise use of existing (and potentially naturally occurring) soil conditions without need for lime amelioration e.g. suitable perennials, crops which can tolerate higher acidity levels.

Planning Implications

The above information presents to the following planning implications:

- High quality agricultural mapping which identifies both soil suitability and access to water should be pursued for the region and strategic planning responses formulated around the spatial location and extent thereof.

4.3.2 Landscape Protection

The district has a highly attractive combination of city, country and nature. The district has a picturesque landscape due to its undulating topography, farmland, waterways, conservation areas, and the way in which these blend together. The City of Albany has a distinctive character and identity and is one of its greatest assets. The quality of these attributes directly relates to the tourism and recreation industries and they support the area's lifestyle. Additionally, the area's landscape, combined with its culture and heritage, provides a strong sense of place to locals and visitors, and it connects people to the places in which they live.

As the district develops, it will be increasingly important to ensure that landscapes valued by the community are protected. Land uses and characteristics that may impact the landscape character of the Lower Great Southern include:

- plantations and other agricultural practices;
- infrastructure such as roads, power lines, and communication installations;
- redevelopment of existing residential areas and/or town centres;
- rural-residential subdivision;
- wind turbines;
- soil salinity;
- urbanisations and industrialisation of town fringes;
- poorly designed and sites signage and advertising on tourist routes; and
- mining and extractive industries.²⁰¹

The *Visual Landscape Planning in Western Australia: A Manual for Evaluation, Assessment, Siting and Design* provides guidance on techniques for incorporating visual landscape planning into the planning system. It provides method on visual landscape planning and guidelines for location, siting and design.

Figure 5 identifies landscape protection areas. The identification was based on areas higher than the 60m contour line. The areas are considered sensitive due to it being visually prominent and visible from more than

²⁰¹ WAPC 2015, Lower Great Southern Strategy 2015

one viewpoint. Within the urban area, Mt Clarence and Mt Adelaide are identified and within the rural area the following areas have been identified:

- parts of Torndirrup National Parks and Sandpatch
- Mount Martin;
- parts of Gull Rock National Park, including Mount Martin
- parts of Kalgan;
- an area that extends over parts of King River and Millbrook; and
- and area that extends over Drome, Willyung, Redmond and Green Valley.

Some of these areas already afford protection through state or local reservation for conservation purposes. These are Mt Clarence, Mt Adelaide and the Torndirrup and Gull Rock National Parks, Mount Martin and other pockets of reserved land. Proposed development on land identified as 'landscape protection' (not located within a state or local reserve), the City will consider the impact of development on the landscape and visual amenity qualities.

Planning Implications

The above information presents to the following planning implications:

- Parts of urban and rural areas identified as landscape protections already afford some measure of protection through state and local reserves. During the review of the Local Planning Scheme, suitable provisions should be incorporated to guide development in landscape priority areas identified.

4.3.3 Acid Sulphate Soils

Acid sulphate soils are naturally occurring soils and sediments containing sulphide minerals, predominantly pyrite (an iron sulphide). In an undisturbed state, below the water table, these soils are benign and not acidic. Inappropriate disturbance of these soils, causing oxidation of the pyrites, can however generate sulphuric acid and leaching of contaminants which can be detrimental to ecosystems, human health and infrastructure.

There are acid sulphate soils in portions of the district such as in low-lying coastal, wetland and estuarine areas. There are well established guidelines for identifying and managing acid sulphate soils. New urban and peri-urban development should generally avoid areas subject to acid sulphate soils.

Planning Implications

The above information presents to the following planning implications:

- There are well established guidelines for identifying and managing acid sulphate soils and no further action is required under the Strategy. The spatial distribution thereof informs the City in its strategic and statutory planning responses.

4.3.4 Mineral Resources and Basic Raw Materials

Figure 6 depicts known deposits of Basic Raw Materials – commodity and bedrock.

Mineral resources and basic raw materials are vital to the agricultural, construction and mining industries. The sustainable extraction of these resources is important for the district's economic and population growth. The Albany Regional Basic Raw Materials Study (1996) identified occurrences of basic raw materials in the region based on soil assessment. The draft Lower Great Southern Strategy provides an update of this and maps the distribution and location of basic raw materials and minerals.

There are magnetite deposits in Wellstead and a range of basic raw materials in the district including gravel, sand, limestone, clay and hard rock. Limestone access is particularly important since agricultural limestone and lime sand are required to neutralise environmental impacts by minimising farm soil acidity.²⁰²

Mineral resources and basic raw materials are different from other forms of development because they can only be worked where they naturally occur. The supply of minerals and basic raw materials should be accompanied by strategies to promote sequential land use (extraction of material before urban or associated development) and ensure that these finite resources are used in the most efficient and effective ways possible.

A balance is needed between significant environmental assets and extracting minerals/basic raw material. There is a need to focus on strategic supply areas and prioritise resolving land use constraints in these areas. This will maximise basic raw material supply and provide the opportunity for strategic environmental solutions.

Planning Implications

The above information presents to the following planning implications:

- Mapping of mineral resources and basic raw materials informs the City of in its strategic and statutory planning responses and decision making.
- There is a need to protect existing and potential sites for basic raw material and agricultural mineral extraction and consider land use conflicts, visual impact and buffer areas where necessary.

4.3.5 Lime Sand and Limestone Resources

The Department of Mines, Industry Regulation and Safety has recently published an evaluation of lime sand and limestone resources along the South Coast.²⁰³ The quality of lime is determined on the particle size, under 0.5mm is best, while greater than 1mm the particles are not very effective at neutralizing the soil. South Coast soil is considered to be acidic or at high risk of developing subsurface acidity.²⁰⁴ Most of the dune sediments around Albany are fine –grained siliceous sands.²⁰⁵ Major deposits of limestone and lime sand deposits along

²⁰² WAPC 2015, Lower Great Southern Strategy 2015 (draft).

²⁰³ Fry, J 2015, Lime Situation Report: South Coast NRM Region. p. 35. Available from SCNRM.

²⁰⁴ *ibid*, p. 32.

²⁰⁵ *ibid*, p. 43.

the costal belt are found at Elleker, Torbay, Herald Point, and south of Princess Royal Harbour. The limestone sediments on the South Coast are in environmentally sensitive areas. The thickest deposits near Albany are where the City borefields are located or are within the Torndirrup National Park.²⁰⁶ There are limited lime supplies on the South Coast because there are few young carbonate rich mobile sand dunes and fewer coastal limestone deposits.²⁰⁷ The estimated demand for lime on the South Coast from 2001-2050 will be close to 10 million tonnes for construction and roads and 53 million tonnes for agriculture.²⁰⁸

The total South Coast supply from all pits, estimated in 1999²⁰⁹ was 40 million tonnes this amount of lime would last at least 125 years. Farmers would require 1.3 million tonnes per year this would mean there is less than 30 years supplies left. Anderson only used NV in determining lime quality. On current estimates, if lime was applied to ameliorate acidic soils, the remaining lime would last less than 10 years, because of low efficiency and needs to be applied at two or three times the recommended rate.²¹⁰

Planning Implications

The above information presents to the following planning implications:

- The Lower Great Southern Strategy notes that basic raw materials and agricultural mineral extraction areas need to identified in local planning strategies and protected in local planning schemes, with consideration given to neighbouring land uses, visual impact issues and buffer areas to accord with acceptable environmental and amenity standards. A strategic assessment of limestone and limes sand locations within the local government area should be undertaken. This may occur as part of the review of the Albany Regional Basic Raw Material Study (1996).

4.4 Bushfire Protection

The district is prone to bushfires. The reasons include due to topography, vegetation, fuel loads, its established pattern of development including extensive peri-urban areas, a growing population (with a proportion of this population seeking lifestyle opportunities that involve living in or near areas of native vegetation), and a drying and warming climate, with resulting increase in duration and intensity of the annual 'fire season'²¹¹.

The community, State Government and the City have become more aware of bushfire risks and issues. There have been a number of recent publications including *A Shared Responsibility – The Report of the Perth Hills Bushfire February 2011 Review* (otherwise known as 'The Keelty Report') (2011). Areas in WA have now been designated as bushfire prone (shown in Figure 7). This order was gazetted in tandem with the Planning and development (Local Planning Scheme) Amendment Regulations 2015 and *State Planning Policy 3.7 - Planning in Bushfire Prone Areas* (Dec 2015), *Guidelines for Planning in Bushfire Prone Areas* (Dec 2015) and *Planning*

²⁰⁶ ibid, p. 41.

²⁰⁷ ibid, p. 46.

²⁰⁸ Fry, J 2015, Lime Situation Report: South Coast NRM Region. p. 50.

²⁰⁹ Anderson, B 1999, The Current and Future Demand for South Coast Lime to Ameliorate Soil Acidity, Thesis Bachelor of Science Agriculture, University of Western Australia. p. 53. Available from <http://agric.firstsoftwaresolutions.com/fullRecord.jsp?reco=11282>

²¹⁰ Fry, J 2015, Lime Situation Report: South Coast NRM Region. p. 53.

²¹¹ City of Albany 2014, Bushfire Hazard Mitigation Strategy. Available from City offices.

Bulletin 111/2016 - Planning in Bushfire Prone Areas. In summary, the documents seek a more strategic and precautionary approach to fire risks and raising design and construction standards in bushfire prone areas.

In March 2010, the *Australian Standard 3959-2009: Construction of buildings in bushfire-prone areas* (AS3959-2009) was approved nationally to ensure that new buildings in bush fire prone areas are built to standards that improve their performance when subject to burning debris, radiant heat and flame contact. Building in a bushfire prone areas introduces a number of additional design, specification and construction parameters. Sites are now defined under six Bushfire Attack Level (BAL) categories from low to extreme. There are increasing construction requirements ranging from ember protection to direct flame contact protection. This will depend on the Fire Danger Index (FDI), type of vegetation, distance from the site to the vegetation, and slope of the site. BAL standards specify requirements for the construction of buildings in bushfire prone areas in order to improve their resistance to bushfire attack from burning embers, flame contact, radiant heat and combinations of all three.

The City of Albany *Bush Fire Hazard Mitigation Strategy* (BFHMS) addressed the absence of an overall approach to bush fire hazard and risk management across all land tenures in the district. The BFHMS was prepared as a strategic bush fire management tool on the basis of assessing the classified vegetation class, slope under classified vegetation, bush fire hazard levels and location of bush fire prone areas across the district in accordance with methodology outlined in *Planning for Bush Fire Protection Guidelines (Edition 2)* and AS 3959–2009.

Strategic Bushfire Plan 2014 - 2019 for the City of Albany was adopted by Council in November 2014 and documents the City's strategic plans in relation to prevention, preparedness and response to bush fire. It provides six key principles with regard to the relationship of the City to volunteer management, emergency management, the use of *Australasian Inter-Agency Incident Management System*, emergency management training and its obligation to Bush Fire Brigades. This document therefore does not influence land use and spatial planning in the review of ALPS.

Fire events can cause property damage, impacts on habitat and biodiversity, the local economy, and loss of human life.

Planning Implications

The above information presents to the following planning implications:

- The district is susceptible to bushfires, the planning framework has changed and agencies are taking a more strategic and precautionary approach to bushfire risks and associated subdivision/development.
- There is a need to address those matters as set out under the Guidelines for Planning in Bushfire Prone Areas (WAPC, 2015).

5 INFRASTRUCTURE AND SERVICES

5.1 Roads

The district is well serviced by State, regional and local roads. State and regional roads are managed by Main Roads Western Australia (MRWA), while local roads are managed by the City. The road network consists of both sealed and unsealed roads that provide for the movement of freight, people and services throughout the district. Highways, main roads and minor roads are depicted in Figure 8.

ALPS (2010) identified the following key issues with regard to road infrastructure:

- the lack of overall strategic plans has allowed urban development to occur in locations where better transport solutions may have been incorporated;
- truck access to the port and completion of the ring road; and
- Management of trucks and commuter traffic at the main roundabout.

The Draft Great Southern Regional Planning Infrastructure Framework (WAPC)²¹² points out that the amount of freight has been steadily increasing and is predicted to grow significantly as agricultural production firms and the mining industry develops. Growth in regional grain production, changes to strategic grain receival facilities and changes to the rail network are also expected to further add to the amount of freight. Road infrastructure will need additional investment in maintenance and capacity development.

It will be important to mitigate the impact of increased road traffic of heavy haulage vehicles on major transportation routes where conflict exists with passenger vehicles, particularly for tourism purposes.

5.1.1 Priority Regional Road Projects

Priority regional road projects primarily seek to reduce road use conflict between freight and urban/tourist traffic and to accommodate an expected increase in grain and other freight. This will be achieved through upgrading important freight routes such as Chester Pass Road, Albany Highway and South Coast Highway. The Department of Transport²¹³ identify freight priorities to include a road renewal program for the Albany-Lake Grace Road (includes Chester Pass Road) and completing the Albany Ring Road – Stages Two and Three, while the Great Southern Development Commission (GSDC)²¹⁴ outline that more passing lanes are needed on the Albany Highway. The City is investigating ways of improving the South Coast Highway and Albany Highway near the roundabout in Lockyer.

Mainroads WA and the City are working together to improve access between South Coast Highway and Albany Highway near the roundabout, some options include road widening in some locations to direct traffic away

²¹² Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft). Available from http://www.planning.wa.gov.au/dop_pub_pdf/Great_Southern_Regional_Planning_and_Infrastructure_Framework_Part_A.pdf

²¹³ Department of Transport 2013, Western Australian Regional Freight Transport Network Plan. Various pages. Available from www.transport.wa.gov.au/mediaFiles/.../ABOUT_P_RegionalFreightPlan_FullA3.pdf

²¹⁴ GSDC 2015, Great Southern Regional Investment Blueprint.

from the intersection, or closing access to allow left turning only. It is hoped the ring road will also help relieve problems with this intersection.

Other than the ring road, which is discussed below, priority road regional projects identified by various agencies include:

- extending the dual carriageway (also called ‘duplication’) on Albany Highway between Le Grande Avenue/Anson Street and Federal Street;²¹⁵
- extending the dual carriageway on Albany Highway between Federal Street and the ring road;²¹⁶
- upgrading the main roundabout; and
- Creating a dual carriageway on the South Coast Highway between the ring road and Albany Highway.²¹⁷

5.1.2 Albany Highway to Port Link

Currently, heavy vehicles travelling from inland areas to the Albany port traverse the urban areas of Albany, including the main roundabout which requires heavy vehicles to interact with a high volume of general commuter traffic.

The Albany Highway to port link is a proposed heavy haulage route around Albany for the transport of product including grain, fertiliser and woodchips. The ring road will link the existing major arterial main roads and highways radiating from Albany, and will also provide improved access to the Mirambeena Industrial Estate.

The first stage (Menang Drive) between Chester Pass Road and Albany Highway, were constructed in 2007.

MRWA have completed preliminary concept designs over Stage Two and Stage Three and are progressively securing necessary land. Stage Two provides the connection from George Street through to Princess Royal Drive. Stage Three connects Albany Highway to the Lower Denmark Road via the Link Road/George Street alignment. It is anticipated that Stages Two and Three will be delivered together to form a connection to the port. Implementation of the remaining stages is subject to securing funding. Currently there is no funding available for Stage two and Stage three of the ring road in the next four years at least, funding may become available after that time, and total funding required is estimated to be \$172 million.²¹⁸

The ring road is an integral part of Albany’s urban transport plan. The WAPC note ‘The ring road will provide the most expedient and safer route for freight transport to the port’ and ‘Completion of the ring road will provide more efficient heavy vehicle access to the Port of Albany’.²¹⁹ The GSDC state the ring road will ‘improve transportation safety within Albany. This will reduce port-related traffic on Albany Highway and South Coast Highway, all of which pass through Albany’s urban areas resulting in road use conflicts.’²²⁰

²¹⁵ Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft), 2014.

²¹⁶ GSDC 2015, Great Southern Regional Investment Blueprint.

²¹⁷ WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

²¹⁸ Mainroads WA 2016, Albany Ring Road. Available from <https://www.mainroads.wa.gov.au/BuildingRoads/Projects/planning/Pages/AlbanyRingRoad.aspx>

²¹⁹ Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft), 2014.

²²⁰ GSDC 2015, Great Southern Regional Investment Blueprint.

The ring road will allow trucks to bypass the main roundabout, create time efficiencies and minimise delay-associated risks, improve road safety outcomes, improve the level of service for the freight industry, enhance access to the port and enhance social amenity on various roads. Importantly, the completed ring road will reduce the number of heavy vehicles sharing roads with residents and tourists and reduce the risk of accidents.

Given the benefits of the ring road, there is associated support to complete land acquisition, secure funding, proceed with detailed design and undertake construction for Stages Two and Three to enhance access to the port. As part of the detailed design, the WAPC²²¹ note that considerations include optimising road and rail alignment along Lower Denmark Road and intersection with Hanrahan Road and grade separation between Princess Royal Drive and the railway line at the eastern end of Princess Royal Drive.

Currently, sections of Stages Two and Three are not reserved in LPS1 including in the vicinity of George Street between South Coast Highway and Lower Denmark Road.

5.1.3 New Roads and Road Widening

The City and developers will progressively construct new roads. This includes important link roads such as connecting Mueller Street and Cull Road, and extending Newbey Street, Barnesby Drive, Range Road, Greatex Road and Hooper Road. There is also expected to be the widening of various key roads including Sanford Road and parts of Frenchman Bay Road.

Construction of Range Road will improve accessibility in large parts of Albany and will reduce local traffic on Chester Pass Road and the use of Ulster Road for non-local traffic. It is expected that part of the construction costs will be from landowners and developers in the Yakamia-Lange Structure Plan area through a development contribution plan.

The WAPC²²² suggest that access options should be investigated to Down Road to facilitate truck movements from the south-west and west to the woodchip mill in the vicinity of Marbellup North Road.

5.1.4 Albany Traffic Model

The Albany Transport Model is being refined by MRWA in conjunction with the Department of Planning, Lands and Heritage and the City. The model will assist to develop and evaluate options for the provision of a legible distributor road network within Albany, to manage cross-traffic movements, to determine the most suitable road network relative to predicted urban growth and to assist in determining which roads need to be widened to address anticipated traffic numbers.

²²¹ WAPC 2015, Lower Great Southern Strategy (draft).

²²² *ibid*

Planning Implications

The above information presents to the following planning implications:

- The identification of measures to minimise impact between the proposed Albany Ring Road to minimise impact between the Ring Road and other heavy freight routes and adjacent land uses.
- Facilitating the planning and construction of key link roads including Mueller Street and Cull Road and extending Newby Street, Barnesby Drive, Range Road, Greatex Road and Hooper Road.

5.2 Albany Regional Airport

The City operates the Harry Riggs Albany Regional Airport which is 10km north-west of the city centre. The airport is a regionally significant asset that makes an important contribution to Albany including connecting locals and visitors for business, leisure and facilitating tourism.

The airport has a main 2100 metre runway to accommodate jet aircraft and a 1096 metre cross strip to support smaller aircraft.

There are no plans to relocate the airport. Given the importance of the airport, there is a need to protect it from incompatible development. Urban growth has not occurred near the airport's approach paths and detailed modelling has been undertaken by the city to identify appropriate buffer areas.

Noise modelling and the associated *Albany Regional Airport Noise Buffer Policy* have been incorporated into LPS1 as the Albany Airport Noise SCA. The purpose of the SCA is to protect the continued operations of the airport and minimise the potential for sensitive land uses to be introduced on adjacent land.

5.2.1 Obstacle Limitation Surface

The Civil Aviation Safety Authority's Obstacle Limitation Surface (OLS) map for the airport identifies the maximum height for buildings and structures. The OLS extends well outside of the airport land including the Mirambeena Industrial Estate and other freehold land.

Currently, LPS1 does not include specific controls regarding OLS, there is no SCA relating to OLS and there is no associated Local Planning Policy. To ensure the airport's on-going operation is not compromised and to increase transparency to landowners, the community and other stakeholders, it is suggested the LPS include reference to OLS which is complemented by a Local Planning Policy. This would set out maximum building heights and provide guidance for uses that may create heat or air emissions potentially impacting aircraft visibility. Further consideration is required as to whether to include the OLS as a SCA in LPS1 given it covers an extensive area.

5.2.2 Review of Master Plan

The *Albany Airport 2001 Master Plan*²²³ is being reviewed by the City. The GSDC note that passenger numbers are forecast to grow in the coming 20 years based on 'the anticipated growth of FIFO customers and tourist travel. These forecasts outline a need for gradual expansion of aviation and terminal facilities.'²²⁴

It is expected that the masterplan review will:

- determine the potential land requirements for expansion of the airport;
- consider complementary commercial uses for aviation-related industrial uses, logistics and transport facilities (outlined below); and
- Recommend the retention of rural land uses surrounding the airport.

5.2.3 Future Opportunities

It is anticipated that aircraft activity will increase and there will be an associated need to upgrade and extend infrastructure at the airport over the coming decades. The GSDC²²⁵ note that investments will include a new taxiway, replacing the Royal Flying Doctor Service apron parking area and replacing the current instrument landing system.

There are opportunities for adjacent compatible airport business and commercial activities (including aviation-related industrial uses, logistics and transport facilities) to take advantage of proximity to the airport. This could take the form of an appropriately located and designed business park. Subject to the final updated masterplan, there is support to undertake conceptual design and planning to guide consideration and establishment of complementary commercial uses.

Subject to not compromising airport activities and safety, there may also be opportunities to investigate the potential for co-location of land uses that may be able to utilise existing airport noise buffers.

²²³ City of Albany 2001, Albany Airport 2001 Master Plan. Available from City offices.

²²⁴ GSDC 2015, Great Southern Regional Investment Blueprint.

²²⁵ GSDC 2015, Great Southern Regional Investment Blueprint.

Planning Implications

The above information presents to the following planning implications:

- Continuing to protect the airport from sensitive land uses and land use conflict including retaining the Albany Airport Noise SCA under the local planning scheme;
- Reviewing planning controls following the Council adopting the reviewed masterplan including any potential land requirements for expansion of the airport and zoning for a business park for aviation related services;
- Identify Albany Regional Airport as an investigation area for future expansion of industry complementary to air freight services and other relevant industries. Airports seen as activity centres, need to develop an airport centred business hub, development of complementary businesses with height and noise restrictions. Logistics with an aviation focus where low weight/high value can be moved quickly.²²⁶

5.3 Albany Port

The port is a significant import/export gateway for the Great Southern and for Western Australia and it is one of the best natural harbours in the southern hemisphere. The port is a key State and regional asset which is crucial to the economic development of the City and the Great Southern. The WAPC note that 'any changes to its operation or inefficiencies in gaining access will also affect areas outside the Lower Great Southern area.'²²⁷

The Albany Port has strong links with agriculture and has provided local producers export opportunities for many years. The port remains a valuable asset for the City and the agricultural community.²²⁸ The port is primarily export-orientated mainly servicing the grain industry. Wood products and silica sand are the next largest exports. Imports include fertiliser and petroleum products. There is a growing tourist visitation role through cruise ships. The Port does not however have a containerisation facility. Other smaller trades are the export of silica sand and the import of fertiliser and fuel. Total yearly trade is strongly influenced by seasonal conditions and the resulting impact that has on agricultural production. Annual trade can therefore vary between 3 million - 4 million tonnes with an estimated value of \$1.5 billion.

The port is managed by the Southern Ports Authority. Recently, infrastructure has been restored to Berths 1 and 2 which will increase the port's efficiency.

The Albany Port Noise Buffer policy was integrated into the local planning scheme as the Albany Port Special Control Area (SCA). The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land. LPS1 also contains a Port Industry Zone with associated objectives and permissible uses in the Zoning Table. The revision of the Scheme should

²²⁶ Pracsys 2009, Flying High: Making the most of airports. Available from <http://pracsys.com.au/flying-high-making-the-most-of-airports/>

²²⁷ ibid

²²⁸ Southern Ports Authority 2016, Albany Port Authority. Available from <http://www.albanyport.com.au/>

investigate potentially changing “Port Industry Zone” to “Strategic Infrastructure Reserve” based on the Regulations (for reserved land and where land is owned freehold by the Southern Ports Authority).

The port is naturally constrained including a lack of storage on site. Some of the constraints could be addressed including establishing an inland port, upgrading road access to the port, providing a loop rail in the port and the longer term ability to handle shipping containers. Addressing the constraints could see a growth of exports and imports through the port.

5.3.1 Port Access

The need to improve and protect rail and road to the port has previously been considered. The port is critical to the regional economy including that ‘freight transport to and from the Port is expected to increase. Planning for road and rail access to the Port through Albany’s urban areas and the central city is therefore important.’²²⁹ There is peak congestion on arterial roads in high seasons, completion of the ring road is necessary. The ring road is needed to access port and industrial areas to improve efficiency, connectivity and safety. Stage 1 was completed in 2007, there has been no funding since for stage 2 and 3. Unlike many ports in Australia the Albany port lacks a federally funded access route.²³⁰

5.3.2 Inland Port

Industrial zoned land at the port is constrained. The establishment of an inland port, with efficient road and rail transport links to the port, can:

- allow for additional storage/logistic, industrial and other land uses that could not otherwise be accommodated in the port;
- free up land at the port including enabling the potential relocation of industrial activities that are complementary to, but not directly involved in the port operations; and
- Improve the efficiency of the transport system if associated with an intermodal transport facility.

Possible locations for an inland port include Mirambeena or the CSBP fertiliser site on Hanrahan Road. In relation to the privately owned CSBP site, the WAPC note that ‘Investigations are required relating to land use suitability, appropriate zoning, potential environmental impacts, amenity impacts on urban areas to the north, buffers, access and impacts on the future Albany Ring Road.’²³¹

5.3.3 Future Growth

The longer vision of the GSDC and other agencies is to expand the port to accommodate new export trades in minerals and value added products.

The capacity of the port is critical to capitalising on potential export opportunities. The GSDC outline that ‘The port has spare capacity in terms of the shipping channel, berths and land. However, the Port also has capacity

²²⁹ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

²³⁰ GHD 2016, Albany Industrial Land Strategy. (Draft) p. 36.

²³¹ WAPC 2015, Lower Great Southern Strategy (draft).

constraints in the efficiency of loading operations, particularly in its road/ rail mix and its capacity to deal with deliveries of bulk and break bulk commodities. The capacity of the Port is critical to capitalising on potential export opportunities.²³²

Subject to demand, including if mining projects in the region proceed, the port will require significant infrastructure expenditure. This includes constructing Berth No. 7, reclaiming land to accommodate a concentrated storage facility and ship loading infrastructure, widening, deepening and extending the existing shipping channel to facilitate the access of Capesize vessels, and extending the rail line to include a rail loop.²³³

Grange Resources Southdown Project is anticipated to inject \$60 million per year into the city's economy. The export of magnetite will triple the trade of the Albany Port to over 13 million tonnes per annum. The project will see \$250 million spent at the port for dredging, a new berth and associated infrastructure. This project has potential to create 600 new jobs²³⁴ however when the project will start is unknown.²³⁵

Waterfront Project

~~The City is reviewing planning guidelines for the waterfront project, next to the port, including the mix of land uses and development height. It is expected that final outcomes will include noise reduction measures to protect land uses and developments sensitive to noise generated by port and related transport activities.~~

5.3.4 Maritime Planning

~~The Marine and Harbours Act 1881 specifically provides extensive rights to develop and maintain facilities for maritime purposes associated with recreational and commercial purposes and includes the right to lease land and waters to third parties. The Coastal Infrastructure Business Unit provides the Minister for Transport with departmental administration in the care and management of these facilities.~~

~~The Planning and Development (Local Planning Schemes) Regulations 2015 allows for a consistent state-wide approach in the treatment of marine infrastructure and aligning the land use classification with their tenure and vesting. Department of Transport's vested assets such as Albany Port, boat harbour land and associated seabed (vested waters) and the City's reserve 49354 (Lot 7031) Swarbrick Street, Emu Point are therefore designated 'strategic infrastructure' with the intent that the land will be reserved for this purpose under the Local Planning Scheme.~~

Planning Implications

The above information presents to the following planning implications:

- continuing to protect the port from sensitive land uses and land use conflict including retaining the Albany Port SCA;

²³² GSDC 2015, Great Southern Regional Investment Blueprint.

²³³ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

²³⁴ Regional Development Australia 2012, Regional Education, Skills and Job Plan- Great Southern. p. 35. Available from <http://www.rdagreatsouthern.com.au/Reports%20Research/RegionalEducationSkillsJobsPlanWesternAustraliaGreatSouthern201214.pdf>

²³⁵ Grange Resources 2016, About the Project. Available from <http://www.grangeresources.com.au/php/page.php?grangeS+18>

- protecting the existing rail corridor;
- accommodating and securing enhanced road access to the port from the ring road and Princess Royal Drive;
- supporting the establishment of an intermodal facility and/or inland port to increase the efficiency and expand the port's operations; and
- Land at Albany Port, Waterfront and Emu Point should be designated as 'strategic infrastructure' with the intent to reserve the land for this purpose under the Local Planning Strategy.

5.4 Rail

Figure 8 shows the alignment of the railway line in the City.

The Great Southern Railway Line, linking Albany and Perth, is operated by Arc Infrastructure. The railway connects the Albany port with the inter-capital standard gauge line, Perth and the CBH grain bin network. The railway is predominantly used for the transport of grain and timber products to Albany Port. There is no passenger service on the line.

The WAPC²³⁶ note that the rail line to the port has the capacity to handle the freight task for grain and woodchips in the short term.

There are no confirmed major upgrades to rail infrastructure in the Albany area.²³⁷

5.4.1 Protection of Railway Corridors

Protection of the rail line is important as a major link to the port for both woodchips and grain, including any future capacity on the line. Incompatible development can constrain the network performance, reduce productivity and prevent the planned capacity of assets being reached in the future.²³⁸ The rail line should be protected with corridors to allow for future development and expansion, as well as protecting nearby landholders from noise and vibration. Excessive noise has the potential to affect the health and amenity of a community as well as the health and wellbeing of an individual.²³⁹

Residential developments along the rail line include Lowana, Albany Green, Festing, and Elleker Cottage lots. Development may adversely impact the railway's performance due to health, safety and amenity concerns of nearby residents.²⁴⁰

²³⁶ WAPC 2015, Lower Great Southern Strategy (draft).

²³⁷ WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015 (draft).

²³⁸ Department of Planning 2014, Infrastructure Corridors Issues Paper. p. 8. Available from www.planning.wa.gov.au/dop_pub_pdf/InfrastructureCorridorsIssuesPaper.pdf

²³⁹ WAPC 2009, State Planning Policy 5.4.: Road and Rail Transport noise and freight considerations in land use planning. Available from http://www.planning.wa.gov.au/dop_pub_pdf/SPP_5_4.pdf

²⁴⁰ Department of Planning 2014, Infrastructure Corridors Issues Paper. p. 2.

There are outdoor noise criteria that apply to development near rail²⁴¹ to achieve acceptable noise levels, if above this level transport infrastructure is required to design mitigation measures to reduce the noise.²⁴² A range of noise mitigation measures can include distance to separate land uses, construction of noise attenuation barriers, building design can locate living areas away from noise and construction techniques such as upgraded glazing.²⁴³ There may also be notification on the title for potential transport noise and the use for quite house design. Compulsory acquisition of land can cause significant public concerns and a lack of strategic planning for corridors can have significant cost of land acquisition, increasing the costs for infrastructure projects. This can threaten the economic viability of a project. Protection of the Rail corridor is of particular relevance with increasing housing density, planned areas should be mapped out for the future.

Under Local Planning Scheme No. 1, Clause 5.6.7 requires that development proposed for tourist and residential, located within 100 metres from the outer edge of the railway line, the City shall have regard for policy statements and recommendations in the WAPC's statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Conditions in Land Use Planning.

5.4.2 Transferring Increased Freight from Road to Rail

Transferring increased freight from road to rail is outlined in various regional planning documents. Implementing the objectives will depend on the viability of rail and how it's pricing competes with road haulage along with associated efficiency.

A strategic objective in the *Lower Great Southern Strategy*²⁴⁴ is to 'Maximise the use of rail for freight haulage into the Albany port; and protect the railway corridor between Albany port and South Coast Highway.' It is noted that shifting freight, such as grain and woodchips, from truck to rail has environmental, social and safety benefits.

The WAPC²⁴⁵ state 'There is a desire to shift freight transport off roads and onto the rail system, with intermodal transfer facilities located at strategic sites to enable the transfer of road and rail freight. To enable a greater volume of freight to be transferred from road to rail will require additional upgrades and new extensions to the current rail system.'

Some of the upgrades to support increasing freight from road to rail include:

- A loop line within the port;
- grade separation between Princess Royal Drive and the rail line at the eastern end of Princess Royal Drive;
- locating future industrial land near the railway line; and
- Extending the existing rail spur into Mirambeena and establishing an intermodal transfer facility.²⁴⁶

²⁴¹ WAPC 2009, State Planning Policy 5.4. p. 3730.

²⁴² *ibid*, p. 3731.

²⁴³ *ibid*, p. 3732.

²⁴⁴ WAPC 2007, Lower Great Southern Strategy.

²⁴⁵ Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft).

²⁴⁶ WAPC 2015, Lower Great Southern Strategy (draft).

5.4.3 Spur Line to the Mirambeena Industrial Estate

The Mirambeena industrial estate is located near the Great Southern Railway line. There is an existing rail spur that services the timber processing precinct. There are opportunities to extend the spur line to support other industries and an intermodal transfer facility. The concept is supported by various agencies including the Department of Transport,²⁴⁷ GSDC and WAPC.

The *Mirambeena Rail Spur Extension Rail Study Report* (2016) has shown extending the rail line to Mirambeena SIA is not viable in the life time of this strategy.²⁴⁸ A costs and benefits analysis resulted in the costs of the project being greater than the benefits generated by it. There are particularly significant downstream infrastructure requirements by users to facilitate the project. Transport cost comparisons demonstrated that the volume generated by individual users is likely to be insufficient to generate the economies of scale and utilisation of train capacity to make rail cost competitive from SIA. For rail transport to be competitive with road, large volume users need to be attracted to the SIA, requiring common infrastructure and shared transport operations to increase economies of scale to socialise fixed costs.²⁴⁹

5.4.4 Inland Port/Storage

To increase the efficiency of the transport system and free up land at the port, there are opportunities to establish inland storage (to be called an 'inland port') to support the port at locations such as Mirambeena or the CSBP site near Hanrahan Road. This matter is further considered in section 3.3.

5.4.5 Passenger Rail Service

The WAPC²⁵⁰ state there are 'Opportunities to provide a passenger rail service from Perth to Albany that utilises the existing railway line and historic stations should be investigated.' It is highlighted that this matter is largely outside of the scope of the land use planning process, other than ensuring that the rail corridor is protected. It is suggested there are likely to be feasibility issues in providing a passenger service in the foreseeable future.

Planning Implications

The above information presents to the following planning implications:

- Facilitating a rail link to the Mirambeena Industrial Estate;
- Protecting the existing rail corridor for freight and potential passenger purposes;
- Protecting the rail access to the port from land use conflict; and
- Supporting efforts to shift freight transport off roads and onto the rail system including developing an intermodal facility and/or inland port.

²⁴⁷ Department of Transport n.d. Western Australian Regional Freight Transport Network Plan. p. 37.

²⁴⁸ GHD 2016, Mirambeena (Albany) Rail Spur Extension Rail Study Report (Draft). p. 57.

²⁴⁹ *ibid*, p. 58.

²⁵⁰ WAPC 2015, Lower Great Southern Strategy (draft).

5.5 SERVICES INFRASTRUCTURE

5.5.1 Potable and non-potable water

Figure 9 depicts the alignment of potable water in Albany.

The district contains limited fresh groundwater, with the exception of coastal dune aquifers which provide critical supplies for Albany. In some parts of the district, the groundwater resources are either poorly known or have limitations on quantity and quality.²⁵¹

Groundwater and surface water are finite resources which have limits to their availability and suitability for use while still maintaining water dependent environments. The availability and the quality of these water resources are critical to the district's environment and economy.

Demand for water resources is increasing as the population and economy of the district expand. Corresponding, there has been a trend of predicted declining rainfall. One of the major challenges for the district is sustainably managing its water resources and ensuring there is water security. It is also imperative that water and associated land use are appropriately managed.

There is an established planning and environmental framework for potable and non-potable water resources which includes *State Planning Policy 2.7 Public Drinking Water Source Policy* and *Department of Water and Environmental Regulation Guidelines for the approval of non-drinking water systems in Western Australia*. At a regional level, a recent strategy include ~~Lower Great Southern Water Resource Development Strategy (2010)~~ the *Great Southern Regional Water Supply Strategy* (2014).

The Local Planning Scheme established Public Drinking Water Source Special Control Areas (PDWSCA). Land use planning seeks to ensure that land uses within the PDWSCA are consistent with best management practices to minimise contamination risks.

Given the district's water resources are limited, there is a need for on-going water conservation, efficiencies, recycling and promoting water that is fit-for-purpose.

The Department of Water and Environmental Regulations has recently completed a survey of the palaeochannels of the Albany Hinterland. New locations of fresh water for drinking and agriculture have been found around Elleker through the King River zone, Nanarup and Manypeaks area. This new source has a volume of more than 5 gigalitres per year of water, which will help to provide some of the extra 20GL/year required for regional growth by 2043.

In the short term (up to 5 years), water for public water supply is available from the proclaimed Albany groundwater area. Expansion of available resources in this area should allow for supply until 2030. In the medium to long term water supply may be through the Hinterland source, seawater desalinations or from the Marbellup Brook aquifer storage and recovery.²⁵²

²⁵¹ Department of Water 2014, Great Southern Regional Water Supply Strategy: A Long-Term Outlook of Water Demand and Supply.

²⁵² Department of Water 2016, Mapping water availability in the palaeochannels of the Albany Hinterland. Available from www.water.wa.gov.au

In the medium term (5 – 15 years), water supply may be through seawater desalination or from the Marbellup Brook aquifer storage and recovery. The WAPC observe:

‘If demand for water in the scheme area exceeds sustainable groundwater extraction capacity, the most likely alternative source of water is a desalination plant. Although such a solution would come with high energy demands and operating costs it would not be climate dependent, which is an important factor given the drying climate along the south coast.’²⁵³

There has been a growing interest in non-potable water supply, this is water for non-drinking purposes to supplement or replace scheme water. Non-potable water is of a lower standard than potable water but still has many uses such as irrigating parks, public and private gardens, and toilet flushing. Non-potable water is collected from Elleker from a local bore and in the Porongurup’s from the Bolganup Dam.²⁵⁴ Non-potable water can also be collected from stormwater and grey wastewater.

Securing future water sources should not be considered as a potential constraint to economic growth. Accordingly, the district will require secure and sufficient water resources to enable the planned urban and economic growth of the City of Albany (including horticultural, agricultural and mining projects) and to address the predicted declining rainfall. Supply for the Lower Great Southern scheme is secure for predicted growth and demand under current circumstances. The GSRWS strategy is a long term outlook with a 30 year projection for demand and supply.²⁵⁵

The land use planning system can support the protection and provision of sustainable potable water supplies and assist in the implementation of water conservation strategies including installing rainwater tanks, sustainable water management and encouraging appropriate use of greywater.

The reticulated water system in Albany is operated by Water Corporation. Outside Albany, including in rural settlements, development is provided by on-site water capture particularly through roof catchment and rainwater tanks.

Planning Implications

The above information presents to the following planning implications:

- There is a need to meet sustainable potable water needs of new planned areas.
- The provision of water supply is critical for sustaining current population and future growth of the city.
- Water use should be fit-for-purpose e.g. non-potable water for irrigation or other non-consumptive purposes

²⁵³ WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

²⁵⁴ *ibid*, p. 5.

²⁵⁵ Department of Water 2014, Great Southern Regional Water Supply Strategy. p. 45.

5.5.2 Sewer

Some parts of Albany are connected to reticulated (deep) sewerage while other areas are served by on-site effluent disposal.

Water Corporation is responsible for the treatment of Albany's wastewater. This incorporates various pump stations, the Timewell Road Wastewater Treatment Plant (WWTP) and woodlot irrigation near the airport. The WWTP has been upgraded to meet demand in the long-term.²⁵⁶ Other town sites in the district rely on onsite effluent disposal systems.

The Infill Sewerage Program is funded by the State Government and is administered by the Water Corporation. While funding has been curtailed and deferred in recent years due to State budget constraints, consideration will be given to new infill projects on a case-by-case basis subject to funding availability and priority.²⁵⁷

ALPS provides actions such as the staged settlement to guide development towards priority sewerage areas and supporting Water Corporation with an ongoing backlog sewerage program within Albany. LPS1 contains a Water Corporation Wastewater Treatment Plan Odour Buffer SCA along with various provisions relating to sewerage and on-site effluent disposal. Figure 9 depicts the location of the Sewer Treatment Plant and buffer area.

Reticulated sewerage is considered a superior method of treating wastewater than conventional septic tanks and leach drains on human health, environmental and development grounds. Issues with on-site effluent disposal include proximity to waterways and estuaries, that some parts of the district have high groundwater levels, impervious soils, or contain rock close to the surface which are not conducive to adequate effluent disposal and ongoing maintenance. Alternative treatment units do not necessarily facilitate long-term smaller lot/medium density development. However they provide an improved outcome over traditional septic systems, but require regular maintenance that the City if required will need to regulate.

Reticulated deep sewerage is critical to Albany's urban expansion. Developers will be responsible for providing sewerage to new residential estates to the satisfaction WAPC and of Water Corporation. Water Corporation will upgrade the system to cater for future growth. This in part will include an upgrade to the Le Grande Avenue Pump station and new pump stations and pressure mains in the northern area of Albany.²⁵⁸ Land requirements are generally addressed early on with Water Corporation in the structure plan process.

The City seeks associated funding from the State Government to extend the sewerage infill program when funding becomes available. The WAPC²⁵⁹ outline that priority areas include Milpara, Gledhow, Robinson and Yakamia. Other areas include parts of McKail and in locations where high density development is appropriate.

The land use planning system can support the staged extension of existing sewer infrastructure to facilitate urban growth, infill sewerage within existing urban areas and minimise the impact of onsite effluent disposal on the environment.

²⁵⁶ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

²⁵⁷ WAPC 2015, Lower Great Southern Strategy (draft).

²⁵⁸ WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

²⁵⁹ WAPC 2015, Lower Great Southern Strategy (draft).

Draft Government Sewerage Policy 2016

The Western Australian Government has released the draft Government Sewerage Policy 2016, which supersedes the Government Sewerage Policy Perth Metropolitan Region and the Draft Country Sewerage Policy. The State government has developed the policy to reduce the risks involved and determine instances where reticulated sewerage will be required and provide guidance on assessment of on-site sewerage disposal. Connection to reticulated sewerage is generally required for all new subdivisions and development. Where a subdivision or development cannot be reasonably connected to reticulated sewerage. The policy sets out the minimum requirements for on-site sewerage disposal.

The policy identifies sewerage sensitive areas, which are shown in Figure 10. In the City of Albany sewerage sensitive areas are those that are:

- land that drains to and is within two kilometres of Torbay Inlet, Lake Powell, Princess Royal Harbour and Oyster Harbour; and
- land within one kilometre of a significant wetland.

Planning Implications

The above information presents to the following planning implications:

- Seeking State Government support to extend the infill sewerage program in Albany.
- Maintaining the Timewell Road Waste Water Treatment Plant Odour Buffer Special Control Area under the Local Planning Scheme.
- Ensure that structure planning and subdivision of land complies with the minimum lot size and separation distances from inlets, harbours and wetland as set out under the Draft State Sewerage Policy 2016.

5.5.3 Power/Energy

Figure 9 shows the alignment and location of the City's main electricity supply line.

Electricity and liquefied petroleum gas (LPG) are the City of Albany's key energy sources.

The district forms part of the South West Interconnected Network (SWIS) operated by Western Power. The SWIS includes the Albany Wind Farm, operated by Verve Energy, which provides most of the City's electricity.

ATCO Gas supplies LPG through a reticulation system for domestic use within parts of the City. The system's extension will be based on domestic demand. Other parts of the district are supplied by bottled gas.

The district has a long established commitment to renewable energy particularly with the wind farm at the Sandpatch and widespread installation of solar panels and Photovoltaic (PV) panels.

Due to population growth, escalating energy costs and the expected impacts of climate change; the demand and cost of energy are increasingly becoming a significant issue to consumers and government.

Reliability and Capacity

Key energy issues in the district are unreliability (including blackouts) and lack of capacity to meet the growth in industry demand. The GSDC note 'The capacity of the existing power infrastructure and the cost of upgrading feeder lines have the potential to limit major development at industrial sites in the region.'²⁶⁰ For instance, the development of the Mirambeena Industrial Estate is restricted by unreliable and limited power supply and the cost of infrastructure upgrades to service new industries. Additionally, major industrial land in Albany cannot be supplied due to the limited capacity of the LPG plant.

The Department of Planning, Lands and Heritage states 'Although existing infrastructure is sufficient to meet anticipated demand in the Albany area for some time, the development of new power intensive industries (such as mining) has the potential to increase load requirements within a relatively short timeframe.'²⁶¹ The lack of available power can hamper job creation and economic development in the district and region.

There are also considerable expenses involved in funding new transmission infrastructure to lots, both within industrial areas and throughout the rural zoned land. Understandably, it is not feasible to prepare all land in the Region for growth, however targeted infrastructure and working with infrastructure agencies to provide procedural pathways that help facilitate the supply of infrastructure would potentially remove a significant capacity constraint that may inhibit inter/intraregional investment.²⁶²

There is a need for energy infrastructure providers to review load forecast on an ongoing basis and implement appropriate network reinforcements as required. This is a goal to improve supply and reliability and plan to meet growing demand by industrial and residential consumers. Pre-planning from servicing and regulatory authorities is required to ensure there is reliable and well maintained power infrastructure given it is critical to the economic development of the district and to provide for future residential, commercial and industrial development.

It is noted there are various ways to boost the district's power supply, however most involve major capital outlays, with a goal of creating energy security. Some of the options are outlined below.

Energy Security

Various agencies seek energy security for the district and region including the GSDC which state:

'Ensure the Great Southern has access to a range of energy sources that are affordable and secure and able to meet the requirements of industry and the community.'²⁶³

Accordingly, investment in power supply capacity has the potential to future proof the energy needs of the district. The City needs to limit development within or adjoining the substation site on Albany Highway in McKail and the Depot on Chester Pass Road and protect the substation on Catalina Road.²⁶⁴

²⁶⁰ GSDC 2015, Great Southern Regional Investment Blueprint.

²⁶¹ WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

²⁶² Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy.

²⁶³ GSDC 2015, Great Southern Regional Investment Blueprint.

²⁶⁴ Western Power 2016, pers.comm

Electricity Network Upgrade

The Kojonup-Albany transmission line pole reinforcement project has been completed which allows increased transfer capacity to the Albany area. The network capacity in the Albany area is 'sufficient to cater for natural load growth, and it is expected that no further reinforcement will be required for the next few years.'²⁶⁵ Hotspots report stated transfer capacity at Albany substation will be exceeded in 2017/2018, Albany's power will need to be augmented by new overhead transmission lines from Albany to Kojonup and from Muja to Kojonup. However, with forecast load growth now at a lower rate, the need for new transmission lines has been deferred.

Western Power own Lot 36 Catalina Road, Lange which is planned in the future (15-20 years) as a substation. There is a need to protect the substation as part of structure planning and associated subdivision.

Bunbury-Albany Gas Pipeline

Various studies have been made into extending the natural gas pipeline from Bunbury to Albany. There has also been a State Government commitment for land assembly and construction of the pipeline. Implementation of the pipeline would provide a long-term and secure energy supply to the district. It would also facilitate growth in the mining sector and attract other industries that require substantial and secure energy.²⁶⁶ Accordingly, there is support for the construction and protection of the pipeline that maximises benefits to the district and promotes economic development. This year ATCO have suggested putting the pipeline through Katanning instead of Manjimup.²⁶⁷

Gas-fired Power Station

Related to the above, the GSDC²⁶⁸ note there is the potential to construct a 40MW gas-fired power station at the Mirambeena Industrial Estate to address future demand for energy.

Renewable Energy

Due to population growth, escalating energy costs and the expected impacts of climate change; the demand and cost of energy are increasingly becoming a significant issue to consumers and government. The district has wide-ranging potential to generate electricity from renewable energy sources including solar, wind, wave, biofuels, bio-energy and possible geothermal energy. If feasible, renewable energy sourced within the district can assist in providing important energy supply for a growing City and for industrial and other development. It is suggested that renewable energy production should generally be encouraged where relevant planning considerations have been suitably met.

²⁶⁵ WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

²⁶⁶ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

²⁶⁷ ABC 2016, Albany-Bunbury gas pipeline should include Manjimup and Katanning: WA Nationals. Available from <http://www.abc.net.au/news/2016-07-18/albany-bunbury-gas-pipeline-could-go-to-manjimup-katanning-nats/7638098>

²⁶⁸ GSDC 2015, Great Southern Regional Investment Blueprint.

The coast of Albany has significant potential for wave energy. Carnegie Wave Energy has a licence for an offshore wave resource, associated water desalination and an adjacent onshore area at the Sandpatch.²⁶⁹

There is substantial current and future demand for hybrid energy solutions.²⁷⁰ Hybrid technology integrates a renewable energy generation technology with other energy generation systems. An example of hybrid technology would be one that combines solar-based thermal energy with thermal energy from gas.²⁷¹ While wind turbines and solar power have been combined with great savings for streetlights and communications towers in other countries.²⁷²

There are opportunities to develop a biomass energy plant at the Mirambeena timber processing precinct or in other locations. Harvest residues such as stumps and branches from blue gum plantations would be used to fuel a biomass plant. There is a significant opportunity for the district to increase local demand for bio-fuel as a means to build production capacity across the economy and create a viable form of affordable, decentralised energy. The demand could be met through various sources. Uses waste products from various agricultural activities to produce energy. Range of products, from tanked fuel to direct heat (for neighbouring facilities).²⁷³

There may be scope to produce energy from landfill sites, especially if there is a region wide approach that results in all solid waste being recycled into energy production.

There are a number of initiatives being undertaken in the district and by partner agencies such as LandCorp to promote renewable energy. This includes determining the commercial feasibility of community battery energy storage device powered by Photovoltaic (PV) panels, and encouraging the development of renewable energy systems. **It is important to note that power system studies will be required to determine the technical feasibility of connecting the generation.**

Planning Implications

The above information presents to the following planning implications:

- The provision of power to planned settlement growth areas.
- identifying land requirements for power generation facilities and establishing appropriate buffers.

²⁶⁹ ibid

²⁷⁰ All-energy 2015, Hybrid Energy Systems: Hybridisation of renewable energy systems. Available from <http://www.all-energy.com.au/en/Sessions/13720/Hybrid-Energy-Systems-Hybridisation-of-renewable-energy-systems>

²⁷¹ Australian Renewable Energy Agency n.d. Hybrid and related technology. Available from <http://arena.gov.au/about-renewable-energy/hybrid-and-related-technologies/>

²⁷² Giges, N 2013, Growth spurt for Hybrid Renewable Energy Systems. Available from <https://www.asme.org/engineering-topics/articles/renewable-energy/growth-spurt-hybrid-renewable-energy-systems>

²⁷³ Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy.

5.5.4 Drainage/Stormwater Management

There is an established planning and environmental framework for drainage/stormwater management which includes *State Planning Policy 2.9 Water Resources* and *Better Urban Water Management* (2008). All stormwater management must be in accordance with Department of Water and Environmental Regulation decision process for stormwater management in WA and the Stormwater management manual for Western Australia guidelines.

Better Urban Water Management sets the framework for water management to be applied in the development catchment. In summary, this requires treatment of water quality and quantity which integrates the urban water cycle incorporating water supply, wastewater, stormwater and groundwater management and environmental protection. Strategies and plans are required to be consistent with the Policy. This includes ensuring that new development/subdivision is appropriately located (including avoiding flood risk land), appropriately serviced, and considered as a development priority. ALPS identifies a number of actions in relation to undertaking of floodplain studies, identification of flood prone land, preparation of flood and drainage management plans and the improvement of stormwater management. LPS1 contains wide ranging provisions relating to flooding, inundation and WSUD.

In recent years, the City has prepared a Water Management Strategy for the Yakamia-Lange Structure Plan which applies to the Yakamia Creek catchment. The City is also undertaking a programme of drainage infrastructure upgrades to address deficiencies in the drainage network.

In a drying climate there are increasing pressures on the City of Albany's water resources. Stormwater is a valuable resource that can be more effectively managed.

Stormwater management is an important consideration in identifying appropriate areas for development. Areas of high water table require more comprehensive drainage systems and environmental objectives for water quality may not be met. The location of development and the design of new drainage systems must be undertaken in a way that does not exacerbate the existing nutrient issues for rivers, watercourses and other water resources in the district.

As part of the structure planning process, there is a need to identify flood risk land, protect drainage infrastructure and channels, identify land requirements for drainage network upgrades e.g. attenuation basins, and treat stormwater before it enters watercourses/water bodies.

A major challenge faced by the City is retrofitting detention capacity to resolve downstream flooding issues. The City wants to see more multi-function linear corridors, which include open space, ecological corridors, drainage management and flood conveyance and detention. Shallow-sided retention basins, swales, porous pavement, stream and riparian vegetation rehabilitation are suitable options to provide ecological corridors, drainage management and detention of stormwater. Where new development is occurring, there are opportunities to incorporate more detention and properly planned and designed overland flood routes, integrating this into useable areas of public open space that have good public amenity. However not all POS are suitable for detention and drainage reserves may be required in addition to POS in some instances.

Drainage detention is not suitable for sporting ovals or playgrounds. The development of active recreation areas next to drainage facilities can introduce some elements of public safety and health risks.²⁷⁴

There is opportunity for water conservation and efficiency through the structure planning process with the development of integrated water management strategies. Strategies can minimise irrigation demands for domestic irrigation and for public open space including the use of drought tolerant species. Whilst the planning system does not have operational control over water consumption post construction, it can seek to influence end-use (i.e. household, commercial use) water efficiency and source substitution.

Flood mapping covers part of Albany and it is suggested that flood mapping (and an associated Flood Mitigation Strategy) should be extended to cover the entire development footprint. This is supported by the WAPC which states 'Undertake a program of floodplain mapping in priority areas. Map floodplains to guide development in flood risk areas in urban and peri-urban areas.'²⁷⁵

In accordance with *Better Urban Water Management*, it is suggested that a District Water Management Strategy be prepared for the entire development footprint to address matters including arterial drainage, flood risk and identify broad 'no go' areas. This could use various existing studies including the water management strategy prepared to support the Yakamia-Lange Structure Plan.

Planning Implications

The above information presents to the following planning implications:

- ~~Maintain special control areas under the local planning scheme to protect the Marbellup Brook Catchment, South Coast Water Reserve and Limeburners Creek Catchment Public Drinking Water Source Areas.~~
- Where practicle, structure planning and/or subdivision should consider water planning using the framework identified in *Better Urban Water Management*.
- Stormwater Management should be consistent with the Department of Water and Environmental Regulation's decision process for stormwater management in WA and the Stormwater management manual for Western Australia guidelines.
- Where practicle, structure planning and/or subdivision should incorporate Water Sensitive Urban Design principles and opportunities for retrofitting should be considered where possible.

²⁷⁴ BMT WBM Pty Ltd 2009, Evaluating options for Water sensitive urban design- A National guide. p. 25. Available from <https://www.environment.gov.au/system/files/.../wsud-guidelines.doc>

²⁷⁵ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

5.5.5 Telecommunications

Effective telecommunications infrastructure, including phone and internet services, is essential for social connectivity, for households, businesses, and the district economy and to ensure safety. Mobile phone, television, radio reception and broadband availability in the district vary in quality or sometimes availability. This has a major impact on current and future commercial activities along with impacting the lifestyle of residents. Access to mobile phone coverage in the district is patchy but has improved. There is an on-going need to address mobile phone 'black spots' to obtain greater coverage.

There are a series of transmitters and repeaters that provide VHF radio coverage along portions of the coast.

The National Broadband Network (NBN) is an Australian Government initiative which is progressively delivering high-speed broadband throughout Australia. This includes fibre network, fixed wireless and satellite technologies. The NBN offers significant benefits to local residents including for business, education, health and personal use. Data communications need to improve to accommodate information sharing and effective communication to grow.

State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) was recently updated and gazetted. SPP 5.2 is required to be considered by the City in determining development applications for telecommunications infrastructure.

It is imperative that planning for telecommunications/broadband and the digital economy, and the infrastructure that will deliver it, be incorporated into planning considerations. The provision of telecommunications/broadband services is an integral driving force which can provide opportunities for the development of the district. Quality telecommunications/broadband infrastructure (the 'communications highway') can, for instance, assist in the implementation, coordination and sharing of service delivery in the district. The land use planning system can assist to encourage the extension and maintenance of high-quality telecommunications for the district.

There is support for the district to have well developed telecommunications infrastructure. Improvements of access and speeds to any communication network provide opportunities for residents and businesses to communicate more effectively, improve service levels and streamline their operations.²⁷⁶

The GSDC note the 'NBN is being progressively delivered and other communications improvements but the imperative for the area is to maximise the benefits. This includes ensuring communities are connected by preferred modes of delivery (fibre over wireless, wireless over satellite) and that they develop and continually upgrade their capacity to exploit communication technology.'²⁷⁷

²⁷⁶ Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

²⁷⁷ GSDC 2015, Great Southern Regional Investment Blueprint.

Planning Implications

The above information presents to the following planning implications:

- Advocate for telecommunication infrastructure upgrades;
- Considering telecommunication infrastructure requirements in the structure planning process; and
- Taking account of SPP 5.2 in determining development applications for telecommunications infrastructure.

5.5.6 Waste Disposal/Recycling

The district contains two landfill sites which are the Hanrahan Road Waste Management Facility and Bakers Junction Landfill. Both landfills are licensed as Class II sites and offer disposal services of materials as stipulated in their licenses. Both landfills also collect salvageable materials such as oil, scrap steel, timber and batteries for recycling. There are also six rural transfer stations.²⁷⁸

The City notes 'the life expectancy from 1 January 2013 for Hanrahan Road is approximately 10 years and Bakers Junction 50 years. Bakers Junction landfill site's life expectancy would be approximately 10 years if Hanrahan was to close and Albany's waste diverted to this site. The use of Bakers Junction as the main disposal point for the City's waste is likely to incur a small increase in collection costs. Potentially between the two sites there is a landfill capability of twenty years.'²⁷⁹

The City is working to reduce the amount of waste generated, increase the proportion of material recovered from the waste stream and limit the proportion of waste going to landfill. Additionally, the City is working to improve its waste management practices with nearby local governments.

The Hanrahan Road Waste Management Facility is considered the best option for energy recovery. The City is proposing to undertake a feasibility study into the viability of methane gas extraction for power generation.²⁸⁰

Even with advances in waste treatment technology there will be some residue that will require burying. The City needs to determine the future of its waste management especially given the landfills are reaching their life expectancy and the time required to find an alternative site, gain necessary approvals and establish the facility. Accordingly, as outlined by the City²⁸¹ there is a need to investigate and plan for waste disposal alternatives. As part of this, there is a need to consider the long term future of the Hanrahan Road Waste Management Facility such as whether it will be closed or used as a transfer station.

A Waste Mitigation Strategy is currently being developed to identify a new land fill site, and new technology that might be available to use with a new site along with working with other councils to jointly consider waste options.

²⁷⁸ City of Albany 2014, Strategic Waste Management Plan. Available from City offices.

²⁷⁹ *ibid*

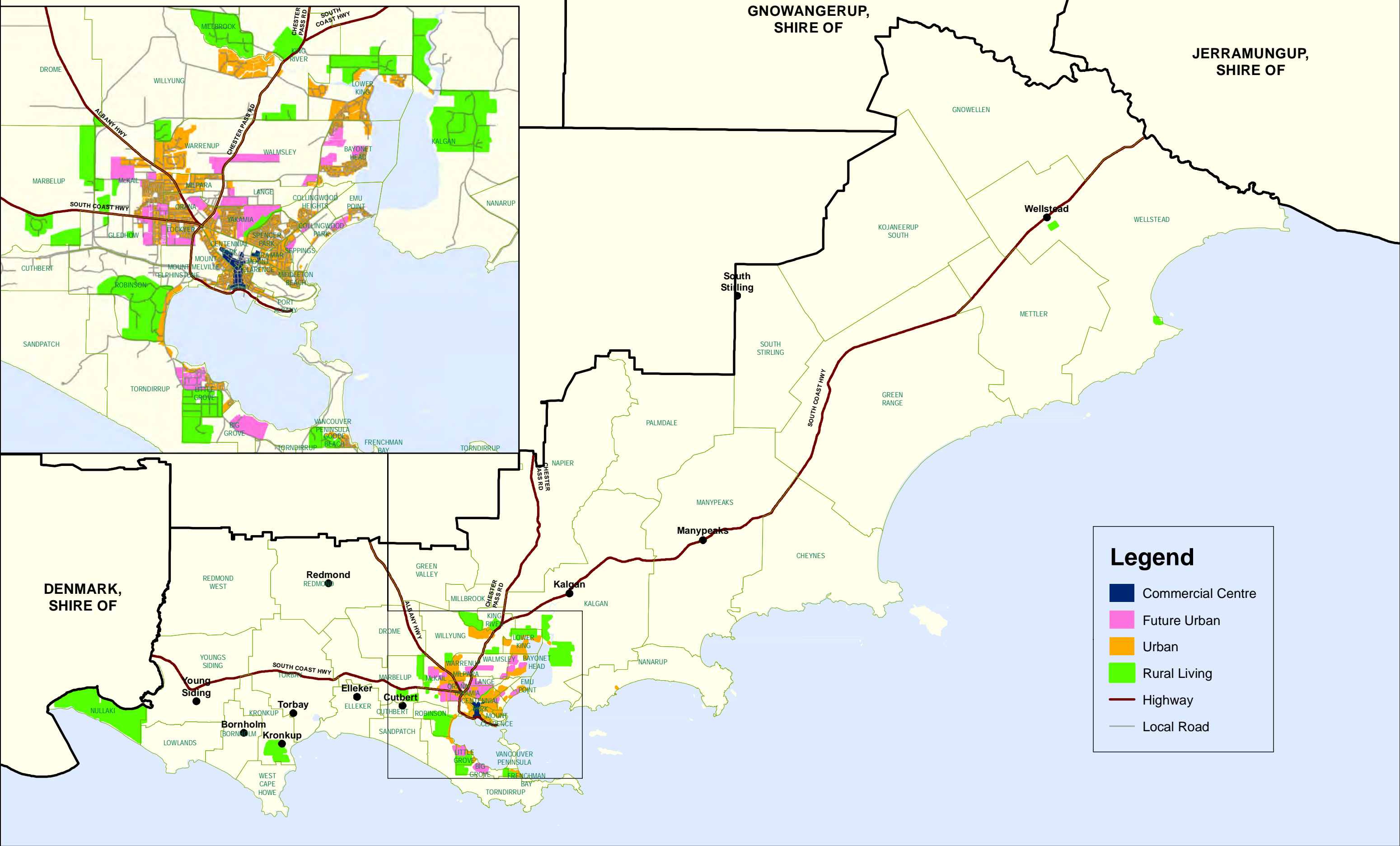
²⁸⁰ City of Albany 2014, Strategic Waste Management Plan.

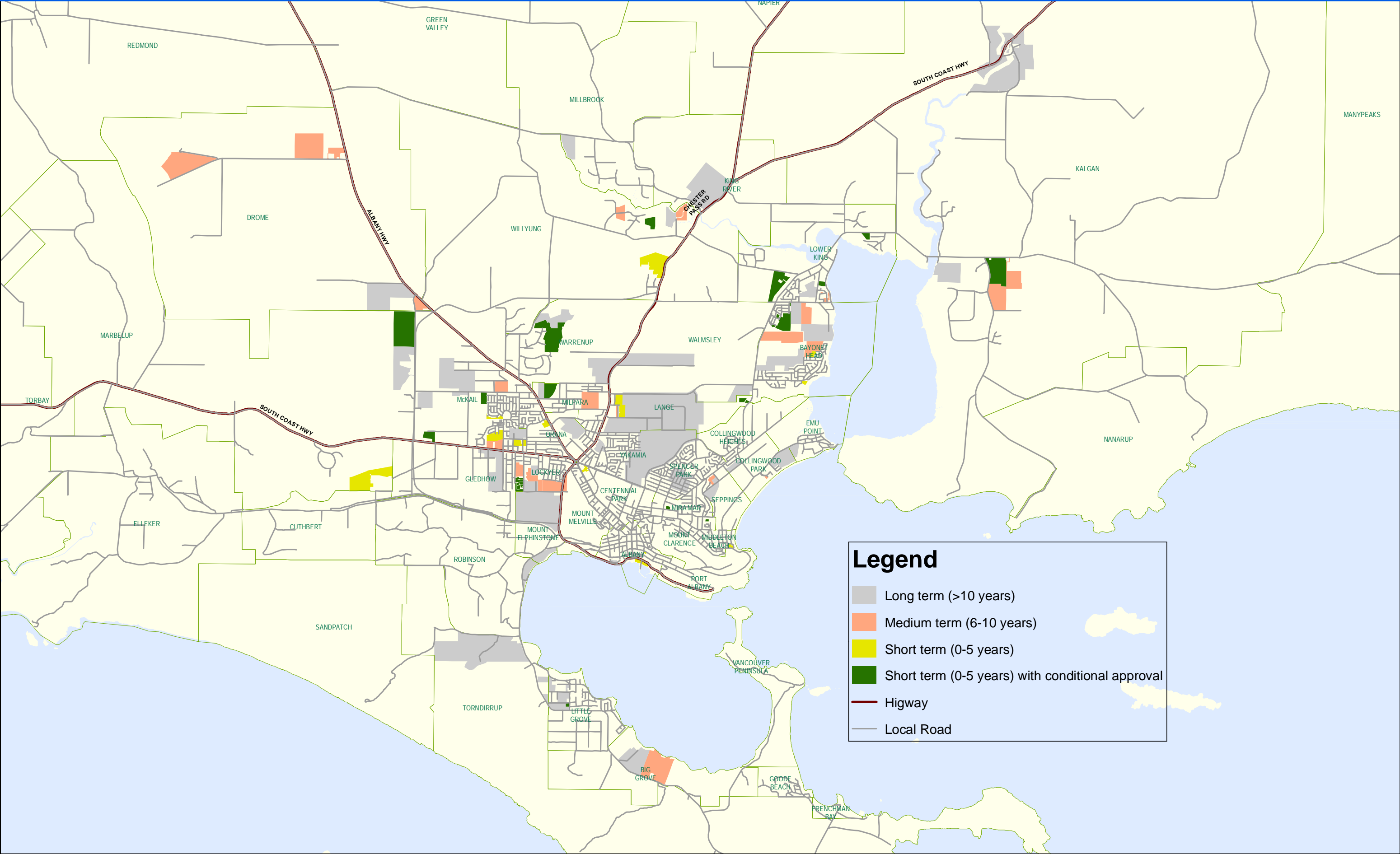
²⁸¹ *ibid*

Planning Implications

The above information presents the following planning implication:

- There is a need to set aside land for a new waste disposal site in the City to replace both Hanrahan Road and Bakers Junction. The City has endorsed an alliance with Denmark and Plantagenet Shires to work collaboratively to investigate different available options on waste management issues in the region.

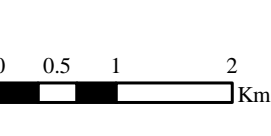






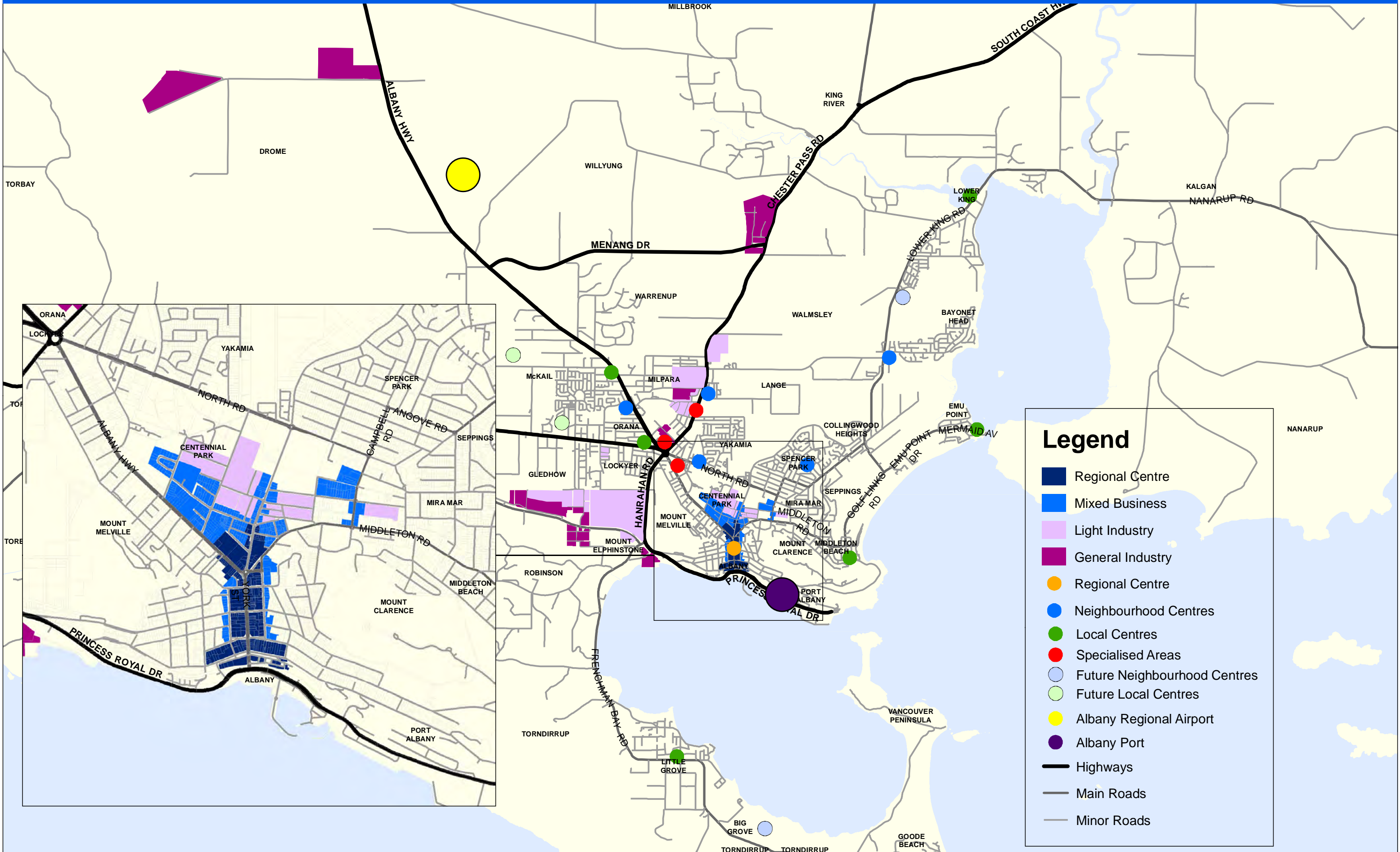
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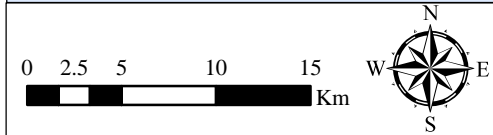
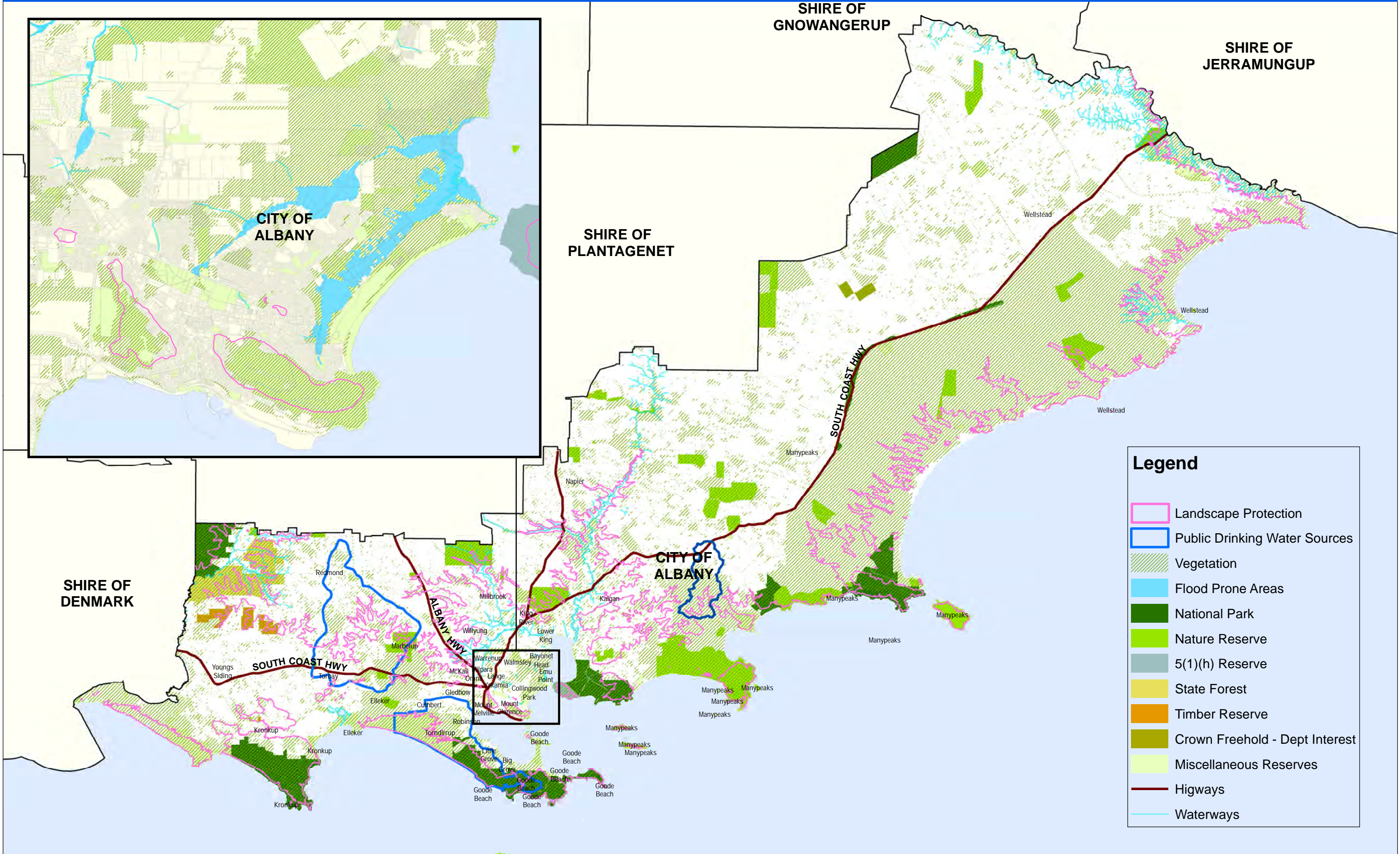
- Regional Centre
- Neighbourhood Centres
- Local Centres
- Future Local Centres
- Future Neighbourhood Centres
- Future Education
- Education
- Residential
- Parks & Recreation Reserve
- Heritage Sites
- Public Transport Stops
- Cycle-ways
- Bibbulmun Track
- Munda Biddi Cycle Trail
- Highways



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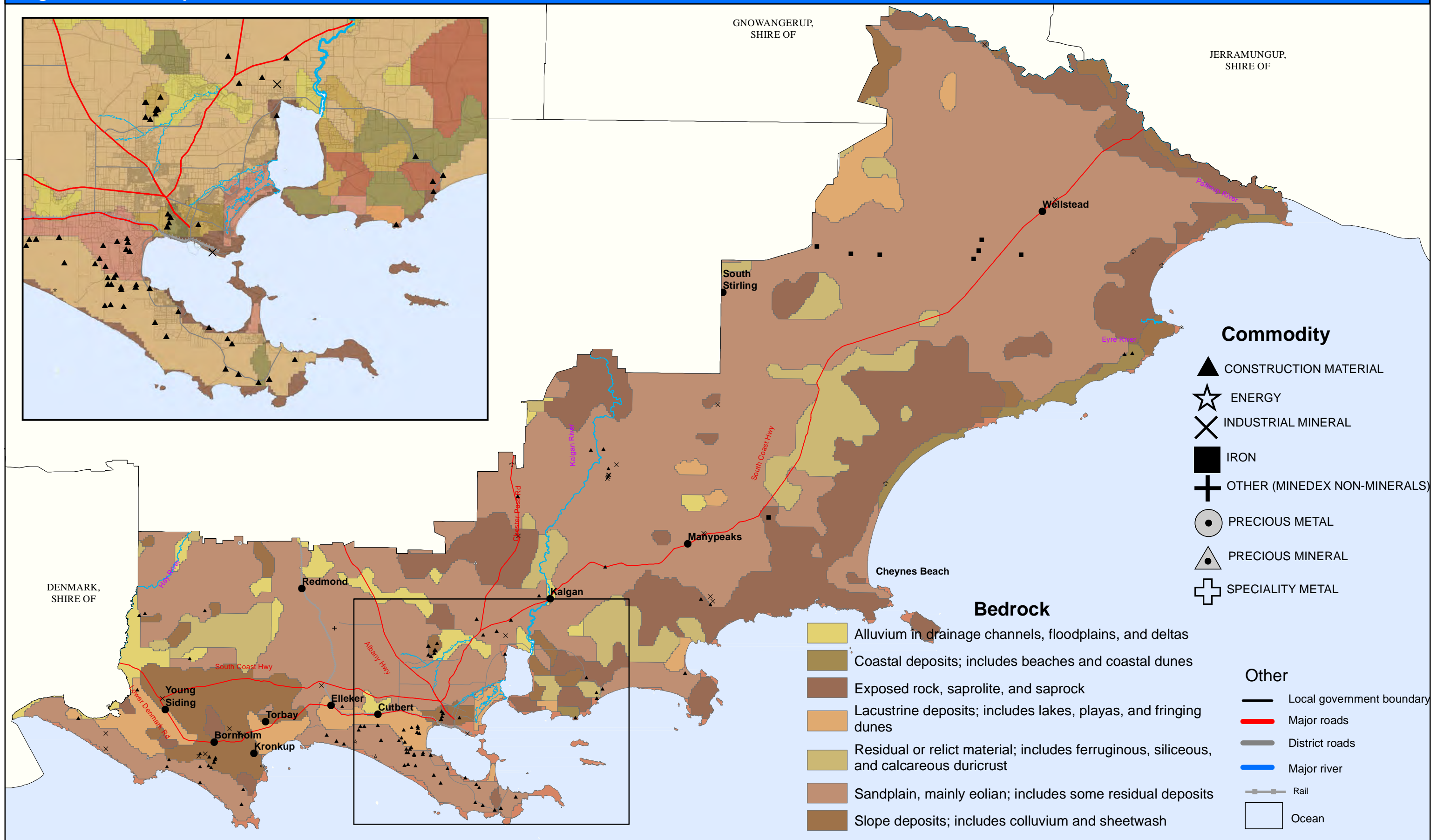
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Figure 6: Known Deposits of Basic Raw Materials



8,000 4,000 0 8,000 Meters

Scale
1:400,000



Date Printed: 13/06/2018

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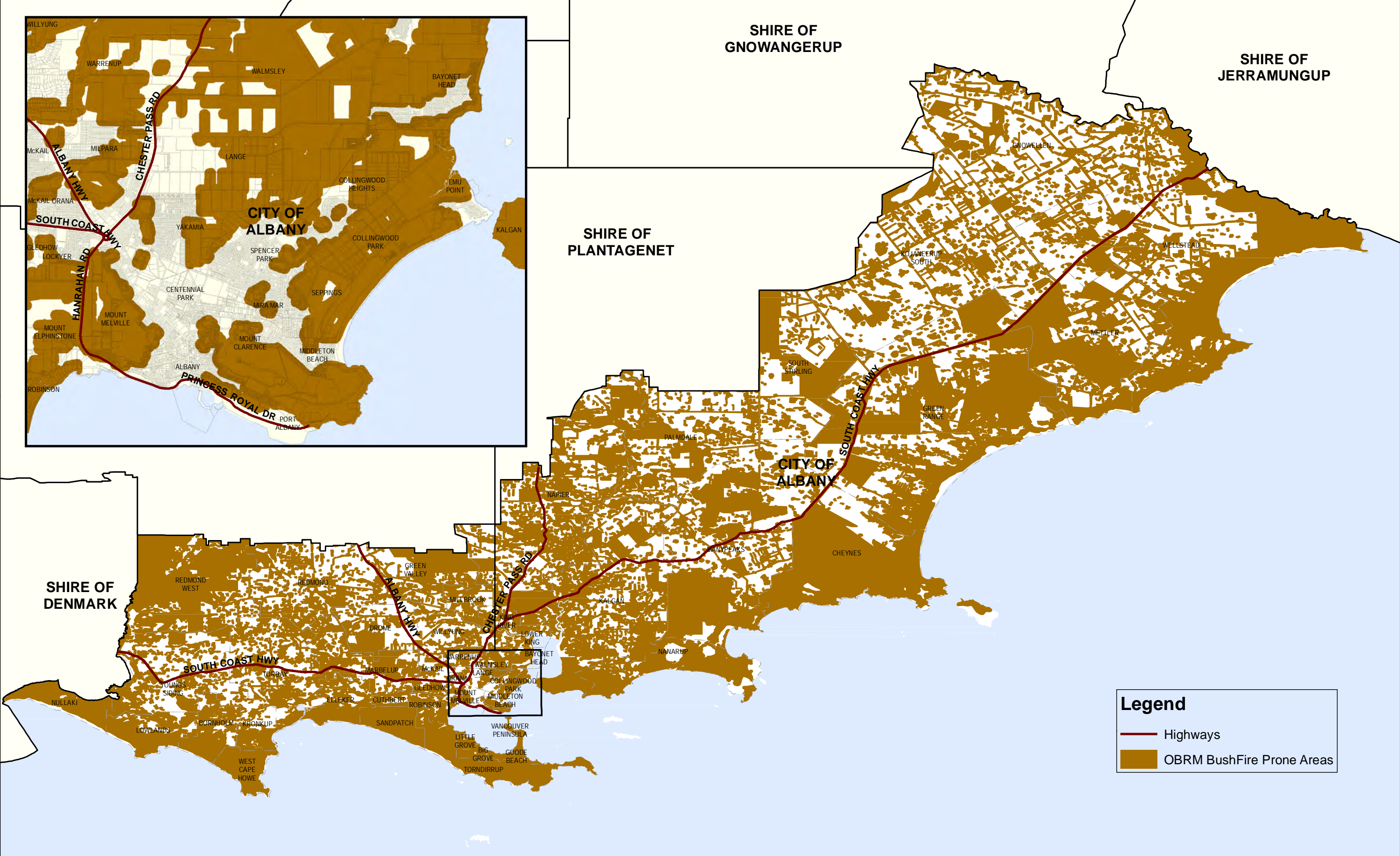
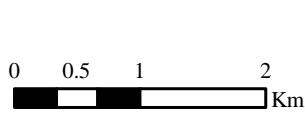
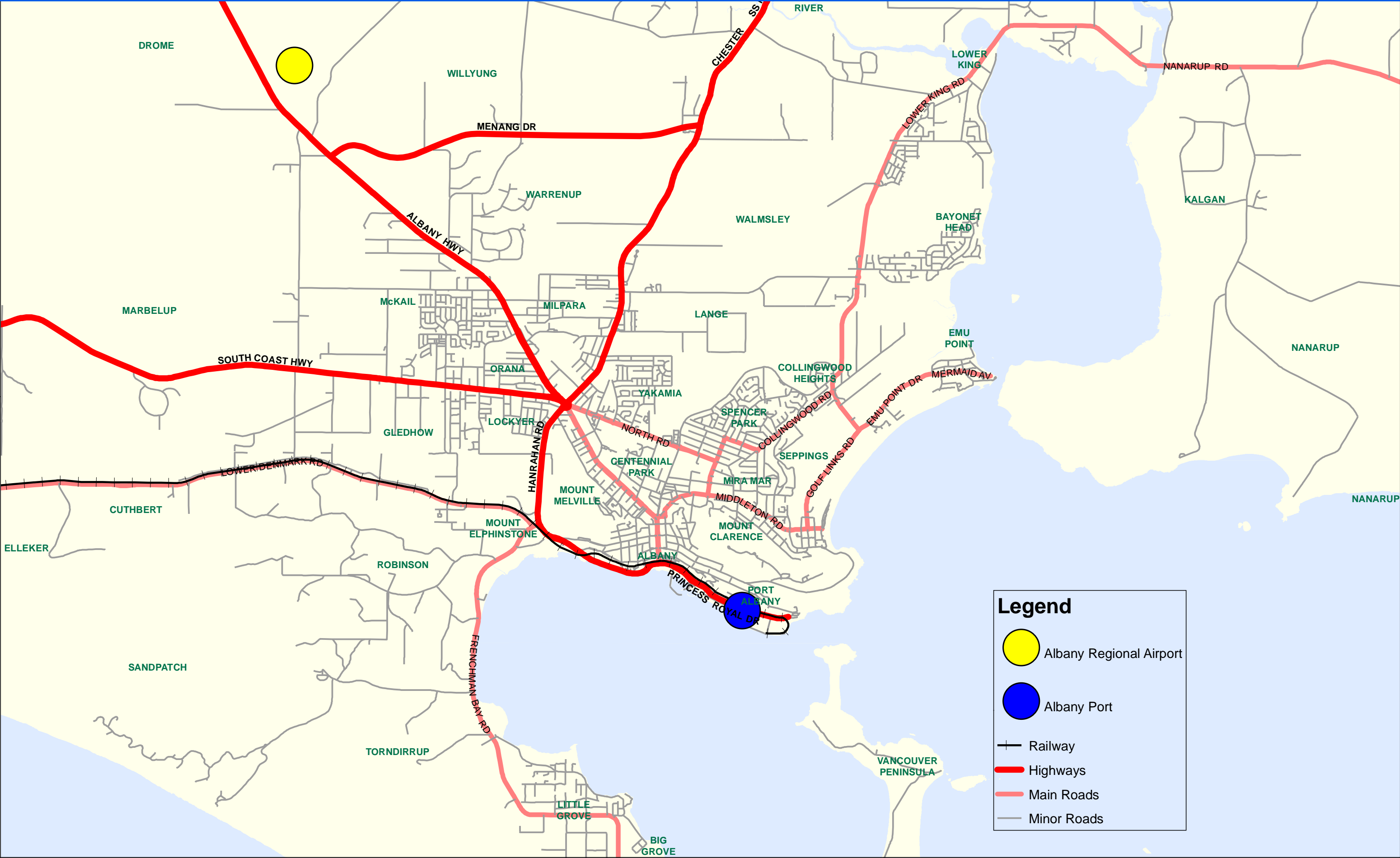


Figure 8: Infrastructure



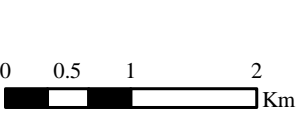
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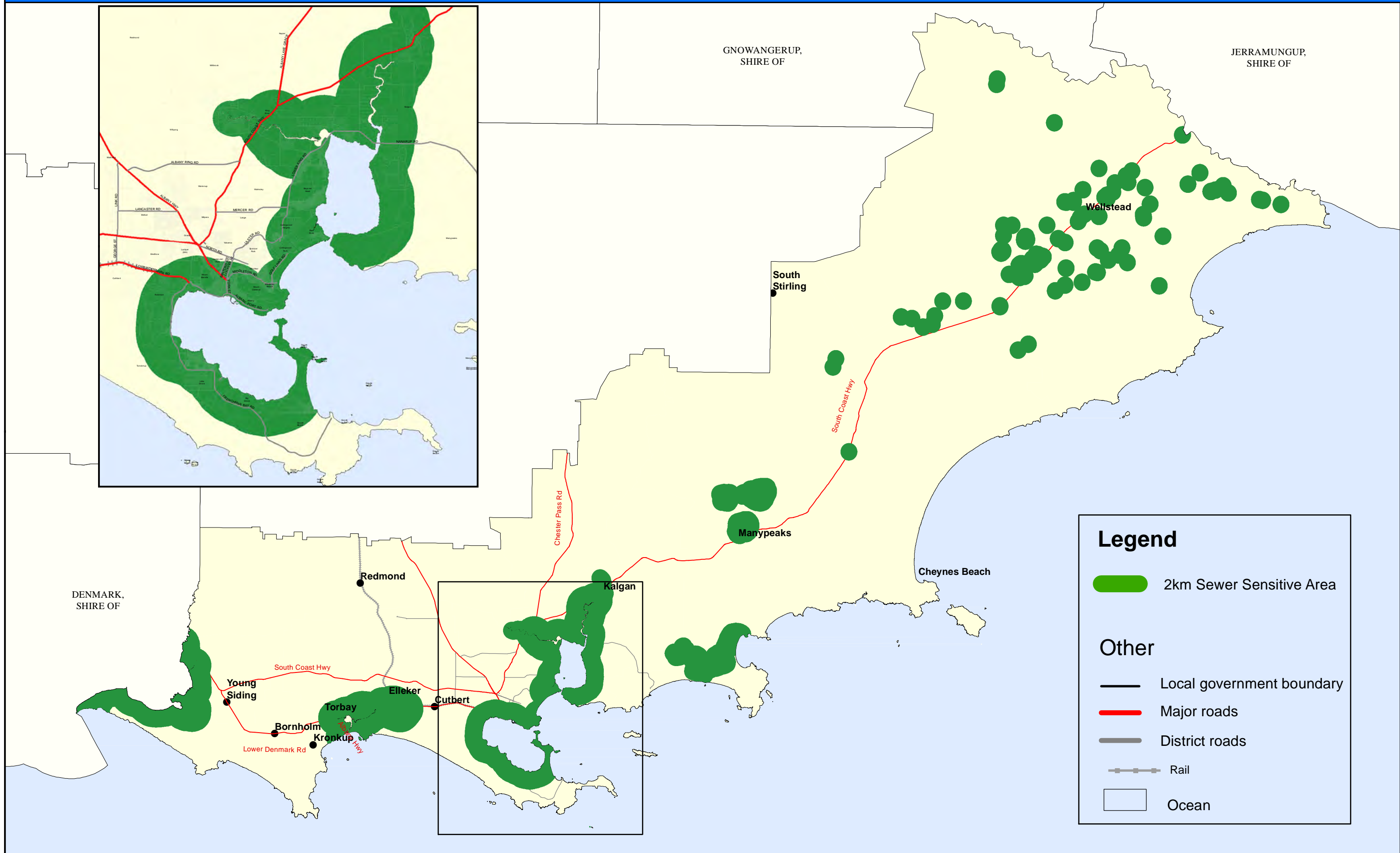
Legend

- Albany Waste Disposal
- Sewer Treatment Plant
- Sewer Treatment Buffer
- Wastewater
- Potable Water
- Western Power
- Highways
- Main Roads
- Minor Roads



SCALE @ A4:
1:60,000





Appendix 1: Rural Villages East - Wellstead, Manypeaks, South Stirling, Cheyne Beach, Kalgan

Wellstead	
The Place	The town of Wellstead is situated approximately 100km north-east of the city. The name commemorates the Wellstead family who settled in the area in 1860 and had held grazing land between Cape Riche and Bremer Bay. Farmland was opened up in the area in the 1960s for cereal cropping and land was set aside for a town site. The town site was gazetted in 1965. The surrounding areas produce wheat and other cereal crops. The town is a receival site for Cooperative Bulk Handling.
Zone	The town is partly zoned Rural Village (RV1) and therefore requires the preparation of a Structure Plan prior to development occurring. A Rural Residential zone (RR37) is located just south of the town site.
Settlement Pattern	Compact
Lot sizes	Urban
Community facilities	The town is centred on a primary school, open space, sporting facilities, a convenience store and a community resource centre with a library. Other community facilities include a community hall and a fire brigade station.
Residential lots	There are 9 lots (on the south-east edge of the town) of approximately 2000m ² which are owned by LandCorp with potential to develop for residential purposes.
Industrial lots	Five lots are zoned light industry of which 3 are developed.
Other lots	Nil
Aboriginal Heritage	Land title claim
Historic Heritage	Nil
Ownership	A large parcel of land zoned Rural Village is crown land and future development would require LandCorp's involvement. One undeveloped industrial lot is crown land managed by the City.
Infrastructure	Wellstead is located on the grid and harvest rainwater for potable supplies with onsite sewer disposal. Refuse is collected once a week.
Function	Supports agricultural hinterland Potential mining service centre

Wellstead	
Future Development Potential	<p>Wellstead was earmarked to part house future employees of the proposed Southdown Magnetite proposal. At January 2015 Grange Resources was still pushing ahead with the proposed \$2.89 billion project and launched a review into ways to cut capital costs.²⁸² The future development and growth of Wellstead will be dependent on the mining project going ahead.</p> <p>The potential for 40 residential lots under the approved subdivision guide plan (RR37) and the residential development potential under the RV1 zone are considered sufficient within the timeframe of the Strategy.</p>

²⁸² Shakespeare, T 2015, Grange progress Southdown. Albany Advertiser. Available from <https://au.news.yahoo.com/thewest/regional/great-southern/a/25983444/grange-progress-southdown/>

Manypeaks	
The Place	Manypeaks is a town located 38 km north-east of the city. The government of Western Australia first developed the area in 1949 as part of the Many Peaks Land Settlement project and established the town site. The name Manypeaks was taken from the distinctive peak of Mount Manypeaks that is situated about 10 km from the town site. The town was gazetted in 1951.
Zone	Approximately 47ha north of South Coast Highway is zoned Rural Village (RV2) and a structure plan is required for the land to be developed. Parts of this zone is located over farm land to the north and parts over vegetated crown land to the east.
Settlement Pattern	Compact with urban sized lots
Lot sizes	Urban
Community facilities	The town is centred on a primary school with recreational facilities, a general store and fuel outlet. Other community facilities include a community hall and a fire brigade station.
Residential lots	North of South Coast Highway there are 39 residential lots, of which 12 remain undeveloped. Only 3 of these lots have road access, the remainder are located on an undeveloped road reserve.
Industrial lots	None
Other lots	Public purposes (school) Parks & Recreation
Aboriginal Heritage	Yoolberup – Myth (Kinjarling Report) Mooilyup
Historic Heritage	Nil
Ownership	Residential land predominantly in private ownership RV2 zone part in crown ownership and part in private
Infrastructure	Manypeaks is located on the grid and harvest rainwater for potable supplies. Waste Water disposal is on site.
Function	Support agricultural hinterland Service centre
Future Development Potential	There is no future economic growth expectation for Manypeaks and there is unlikely to be any demand for additional residential or industrial land. The land zoned RV1 is considered suitable to meet the future growth needs of the town.

South Stirling	
The Place	South Stirling is a small community located 75 km north-east of the City, situated at the foot of the Stirling Ranges. In the early 1950's the government opened up land in this area, and it was known as the "South Stirling's War Service Land Settlement Scheme". The town site was gazetted in 1959. The Stirling Range, from which the town site derives its name, was named in 1835 after the then Governor of Western Australia, Sir James Stirling.
Zone	Zoning in South Stirling is centred on public uses with a few sites zoned residential.
Settlement Pattern	Community node
Lot sizes	Rural
Community facilities	The community is centred on South Stirling Primary School with a community Hall and fire brigade shed.
Residential lots	There are 6 lots zoned Residential R5 of which one is developed. Four of these lots are crown land.
Industrial lots	Nil
Other lots	Local Centre zone
Aboriginal Heritage	No
Historic Heritage	No
Ownership	Predominantly crown land
Infrastructure	South Stirling is located on the grid and harvest rainwater for potable supplies with onsite septic disposal. A waste transfer station is located to the north of the town site where refuse is collected once a week.
Function	Community service centre
Future Development Potential	There are no economic or population growth envisaged for South Stirling.

Cheynes Beach	
The Place	<p>Cheynes Beach is a small coastal settlement of holiday homes and a caravan park. The holiday homes are located on Reserve 878 and consist of 29 leases. A new lease term of 21 years commenced January 2016. In accordance with the terms of the Lease and the Management Order for the reserve, the permitted use under the lease is 'Holiday Accommodation'.</p> <p>The caravan park was originally part of the reserve but this has been excised and is now freehold land. The settlement is surrounded by Waychinicup National Park.</p>
Zone	Parks and Recreation Reserve and one lot zoned Caravan & Camping.
Settlement Pattern	Compact
Lot Sizes	Urban
Community facilities	Services at Cheynes Beach are limited. There is a small shop at the caravan park which supplies groceries and fuel.
Residential lots	Nil
Industrial lots	Nil
Other lots	Nil
Aboriginal Heritage	Yoolberup – myth (Kinjarling report)
Historic Heritage	The Cheyne Beach Whaling Company was formed in the early 1950's and soon after relocated to Frenchman Bay to what is the present day Whale World. ²⁸³
Ownership	Cheynes Beach is located on crown land. The caravan park is privately owned.
Infrastructure	Cheyne Beach is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Tourist Accommodation

²⁸³ Albany Gateway 2016, Cheynes Beach. Available from <http://www.albanygateway.com.au/towns/cheynes-beach/>

Cheynes Beach	
Future Development Potential	<p>For a number of years the City explored the expansion of the Cheyne Beach town site and the associated possibility of leasehold sites being converted to freehold title. Following preliminary investigation, this was not supported by Council for the following reasons:</p> <p>costs involved in the purchase of a super lot and subdivision, required infrastructure upgrades, extension of services such as power supply and a sewerage treatment plan;</p> <p>difficulties in the conversion to freehold, including; the new set backs on coastal development which would likely require the 18 ocean side sites be moved; and</p> <p>Financial burdens that would be placed on both the City of Albany and lessees as a result.</p>

Kalgan	
The Place	The Kalgan Rural Village is located approximately 27 km's north east of the City and there is evidence that the locality was inhabited by indigenous people up to 19,000 years ago and was first settled by non-indigenous people around 1831 when Governor Stirling granted land to Geake with its northern boundary running up to Riverside Drive. In 1837 the area was gazetted as a town site and called Wyndham Town. The town site consisted of 518ha and encompassed land from Riverside Road northwards. The town site was subsequently reduced in size to 225ha in 1889 and in 1912 the name was changed to Kalgan town site.
Zone	Rural Village (RV1), General & Priority Agriculture, Parks and Recreation, one lot Public Use and one lot Local Centre.
Settlement Pattern	Dispersed pattern of settlement of rural lifestyle lots with a strong linear form along the Kalgan river and highway. A historic community node.
Lot Sizes	Urban
Community facilities	A local shop is located on South Coast Highway and a community hall on Wheeldon Road. Bakers Junction has a petrol station and small convenience shop with farm businesses located on Chester Pass Road.
Residential lots	Approximately 56 rural lifestyle lots ranging in size from 3000m ² to 20ha. Land has developed to the south and west of the gazetted town site boundary. There are approximately 16 undeveloped lots.
Industrial lots	Nil
Other lots	Conservation and recreation along the Kalgan River. A Parks and Recreation lot is located between agricultural lands.
Aboriginal Heritage	Kalgan River – Kinjarling report Significant archaeological artefacts scarred in area
Historic Heritage	The Upper Kalgan Hall. It was built in 1912 and was the centre for schooling, church services and social gatherings.
Ownership	Predominantly private ownership with land along the river reserved for conservation and/or recreational purposes.
Infrastructure	Kalgan is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential/Rural Service Centre, Local centre and General agriculture.

Kalgan	
Future Development Potential	<p>Kalgan is zoned Rural Village (RV1) therefore requires the preparation of a Structure Plan prior to development occurring. The approved Kalgan Rural Village Structure Plan promotes subdivision in accordance with the Draft Sewer Country Policy. Creation of lots below 2000m² to a maximum of 100 is supported within the historic village core (precinct 1) and south of the Kalgan River (precinct 2). This excludes the lots within the historic village core that may be supported subject to reticulated sewerage being provided; or an existing approved limited effluent scheme being in place. Master Planning of the historic village core and precinct 2 is anticipated to refine the Structure Plan.</p>

Appendix 2: Rural Villages West - Torbay Hill, Elleker, Torbay, Young Siding, Redmond and Cuthbert

Torbay Hill	
The Place	Torbay Hill has over time grown into an agglomeration of Rural Residential lots and was never gazetted as a town site. The Woodbury Primary School and tourist accommodation is located within this town site too.
Zone	Rural Residential, General Agriculture
Settlement Pattern	Compact
Lot Sizes	Rural Residential
Community facilities	Woodbury Boston Primary School
Residential lots	Rural Residential
Industrial lots	Nil
Other lots	Conservation Zone, Hotel/Motel Zone
Aboriginal Heritage	Nil
Historic Heritage	Nil
Ownership	Predominately private
Infrastructure	Torbay Hill is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Rural lifestyle and tourist accommodation
Future Development Potential	No further subdivision will be supported. Approximately 116 lots/houses have been counted in this locality where only 100 lots are supported under the draft Sewer Country Policy.

Elleker	
The Place	The town was planned by the Western Australian Land Company, who built the Great Southern Railway in 1886-1889. It was originally known as Lakeside, due to its proximity to Lake Powell, but did not develop initially. The Government purchased the railway in 1896, redesigned the town and gazetted it as Lakeside in 1899. The town emerged as a railway junction between the Torbay line, which served timber sawmills in the area, and the Great Southern railway, and it was renamed Torbay Junction in 1908. In 1921, it was renamed Elleker.
Zone	Rural Village 4 (RV4) along Lower Denmark Road with smaller agricultural lots zoned agricultural and larger lots zoned Priority Agriculture.
Settlement Pattern	Compact
Lot Sizes	Urban
Community facilities	General Store, Tavern, Post Office, Service Station, Oval and sport grounds, community hall , fire brigade station
Residential lots	Rural Village zone consist of 22 residential lots
Industrial lots	Nil
Other lots	Special Rural for general store and tavern.
Aboriginal Heritage	Yes
Historic Heritage	1240 Lower Denmark Road
Ownership	Private
Infrastructure	Elleker is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential/rural service centre
Future Development Potential	Subdivision within the RV4 zone may occur where an approved Structure Plan is in place. There is however, limited potential for economic and population growth. Land to north of RV4 zone is constrained by the Marbellup Brook Water Source Protection Area.

Torbay	
The Place	<p>Gazetted in 1910. The town site of Torbay is located in the Great Southern agricultural region, not far from the South coast, 20 km west of the City. In 1889 a railway line was constructed through this area by Millars Karri and Jarrah Forests Ltd to transport timber from sawmills in the Torbay area, one of the stations on the line being named Torbay. Millars also held the land around the railway, and in 1899 when the good timber had been removed the land was acquired by the government. It was subdivided and released for agriculture 1900, but land near the old station was reserved for future subdivision as a town site. This area was gazetted as the town site of Torbay in 1910.</p> <p>Torbay derives its name from the Bay of the same name located on the coast just south of the town site. The bay was named in 1831 by Governor Stirling whilst exploring the area with Surveyor-General Roe. It is most likely named after Tor Bay on the coast of Devon, England. A Tor is an isolated mass of rock, usually granite.</p>
Zone	General Agriculture and Parks and Recreation
Settlement Pattern	Compact
Lot Sizes	Rural
Community facilities	There is a Hall, Fire brigade, and recreation facilities.
Residential lots	
Industrial lots	Nil
Other lots	Nil
Aboriginal Heritage	Nil
Historic Heritage	498 Hunwick South (Torbay Hall)
Ownership	Private
Infrastructure	Torbay is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Rural Residential
Future Development Potential	No Growth.

Young Siding	
The Place	The town site of Young Siding is located in the South coastal region, 34 km west of the City. In 1889 Millars Karri and Jarrah Forests Ltd constructed a railway line from Torbay Junction (now Elleker) to Torbay, and in the mid 1890's Millars extended the line to Denmark. One of the sidings on the extended line was named Young's, and in 1903 the government set aside land at "Young's Siding" for a future town site. In 1911 the "Young's Siding and Lake Saidie Progress Association" requested the government make land available at Young's Siding. The land was very wet and low lying, and it was 1916 before any lots were surveyed. The town site of Youngs was gazetted in 1917, the siding being dropped from the name by a government decision. Although officially Youngs, local usage remained Youngs Siding, and in 1999 the name of the town site was amended to Youngs Siding. The name honours David Young 1825-1918, a farmer who took up land in the area in the 1850's and later farmed at Marbelup.
Zone	Residential R5 (28 lots)
Settlement Pattern	Compact
Lot sizes	Urban
Community facilities	General store, recreation (oval) hall and fire brigade
Residential lots	30 Residential R5 lots
Industrial lots	Nil
Other lots	Local Centre
Aboriginal Heritage	Nil
Historic Heritage	Nil
Ownership	Private
Infrastructure	Kronkup rubbish tip. Young Siding is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential/Rural service centre
Future Development Potential	No growth

Redmond	
The Place	The town site of Redmond is located in the Great Southern agricultural region, 28 km north west of the city. In 1912 the government opened a railway siding here named Mulikupp, but changed the name the same year to Redmond. The following year the District Surveyor for the region advised there was settler demand for blocks in the area, and proposed a scheme of subdivision. A school was soon built at the siding, and in 1916 the town site of Redmond was gazetted. The reason for selection of the name Redmond, first for the station, and then the town site, is not known at present, but it is believed to honour John Edward Redmond (1856-1918), Irish nationalist leader and the leader of Irish Home Rule in the British Parliament.
Zone	Residential R5 (23 lots)
Settlement Pattern	Compact
Lot Sizes	Urban
Community facilities	Hall, fire brigade, recreation
Residential lots	23
Industrial lots	Nil
Other lots	Additional use 'Shop'
Aboriginal Heritage	Yes Aboriginal Heritage Site
Historic Heritage	Nil
Ownership	Private
Infrastructure	Redmond is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential/rural service centre
Future Development Potential	No growth

Cuthbert	
The Place	Cuthbert is a town site on the western edge of the city. It was originally established as a siding on the Great Southern Railway in the 1890's, and named "Eastwood". In 1909 the government decided to subdivide land here, and when a name for the town site was sought Eastwood was unacceptable because it was already in use in three other Australian states. Alternative names of "Karajinup" and Atwell" were considered before the name "Werillup", an Aboriginal word meaning "place of swamps" was chosen and gazetted as the name of the town site in 1914. The Deputy Postmaster-General objected to Werillup, and the name "Cuthbert" was suggested as an alternative by the Secretary for Railways in 1915. The change of name was gazetted in September 1916, and the name is believed to honour an 1890's settler of the area.
Zone	Residential R10
Settlement Pattern	Compact
Community facilities	Nil
Residential lots	10
Industrial lots	Nil
Other lots	Nil
Aboriginal Heritage	Nil
Historic Heritage	Nil
Ownership	Private
Infrastructure	Cuthbert is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential
Future Development Potential	No growth

Appendix 3: Activity Centres Performance Based Criteria

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
Name of Activity Centre	<ul style="list-style-type: none"> Albany CBD 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Centro Brooks Garden Bayonet Head South Bayonet Head North(future) North Road Orana Spencer Park Oyster Harbour (future) Big Grove (future) Gledhow (future) Wellstead Manypeaks 	<ul style="list-style-type: none"> Emu Point Little Grove Lockyer Lower King McKail General Store Middleton Road McKail North(future) Clydesdale Park (future) Cheyne Beach Kalgan Elleker Young Siding 	<ul style="list-style-type: none"> Albany Highway Orana Chester Pass Road Health, Education and Training Albany Port Albany Airport 	
Function	The largest of activity Centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.	Multipurpose centres that provide a diversity of uses. These centres provide a large range of economic and community services necessary for communities in their catchments.	A focus on servicing the daily and weekly needs of residents. Their smaller scale catchment enables greater local community focus and provide services, facilities and job opportunities that reflect the particular needs to their catchments.	Some daily and weekly household shopping needs, community facilities and a small range of other convenience services.	Provides for a regionally significant strategic purpose or service industry. The function will be unique for each centre.	Align the target centre function with the scale and types of activities on offer within a given centre.
User Mix	Regional centres encourage a wide range of visitors, workers, residents and firms throughout the centre. Nodes of activity are integrated to encourage users to interact with the centre to meet a wide variety of needs, over a wide range of time.	While these centres are retail dominated they may emerge to be important mixed use and employment centres.	Neighbourhood centres are primarily focussed on servicing the needs of residents.	One of the most viable current models of local centre is the convenience store combined with a service station.	Specific to the primary focus of the centre.	Align the target user mix and offer of goods and services within activity centres.

REPORT ITEM DIS155 REFERS

City of Albany
Local Planning Strategy 2019 - Part 2

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
Diversity	Most diverse type of centre. New development should improve diversity of land uses or diversity of offer to user mix.	Highly Diverse centre. New development should improve diversity of land uses or diversity of offer to user mix.	Should provide two or three main functions. Diversity improvements should generally be aligned with improving centre function, or moving towards a higher level centre.	May be a single focus centre. Diversity improvements should be aligned with improving centre function.	May be a single focus centre. Changes to diversity should be aligned with improving the function of the centre, or allowing evolution towards complementary functions.	Increase the diversity of activity available at activity centres.
Office Development	<ul style="list-style-type: none"> Major offices Commonwealth and state government agencies Major institutional uses such as courts and local government office 	<ul style="list-style-type: none"> Professional and service businesses District level office development Local professional services 	<ul style="list-style-type: none"> Local professional services 	n/a	<ul style="list-style-type: none"> Professional services related to the centre 	
Retail Types	<ul style="list-style-type: none"> Department Stores Discount department stores Supermarkets Full range of speciality shops Personal services 	<ul style="list-style-type: none"> Discount department stores Supermarkets Convenience goods Small/medium scale comparison shopping Some speciality shops Personal services 	<ul style="list-style-type: none"> Supermarkets Convenience goods Some speciality shops Community purpose Personal services 	<ul style="list-style-type: none"> Convenience goods (may be combined with service station) Personal services 	<ul style="list-style-type: none"> Specific to the centre Industrial or light industrial Bulky good and large format retail Convenience retail 	Provide a wide range of convenience and comparison retail
Entertainment	<ul style="list-style-type: none"> Regional Convention centre/theatre Exhibition centre (gallery, museum) Restaurants Cinema Amusement parlour Wide range of arts, cultural and entertainment facilities 	<ul style="list-style-type: none"> Smaller scale restaurant and tavern Cinema Amusement parlour Sub-regional scale recreation/sporting facilities 	<ul style="list-style-type: none"> Amusement Parlour Small scale eating house/cafe 	n/a	<ul style="list-style-type: none"> Small scale eating house/cafe 	
Transit	The focus point for all local and regional	Important focus for local passenger networks.	Focus for local passenger networks and	Accessible by car. Stopping point for public	Important focus for public transport.	Develop an urban form that is less reliant on car

REPORT ITEM DIS155 REFERS

City of Albany
Local Planning Strategy 2019 - Part 2

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
	passenger networks. Focus for public transport network. Major focus on walking and cycling network providing direct and convenient access, including end of journey facilities.	Focus for walking and cycling network providing direct and convenient access. Accessible by public transport.	public transport. Accessible by car. Consider for future public transport stop. Walking and cycling network providing direct and convenient access.	transport. Focus for walking and cycling network providing direct and convenient access depending on local traffic volumes.	Primary access by car. Accessible for freight. Accessible by public transport. Consider viability of cycling access. Safe and convenient to walk to/within centre.	access to meet daily and weekly household needs, where appropriate. Facilitate convenient and safe car access to meet the needs of households and firms where non-car access is not appropriate or practical.
Walkable Catchment	800m	400m	200m	200m		
Employment	<p>A major regional employment node that provides for a full range of employment types and quality, as well as significant densities of overall employment.</p> <p>Provide:</p> <ul style="list-style-type: none"> Strategic (export-oriented) employment Knowledge-intensive producer services Knowledge-intensive consumer services Producer services Consumer services 	<p>A district employment node with high quality employment.</p> <p>Provide:</p> <ul style="list-style-type: none"> Knowledge-intensive producer services Knowledge-intensive consumer services Producer services Consumer services 	<p>A local employment node providing population driven employment.</p> <p>Provide:</p> <ul style="list-style-type: none"> Knowledge-intensive consumer services Consumer services 	<p>A minor employment focus.</p> <p>Provide population-driven employment:</p> <ul style="list-style-type: none"> Consumer services 	<p>Depending on the primary focus of the centre and can range from a regional employment to a local employment node.</p>	<p>Increase the amount of high knowledge and strategic employment to:</p> <ul style="list-style-type: none"> Attract and retain residents with a range of employment opportunities (high-knowledge employment); and <p>Facilitate regional economic growth and development (strategic employment).</p>
Residential Density	Strong focus on integration of a range of residential uses in higher density multiple story ties both within the centre and the areas of influence.	Focus for adjacent high density residential development and medium density residential development in the areas of influence.	Should accommodate some adjacent high density and medium density residential development in the areas of influence.	Primarily surrounded by medium density residential.	May or may not have nearby residential development, depending on centre function.	Higher residential density is encouraged in the area immediately surrounding activity centres. This is intended to maximise the number of people living within the walkable catchment of activity centres. The

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
						appropriate level of density depends on detailed investigation.
Retail Floorspace Guide		5000m ² Retail uses 8005m ² Bulky goods/ Showrooms uses 500m ² Office use	5000m ² Retail uses	600m ² Retail uses McKail Store- 600m ² NLA 200m ² NLA Restaurant 400m ² Non shop/retail Commercial and professional uses.		
Public Realm	Highly attractive public realm. These centres are places of recreation for a wide catchment and the focus of many events. These centres should offer high amenity, functional spaces which are freely accessible to the public. Universal access with clever design features for ramps etc. A significant level of investment in the public realm should be provided. This investment would normally include public seating, shade structures which may integrate solar panels and shade trees, art, play equipment, drink fountains, etc. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. Wide footpaths to provide space for walking and alfresco dining. Pedestrian realm provided with weather	Attractive public realm. These centres offer functional spaces which are freely accessible to the public. Universal access with clever design features for ramps etc. Investment would normally include public seating, shade structures which may integrate solar panels and shade trees, art, play equipment, drink fountains, bicycle parking bays etc. Wide footpaths to provide space for walking and alfresco dining. Pedestrian realm provided with weather protection where possible. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. Incorporates natural elements and soft landscaping. Incorporates natural elements and soft landscaping. Interface between public and	The public realm in neighbourhood centres is generally provided through small parks and within the street environment. These spaces should be of high amenity but has a lower level of investment in public infrastructure. Universal access with clever design features for ramps etc. Good quality street furniture and hard landscaping. Opportunity for alfresco dining to be accommodated where appropriate. Parking and servicing be screened by landscaping, encourage shade structures which may integrate solar panels and shade trees. Space for temporary events for centre catchment where possible. Pedestrian realm provided with some weather protection where possible. End of journey facilities- bicycle parking	The public realm of local centres is limited to what is provided on site although there may be minor upgrades to the street environment. Universal access with clever design features for ramps etc. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. There is generally no public investment in infrastructure.	The public realm is specific to the primary focus of the centre and is generally provided on site and there may be minor upgrades to the street environment. Universal access with clever design features for ramps etc. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. Parking and servicing be screened by landscaping, encourage shade structures which may integrate solar panels and shade trees.	Have a public realm providing high quality and amenity, which assists with activating commercial tenancies by encouraging people to walk around the activity centre. Quality includes, but is not limited to: <ul style="list-style-type: none"> • Having attractive features, such as landscape views, well-maintained landscaping, interesting buildings, and public art; and • A lack of unattractive features, such as poorly maintained landscaping, graffiti, rubbish, large expanses on car parking interfacing directly with the public realm, and utility areas openly visible

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
	protection where possible. Incorporates natural elements and soft landscaping. A variety of spaces should be provided which aim to satisfy all foreseeable use needs.	private realm provided where possible.	bays, shower facilities, changing rooms, lockers. Incorporates natural elements and soft landscaping. Interface between public and private realm provided where possible.			<p>from the public realm.</p> <p>Amenity includes, but is not limited to:</p> <ul style="list-style-type: none"> • Built infrastructure or street trees to provide weather protection; • Design to limit the impact of noise and odour emissions; • Street furniture where appropriate to encourage people to stay and enjoy the public realm; and • Opportunities to undertake transaction within the public realm and adjoining private realm. •
Planning Consideration		Retail Sustainability Assessment required where expansion of over 3000m ² is proposed.	Retail Sustainability Assessment required where floorspace totals 6000m ² . Activity centre structure plan required	Retail Sustainability Assessment required where expansion of over 3000m ² is proposed. Activity centre structure plan required		

List of Abbreviations

ABARES	Australian Bureau of Agricultural and Resource Economics and Sciences
ABS	Australian Bureau of Statistics
ABC	Australian Broadcasting Corporation
AEC	Albany Entertainment Centre
ACPS	Activity Centre Planning Strategy
AHD	Australian Height Datum
ALPS (2010)	Albany Local Planning Strategy 2010
APEC	Albany Plantation Export Company
ARI	Average Recurrence Interval
ARVS	Albany Regional Vegetation Survey
AS	Australian Standard
ATU	Alternative Treatment Unit
BAL	Bushfire Attack level
BFHMS	Bush Fire Hazard Mitigation Strategy
CBD	Central Business District
DC	Development Control Policy
DWSP	Drinking Water Supply Plan
EP	Environmental Protection
EPA	Environmental Protection Authority
ERP	Enterprise Resource Planning
FDI	Fire Danger Index
FIFO	Fly In Fly Out
GSDC	Great Southern Development Commission
GSRWS	Great Southern Regional Water Supply Strategy
GRP	Gross Regional Product
HA	Hectares
HCWA	Heritage Council of Western Australia
HQAL	High Quality Agricultural Land
HMAS	Her Majesty's Australian Ship
IRIS	Integrated Regional Information System Land Supply Model

KM	Kilometres
LGA	Local Government Area
LGSS	Lower Great Southern Strategy
LPG	Liquid Petroleum Gas
ALPS	Albany Local Planning Strategy
LPS1/the Scheme	Local Planning Scheme No.1
MCAS	Multi-Criteria Approach Shell
MHI	Municipal Heritage Inventory
MRIF	Metropolitan Region Improvement Fund
MRWA	Main Roads WA
MST	Model Scheme Text
MW	Megawatts
NBN	National Broadband Network
NLA	Net Lettable Area
OBRM	Office of Bushfire Risk Management
OLS	Obstacle Limitation Surface
PAL	Priority Agricultural Land
PDWSCA	Public Drinking Water Special Control Area
PHP	Public Health Plan
POS	Public Open Space
PIAF	Perth International Arts Festival
PV	Photovoltaic
R-AC	Residential- Activity Centre
REIWA	Real Estate Institute of Western Australia
RPT	Regular Public Transport
RR	Rural Residential Zone
RV	Rural Village
SA2	Statistical Area Level 2
SAT	State Administration Tribunal
SCA	Special Control Area
SCNRM	South Coast Natural Resource Management

SIA	Strategic Industrial Area
SPP	State Planning Policy
SU	Special Use
SWIN	South West Interconnected Network
SWOT	Strength, Weakness, Opportunities, Threats
TAFE	Technical and Further Education
TPS1A	Town Planning Scheme No.1A
UWA	University of Western Australia
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WACHS	Western Australian Country Health Service
WAPC	Western Australian Planning Commission
WSUD	Water Sensitive Urban design
WWTP	Wastewater Treatment Plant
VHF	Very High Frequency

Glossary

Activity Centres

Activity centres are hubs for activities associated with commercial, retail, entertainment, tourism, civic and community, higher education and medical services. Activity centres vary in size from the local or neighbourhood centres to large city centres. Increased residential densities and housing types both in and surrounding these areas can provide a local population to support businesses and provide employment opportunities. Increased housing enable centres to become hubs for high frequency public transport to multiple destinations.

Activity Centre Planning Strategy

An Activity Centre Planning Strategy provides a vision, goals and action plan for future development of activity centres. It considers the current state of activity, what activity is desirable in the future, and sets out a pathway to achieve the desired change. The purpose of a Strategy is to instigate transformational change in a different direction to the existing trajectory, while being grounded in the reality of what is possible or practical to achieve.

Acidification

Happens when a change in an environment's natural chemical balance caused by an increase in the concentration of acidic elements. Ocean acidification is a reduction in the pH of the ocean over an extended period of time caused by uptake of carbon dioxide from the atmosphere.

Agglomeration

Means a mass or collection of things. The action or process of collecting in a mass.

Amenity

A pleasantness or attractiveness of a place, any feature that provides comfort, convenience, or pleasure in a location.

Anecdotal

Not necessarily true or reliable, because based on personal accounts rather than facts or research.

Annual Exceedance Probability (AEP)

The likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (%) and may be expressed as the reciprocal of ARI (Average Recurrence Interval). For example, if a peak flood discharge of 500 m³/s has an AEP of 5%, it means that there is a 5% risk (ie, a risk of one-in-20) of a peak flood discharge of 500 m³/s or larger occurring in any one year (see also Average Recurrence Interval).

Attenuation basins

Detention basins are surface storage basins or facilities that provide flow control through attenuation of stormwater runoff. They also facilitate some settling of particulate pollutants. Basins tend to be used if extended treatment of the runoff is required or for wildlife or landscape reasons.

Blueprint

Great Southern Regional Investment Blueprint

Bushfire Attack Level BAL

In April 2016 the government introduced increased bush fire housing standards. The building requirements for house design and construction vary according to the Bush Fire Attack Level that a development falls into.

The building requirements for each BAL are set out in Australian Standard: 3959 Construction of buildings in bushfire- prone areas.

Break bulk commodities

In shipping, break bulk cargo or general cargo are goods that must be loaded individually, and not in intermodal containers nor in bulk as with oil or grain. Ships that carry this sort of cargo are often called general cargo ships

Carbon farming

Managing soil, vegetation, water and animals to increase carbon storage or reduce greenhouse gas emissions or captures and holds carbon in vegetation and soils.

Ceded

Means to give control of land to another person or government.

Convenience Goods

Convenience goods are day-to-day items such as groceries, pharmaceuticals and fast food.

Commodity

There are three commodity crops mainly corn, soybeans and wheat. Cotton and other crops are included basically any crop that can be easily traded, stored for a long time, and grown in large quantities.

Comparative Advantage

Comparative Advantage is the ability to carry out activity more efficiently than another activity. Specialisation should occur in producing and exporting goods in which it has a comparative or relative cost advantage over others.

Comparison Goods

Comparison goods are items where consumers are willing to travel further distances, and are bought less frequently such as clothing, furniture, electronics, or other household items.

Competitive Advantage

Competitive Advantage is the ability to create jobs locally, both the size and growth of the industry is important.

Compulsory acquisition

Is the power of government to acquire private rights in land without the willing consent of its owner or occupant in order to benefit society.

Decentralised energy

Is generated or stored by a variety of small, grid-connected devices referred to as distributed energy resources or distributed energy resource systems.

Development Contribution Plans

Is a mechanism used to levy new development for contributions to planned infrastructure needed by the future community. Council collects development contribution levies from new development through an approved DCP. An approved DCP forms part of a planning scheme.

Diversification

Farm diversification is the introduction of a new business activity to generate another source of farm-based income. The new or additional farming enterprise may be agricultural, such as a new crop or animal, or non-agricultural, such as agritourism or on-farm processing of food.

Ethnographic

Ethnographic research is the investigation of a culture through an in-depth study of the members of the culture, it involves the systemic collection, description, and analysis of data for development of theories of cultural behaviour.

Eutrophication

Eutrophication occurs when excessive fertilizers run into lakes and rivers. This encourages the growth of algae (algal bloom) and other aquatic plants. Following this, overcrowding occurs and plants compete for sunlight, space and oxygen.

Flood conveyance

The transport of floodwaters downstream, while allowing flow and debris to pass with little if any damage.

Finite

Means something is of limited size or extent.

Heat Plumes

Or a thermal plume is one which is generated by gas rising above heat source. The gas rises because thermal expansion makes warm gas less dense than the surrounding cooler gas.

Historicity

Is the historical actuality of persons and events, meaning the quality of being part of history as opposed to being a historical myth, legend, or fiction.

Impervious soils

A very fine-grained soil, such as clay or compacted loam that is so resistant to water penetration that slow capillary creep is the only means by which water can enter.

Improvement area

Is a geographic area in a municipality and are strategic instruments used to facilitate the development of land.

Infill Development

Is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed.

Local Industries

Local Industries provide goods and services for a local population catchment. They therefore tend to be distributed evenly with population and growth in these industries responds to local population increases.

Municipal Heritage Inventory

Is a survey of heritage places in the City, to identify and record cultural heritage places including trees.

Noxious Industry

Any industry that could be harmful, or offensive in smell, chemical waste, incineration.

Permeability

Describes the property of a material that lets fluids such as water to pass through it, especially the ability of a porous rock, sediment, or soil to transmit fluid through pores and cracks.

Periphery

Refers to the outer edge of an area.

Potable water

Water that is safe to drink or to use for food preparation, without risk of health problems. Where non-potable water is not safe for human drinking water.

Reticulated sewerage

Refers to the system of pipes, sewers and drains that are used to convey sewage from a property to a sewage treatment plant.

Riparian vegetation

Is the interface between land and a river or stream. Plant habitats and communities along the river margins and banks are called riparian vegetation.

Shallow-sided retention basins

Is used to manage stormwater runoff to prevent flooding and downstream erosion, and improve water quality in an adjacent river, stream, lake or bay. It is distinguished from a detention basin which temporarily stores water after a storm.

Social Infrastructure

Includes building for social services like schools, universities, hospitals, prisons and community housing.

Spat

A baby oyster, mollusc seed or juvenile fish species.

Spatial

Spatial describes how objects fit together in space, relating to the occupying, or having the character of space.

Special Control Area

Is a mechanism used to protect an area from noise, odour or to protect a source like drinking water. Development in the areas maybe restricted in certain ways. The use of height restrictions and buffers are the main forms of control.

Survivability

Is the ability of a plant species to remain alive within the environment.

Swales

Is a low tract of land, especially one that is moist or marshy. Artificial swales are often designed to manage water runoff, filter pollutants, and increase rainwater infiltration.

Terminus

Means a final space or time, the end of a journey.

Terrestrial

Means relating to the earth or on dry land.

The City

Refers to the City of Albany and includes surrounding areas.

Traded Industry

Traded industries provide goods and services for markets beyond their immediate catchment. They therefore tend to locate in areas that provide comparative advantages, such as access to resources, inputs, labour or markets. As export orientated industries they respond to wider market drivers rather than local population increases. Growth in traded industries provides the conditions for wider population and economic growth.

Urban Consolidation

Refers to a diverse set of planning policies intended to make better use of existing urban infrastructure by encouraging development within existing urbanised areas (called brownfield sites) rather than on non-urbanised land (greenfield sites) thus limiting urban sprawl.

Urban Sprawl

Describes the expansion of human populations away from central urban areas into low-density, and usually car-dependent communities, in a process called suburbanization.

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Draft Albany Local Planning Strategy

Schedule of Submissions

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Abbreviations

ALPS	Albany Local Planning Strategy
BRM	Basic Raw Materials
LPS1	Local Planning Scheme 1
PDWSA	Public Drinking Water Source Area
SCA	Special Control Area
SPP	State Planning Policy
WAPC	Western Australian Planning Commission

GOVERNMENT DEPARTMENTS AND SERVICE AGENCIES

Government Departments

- 1. Name of Submitter:** Tourism WA
- Subject of Submission:** Tourism WA is responsible for promoting WA as an extraordinary holiday destination. Its focus is on marketing the State; developing, attracting and promoting major sporting, cultural and business events; and supporting the development of significant tourism infrastructure and projects.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Supports the draft Strategy	Noted	N/A	N/A
2. The Executive Summary refers to Albany having a 'unique tourism' market. Tourism WA recommends that these wording be reviewed as Albany has some unique tourism attraction but cannot claim to have a unique tourism market.	Noted	Support	Part 1: Modify Executive Summary by deleting reference to 'unique tourism market' with 'unique tourism attractions'.

- 2. Name of Submitter:** Public Transport Authority
- Subject of Submission:** The Public Transport Authority's purpose is to provide safe, customer-focussed, integrated and efficient transport services.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Comment in support of draft ALPS	Noted	N/A	N/A
2. Any reference to Brookfield Rail is to be changed to Arc Infrastructure	Noted	Support	Part 1 and Part 2: <ul style="list-style-type: none"> Modify draft ALPS by replacing all reference to Brookfield Rail with Arc Infrastructure.

- 3. Name of Submitter:** Department of Education
- Subject of Submission:** Department of Education ensures a high-quality education for all Western Australian students.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
The Department notes that draft ALPS identifies McKail and Bayonet Head for the requirement of new primary schools. The Department will continue to monitor the impact of student yield on its existing schools. The Department's current educational facilities can adequately accommodate any expected student increase generated by the Local Planning Strategy in the new to medium term.	Noted	N/A	N/A

- 4. Name of Submitter:** Civil Aviation Authority
- Subject of Submission:** The Civil Aviation Authority is a government body that regulations Australian aviation safety.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Recommends that the City establish a policy to protect aviation infrastructure within ALPS. The National Airports Safeguarding Framework provides guidance suitable for establishing policy to protect aviation infrastructure in the City.</p>	<p>The guidelines proposed under the Safeguarding Framework are in some instances relevant in metropolitan areas, such as building generated windshear and turbulence, wind turbine farms as physical obstacles and distraction to pilots from lighting. Other guidelines are relevant to safety at airports such as risk of intrusions, protecting aviation facilities and others such as protecting strategically important helicopter landing sites. Many of these matters cannot be controlled or managed through the planning process.</p> <p>Local Planning Scheme No. 1 protects the airport through a Special Control Area (SCA). The purpose of the SCA is to:</p> <ul style="list-style-type: none"> (a) Protect the continued operations of the Albany regional airport and its flight paths; (b) Control subdivision and development to minimise the potential for sensitive land uses to be undertaken within the special control area in accordance with the Australian Noise Exposure Forecast criteria and AS 2021-2000: Acoustics – Aircraft Noise Intrusion – Building Siting and Construction; and (c) Restrict the development of the residential uses and occupation of other buildings that may be adversely affected by aircraft 	<p>Support in part</p>	<p>Part 1 – Section 7.2:Albany Regional Airport</p> <p>Modify action 1 to include consideration of the Obstacle Limitation Surface under the Special Control Area as a matter that will be considered in applications for planning approval.</p>

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>noise in accordance with the Australian Noise Exposure Forecast (ANEF) criteria.</p> <p>The Special Control Area list matters that will be considered in any application for planning approval.</p> <p>It is recommended that these matters should include consideration of the Obstacle Limitation Surface (a series of surfaces that set the height limits of objects around an aerodrome).</p> <p>The controls exercised under LPS1 to protect the airport and its operations is considered sufficient to meet the objectives of the National Airports Safeguarding Framework.</p>		

- 5. Name of Submitter:** Department of Water and Environmental Regulation
- Subject of Submission:** The Department of Water and Environmental Regulation supports Western Australia's community, economy and environment by managing and regulating the state's environment and water resources.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Provides commentary on relevant State Planning Policies, EPA Guidance Statements and legislation that should be considered/complied with when considering matters in relation to flora, vegetation and terrestrial fauna; terrestrial environmental quality; inland water environmental quality and air quality and social surroundings.	The various planning processes i.e. preparation of Local Planning Strategies, Local Planning Scheme Reviews, amendments to the LPS1, Structure Plan preparation, subdivision and development considers, as part of the preparation and assessment processes, the relevant acts, SPP's an EPA guidance statements as suggested in the submission.	Noted	N/A
2. Recommends that areas identified as prone to flooding should be included as a Special Control Areas under LPS1.	<p>Local Planning Policy 'Development in Flood Prone Areas' prepared under LPS1 determines matters that the City will consider when receiving an application for development in flood prone area. This policy has statutory weight under the LPS1.</p> <p>Under LPS1 (Clause 8.2) development on a lot within a floodprone area requires planning approval.</p> <p>The need for a Special Control Areas in LPS1 over floodprone areas will be investigated at the time of the review of Local Planning Scheme No. 1. No change to the Strategy is required.</p>	Support in part	<p>Part 1 – Section 6.2: Rivers, Estuaries and Wetlands</p> <ul style="list-style-type: none"> Action 4 – insert the following sentence: The need for additional controls will be investigated under the review of the local planning scheme.

Summary of Submission	Planning Comment	Recommendation	Modification
Part 1			
3. Rural Living: Supports no further expansion of 'rural living' lots in sewerage sensitive areas.	ALPS does not designate any additional areas for rural living purposes however, a number of areas zoned for rural living and/or currently subject to an amendment under LPS1, are located within sewer sensitive areas.	Noted	N/A
4. Rural villages: Rural Villages should have development guidelines prepared to ensure development is sympathetic to local environment features i.e. ridgelines and waterways and does not detract from landscape quality and visual amenity.	LPS1 requires the preparation of a Structure Plan over areas zoned as Rural Village. Local environmental features are considered as part of the Structure Plan preparation and assessment processes.	Not support	N/A
5. Mirambeena Strategic Industrial Expansion Area (IA4): Advise that the area is zoned as a P3 (some industrial land uses may be compatible with conditions) and the surrounding rural land P2 (most industrial land uses are incompatible) within the Marballup Brook Water Reserve Public Drinking Water Source Area (PDWSA). There is limited opportunity to expand the existing industrial area.	The land use requirements under the PDWSA should be considered as part of feasibility studies and structure planning of Mirambeena and surrounding area.	Support	<p>Part 1 – Section 5.2: Industry</p> <ul style="list-style-type: none"> List the PDWSA as a matter that needs to be considered as part of feasibility studies and structure planning of Mirambeena and surrounding area. <p>Part 2 - Section 3.3.2 Industrial Areas</p> <ul style="list-style-type: none"> Insert additional text in relation to the Marballup Brook Water Reserve PDWSA.
6. Robinson Industrial Area (IA8): Advise that this area is located in a Sewer Sensitive Area where restrictions apply to on-site sewerage.	Information in relation to this industrial area being located in a Sewer Sensitive Area should be noted within Part 1 and Part 2 of ALPS.	Support	<p>Part 1 - Appendix 1: Investigation Areas (IA8 – Robinson Industrial Area)</p> <ul style="list-style-type: none"> Insert text in relation to it being located within a sewer sensitive area.

Summary of Submission	Planning Comment	Recommendation	Modification
			Part 2 - Modify Section 3.3.2 Industrial Areas <ul style="list-style-type: none"> Insert text in relation to the Robinson Industrial Area being located in a Sewer Sensitive Area.
7. Gledhow Industrial Area (IA9): Advise that this area is partly located in a Sewer Sensitive Area	Information in relation to this industrial area being located in a Sewer Sensitive Area should be noted within Part 1 and Part 2 of ALPS.	Support	Part 1 - Appendix 1: Investigation Areas <ul style="list-style-type: none"> Insert text in relation to the Gledhow Industrial Area being located in a Sewer Sensitive Area. Part 2 - Section 3.3.2 Industrial Areas <ul style="list-style-type: none"> Insert text in relation to the Gledhow Industrial Area being located in a Sewer Sensitive Area.
8. Rural – Agricultural Diversification: <ul style="list-style-type: none"> ALPS needs to acknowledge the potential conflict of the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified at Manypeaks. 	The potential conflict between the Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precinct identified in Manypeaks should be noted under Part 2 of the Strategy. It is recommended that this information is repeated under Section 4.2.1 Water Source Protection Areas and highlighted as a planning implication.	Support	Part 2 - Section 3.5.4 Horticulture Precincts <ul style="list-style-type: none"> Insert text that acknowledge the potential conflict of the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified in Manypeaks. Part 2 – Section 4.2.1: Water Source Protection Areas

Summary of Submission	Planning Comment	Recommendation	Modification
			<ul style="list-style-type: none"> Insert text that acknowledge the potential conflict of the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified in Manypeaks. Insert this as a planning implication.
<ul style="list-style-type: none"> DWER groundwater surveys have identified potential sources of fresh groundwater in the Albany hinterland that will provide diversification options for agriculture for the long term. However, further investigative work is required to determine actual yield and quality of potential water supplies. It may be inappropriate to show this groundwater area on the ALPS maps at this stage. 	<ul style="list-style-type: none"> The prospective new groundwater resources can be deleted from the maps as there are no 	Support	Part 1 – Rural Agricultural Diversification <ul style="list-style-type: none"> Delete Action 2 Part 1 – Rural Land and Soil <ul style="list-style-type: none"> Delete Action 5 Maps - Figures 1 and 2: <ul style="list-style-type: none"> Delete prospective new groundwater resources.
9. Rivers, Estuaries and Wetlands: <ul style="list-style-type: none"> Action 1: DWER supports this action, and it must also include Angove Creek Catchment Area PDWSA as a SCA. 	Noted	Support	Part 1 – Section 6.2: Rivers, Estuaries and Wetlands <ul style="list-style-type: none"> Action 1 - Insert Angrove Creek Catchment Area
<ul style="list-style-type: none"> Action 2: DWER supports this action, however should be reworded to include all waterways not just rivers and estuaries. 	Noted	Support	Part 1 – Rivers, Estuaries and Wetlands <ul style="list-style-type: none"> Action 3 – reword to include all waterways
<ul style="list-style-type: none"> Action 3: Water sensitive urban design principles need to be incorporated with all development. All development should be consistent with DWER guideline 	Water sensitive urban design principles are not always suitable to implement, and some flexibility should be allowed in regard to the	Support in part	Part 1 – Rivers, Estuaries and Wetlands <ul style="list-style-type: none"> Action 3 – delete the word sustainable.

Summary of Submission	Planning Comment	Recommendation	Modification
Decision process for stormwater management. It is recommended that the word sustainable is removed from this action. DWER does not consider sustainable is appropriate in this context.	use thereof under the Local Planning Strategy. Removing the word sustainable from this action is supported.		
<ul style="list-style-type: none"> Action 4: It is not clear from Figure 2 whether the flood prone area mapping includes the Willyung floodplain. 	Noted	Support	Part 1 Maps - Figures 1 and 2 <ul style="list-style-type: none"> Improve the readability and notation of flood prone areas.
<ul style="list-style-type: none"> Action 5: DWER supports this action and will supply the City of Albany with information and mapping regarding identifying significant waterways that require public ownership. 	Noted	Support	Part 1 Maps – Figures 1 and 2 <ul style="list-style-type: none"> Identify significant waterways
<ul style="list-style-type: none"> Action 6: DWER recommends that a stronger method than encouragement is needed for this action. Waterways should be identified during the planning process and conditions for fencing and revegetation applied to the planning approval. This action is linked to action 5. 	Noted	Support	Part 1 – Section 6.2: Rivers, Estuaries and Wetlands <ul style="list-style-type: none"> Action 6 - Replace the word 'encourage' with 'condition'.
<ul style="list-style-type: none"> Action 7: Investigative Area No 11 Protection of Yakamia Creek and Lake Seppings. DWER supports the further investigation in this area to protect the waterways and floodplains of this system. Examples of planning mechanisms that could be used include: <ul style="list-style-type: none"> Yakamia Structure Plan Area needs to be extended to include lower Yakamia Creek catchment. 	The proposed planning mechanisms are noted. These mechanisms will be explored as part of the investigation into the protection of Yakamia Creek and Lake Seppings. These potential planning mechanisms should be noted under Appendix 1 – Investigation areas.	Support	Part 1 – Appendix 1 Investigation Areas (IA11 – Protection of Yakamia Creek and Lake Seppings): <ul style="list-style-type: none"> Insert examples of planning mechanisms that could be explored as part of the investigation into the protection of Yakamia Creek and Lake Seppings.

Summary of Submission	Planning Comment	Recommendation	Modification
<ul style="list-style-type: none"> ○ Lake Seppings flood mapping should be updated. ○ Incorporate recommendations from the Yakamia Creek Living Stream Management Plan (Janicke, S & G 2015) ○ Create a SCA for the floodplain/catchment area of Yakamia Creek and Lake Seppings. 			
<p>10. Coastal Planning</p> <ul style="list-style-type: none"> • ALPS should reference the coastal hazard risk management and adaption plan currently being prepared for Emu Point – Middleton Beach 	Noted	Support	<p>Part 1 – Coastal Planning and Management</p> <ul style="list-style-type: none"> • Introductory paragraph - Include reference to the coastal hazard risk management and adaption plan currently being prepared for Emu Point – Middleton Beach. <p>Part 2 – Section 4.2.5: Coastal Planning and Management</p> <ul style="list-style-type: none"> • Insert additional text in relation to the Emu Point to Middleton Beach CHRMP and a planning implication.
<ul style="list-style-type: none"> • Action 1: Include requirement for coastal development setbacks and foreshore reserves as part of coastal development. 	Foreshore Management Plans consider development setbacks and foreshore reserves.	Not support	N/A
<ul style="list-style-type: none"> • Action 2: Include storm surge in the physical processes' assessment. 	An objective of State Planning Policy 2.6 is to ensure that development and the location of coastal facilities take into account coastal processes, landform stability, coastal	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>hazards, climate change and biophysical criteria. Under the policy 'coastal processes' means any action of natural forces on the coastal environment.</p> <p>SPP 2.6 therefore considers storm surge as part of the physical processes' assessment.</p>		
<p>11. Bushfire Risk</p> <ul style="list-style-type: none"> Action 1: Ensure all amendments, structure plans and subdivisions consider foreshore protection requirements prior to bushfire assessments 	The preparation of Bushfire Management Plans are site specific and address matters relevant to the development proposed on site. The need to consider foreshore protection will therefore be considered where required and are part of procedural application which does not need to be stated in a broad strategic document such as ALPS.	Noted	N/A
<p>12. Service Infrastructure</p> <ul style="list-style-type: none"> Action 4: The Angove Creek Catchment Area PDWSA must also be included in this list. 	Noted	Support	<p>Part 1 – Service Infrastructure</p> <ul style="list-style-type: none"> Action 4: Include Angove Creek Catchment Area PDWSA.
<p>13. Maps – Figures 1 and 2</p> <ul style="list-style-type: none"> All SCA PDWSA boundaries should be identified on Fig 1: Rural & Urban. It is more relevant to include current drinking water source areas than prospective new groundwater resources 	Noted	Support	<p>Maps: Figures 1 and 2</p> <ul style="list-style-type: none"> Show all SCA PDWSA boundaries.
Part 2			
<p>Section 4.2 Water</p> <ul style="list-style-type: none"> Delete reference to the Lower Great southern Water Resource Development 	Noted	Support	Part 2 – Section 4.2 Water

Summary of Submission	Planning Comment	Recommendation	Modification
Strategy (2010), as this has been superseded by the Great Southern Regional Water Supply Strategy (2014). A further DWER policy that informs water planning and protection is Strategic Policy: Protecting public drinking water source areas in WA. Department of Water (June 2016).			<ul style="list-style-type: none"> Delete reference to the Lower Great Southern Water Resource Development Strategy.
<p>Section 4.2.1 Water Source Protection Areas</p> <ul style="list-style-type: none"> There should be a “planning implications” box inserted at the end of the section as follows: Planning Implications <ol style="list-style-type: none"> Special control area for PDWSA need to be maintained to protect current and future drinking water sources. Development in these SCA needs to be consistent with DWER plans and guidelines All development should be waterwise to conserve limited drinking water supplies. 	<p>The Public Drinking Water Sources Special Control Areas under LPS1 states that in considering an application for planning approval within the Public Drinking Water Sources SPCA, recommendations contained within any adopted Water Source Protection Plan shall be considered in an application for planning approval. Another objective of the Special Control Area is to protect the area from uses and/or development which may adversely impact on the quality and quantity of public drinking water sources.</p> <p>The objectives and matters to be considered under the SPC should be discussed under Section 4.2.1 Water Source Protection Areas.</p> <p>This will provide background information to the planning implications identified. Proposed implication number 2 however, is already achieved under the Special Control Areas and therefore does not need to be identified as a planning implication.</p>	Support	<p>Part 2 – Section 4.2.1</p> <ul style="list-style-type: none"> Insert text in relation to the objectives and operation of the SPC under LPS1. Insert a planning implications box at the end of the section as follows: <ul style="list-style-type: none"> Special Control Areas under the Local Planning Scheme needs to be maintained to protect current and future drinking water sources. Angove Creek Catchment Area needs to be incorporated as a Special Control Area under the Local Planning Scheme. Where possible, planning should facilitate waterwise development to

Summary of Submission	Planning Comment	Recommendation	Modification
	Development approvals cannot achieve mandatory waterwise development and the wording of proposed planning implication number 3 should be changed to incorporate wording such as 'where possible' and 'facilitate'.		conserve limited drinking water supplies.
<p>Section 4.2.2 Rivers and Watercourses</p> <ul style="list-style-type: none"> DWER will support the City of Albany by assisting with identifying significant waterways that should protected and rehabilitated during development. The following text could be included. <p><i>“ For significant waterways identified by the Department of Water and Environmental Regulation in the Residential, Rural Residential, Special Residential, Conservation, Yakamia Creek or Rural Village zone (or rural land being rezoned), at the time of development a foreshore reserve shall be determined using biophysical criteria and this land shall be ceded to the Crown. This land will become a public reserve for the purpose of waterway protection and recreation. Measures to rehabilitate the waterway shall also be undertaken at this time.</i></p> <p><i>For all waterways in general or priority agriculture and rural small holding zones, at the time of development a</i></p>	The additional text is supported subject to change in wording to acknowledge existing planning practices and appropriate planning processes such as structure plans and subdivisions.	Support	<p>Part 2 – Section 4.2.2 Rivers and Watercourses</p> <ul style="list-style-type: none"> Insert the following additional text: <p>At the time of Structure Plan preparation or subdivision approval, foreshore reserves are determined using biophysical criteria in accordance with relevant state policies and guidelines. Where significant waterways (identified by the Department of Water and Environmental Regulation) are located within Structure Plans and/or proposed subdivisions, it is preferable that the identified foreshore reserves be ceded to the Crown as a public reserve for the purpose of waterway protection and recreation and measures to rehabilitate the waterway identified at this time.</p>

Summary of Submission	Planning Comment	Recommendation	Modification
<p><i>foreshore area shall be determined using biophysical criteria, however this area will remain under private management and ownership. Measures to rehabilitate the waterway shall also be undertaken at this time”.</i></p> <p>Planning Implications</p> <ul style="list-style-type: none"> Waterways need to be protected to provide multiple benefits to the environment and the community. Identified priority waterways and foreshore areas should be ceded and protected at the time of development.” 			<p>Where development is proposed in the rural zones and other zones (not subject to Structure Planning and/or subdivision), there is need to determine foreshore areas using biophysical criteria for all waterways in general using biophysical criteria. In this instance, foreshore areas should remain under private management and ownership and measures to rehabilitate the waterway identified at this time.</p> <ul style="list-style-type: none"> Insert planning implication as follows: <p>Waterways need to be protected to provide multiple benefits to the environment and the community. Identified priority waterways and foreshore areas should be identified, ceded and protected at Structure Plan and/or subdivision stage.</p>
<p>Section 4.2.3 Wetlands</p> <ul style="list-style-type: none"> DWER supports the protection of the wetland areas on the foreshores of Princess Royal and Oyster Harbour. These areas of Unallocated Crown Land require secure protection and management through vesting in with an 	Noted	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
appropriate agency. Much of this unprotected foreshore area consists of temperate coastal saltmarsh which has been identified by the Commonwealth Governmental as a Threatened Ecological Community (TEC).			
<p>Flooding</p> <ul style="list-style-type: none"> This section references AEP and ARI terminology. AEP is the updated terminology. DWER may be able to assist the City with floodplain mapping for priority areas. Figure 5 omits the Willyung Creek floodplain mapping. Planning Implications Floodplains need to be protected from inappropriate development. The identification of a SCA around the floodplains may assist with achieving this objective. 	<p>Replace ARI with AEP</p> <p>Include Willyung Creek floodplain on Figure 5 Part 2.</p> <p>Include planning implication with proposed changes to the wording.</p>	Support in part	<p>Part 2 – Section 4.2.4 Flooding</p> <ul style="list-style-type: none"> Replace all reference to ARI with AEP Insert a planning implication as follows: <p>Floodplains need to be protected from inappropriate development. The identification of a Special Control Area around the floodplains should be explored during the review of the Local Planning Scheme as a mechanism to protect floodplains from inappropriate development.</p> <p>Part 2 Figure 5</p> <ul style="list-style-type: none"> Insert the Willyung Creek floodplain mapping
Section 4.2.5 Coastal Planning and Management	Noted	Support	Part 2 - Section 4.2.5 Coastal Planning and Management

Summary of Submission	Planning Comment	Recommendation	Modification
<ul style="list-style-type: none"> This section should reference the Emu Point to Middleton Beach CHRMAP. 			<ul style="list-style-type: none"> Reference Emu Point to Middleton Beach CHRMAP
<p>Section 5.5.1 Potable and non-potable water</p> <ul style="list-style-type: none"> Recommends the following alternative wording for the text in this section: “The Department of Water and Environmental Regulations has recently completed a survey of the papaeochannels of the Albany Hinterland. New locations of fresh water for drinking and agriculture have been found around Elleker through the King River zone, Nanarup and Manypeaks area. This new source has a volume of more than 5 gigalitres per year of water, which will help to provide some of the extra 20GL/year required for regional growth by 2043. <p>In the short term, water for public water supply is available from the proclaimed Albany groundwater area. Expansion of available resources in this area should allow for supply until 2030. In the medium to long term water supply may be through the Hinterland source, seawater desalinations or from the Marbellup Brook aquifer storage and recovery.</p>	Noted	Support	<p>Part 2 Section 5.5.1 Potable and non-potable water</p> <ul style="list-style-type: none"> Replace text with that provided in the submission
<ul style="list-style-type: none"> The reference to Chelgiup Creek being a water supply should be omitted. This is not being considered as an option for 	Reference to Chelgiup Creek not found.	Supported	Part 2 Section 5.5.1 Potable and non-potable water

Summary of Submission	Planning Comment	Recommendation	Modification
<p>potable water supply and is a resource for landowners only.</p> <ul style="list-style-type: none"> DWER would prefer that the reference to the Water Corporation's Water Forever document be replaced with the Department's Great Southern Regional Water Supply Strategy. This document, which was prepared with input from the Water Corporation, incorporates and updates the water supply options from the 2010 Water Forever document. DWER's water planning time frames are: Short term – up to 5 years Medium term – 5 -15 years Long term – 15 years + <p>Suggest the following planning implications:</p> <ol style="list-style-type: none"> The provision of water supply is critical for sustaining current population and future growth of the city. SCA for PDWSA are essential to protect the current and future water sources. Development in these SCA needs to be consistent with DWER plans and guidelines All development should be waterwise to conserve limited drinking water supplies. Water use should be fit-for-purpose e.g. non-potable water for irrigation or other non-consumptive purposes 	<p>Delete reference to Water Forever document.</p> <p>Incorporate DWER's timeframes where possible.</p> <p>Include planning implications however, those implications mentioned under Section 4.2.1 Water Source Protection Areas should not be repeated again.</p>		<ul style="list-style-type: none"> Delete reference to Chelgiup Creek Replace reference to the Water Corporation's Water Forever document with the Great Southern Regional Water Supply Strategy. Insert a planning implication relevant to this section.

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Section 5.5.2 Sewer</p> <ul style="list-style-type: none"> DWER supports the inclusion of the references to the Government Sewerage Policy and the Sewage sensitive area mapping (Figure 10). 	Noted	Noted	N/A
<p>Section 5.5.4 Drainage/Stormwater management</p> <ul style="list-style-type: none"> The reference to SCA for PDWSA in the planning implications box is not relevant to this section of the document. It is more relevant to the sections on water source protection. Suggested alternative text. Planning Implications <ol style="list-style-type: none"> Land use planning must incorporate water planning from the beginning using the framework identified in Better Urban Water Management. Stormwater Management should be consistent with the Department of Water and Environmental Regulation's <i>Decision process for stormwater management in WA</i> and the <i>Stormwater management manual for Western Australia</i> guidelines. All new development should incorporate Water Sensitive Urban Design principles and opportunities for retrofitting 	<p>It is not always practicable to incorporate the framework identified in Better Urban Water Management and the word 'should' should be replaced with 'where practical' under proposed planning implications 1 and 3.</p> <p>Proposed implication number 4 is already identified under Section 4.2.4 Flooding.</p>	Support in part	<p>Part 2 – Section 5.5.4 Drainage/Stormwater Management</p> <ul style="list-style-type: none"> Replace the text in the planning implication box with that proposed under the submission except for replacing the word 'should' with 'where practical' under proposed planning implications numbers 1 and 3.

Summary of Submission	Planning Comment	Recommendation	Modification
<p>should be considered where possible.</p> <p>4. Development should be avoided on flood risk land.</p>			

- 6. Name of Submitter:** Department of Transport
- Subject of Submission:** Department of Transport key focus is on operational transport functions and strategic transport planning and policy, across the range of public and commercial transport systems that service Western Australia.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Support the overall strategic of ALPS in relation to the Albany Port.	Noted	N/A	N/A
2. Supports the reservation of land in the ownership of State Government (including land owned by Southern Ports) for 'Strategic Infrastructure', however does not support the reservation of 5 privately owned freehold lots currently zoned 'Port Industry'. The Local Planning Scheme is silent on land use permissibility for reserved land which creates uncertainty and reduced protection for the Port in relation to the introduction of incompatible land uses on privately owned reserved land abutting or within proximity to the Port.	<p>Reservation of land the Local Planning Scheme applies to public land.</p> <p>Consideration needs to be given to an appropriate zone of the 5 privately owned lots during the review of LPS1.</p>	Support	<p>Part 1 – Albany Port</p> <ul style="list-style-type: none"> Insert an additional action as follows: "Investigate an appropriate zone for the 5 privately owned freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.
3. Raise concern that the Strategy recommends land use diversification on private lots within the Port precinct where it can be demonstrated that it will not compromise the ongoing operation of the port. It is unclear what land this applies to and what the implications may be for the port, road and rail operations.	When an appropriate zone is determined for the 5 private lots zoned 'Port Industry' during the review of LPS1, the land uses permissibility in the zone will be determined by the Land Use Table under LPS1.	Support	<p>Part 1 – Albany Port</p> <ul style="list-style-type: none"> Delete Action 5

Summary of Submission	Planning Comment	Recommendation	Modification
	The action is therefore not necessary.		
4. Request that the Boat Harbour land at the Waterfront and associated seabed (vested waters) be designated as 'Strategic Infrastructure' Reserve.	Noted	Support	<p>Part 1 – Section 7.3: Albany Port</p> <ul style="list-style-type: none"> Insert additional text in the introductory paragraph as follows: Land associated with the Albany Port authority operations, boat harbour land and associated seabed area at the Waterfront and the relevant City reserved land at Emu Point are considered State vested assets for maritime purposes and reservation for this purpose should be undertaken during the review of the Local Planning Scheme. Insert the following action: Designate boat harbour land at the Waterfront and relevant City reserve land at Emu Point as 'Strategic Infrastructure' and reserve the land for this purpose during the review of the Local Planning Scheme. <p>Part 2 – Replace Section 5.3.4 with Maritime Planning in regards to Department of Transport vested assets and a planning implication.</p>

Summary of Submission	Planning Comment	Recommendation	Modification
			Maps – Figures 1 and 2 <ul style="list-style-type: none"> Show proposed strategic infrastructure reserve at Albany Port, Waterfront and Emu Point.
5. Notes the importance of the Waterfront highlighted throughout the Strategy – its setting, historical importance, recreational value and the tourism, trade and employment opportunities that maritime activities can bring, but the offers little to inform on how this will be accommodated.	<p>It is recommended that the land at the Waterfront be designated at 'strategic infrastructure'.</p> <p>The recreational and tourism value of the Waterfront will be explored in the proposed Tourism Planning Strategy.</p>	Noted	N/A
6. Recommends that the City's Reserve 49354 (Lot 7031) Swarbrick Street, Emu Point and the vested waters be designated as 'Strategic Infrastructure' reserve in ALPS. This foreshadow that a <i>Harbour Development Plan</i> is considered a more appropriate strategic form of land use control to manage future redevelopment.	Noted	Support	Part 1 - Coastal Planning and Management <ul style="list-style-type: none"> Insert the following action: "Designate the Boat Harbour land at the Waterfront and the City's Reserve 49354 (Lot 7031) Swarbrick Street, Emu Point and the vested waters as 'Strategic Infrastructure'.
7. Recommend that the wording of actions under Part 1 and planning implication under Part 2 in relation to Coastal Planning and Management be amended.	Noted	Support	Part 1 Coastal Planning and Management <ul style="list-style-type: none"> Modify Action 2 as follows: "Provide for appropriate setback in areas subject to erosion and

Summary of Submission	Planning Comment	Recommendation	Modification
			flooding determined by assessment of coastal processes in accordance to State Planning Policy 2.6 – State Coastal Planning.”

- 7. Name of Submitter:** Department of Biodiversity, Conservation and Attractions
- Subject of Submission:** N/A
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Commends the City on a well-conceived document. The City has recognised the values of the biodiversity and its conservation within the City of Albany municipality. DBCA supports the City's approach to utilise land already determined as future urban to meet future demands rather than pursuing additional lands that are surplus to the projection of development growth.	Noted	N/A	N/A
2. Part 1: Points out that the section on Heritage and Culture (Aboriginal Heritage) incorrectly refers to native title as being determined in the region.	Noted	Support	Part 1 – Aboriginal Heritage: <ul style="list-style-type: none"> Modify paragraph 2 to correct this statement.
3. Part 1: Propose additional wording to be inserted under Vegetation & Biodiversity Conservation paragraph 2 "...will increase pressure on various <i>flora and fauna species</i> "	Noted	Support	Part 1 – Vegetation & Biodiversity Conservation: <ul style="list-style-type: none"> Modify paragraph 2 as proposed.
4. Part 1: Recommend correction to Action 8 under Vegetation & Biodiversity Conservation as follows: "Development will only be supported in cleared areas or clearing of vegetation may be supported, in liaison with relevant State Government Agencies, where its conservation value has been assessed as low."	Noted	Support	Part 1 – Vegetation & Biodiversity Conservation: <ul style="list-style-type: none"> Modify Action 8 as proposed.
5. Part 1: Recommend additional text Rural Land and Soil in relation to the importance of Phytophthora Dieback and its potential to be spread in BRM should be considered.	Risks associated with development applications for BRM extraction are conditioned at	Support in part	Part 2 – Section 4.3.4 Mineral Resources and Basic Raw Materials: <ul style="list-style-type: none"> Insert text in relation to the

Summary of Submission	Planning Comment	Recommendation	Modification
	Development Approval stage. This risk can however, be detailed under the relevant section of Part 2 of ALPS.		potential of phytophthora dieback to be spread in the extraction of RM.
6. Part 2 Section 4.1.1 Biodiversity: Recommend that dieback be changed to Phytophthora dieback (paragraph 5)	Noted	Support	Part 2 - Section 4.1.1 Biodiversity <ul style="list-style-type: none"> Modify paragraph 5 under as proposed.
7. Part 2 Section 4.1.5 Gondwana Link: Recommend that review of be sought as it does not accurately reflect the intent or extent of the Gondwana Link project.	Noted	Support	Part 2 - Section 4.1.5 Gondwana Link: <ul style="list-style-type: none"> Modify this paragraph to correctly reflect the intent and extent of the Godwana Link project.
8. Part 2 Section 4.1.7 Fauna: Recommend correction of dot point 2 under Planning Implication by referring to vegetation linkages and not Gondwana linkages.	Noted	Support	Part 2 - Section 4.1.7 Fauna: <ul style="list-style-type: none"> Replace reference to Gondwana linkages with vegetation linkages.
9. Part 2 Section 4.2.5 Coastal Planning and Management: Recommend updating this section as the Albany Coast parks and reserves management plan was gazetted and released in August 2017.	Noted	Support	Part 2 - Section 4.2.5 Coastal Planning and Management: <ul style="list-style-type: none"> Update this section as proposed.

- 8. Name of Submitter:** Department of Jobs, Tourism, Science and Innovation
- Subject of Submission:** The Department of Jobs, Tourism, Science and Innovation
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Supports the objectives of the Strategy to facilitate long term economic growth and economic diversification in the City through appropriate land use planning mechanisms.	Noted	N/A	N/A
2. As lead agency for the Mirambeena Strategic Industrial Area, the Department supports the strategic directions and action of the Strategy as they apply to Mirambeena.	Noted	N/A	N/A
3. In considering potential future inland port and intermodal facilities at Mirambeena, the Department will consider whether these activities represent the highest and best use of limited strategic industrial land in this area.	The Mirambeena Strategic Industrial Land is that land currently zoned 'Industry' under LPS1. The potential future inland port and intermodal facility is proposed within the Investigation Area (IA4) and subject to future comprehensive feasibility studies and structure planning.	Noted	N/A
4. Tourism WA supports the draft ALPS as it relates to tourism. Tourism WA is pleased to note that the Strategy identifies the value of tourism as an economic driver, the maintenance of key tourism infrastructure (Airport and Albany Port), further development and support of Aboriginal tourism, event tourism, agritourism (food and wine) and cycle tourism.	Noted	N/A	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
City of Albany has a clear understanding of assets and market sectors that are being attracted and how it wants to continue to attract these markets into the future.			

9. **Name of Submitter:** Department of Communities
- Subject of Submission:** N/A
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Urban Growth</p> <p>Raise concern over the long term implication of the strategic direction to allow development only in targeted areas. Oyster Harbour is currently zoned 'General Agriculture' under LPS1. This is inconsistent with previous iterations of the Strategy, which identified this area as Urban.</p> <p>As such the draft Strategy does not appear to support the development of this landholding. The Department urges that the City consider permitting the rezoning of this land to 'Future Urban'.</p>	<p>Oyster Harbour is zoned part 'Residential', part 'Future Urban' and part 'General Agriculture' under LPS1.</p> <p>ALPS 2010 shows Oyster Harbour as existing urban and designates the remainder thereof as 'Future Urban'.</p> <p>The revised draft ALPS advertised, shows Oyster Harbour as 'urban' and designates the remainder thereof as 'Urban Growth' and identifies actions to allow development of the land as follows:</p> <ul style="list-style-type: none"> the preparation of Structure Plans over land designated 'Urban Growth' in accordance with the objectives and directions set out under the Strategy; and Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme. <p>The intent of the Department of Communities to develop this land is therefore supported through ALPS and LPS1.</p> <p>Explanations provided under the Urban Growth section of Part 1 should be expanded to clarify the intent of the Strategy.</p>	Support in Part	<p>Part 1 – Section 4.1: Urban Growth</p> <p>Modify in part, paragraph 2 of the introduction to read as follows:</p> <p>"Future Urban development will be directed to those areas zoned 'Future Urban' under the Local Planning Scheme as a priority and secondly, to areas designated 'Urban Growth' under Figure 2 of the Strategy.</p>

Summary of Submission	Planning Comment	Recommendation	Modification
<p>2. Urban Consolidation and Infill Development</p> <p>Suggests that the City should consider outcomes based assessments when considering new construction types and varying housing typologies within identified urban infill areas. This may allow infill development to compete as it may have a point of difference to land on the urban fringe.</p> <p>Also suggests that the City identify opportunities for a diversification in housing typologies such as to encourage alternative housing types such as co-housing and fonzi flats.</p> <p>Comments that the Department is committed to continues partnership with the City to progress and implement the next stages of the Spence Park Urban Renewal program.</p>	ALPS identifies the need to prepare a Housing Strategy. It is the intent to investigate matters such as outcomes based assessments when considering new construction types and opportunities for the diversification in housing typology under this Strategy.	Noted	N/A
<p>3. Housing</p> <p>Supports the actions identified under this section and reiterates their willingness to work with the city to deliver improved housing outcomes.</p> <p>The Department encourages the City to include an action to investigate planning (i.e. plot ration and height bonuses, site area/parking concessions) and non-planning options (i.e. cash-in-lieu programs, development of its land, partnerships with community/non-for-profit housing sector) to facilitate, incentivise and deliver</p>	ALPS identifies the need to prepare a Housing Strategy. It is the intent to investigate matters such planning and non-planning options to deliver affordable housing and consider relevant documents such as WA Liveable Homes (Universal) design principles.	Noted	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
<p>affordable housing within the City.</p> <p>Encourages the incorporation of WA Liveable Homes (Universal) design principles into residential developments into the proposed Housing Strategy.</p>			

- 10. Name of Submitter:** Department of Primary Industries & Regional Development – Agriculture and Food Division
- Subject of Submission:** DPIRD promotes the importance of rural land for primary production and the prevention of further fragmentation and loss of productive agricultural land.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. The Department is very supportive of the City's strategic goals, implied through the objective to also protect agricultural activities.	Noted	Noted	N/A
2. Acknowledges the 2018 draft ALPS as a comprehensive and well compiled planning document. Suggest that there is an inference through the content that the Strategy is Albany centric, and misses some strategic discussion opportunity for the surrounding broad acre areas.	The Strategy investigates under Part 2 and provides strategic intent under Part 1 on all relevant matters pertaining to broad acre areas surrounding Albany in accordance with State Planning Policy 2.5 Rural Planning. The key strategic discussion opportunities for broad acre areas are not mentioned in the submission.	Noted	N/A
3. Supports the City's goal to contain urban development and rural living in the existing supply of land zoned and planned for settlement growth.	Noted	Noted	N/A
4. Recommends the acknowledgement (linked to ALPS objectives) that 'other rural pursuits and rural industries as secondary uses, including sensitive land uses, should only be approved where it can be demonstrated <i>that they will not</i>	Part 1 contains an objective under 'Rural – Land and Soil' to " <i>Protect agricultural land from inappropriate development</i> " and broadly achieves the intent of this recommendation. The need to identify strategic agricultural industries and protect these industries from	Support	Part 1 – Section 5.4 – Rural Agricultural diversification: • Delete action 1 Part 1 – Section 6.3: Rural Land and Soil:

Summary of Submission	Planning Comment	Recommendation	Modification
<i>limit the existing or potential operations on rural land’.</i>	<p>sensitive and incompatible land uses are also identified as an action (Action 1) under Rural – Land and Soil.</p> <p>The need to identify and protect existing strategic agricultural enterprises from sensitive and inappropriate land use at structure plan stage are also listed as a planning implication under Part 2 - Section 3.5 Rural – Agricultural Diversification.</p> <p>It is recommended that Action 1 under Part 1 – Rural Land and Soil be modified to include detail as proposed.</p>		<ul style="list-style-type: none"> Insert the following action: “Identify strategic agricultural industries and protect these industries from sensitive or incompatible land uses. Sensitive land uses, rural pursuits and rural industries will only be approved where it can be demonstrated that they will not limit the existing or potential operations on rural land”.
<p>5. Express concern that ALPS contains no mapping illustrating current State, Regional and Local Land of Agricultural Significance mapping to guide development decisions or to assist the City with identifying potential agri-food precincts.</p> <p>Advice that discussion is underway at State level for the identification of agrifood precincts in rural areas under pressure from urban development. The Albany-Denmark region has been</p>	<p>PAL mapping was shown in ALPS 2010 and subsequently zoned in LPS 1 as ‘priority agriculture’ and ‘general agriculture’ with land use controls and general provisions.</p> <p>Based on this, the preparation of HQAL mapping for the Great Southern (which will replace the PAL mapping) was identified as an action under Rural – Land and Soil of Part 1 i.e. “<i>Advocate for the preparation of high quality agricultural land (HQAL) mapping of the Great Southern through the Department of Primary Industries and Regional Development</i>”.</p>	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
identified as one of the several priority locations for the revision of the existing PAL mapping, with the goal to update with dryland HQAL mapping.	Under the Planning and Development (Local Planning Schemes) Regulations 2015 the model scheme text only includes one zone and that is 'Rural'. There will therefore be no distinction between 'priority' and 'general' agriculture zones.		
6. Emphasise the need to establish a precinct (or precincts) for primary produce processing (rural enterprise zones) in suitable locations close to services and freight routes, including on undeveloped industrial zoned land.	<p>The designation of Bakers Junction as a Rural Enterprise Zone was the subject of 3 submissions during the public advertising period. These submissions are supported and a recommendation made that Bakers Junction be designated as a Rural Enterprise.</p> <p>No other rural enterprise zone are designated under the Strategy.</p>	Noted	N/A
7. Express concern that land are identified as 'Rural Living' which is currently already identified as PAL under the Lower Great Southern Region Strategy.	<p>Land designated as 'Rural Living' are those land currently zoned 'Residential R1', 'Residential R2.5', 'Residential R5', 'Special Residential', 'Rural Residential', 'Conservation' and 'Rural Small Holding' zones. Land currently subject to an amendment for rural living purposes are also shown.</p> <p>There is therefore no additional land shown other than that zoned and planned for rural living purposes.</p>	Noted	N/A
8. Encourage the City to implement biodiversity belts in planning for visual amenity and buffers, separating urban form and special rural. These biodiversity belts support environmental corridors for wildlife and regenerative	The City did not investigate the implementation of biodiversity belts during the review of ALPS. This will require a separate detailed investigation which cannot be accommodated under the current process.	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
landscape reducing the impact of soil loss from wind and water erosion.			
9. Support the action which advocate for the preparation of high quality agricultural land mapping of the Great Southern.	Noted	N/A	N/A
10. Advise that the immediate risk to agriculture is biosecurity. Given the role the City plays in protecting and regulating industry in the region, acknowledging the risk could be beneficial in Part 2 Section 3.5 (or 4.3) linking supporting legislation under the <i>Biosecurity and Agricultural Act 2007</i> and the <i>Soil and Land Conservation Act 1945</i> .	Noted	Support	Part 2 – Section 4.3 Rural Land and Soil <ul style="list-style-type: none"> • Modify this section by acknowledging that the immediate risk to agriculture is biosecurity by linking supporting legislation under the <i>Biosecurity and Agricultural Act 2007</i> and the <i>Soil and Land Conservation Act 1945</i>.

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- 11. Name of Submitter:** Department of Sport and Recreation
- Subject of Submission:** N/A
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Notes that there is strong alignment with the Department with co-location and shared use of Department of Education school facilities.	Noted	Noted	N/A
2. Suggest that the stated shortage of public open space in the suburbs of Bayonet Head, Lower King and Orana (Part 2 Section 2.4.2) should be addressed in an appropriate action statement and referring to another documents i.e. Public Parkland Local Planning Policy.	The Public Parkland Local Planning Policy was incorrectly quoted in this section and it needs to be corrected.	Support in part	Part 2 – Section 2.4.2 Public Open Space <ul style="list-style-type: none"> Delete incorrect statement.
3. Support the protection of suitable land at Collingwood Park as a future district level sporting facility.	Noted	N/A	N/A
4. Support partnering with relevant local and state government agencies to fund and improve public transport, walking and cycling infrastructure and amenity. Provision of cycling and walking infrastructure resonates with the department's core pillar of encouraging physical activity.	Noted	N/A	N/A
5. Suggest reference to the growing outdoor recreation industry and Albany's key position to leverage adventure tourism market share in the introductory paragraph to Tourism in Part 1.	Noted	Support	Part 1 – Tourism: <ul style="list-style-type: none"> Amend the introductory paragraph as recommended.
6. Suggest and additional action whereby stakeholders from the public, private and community sectors must engage collaboratively to deliver high-quality activities, services and facilities in tourism/adventure recreation to satisfy and sustain the growing demand, while	This proposal is supported in principle however, it is not a matter that strategic and/or statutory planning can address. Such an action is better dealt with under	Noted	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
protecting the environments where these activities take place.	the Tourism Development Strategy.		

- 12. Name of Submitter:** Department of Planning, Lands & Heritage (Heritage Services)
- Subject of Submission:** N/A
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. States that it is encouraging to see a strong consideration of heritage within ALPS, such as the conservation of heritage places being identified as an objective of the Strategy and forming a part of the strategic directions for urban consolidation and infill development.	Noted	N/A	N/A
2. Suggest replacing 'heritage site' with 'heritage places' in the section on European Heritage to clarify that this action refers to places of cultural heritage significance that are identified under the <i>Heritage of Western Australia Act 1990</i> .	Noted	Support	<p>Part 1 – European Heritage:</p> <ul style="list-style-type: none"> Replace all reference to 'heritage site' with 'heritage places'. <p>Part 2 – Section 2.52 European Heritage:</p> <ul style="list-style-type: none"> Replace all reference to 'heritage site' with 'heritage places'.
3. Advise that the Heritage List within the Local Planning Scheme should provide detail on whether the building is identified as having a significant interior, as the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> deemed provisions require development approval for internal works only where a place has been designated as having an interior with cultural heritage significance.	<p>The advice provided is valued and will be considered as part of the preparation of the revised Heritage List under the Local Planning Scheme.</p> <p>No modification to ALPS is proposed.</p>	Noted	N/A
4. Comment that Section 2.5.3 refers to 'Heritage and Character Protection' and that it is important to distinguish between	Noted	Support	Part 2 – Section 2.5.3 Heritage and Character Protection

Summary of Submission	Planning Comment	Recommendation	Modification
'heritage areas' and 'urban character areas' (as expanded on in the <i>State Planning Policy 3.5 Historic Heritage Conservation</i>) in the context of development for single houses included on a Heritage List or within heritage areas under Part 2 Section 2.5.3			<ul style="list-style-type: none"> Modify the text in this section to distinguish between 'heritage and character protection'.
5. The Strategy makes reference to 'European heritage'. The term 'historic heritage' has been used in <i>State Planning Policy 3.5 Historic Heritage Conservation</i> in relation to cultural heritage other than Aboriginal heritage. It is recommended that a more inclusive and representative term 'historic heritage' is used throughout the Strategy.	Noted	Support	<p>Part 1 – European Heritage</p> <ul style="list-style-type: none"> Replace all reference to 'European Heritage' with 'historic heritage'. <p>Part 2 – Section 2.5.2 European Heritage</p> <ul style="list-style-type: none"> Replace all reference to 'European Heritage' with 'historic heritage'.

- 13.** **Name of Submitter:** Department of Planning, Lands & Heritage (Aboriginal Heritage)
- Subject of Submission:** N/A
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. The relevant sections of Part 1 and Part 2 incorrectly refers to number of Registered sites and heritage places. A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database concludes that there are 40 known Registered sites and 85 other heritage places within the City of Albany municipal boundary.	Noted	Support	<p>Part 1 – Aboriginal Heritage</p> <ul style="list-style-type: none"> Correct the number of Registered sites and heritage places as stated in the submission. <p>Part 2 – Aboriginal Heritage</p> <ul style="list-style-type: none"> Correct the number of Registered sites and heritage places as stated in the submission.
<p>2. It should be noted that Aboriginal Heritage and Native Title considerations, while closely link, are not the same and subject to different legislation. Text within the draft Strategy may lead readers to assume they are similar. The following suggested modifications may assist to make this distinction clearer;</p> <p>Action 1: Consider Aboriginal Heritage matters and compliance with the <i>Aboriginal Act 1972</i> in all strategic and statutory planning processes.</p> <p>Action 3: Ensure early engagement and involvement in high level decision making with local Aboriginal community and Traditional Owners' representatives in preparing strategies and structure plans.</p>	Noted	Support	<p>Part 1 – Aboriginal Heritage</p> <ul style="list-style-type: none"> Modify Action 1, 3 and 5 as proposed.

Summary of Submission	Planning Comment	Recommendation	Modification
Action 5: Re-classify Local Scheme Reserves within the Local Planning Scheme in accordance with the outcomes of Native Title agreements having due regard for Aboriginal Heritage Act 1972 requirements.			
3. For any proposed future works DPLH suggests that applicants refer to the State's Due Diligence Guidelines. The Guidelines allow proponents to undertake their own risk assessment regarding any proposal's potential to impact Aboriginal heritage.	Noted	Noted	N/A

14. Name of Submitter: Great Southern Development Commission

Subject of Submission: N/A

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Comment that GSDC is pleased to have provided early input in to background papers and a briefing meeting held during in October 2018.	Noted	N/A	N/A
2. Comment that confirmation was received that Lot 8099 is still available for potential aquaculture activities.	Noted	N/A	N/A
3. Notes that ALPS acknowledges the support of education and training opportunities in retaining young people in the region. Suggest that strategic infrastructure support to this area will also contribute to attracting a greater number of young people to Albany from outside this region. It is anticipated that projects such as the State Government supported student accommodation project in the Albany CBD will assist in facilitating this growth.	Draft ALPS identifies an 'education node' at UWA together with the regional centre (CBD) and TAFE in conjunction with the Orana Neighbourhood Centre and recommends supporting the diversification of housing and land uses to cater for the accommodation, entertainment and shopping needs of students. This strategic response will facilitate strategic infrastructure investment in these nodes.	Noted	N/A
4. GSDC is please to support the overall intent of ALPS in providing direction for Albany's settlement and land use planning over the next 15 years. It is well-researched and presented in such a way that is utility should extend beyond the planning fraternity and to the broader community.	Noted	N/A	N/A

- 15. Name of Submitter:** LandCorp
- Subject of Submission:** LandCorps' landholding in Mirambeena
- Description of affected property:** Mirambeena Strategic Industrial Area
Lots 5, 500 and 9001 Down Road, Mirambeena

Summary of Submission	Planning Comment	Recommendation	Modification
LandCorp supports the City's initiative to expand and consolidate the two separate Mirambeena Industrial Areas in order to provide additional employment-generating land in the Great Southern, whilst making more efficient use of infrastructure and buffer areas.	Noted	Noted	N/A

16. **Name of Submitter:** Department of Health

Subject of Submission: N/A

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Notes that ALPS does not specifically recognise good public health as part of the vision or objectives. Good public health outcomes require good planning strategies.</p> <p>Recommends that the aim of the planning strategy should include a direct reference to 'enhance the public health of the community'.</p>	<p>Public health is the cornerstone of resilient communities and an objective in ALPS in relation to good public health is supported.</p>	Support	<p>Modify Part 1 Objectives by inserting the following objective: "Enable people to make healthy choices through effective planning and urban design"</p>
<p>2. Recommends that ALPS provides a snapshot of foreseeable outcomes for the City but does not highlight potential negative impacts of such outcomes.</p> <p>Suggests that an environmental health risk assessment of each of the potential outcomes should be incorporated into the Strategy e.g. when assessing future urban growth.</p>	<p>The negative impacts of urban sprawl on the health of the community is highlighted under the introductory paragraphs of Urban Growth (Part 1) and under Part 2 Section 2.2.1 Urban Growth.</p> <p>Potential environmental health risk is assessed and investigated during the preparation of Structure Plans, amendments subdivisions and development applications.</p> <p>The need to undertake environmental health risk assessment can be listed under Action 3 (Part 1 – Urban Growth).</p>	Support	<p>Part 1 – Section 4.1: Urban Growth</p> <ul style="list-style-type: none"> Modify Action 3 by inserting an additional bullet point as follows: "assessment of the environmental health risk in accordance with the City's Public Health Plan".
<p>3. Recommends that ALPS should introduce issues such as disaster preparedness, recovery management or the associated impacts on public health.</p>	<p>The City has prepared a Local Emergency Management Arrangements and Local Recovery Plan under the <i>Emergency Management Act 2005</i>.</p> <p>No modification to ALPS is required in this regard.</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
4. Recommends that the potential health risks of proposed school sites be undertaken and lists matters to be considered.	<p>Under Part 2 Section 2.4.4 Education, reference is made to two additional primary schools that will be required i.e McKail and Bayonet Head. Both sites have been determined through Structure Planning. The site in McKail is zoned for this purpose under the Local Planning Scheme.</p> <p>Locational and other requirements were determined at Structure Plan preparation and assessment stage for the site at Bayonet Head.</p> <p>No modification to ALPS is required in this regard.</p>	Noted	N/A
5. Recommends safe infrastructure for walking, bicycling and public transport in the vicinity of schools.	<p>One of the objectives of ALPS is to: "Facilitate accessibility to services and facilities through integrated public transport linkages and cycle and pedestrian-friendly environments".</p> <p>This objective is supported by a number of strategic direction and action under the following sections of ALPS:</p> <ul style="list-style-type: none"> • Urban Growth • Urban Consolidation and Infill Development • Public Transport, Walking and Cycling • Activity Centres <p>The provision of save infrastructure around school sites are part to these objectives, strategic directions and actions.</p>	Noted	N/A
6. Recommends that the Strategy should highlight	Part 1 - Urban Growth, Action 6 requires that all	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>the need for future developments to connect to scheme water, reticulated sewerage (where available) and be in accordance with the draft Country Sewerage Policy.</p> <p>Where scheme water is not available, developments are to have access to sufficient supply of potable water.</p> <p>Where reticulated sewer is not available the Strategy should provide guidance for on-site effluent disposal.</p>	<p>development provide full urban services including reticulated sewerage.</p> <p>The requirements of the draft Country Sewer Policy were taken into consideration during the review of ALPS.</p> <p>Where scheme water is not available (i.e some rural living areas), the provision of water tanks is conditioned under development approvals.</p> <p>Land capability for on-site effluent disposal is determined at Structure Plan stage where Australian standards and guidelines in relation to scheme water on wastewater disposal systems are considered.</p> <p>No modification to ALPS is required.</p>		
7. Comments that the Department provides advice on build form design elements that encourage healthy living which should be considered in ALPS.	<p>Built form design elements are dealt with under the Liveable Neighbourhoods Designs and referenced under Part 1 Urban Growth Action 3.</p> <p>No further response in ALPS is required.</p>	Noted	N/A
8. Recommends that the Strategy acknowledge and incorporate appropriate separation distances between land uses in accordance with EAG 3 ' <i>Guidance for the assessment of environmental factors – separation distances between industrial and sensitive land uses</i> ' and DOH's ' <i>Guidelines for the separation of agricultural and residential land use</i> '.	The guidelines are considered at Structure Plan, subdivision and development approval stages and is not within the scope of ALPS.	Noted	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
9. Recommends that a Mosquito Management Plan should be prepared within the Strategy.	The City has prepared a Mosquito Management Plan which does not form part of the scope of ALPS.	Noted	N/A
10. Recommends that land use planning for natural hazards be considered in ALPS.	<p>State Planning Policy 3.4 Natural Hazards and Disasters guide State and local government agencies that influence the use and development of land that may be affected by natural hazards.</p> <p>ALPS provides guidance on natural hazards such as flooding, coastal planning and management and bushfire protection. All other natural hazards and disasters under this SPP is not relevant to the City.</p> <p>No further matters need to be considered.</p>	Noted	N/A

Service Agencies

- 17.** **Name of Submitter:** Main Roads
- Subject of Submission:** Main Roads is responsible for delivering and management of a safe and efficient main road network in WA.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Has no submission on draft ALPS.	Noted	N/A	N/A
2. Reference to Adress Estate incorrectly refers to matters to be address for the Mirambeena Industrial Estate.	Noted	Support	Modify Part 1 –Industry: <ul style="list-style-type: none"> delete matters not relevant to the Adress Estate.

- 18. Name of Submitter:** Western Power
- Subject of Submission:** Western Power deliver on the changing energy needs of Western Australians.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Part 2 Section 5.5.3 Power/Energy refers to various generation opportunities in the Albany region. It is important to note that power system studies will be required to determine the technical feasibility of connecting the generation.	Insert text under this section that states this.	Noted	Part 2 Section 5.5.3 Power/Energy: <ul style="list-style-type: none"> Modify this section by inserting the text as suggested in the submission.
2. Recommends that the description of the network upgrade be updated to reflect the current status of the project.	Noted	Support	Part 2 Section 5.5.3 Power/Energy <ul style="list-style-type: none"> Modify this section by updating the text as suggested in the submission.

- 19. Name of Submitter:** Water Corporation
- Subject of Submission:** Water Corporation provides a number of water services to the City including water supply and delivery, and wastewater conveyance and treatment. The Water Corporation also manages the recycling of treated wastewater by irrigating tree plantations near the Albany Airport.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Urban Growth Areas</p> <p>1. A number of areas have been identified in the Strategy for urban growth. The Water Corporation has a policy of developer pays in relation to provision of reticulation scale services. This usually means that land is economically developed as a 'rolling front'. The majority of areas identified as 'urban growth' in the Strategy can be serviced by water and wastewater services in this way. The Water Corporation will also plan the provision of headworks or major infrastructure such as pump stations and distribution mains as areas are progressively zoned.</p>	Noted	Noted	N/A
<p>Timewell Road Wastewater Treatment Plant (WWTP) Odour Buffer</p> <p>2. State Planning Strategy 2050 (WAPC) recognise the changing role of wastewater treatment plants and the buffers that protect them. The Strategy foresee the facilitation of beneficial and synergistic land use in and around the buffers of treatment plants to improve the efficient use of land and reduce the risk of land use conflicts.</p> <p>Water Corporation is seeking to identify and facilitate opportunities for beneficial land use in the buffers of WWTPs across WA.</p> <p>Beneficial uses are essentially those uses which provides benefits to the WWTP in terms of things such as</p>	Noted	Support	<p>Part 1 - Service Infrastructure:</p> <ul style="list-style-type: none"> • Insert additional text as proposed under the submission. • Delete Action 6 and replace it with the following action: Investigate the establishment of beneficial land uses in and immediately adjacent to the odour buffer of the treatment plant.

Summary of Submission	Planning Comment	Recommendation	Modification
<p>securing the buffer, using outputs or providing inputs or/and providing community benefits.</p> <p>Minor changes are recommended to ALPS to recognise this direction.</p> <p>In Part 1 p35, in the section on Water and Wastewater Infrastructure add the following text:</p> <p>“The odour buffer of the Water Corporation’s wastewater treatment plant at Timewell Road is protected by the Special Control Area under the Local Planning Scheme, which is designated to prevent potential conflict with incompatible and sensitive land uses in the surrounding area.</p> <p>In and immediately adjacent to the odour buffer of the treatment plant, there may be opportunities to investigate the establishment of beneficial land uses. These are uses which provide benefits to the treatment plant in terms of securing the buffer, using outputs and providing inputs and/or providing other community benefits.”</p>			

- 20. Name of Submitter:** ATCO Gas Australia
- Subject of Submission:** ATCO owns and operates gas mains of varying pressures and gas infrastructure in the surrounding road reserves, along with gas service supply lines from those gas mains to both commercial and domestic properties, within the City of Albany.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
ATCO has no objection to the proposed draft Local Planning Strategy.	Noted	Noted	N/A

SUBMISSIONS IN RELATION TO A SPECIFIC LOT

21. Name:

Subject of Submission: Owner and occupier of subject lot

Description of affected property: Lot 25 (10) Middle Street, Gledhow (A47151)

Summary of Submission	Planning Comment	Recommendation	Modification
<p>The size of the property is 0.81ha. We would like to subdivide the property into 2 to enable us to continue living in Gledhow. It is not a high value agricultural area and most people living in the area do not participate in farming activities.</p> <p>The property is remnant of rural properties in the area of Future Urban and Special Rural. Bottlebrush Road is a more natural boundary for future urban.</p>	<p>The subject land is zoned 'General Agriculture' under LPS1.</p> <p>Draft ALPS designates the subject land 'Rural'. The designation is based on the following:</p> <ul style="list-style-type: none"> • There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years. • The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth. <p>The subject land is located in a locality within which all lots could potentially be subdivided as infill or rounding off of the urban front. The City cannot sustain ongoing and incremental subdivision that leads to continued urban sprawl.</p> <p>The submission does not meet the objectives and strategic directions of draft ALPS.</p>	Not support	N/A

22. Name of Submitter:**Subject of Submission:** Owner**Description of affected property:** Lot 1002 Dragon Road, Lange (A23389)

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Note that draft ALPS designate the subject land as 'urban growth'.</p> <p>Suggests that the subject land should be able to be subdivided into ten 5000m² environmentally friendly properties (ie. rainwater tanks, septic systems, recycled water and solar power).</p> <p>Suggests that the balance of the blocks could be left as a wildlife corridor.</p>	<p>The subject land is contained in the Yakamia Structure Plan. The Structure Plan guide and inform subdivision and development, to provide broad objectives for each of the land use designations shown on the Structure Plan Map and to guide developers and decision makers on key matters and design elements that should be taken into account in the rezoning, subdivision and/or development proposals within the structure plan area.</p> <p>The Structure Plan designates the subject lot as 'private conservation' due to the significance of identified vegetation, flora and fauna values. The objectives of the 'private conservation' designation is to:</p> <ul style="list-style-type: none"> • Provide for establishment of a single house on the existing lots, whilst meeting standards for fire hazard management. • Maximise protection of remnant vegetation, while retaining it in private ownership for the use and enjoyment of individual land owners. <p>The Structure Plan provides that lots designated as 'private conservation' shall be protected via a conservation covenant or other suitable mechanism and without payment of compensation by the Crown.</p> <p>The Structure Plan therefore does not designate this land for rural living purposes, and it is not able to be subdivided.</p>	Not support	N/A

- 23. Name of Submitter:** Merrifield Real Estate
- Subject of Submission:** Agent for owner
- Description of affected property:** Lot 521 Mercer Road, Walmsley

Summary of Submission	Planning Comment	Recommendation	Modification
1. Support the subject land designated as 'urban growth' under draft ALPS. The land is ideally located for future residential development along with providing supporting community facilities and infrastructure such as a primary school, community site and public open space.	Noted	Noted	N/A
2. Support the expansion of industrial land west of Range Road. It is well suited for many light/medium industrial business including transport logistics. Do not support any industrial land uses east of Range Road.	Noted	Noted	N/A

- 24. Name of Submitter:** Merrifield Real Estate
- Subject of Submission:** Agent for Owner
- Description of affected property:** 230 Chester Pass Road, Walmsley

Summary of Submission	Planning Comment	Recommendation	Modification
Support expanded industrial land use for the subject land as it is well suited for many light/medium industrial businesses including transport logistics.	Noted	Noted	N/A

- 25. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Agent acting on behalf
- Description of affected property:** Lots 124 & 125 South Coast Highway, Marbelup

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Request that consideration be given to designating the land 'Rural Living' rather than 'Rural' as proposed by draft ALPS.</p> <p>Provides a detailed account of planning history on the site.</p>	<p>Noted</p> <p>The subject land is zoned 'General Agriculture' under LPS1 and designated 'Priority Agriculture' under ALPS 2010 and was never earmarked for future rural living purposes.</p> <p>There are many lots within the City that presents rounding off and/or infill opportunities however, the City cannot sustain ongoing and incremental subdivision that leads to continuing urban sprawl.</p>	Not support	N/A
<p>2. Questions that there is an oversupply of rural living lots and provides a detailed account of lots sizes, number of developed lots, vacant lots, total number of lots and percentage of lots developed for each of Rural Residential and Special Residential areas.</p> <p>Notes that the table is based on existing zoned land and does not include land currently in the process of being rezoned and redesigned to achieve a higher yield.</p> <p>Argues that the rural living sector as recovered more strongly than the residential sector and provides information of sold lots in the Moss</p>	<p>The <i>Albany Hotspots Report 2015</i> prepared by WAPC reports that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to Dec 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model shows that at Jan 2015, a stock of 7,665 ha of land zoned for rural living purposes of which 3,526 ha (or 46%) was deemed to be developed.</p> <p>The report further highlights that land for rural living purposes are consumed at an average rate of 252 ha per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
Ridge Estate and Warrenup Heights.	The sales information provided for the 2 rural living estates is not representative of sales within the City and neither representative of developed and rated rural living land.		
3. States that draft ALPS appears to have a Perth centric attitude to lifestyle lots where State Policy is opposed to this form of development. The Albany context is different, lifestyle lots contributes towards the economy. Argues that lifestyle lots in Albany does not get in the way of urban consolidation.	Land designated 'rural living' under draft ALPS is based on demand and supply figures for rural living lots. The aim of LPS is not to limit the provision of lifestyle lots, instead its objective is to <i>'contain urban development and rural living within the existing supply of land zoned and planned for settlement growth'</i> .	Not support	N/A
4. States that the submission does not advocate wholesale expansion of rural living lots but suggests that careful consideration should be given before existing areas designated in ALPS 2010 are deleted and that there is a case to round off some areas which are already established lifestyle areas. None of these areas will jeopardise future agricultural initiatives.	The subject land is designated 'Priority Agriculture' under ALPS 2010 and was never earmarked for future rural living purposes. There are many opportunities for rounding off in the City, such as the subject land. Rounding off will contribute towards the sprawl of Albany for rural living purposes and impact on valuable agricultural land and areas of remnant vegetation. The City cannot sustain ongoing and incremental subdivision that leads to continued urban sprawl. Furthermore, the submission does not meet the objectives and strategic directions set out in draft ALPS.	Not support	N/A

- 26. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Act on behalf of Owner
- Description of affected property:** Lots 150 & 151 Link Road, Drome

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Request that Lots 150 & 151 Link Road, Drome retain their potential to be developed for Rural Residential development.</p> <p>The subject land is designated 'Rural Residential' under ALPS 2010. The 'Rural' designation under draft ALPS will remove any possibility of rezoning and subdividing the property for Rural Residential lots which has major repercussions for the landowners.</p>	<p>The <i>Albany Hotspots Report 2015</i> prepared by WAPC reports that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to Dec 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model shows that at Jan 2015, a stock of 7,665 ha of land zoned for rural living purposes of which 3,526 ha (or 46%) was deemed to be developed.</p> <p>The report further highlights that land for rural living purposes are consumed at an average rate of 252 ha per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.</p>	Not support	N/A
<p>2. States that there is no planning logic to retain a rural zoned enclave surrounded by rural lifestyle lots as there are many permitted land uses in the 'General Agriculture' zone which have the potential to result in a conflict of land uses.</p>	<p>The majority of existing Rural Residential and Special Residential zoned land are surrounded by land zoned for agricultural purposes under LPS1.</p> <p>Potential land uses conflicts are managed by the Department of Health's <i>Guidelines for the Separation of Agricultural and Residential Land Uses</i>, other</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>relevant State Planning Policies and LPS1.</p> <p>Potential for land use conflicts between sensitive residential land uses and agricultural activities is not a valid reason to designate the subject land as 'Rural Living' under draft ALPS.</p>		
<p>3. Questions that there is an oversupply of land for rural living purposes based on percentage of developed lots in existing Rural Residential and Special Residential areas.</p> <p>There are many reasons affecting the demand and supply of these lots and it is not unreasonable to assume that the majority of existing lots will be developed over the 10 year lifetime of ALPS.</p> <p>The varied range of lifestyle lot is a significant attraction to relocated to Albany.</p>	<p>The <i>Albany Hotspots Report 2015</i> prepared by WAPC reports that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to Dec 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model shows that at Jan 2015, a stock of 7,665 ha of land zoned for rural living purposes of which 3,526 ha (or 46%) was deemed to be developed.</p> <p>The report further highlights that land for rural living purposes are consumed at an average rate of 252 ha per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.</p>	Not support	N/A

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- 27. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Acting on behalf of the owner
- Description of affected property:** Lots 105 & 106 Nanarup & Kula Roads, Kalgan

Summary of Submission	Planning Comment	Recommendation	Modification
The designation of the subject land as 'Rural' under draft ALPS is contrary to numerous specific Council resolutions made in support of the rezoning of the land to rural residential/special rural, the progress of Amendment No. 6 and Local Structure Plan No. 13 under LPS1.	<p>The City has endorsed the Amendment for final approval as it is current being reviewed by the WAPC for final approval.</p> <p>It is the intent of draft ALPS to show all zoned and planned land within the designation of 'Rural Living' and should therefore be included.</p>	Support	<p>Part 1 – Rural Living:</p> <ul style="list-style-type: none"> Action 2: Insert an additional dot point describing the subject land. <p>Maps Figure 2 – Designate Lots 105 & 106 Nanarup & Kula Roads, Kalgan as 'Rural Living'.</p>

REPORT ITEM DIS155 REFERS

- 28. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Acting on behalf of the owner
- Description of affected property:** Lot 1879 Gull Rock Road & Davies Road, Kalgan

Summary of Submission	Planning Comment	Recommendation	Modification
<p>The designation of the subject land as 'Rural' under draft ALPS is contrary to Council resolutions to initiate the Amendment 12 to LPS1 in August 2015.</p> <p>Due to State Planning Policy requirements and changes in the decision-making process the amendment would need to be redrafted, a Bushfire Management Plan and a Local Structure Plan needs to be prepared.</p>	<p>The City initiated Amendment 12 to LPS1 in August 2015.</p> <p>It is the intention of draft ALPS to show all zoned and planned land within the designation of 'Rural Living'.</p> <p>The exclusion of this land under this designation is an oversight.</p>	Support	<p>Part 1 – Rural Living:</p> <ul style="list-style-type: none"> Action 2: Insert an additional dot point describing the subject land. <p>Maps Figure 2 – Designate Lot 1879 Gull Rock Road & Davies Road, Kalgan as 'Rural Living'.</p>

- 29. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Acting on behalf of the owner
- Description of affected property:** Lot 5 Shelley Beach Road, Kronkup

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that draft ALPS be amended to designate Lot 5 Shelly Beach Road, Kronkup as 'Rural Living' under draft ALPS.</p> <p>The subject land is zoned 'Rural' under LPS1.</p> <p>Draft ALPS appears to not acknowledge the zoning and designates the land as 'Rural'.</p>	<p>It is the intention of draft ALPS to show all zoned and planned land within the designation of 'Rural Living'.</p> <p>The exclusion of this land under this designation is an oversight.</p>	Support	<p>Maps – Figure 1 – Designate Lot 5 Shelly Beach Road, Kronkup as 'Rural Living'.</p>

- 30. Name of Submitter:** Edge Planning & Property
- Subject of Submission:** Act on behalf of landowners
- Description of affected property:** Lot 8034 (333) Mercer Road, Walmsley

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Request that the subject land be identified as an 'Investigation Area 13 (IA13) – Lot 8034 Mercer Road and Former Gravel Pit' for numerous reasons of which the main reasons are:</p> <ul style="list-style-type: none"> it will assist to lower bushfire risks in the locality and enhance community safety through facilitating two access routes consistent with State Planning Policy 3.7: Planning in Bushfire Prone Areas and Guidelines for Planning in Bushfire Prone Areas. it will assist to increase convenience, permeability and connectivity in the locality for motorists, cyclists and pedestrians; the draft Strategy identifies nearby Lot 521 Mercer Road, Walmsley as 'Urban Growth'; the site is surrounded by public land and is the only land classified as 'Rural' south of Hooper Road/Terry Road in the locality. The site's Rural classification creates an 'island' separated from other rural properties; development on the site is not considered sprawl but 'rounding off'. The site is closer to the city centre and 	<p>The subject land is zoned 'General Agriculture' under LPS1.</p> <p>It is designated 'Rural' under draft ALPS. The designation is based on the following:</p> <ul style="list-style-type: none"> One of the objectives of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth. There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years. There is an oversupply of land zoned and planned for future rural living purposes. More than 50% percent of land zoned for rural living purposes are undeveloped and it will take 20 years to consume undeveloped and unrated land. <p>There are many lots within the City that represents rounding off and/or infill opportunities however, the City cannot sustain ongoing and incremental subdivision that leads to continued urban sprawl.</p> <p>The propose tourist uses is supported in the 'General Agriculture' zone under LPS1. The following tourist related</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>closer to the Bayonet Head neighbourhood centre than areas in Bayonet Head identified as 'Future Urban'. The site is also considerably closer to the city centre and the neighbourhood centre than the Oyster Harbour development and the established suburb of Lower King;</p> <ul style="list-style-type: none"> the site provides a unique tourist experience and there are opportunities to add to the experience with complementary uses and appropriately located and scaled development; and it will assist to support and diversify the local economy including promoting tourism and increasing tourism and recreation attractions in the region. 	<p>land uses are permissible in this zone:</p> <ul style="list-style-type: none"> Bed and breakfast/farmstay Chalet/cottage premises Exhibition centre Holiday accommodation Cottage industry Private recreation Reception centre <p>The submission does not meet the objectives and strategic directions set out under draft ALPS.</p>		
<p>2. It is suggested that the final Strategy incorporate an urban growth boundary. Hooper Road in the vicinity of the site represents a logical northern growth boundary for Albany.</p>	<p>The City does not support the identification of a growth boundary.</p>	<p>Not support</p>	<p>N/A</p>

31. Name of Submitter:**Subject of Submission:** Landowner**Description of affected property:** Lot 8034 (333) Mercer Road, Albany

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Endorse the submission made by Edge Planning for the subject land.</p> <p>It will lower bushfire risk and promote access to Hooper Road. See the block being used predominantly for tourism i.e. a sculpture park which is unique to WA.</p> <p>Setting up such an attraction of this scale would be ideally funded by selling off part of the block.</p>	<p>The proposed tourist uses is supported under the 'General Agriculture' zone under LPS1. The following tourist related land uses are permissible in this zone:</p> <ul style="list-style-type: none"> • Bed and breakfast/farmstay • Chalet/cottage premises • Exhibition centre • Holiday accommodation • Cottage industry • Private recreation • Reception centre <p>The submission does not meet the objectives and strategic directions set out under draft ALPS.</p>	No support	N/A

- 32. Name of Submitter:** Harley Dykstra
- Subject of Submission:** Act on behalf of owner
- Description of affected property:** Lot 50, Chester Pass Road, King River, Rural Residential Area No. 41 (RR41)

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Seek to increase the density of development by rezoning of Rural Residential Area No. 41 (RR41) to Special Residential to allow small lot sizes (approx. 4,000m²) within the core of the development.</p> <p>Draft ALPS designates the subject land as 'Rural Living' with a key objective to facilitate the review of Structure Plans in order to maximise the development potential and achieve higher lot yields through infill development.</p> <p>Seek to review the wording in draft ALPS in relation to the criteria listed of matters that need to be demonstrated in the review of Structure Plans of Rural Living areas i.e:</p> <ul style="list-style-type: none"> It is unclear if RR41 is considered in close proximity to town or which town reference is being made to (Albany and/or rural villages); RR41 may be considered as being subject to high bushfire risk thus preventing the review of the structure plan. Reference should be made to manageable bushfire risk being able to be demonstrated. It is unclear if the criteria to achieve the minimum lot size specified in 	<p>The strategic direction set out for rural living areas under draft ALPS is to: <i>"Plan for the sustainable supply of land for rural living purposes and maximise land use efficiency within existing rural living areas."</i></p> <p>In order to achieve the direction, draft ALPS requires the review of Structure Plans to allow further subdivision of rural living areas, subject to the requirements of relevant State and local government policies and where certain criteria can be demonstrated (Action 3).</p> <p>Draft ALPS also requires that all land zoned Special Residential be reviewed and an alternative zone and provisions in the new Scheme be recommended in accordance with the Model Scheme Text. (Action 4).</p> <p>The City and the WAPC will therefore not support any further rezoning of land to the Special Residential zone. It is unclear at this stage which Special Residential areas will fall within the 'Residential' zone and which areas will fall within the 'Rural Residential' zone. This matter will be investigated during the review of the Local Planning Scheme.</p>	Support in part	<p>Part 1 – Section 4.3 Rural Living:</p> <ul style="list-style-type: none"> Include additional text in the introductory paragraphs to clarify the intent of infill development; Delete bullet point 1 i.e the area is located in close proximity to town. Delete bullet point 2 i.e the area is not subject to bushfire risk. Insert an additional criteria as follows: the proposed lot sizes meet the objectives of the zone.

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Schedules 12, 14 and 15 of the Local Planning Scheme support increased densities within the core of RR41 or if the maximum development potential and increased lot yield is intended to be achieved by simply achieving the minimum lot sizes identified under the current provisions outlined in Schedule 14 i.e. 1ha.</p> <p>Propose the following provision for inclusion within draft ALPS:</p> <ol style="list-style-type: none"> Amending the minimum lot sizes specified in Schedules 12, 14 and 15 of the Local Planning Scheme, Amending the zoning of existing rural residential zoned areas to support (part of full) Special Residential zoning; and/or Amending the zoning of existing rural residential zoned areas to support (part or full) minimum lot sizes that reflect Residential R1, R2.5 and R5 density coding. 	<p>The proposed provisions under the submission is not supported as it ignores Actions 4 and 5 in which the Special Residential zone is no longer supported.</p> <p>The City planning officers however, concur that the criteria set under draft ALPS in order to achieve the strategic direction are in some instances ambiguous. It is recommended that the proposed criteria be modified as follows:</p> <ul style="list-style-type: none"> Delete the criteria 'the area is located in close proximity to town'. The intent of the strategic objective to achieve maximum land use efficiency subject to the minimum lot sizes set out under the relevant schedules of LPS 1. This criteria is not location specific. Delete the criteria 'the area is not subject to high bushfire risk'. Action 3 states that the review of Structure Plans are subject to the requirements of relevant State and local government policies. Bushfire risk is addressed by State Planning Policy 3.7 – Planning in Bushfire Prone Areas. In order to provide further clarification on infill potential of rural living land, insert an additional criteria: "the proposed lot sizes meet the objectives of the zone." 		

- 33. Name of Submitter:** Harley Dykstra
- Subject of Submission:** Act on behalf of land owner
- Description of affected property:** Lot 9001 (No. 688) Lower Denmark Road, Marbelup

Summary of Submission	Planning Comment	Recommendation	Modification
<p>The submission seeks for the north-eastern portion of the subject land to be identified as 'Rural Living' and incorporated in the revised ALPS documentation and map for the following reasons:</p> <ul style="list-style-type: none"> The proposal will connect Philliskirk Road (RR28) and Sanchez Road (RR22), providing both residents and Council waste services with improved connectivity to each neighbourhood and the surrounding road network; RR28 and RR22 were developed with a single access way. SPP 3.7 – Planning in Bushfire Prone Areas, requires two vehicle access routes to be provided that connect to the public road network. The secondary vehicle access route will reduce current vulnerability for people, property and infrastructure in the event of a bushfire and will ensure that the objectives of SPP 3. 7 are considered at a strategic level in the locality; The proposal will consolidate urban settlement in the locality without resulting in a 	<p>The subject land is zoned 'General Agriculture' under LPS1. It is designated as 'Priority Agriculture' under ALPS 2010. It was therefore not earmarked for future rural living purposes under the existing ALPS.</p> <p>The reasons provided in the submissions are not supported for the following reasons:</p> <ul style="list-style-type: none"> Draft ALPS investigated the demand and supply of lots for rural living purposes and reported on the findings of the Albany Hotspots Report (2015) prepared by the WAPC. It was concluded that the City has sufficient land available to meet the predicted demand for rural living lots over the next 20 years. Given the extent of zoned and planned land, draft ALPS does not support any further rezoning of land for rural living purposes. Improved road connectivity for bushfire safety can be achieved across the City and designating the subject land 'Rural Living' on this basis will set a precedent for other land that meets this criterion resulting in 	Not support	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
<p>new front of urban development. This will result in a low lot yield which, when balanced against the subject lands strategic location and the resulting social and environmental benefits is not considered to undermine the broad objectives of draft ALPS;</p> <ul style="list-style-type: none"> Improved environmental and land management outcomes through the establishment of a foreshore reserve for the section of the Five Mile Creek identified as a 'Rural Living' area. 	<p>incremental, sporadic and unplanned sprawl.</p>		

- 34. Name of Submitter:** Merrifield Real Estate
- Subject of Submission:** Act as agents
- Description of affected property:** 104 Henry Street, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
Object to the subject land designated as rural and support the inclusion of the land for either as urban growth or development investigation. The owners has lost significant value on this property which does not seem to be a fair outcome when majority of the neighbours have residential or semi-rural uses.	<p>The subject land is zoned 'General Agriculture' under LPS1. It is designated 'Future Urban' under ALPS 2010.</p> <p>Draft ALPS designates the subject land 'Rural'. The designation is based on the following:</p> <ul style="list-style-type: none"> • There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years. • The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth. <p>Designation under a Local Planning Strategy does not provide the right to rezone and subdivide land and any land speculation based on strategic designation is inappropriate. This principle is well understood by real estate agents.</p>	Not support	N/A

35. Name of Submitter:**Subject of Submission:** Land owners**Description of affected property:** 104 Henry Street, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that draft ALPS is modified to identify the land either as Urban Growth or Development Investigation.</p> <p>The draft is not supported in relation to their property for the following reasons:</p> <ul style="list-style-type: none"> • The land adjoins residential and semi-rural lots and agricultural land is not consistent with those uses. • It is not equitable that properties adjoining this parcel have subdivision potential but not for this land. • We held the property on the provision that the land has subdivision potential, the land is now significantly devalued (approx. \$750,000 less); and • Due to the size of the property, utilising the land for grazing land only is unviable which will push us into investigating more intensive uses of the land which is not consistent with the surrounding residential uses. <p>A growth boundary along Harvey Street and not Henry Street is suggested.</p>	<p>The subject land is zoned 'General Agriculture' under LPS1. It is designated 'Future Urban' under ALPS 2010.</p> <p>Draft ALPS designates the subject land 'Rural'. The designation is based on the following:</p> <ul style="list-style-type: none"> • There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years. • The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth. <p>Designation under a Local Planning Strategy does not provide the right to rezone and subdivide land and any land speculation based on strategic designation is inappropriate. This principle is well understood by real estate agents.</p> <p>The fringes of Albany's urban development are in most instances surrounded by agricultural land and land use conflict is managed in accordance with Department of Health's <i>Guidelines for Separation of Agricultural and Residential Land Uses</i> and other relevant State and local government policy and statutory measures.</p>	Not supported	N/A

36. Name of Submitter:**Subject of Submission:** Owner and occupier**Description of affected property:** Lot 12 (516) & 13 (516) Albany Highway, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
Request that both lots be rezoned to Industrial or Highway Commercial. The lots have been in their ownership for 45 years and has never been used for residential, they have always been used as industrial.	<p>The designation of the subject land as 'commercial' is supported for the following reasons:</p> <ul style="list-style-type: none"> The historic use of the land for industrial purposes shows that the land is capable of supporting the land use and compatible with the surrounding land uses. The location of the subject land on Albany Highway is appropriate for this designation. 	Support	<p>Part 1 – Section 5.2: Industry</p> <ul style="list-style-type: none"> Include an additional action as follows: Recognise established commercial land uses by designating Lots 12, 13 Albany Highway, Milpara as 'Commercial' <p>Part 2 – Section 3.3.2 Industrial Areas</p> <ul style="list-style-type: none"> Insert an additional paragraph that provide background and justification for the proposed designation. Include a planning implication in relation to the subject land. <p>Maps – Figure 1</p> <ul style="list-style-type: none"> Designate Lot 12 & 13 Albany Highway, Milpara as 'Commercial'.

37. Name of Submitter:**Subject of Submission:** Owner**Description of affected property:** Lot 14 (508) & 15 (504) Albany Highway, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that both properties be rezoned from 'Residential' to 'Highway Commercial' to allow full use of both lots.</p> <p>508 Albany Highway has been used as a landscape/garden supply business since 1988. Lot 15 (504) Albany Highway has been used as an engineering business in the mid 1960's and various other uses until the mid-1980's when it became a stockfeeds. Both businesses have been operating in their current use respectively since that time.</p> <p>There is no intention to use the 2 blocks residential as they have no deep sewerage and the Water Corporation has no immediate plans for infill sewerage.</p> <p>The rezoning would allow full use of both blocks and would make the re development by means of new building easier and more commercially viable than under the current zoning.</p>	<p>Both lots are currently zoned 'Residential R5/20' with non-conforming use permitted under LPS1.</p> <p>The designation of the subject land as 'Commercial' is supported for the following reasons:</p> <ul style="list-style-type: none"> • The historic use of the land for industrial purposes shows that the land is capable of supporting the land use and compatible with the surrounding land uses. • The location of the subject land on Albany Highway is appropriate for this designation. • Within the 'Highway Commercial' zone under LPS1, the existing land uses are permissible under the Land Use Table. 	Support	<p>Part 1 – Section 5.2: Industry</p> <ul style="list-style-type: none"> • Include an additional action as follows: Recognise established commercial land uses by designating Lots 12, 13, 14 and 15 Albany Highway, Milpara as 'Commercial'. <p>Part 2 – Section 3.3.2 Industrial Areas</p> <ul style="list-style-type: none"> • Insert an additional paragraph that provides background and justification for the proposed designation. • Include a planning implication in relation to the subject land. <p>Maps - Figure 1</p> <ul style="list-style-type: none"> • Designate Lots 14 & 15 Albany Highway, Milpara as 'Commercial'.

- 38. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Act on behalf of land owner
- Description of affected property:** Lot 157, (46428) South Coast Highway, King River

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that draft ALPS be modified by:</p> <ul style="list-style-type: none"> the rural industry/agri-business enclave at Bakers Junction be identified on Figures 1 and 2. The role and significance of rural industry to be addressed more comprehensively in both the Industry and Rural section of the ALPS document; and Recommend rezoning of the Bakers Junction Precinct to Rural Enterprise. <p>Albany Stock Feeds is located on the subject land and involves packing and wholesale distribution of stockfeed and supplements.</p> <p>The following justification is provided for this precinct to be designated as Rural Enterprise:</p> <ul style="list-style-type: none"> It is an important agri-business enclave with a number and variety of light, service and rural industry purposes. Enterprises within the Bakers Junction Precinct include stock feed supply, farm implement assembly, distribution and servicing, agricultural engineering and 	<p>The subject land is designated 'Rural' under draft ALPS.</p> <p>State Planning Policy 2.5 – Rural Planning defines the 'Rural Industry' zone as follows: <i>"A predominantly light industrial zone, generally suitable in rural areas, that provides for light industrial land uses and an ancillary residential dwelling on one lot, with lot sizes in the order of one to four hectares. May also be known as rural industry or composite zones."</i></p> <p>WAPC Rural Planning Guidelines provides that the following matters be considered in this zone:</p> <ul style="list-style-type: none"> Separation distances between residential and business activities; Whether certain industrial land uses should be excluded from the estate; Hours of operation to maintain a reasonable level of amenity; Type of roads to address sufficient exposure for the business component; Provisions of services and roads to cater for heavy vehicles; and Proximity of urban areas. Access to town 	Support	<p>Part 1 – Rural Agricultural Diversification</p> <ul style="list-style-type: none"> Insert additional text in relation to the need to designate a Rural Enterprise site under the introductory paragraphs; Delete Action 3 and replace with the following: Designate Lot 157, (46428) South Coast Highway, King River and Lots 150 (978) and 156 (980) Chester Pass Road, King River for rural enterprise purposes and identify appropriate land use permissibility's and standards for development during the review of the Local Planning Scheme. <p>Part 2 – Section 3.5 Rural Agricultural Diversification</p> <ul style="list-style-type: none"> Insert an additional sub-section which provides background information and

Summary of Submission	Planning Comment	Recommendation	Modification
<p>repairs, forestry harvesting, chipping and plantation rehabilitation services;</p> <ul style="list-style-type: none"> Bakers Junction is located on the intersection of two major transport routes i.e. South Coast Highway and Chester Pass Road. It is strategically located to service the rural sector and is well located in relation to transport routes and rural hinterland customers. It is not categorised as priority agriculture in the draft ALPS or the Lower Great Southern Strategy. The prevailing small lot sizes and multiple ownership preclude conventional broad acre agricultural uses. The lot configuration does not allow for agriculture or horticulture. Draft ALPS recognise that agriculture is the primary land use and the largest industry in the Lower Great Southern. The various business located in the precinct contribute directly to the sustainability of the agricultural sector. Greater attention needs to be given to the activities and businesses that service and support this sector. The longevity and the recent intensification of the Bakers Junction 	<p>facilities would be desirable as the zone allows for a residential component.</p> <p>The guidelines further details matters that should be investigated in proposed Rural Enterprise zones as follows:</p> <ul style="list-style-type: none"> Appropriate lot sizes; Level of services particularly electricity and domestic water; Provisions to address potential land use conflicts; and Provisions to protect the amenity of the area <p>The proposed Rural Enterprise zone is supported for the following reasons:</p> <ul style="list-style-type: none"> It meets the definition of the Rural Enterprise Zone under the relevant SPP; It meets a number of the criteria set out under the guidelines that should be considered in the planning for the zone; There are established and successful light industrial land uses that meets the needs of the hinterland farming community; The businesses support agricultural activities in the locality; It is located on the intersection of two major transport routes; It is located in close proximity to Albany; The submission received by the Department of Primary Industries and 		<p>justification for the Rural Enterprise Zone.</p> <ul style="list-style-type: none"> Insert a planning implication in relation to the need to introduce a Rural Enterprise Zone in this location. <p>Maps – Figures 1 and 2</p> <ul style="list-style-type: none"> Designate Lot 157, (46428) South Coast Highway, King River 'Rural Enterprise'.

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Summary of Submission	Planning Comment	Recommendation	Modification
precinct clearly demonstrate the on-going demand for rural industrial land, such sites are not always located in strategic industrial areas or typical urban zones. Failure to plan for Rural Industry could otherwise compromise the potential for jobs and growth.	Regional Development calls for the identification of rural enterprise zones in suitable locations close to service and freight routes.		

39. Name of Submitter	Ayton Beasjou Planning
Subject of Submission	Act on behalf of land owner
Description of affected property	Lot 150 (978) Chester Pass Road, King River

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that draft ALPS be modified by:</p> <ul style="list-style-type: none"> the rural industry/agri-business enclave at Bakers Junction be identified on Figures 1 and 2. The role and significance of rural industry to be addressed more comprehensively in both the Industry and Rural section of the ALPS document; and Recommend rezoning of the Bakers Junction Precinct to Rural Enterprise. <p>Direct Seeding and Harvesting operate from the subject land.</p> <p>The following justification is provided for this precinct to be designated as Rural Enterprise:</p> <ul style="list-style-type: none"> It is an important agri-business enclave with a number and variety of light, service and rural industry purposes. Enterprises within the Bakers Junction Precinct include stock feed supply, farm implement assembly, distribution and servicing, agricultural engineering and repairs, forestry harvesting, chipping 	<p>The subject land is designated 'Rural' under draft ALPS.</p> <p>State Planning Policy 2.5 – Rural Planning defines the 'Rural Industry' zone as follows:</p> <p><i>"A predominantly light industrial zone, generally suitable in rural areas, that provides for light industrial land uses and an ancillary residential dwelling on one lot, with lot sizes in the order of one to four hectares. May also be known as rural industry or composite zones."</i></p> <p>WAPC Rural Planning Guidelines provides that the following matters be considered in this zone:</p> <ul style="list-style-type: none"> Separation distances between residential and business activities; Whether certain industrial land uses should be excluded from the estate; Hours of operation to maintain a reasonable level of amenity; Type of roads to address sufficient exposure for the business component; Provisions of services and roads to cater for heavy vehicles; and Proximity of urban areas. Access to town facilities would be 	Support	<p>Part 1 – Rural Agricultural Diversification</p> <ul style="list-style-type: none"> Insert additional text in relation to the need to identify Rural Enterprise Zone under the introductory paragraphs; Delete Action 3 and replace with the following: Designate Lot 157, (46428) South Coast Highway, King River and Lots 150 (978) and 156 (980) Chester Pass Road, King River for rural enterprise purposes and identify appropriate land use permissibility's and standards for development during the review of the Local Planning Scheme. <p>Part 2 – Section 3.5 Rural Agricultural Diversification</p> <ul style="list-style-type: none"> Insert an additional sub-section which provides background information and justification for the Rural Enterprise Zone. Insert a planning implication in relation to the need to introduce a Rural

Summary of Submission	Planning Comment	Recommendation	Modification
<p>and plantation rehabilitation services;</p> <ul style="list-style-type: none"> Bakers Junction is located on the intersection of two major transport routes i.e. South Coast Highway and Chester Pass Road. It is strategically located to service the rural sector and is well located in relation to transport routes and rural hinterland customers. It is not categorised as priority agriculture in the draft ALPS or the Lower Great Southern Strategy. The prevailing small lot sizes and multiple ownership preclude conventional broadacre agricultural uses. The lot configuration does not allow for agriculture or horticulture. Draft ALPS recognise that agriculture is the primary land use and the largest industry in the Lower Great Southern. The various business located in the precinct contribute directly to the sustainability of the agricultural sector. Greater attention needs to be given to the activities and businesses that service and support this sector. 	<p>desirable as the zone allows for a residential component.</p> <p>The guidelines further details matters that should be investigated in proposed Rural Enterprise zones as follows:</p> <ul style="list-style-type: none"> Appropriate lot sizes; Level of services particularly electricity and domestic water; Provisions to address potential land use conflicts; and Provisions to protect the amenity of the area <p>The proposed Rural Enterprise zone is supported for the following reasons:</p> <ul style="list-style-type: none"> It meets the definition of the Rural Enterprise Zone under the relevant SPP; It meets a number of the criteria set out under the guidelines that should be considered in the planning for the zone; There are established and successful light industrial land uses that meets the needs of the hinterland farming community; The businesses support agricultural activities in the locality; It is located on the intersection of two major transport routes; It is located in close proximity to Albany; 		<p>Enterprise Zone in this location.</p> <p>Maps – Figures 1 and 2</p> <ul style="list-style-type: none"> Designate Lot 150 (978) Chester Pass Road, King River 'Rural Enterprise'.

Summary of Submission	Planning Comment	Recommendation	Modification
<ul style="list-style-type: none"> The longevity and the recent intensification of the Bakers Junction precinct clearly demonstrate the on-going demand for rural industrial land, such sites are not always located in strategic industrial areas or typical urban zones. Failure to plan for Rural Industry could otherwise compromise the potential for jobs and growth. 	<ul style="list-style-type: none"> The submission received by the Department of Primary Industries and Regional Development calls for the identification of rural enterprise zones in suitable locations close to service and freight routes. 		

- 40. Name of Submitter:** Ayton Beasjou Planning
- Subject of Submission:** Acting on behalf of land owner
- Description of affected property:** Lot 156 (980) Chester Pass Road, King River

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that draft ALPS be modified by:</p> <ul style="list-style-type: none"> the rural industry/agri-business enclave at Bakers Junction be identified on Figures 1 and 2. The role and significance of rural industry to be addressed more comprehensively in both the Industry and Rural section of the ALPS document; and Recommend rezoning of the Bakers Junction Precinct to Rural Enterprise. <p>Total Harvesting is located on the subject land and contains an office and a depot for machinery. The operation has expanded with an associated storage and parking area for harvesting equipment and filed fire equipment.</p> <p>The following justification is provided for this precinct to be designated as Rural Enterprise:</p> <ul style="list-style-type: none"> It is an important agri-business enclave with a number and variety of light, service and rural industry purposes. Enterprises within the Bakers Junction Precinct include stock feed 	<p>The subject land is designated 'Rural' under draft ALPS.</p> <p>State Planning Policy 2.5 – Rural Planning defines the 'Rural Industry' zone as follows:</p> <p><i>"A predominantly light industrial zone, generally suitable in rural areas, that provides for light industrial land uses and an ancillary residential dwelling on one lot, with lot sizes in the order of one to four hectares. May also be known as rural industry or composite zones."</i></p> <p>WAPC Rural Planning Guidelines provides that the following matters be considered in this zone:</p> <ul style="list-style-type: none"> Separation distances between residential and business activities; Whether certain industrial land uses should be excluded from the estate; Hours of operation to maintain a reasonable level of amenity; Type of roads to address sufficient exposure for the business component; Provisions of services and roads to cater for heavy vehicles; and Proximity of urban areas. Access to town 	Support	<p>Part 1 – Rural Agricultural Diversification</p> <ul style="list-style-type: none"> Insert additional text in relation to the need to identify Rural Enterprise Zone under the introductory paragraphs; Delete Action 3 and replace with the following: Designate Lot 157, (46428) South Coast Highway, King River and Lots 150 (978) and 156 (980) Chester Pass Road, King River for rural enterprise purposes and identify appropriate land use permissibility's and standards for development during the review of the Local Planning Scheme. <p>Part 2 – Section 3.5 Rural Agricultural Diversification</p> <ul style="list-style-type: none"> Insert an additional sub-section which provides background information and justification for the

Summary of Submission	Planning Comment	Recommendation	Modification
<p>supply, farm implement assembly, distribution and servicing, agricultural engineering and repairs, forestry harvesting, chipping and plantation rehabilitation services;</p> <ul style="list-style-type: none"> • Bakers Junction is located on the intersection of two major transport routes i.e. South Coast Highway and Chester Pass Road. It is strategically located to service the rural sector and is well located in relation to transport routes and rural hinterland customers. • It is not categorised as priority agriculture in the draft ALPS or the Lower Great Southern Strategy. The prevailing small lot sizes and multiple ownership preclude conventional broadacre agricultural uses. The lot configuration does not allow for agriculture or horticulture. • Draft ALPS recognise that agriculture is the primary land use and the largest industry in the Lower Great Southern. The various business located in the precinct contribute directly to the sustainability of the agricultural sector. Greater attention needs to be given to the activities and 	<p>facilities would be desirable as the zone allows for a residential component.</p> <p>The guidelines further details matters that should be investigated in proposed Rural Enterprise zones as follows:</p> <ul style="list-style-type: none"> • Appropriate lot sizes; • Level of services particularly electricity and domestic water; • Provisions to address potential land use conflicts; and • Provisions to protect the amenity of the area <p>The proposed Rural Enterprise zone is supported for the following reasons:</p> <ul style="list-style-type: none"> • It meets the definition of the Rural Enterprise Zone under the relevant SPP; • It meets a number of the criteria set out under the guidelines that should be considered in the planning for the zone; • There are established and successful light industrial land uses that meets the needs of the hinterland farming community; • The businesses support agricultural activities in the locality; • It is located on the intersection of two major transport routes; • It is located in close proximity to Albany; • The submission received by the 		<p>Rural Enterprise Zone.</p> <ul style="list-style-type: none"> • Insert a planning implication in relation to the need to introduce a Rural Enterprise Zone in this location. <p>Maps – Figures 1 and 2</p> <ul style="list-style-type: none"> • Designate Lot 156 (980) Chester Pass Road, King River 'Rural Enterprise'.

Summary of Submission	Planning Comment	Recommendation	Modification
<p>businesses that service and support this sector.</p> <ul style="list-style-type: none"> The longevity and the recent intensification of the Bakers Junction precinct clearly demonstrate the on-going demand for rural industrial land, such sites are not always located in strategic industrial areas or typical urban zones. Failure to plan for Rural Industry could otherwise compromise the potential for jobs and growth. 	<p>Department of Primary Industries and Regional Development calls for the identification of rural enterprise zones in suitable locations close to service and freight routes.</p>		

- 41. Name of Submitter:** Edge Planning & Property
- Subject of Submission:** Acting on behalf of landowners
- Description of affected property:** Lot 100 (14) Harbour Road, Bayonet Head

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Request that draft ALPS be modified by identifying the subject land as 'Investigation Area (IA14) for numerous reasons of which the following summarise the main considerations:</p> <ul style="list-style-type: none"> • There is opportunity to explore urban development, tourism, recreation and public open space on the subject land; • it will assist to lower bushfire risk in the locality and enhance community safety through facilitating two access routes. • It will provide pedestrian and cycling connections and increase convenience, permeability and connectivity in the locality. • It is 100m from Bayonet Head Shopping Centre and adjoins residential development and community uses. • Most of the lot is cleared, located outside of the 1 in 200 AEP floodplain and is close to services including reticulated sewerage. • It will facilitate public access and recreational opportunities along Yakamia Creek, create an environmental corridor and provide an opportunity to restore a portion of the creek. • It does not represent sprawl but rounding off. • It has the potential to provide a variety of housing. • It will not 'consume' agricultural land given its small size. • Consist with State and regional framework. <p>The submission proposes a description of the proposed investigation area.</p>	<p>The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' under LPS 1.</p> <p>The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of which the subject land forms part of.</p>	Support in part	<p>Part 1 – Appendix 1: Modify Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings by clarifying the proposed extent of the investigation area.</p>

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Summary of Submission	Planning Comment	Recommendation	Modification
2. Suggests that the final Strategy incorporate an urban growth boundary with Hooper Road/Terry Road representing in part a logical northern growth boundary for Albany.	The City does not support the identification of an Urban Growth Boundary.	Not support	N/A

- 42. Name of Submitter:** Merrifield Real Estate
- Subject of Submission:** Act on behalf of landowner
- Description of affected property:** Lot 100 (14) Harbour Road, Bayonet Head

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that the subject land should be designated as 'Investigation Area' under draft ALPS for the following reasons:</p> <ul style="list-style-type: none"> • It allow further opportunities to be explored for future urban development and many other uses being that it is positioned in a growth corridor and has close proximity to central Albany; • It promotes infill development • Deep sewer services are adjacent to the property; • Potential to provide a variety of housing and affordability; • Due to the size of the land, it's not commercially viable in its current zoning to make reasonable profit or income; • It would be a natural additional to existing developed property that it borders to the west. 	<p>The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' on Figure 2 of ALPS and located in Collingwood Heights between the urban areas of Bayonet Head and Spencer Park.</p> <p>The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of which the subject land forms part of.</p>	Support in part	<p>Part 1 – Appendix 1: Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings</p> <ul style="list-style-type: none"> • Modify by inserting the following point of clarification: The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head.

43. Name of Submitter:**Subject of Submission:** Landowner**Description of affected property:** Lot 100 (14) Harbour Road, Bayonet Head

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that subject land be designated as 'Investigation Area' or 'Future Residential' for the following reasons:</p> <ul style="list-style-type: none"> Currently the land is not able to support a viable rural operation. The locality, which is adjacent to development, is incompatible with livestock. Decisions made regarding the Yakamia Creek would be potentially difficult to implement if this property were to retain a rural zoning. Yakamia Creek should be in public ownership and control. This can't happen if the zoning remains 'Rural' in one location. The property is within 50m of the Bayonet Head Shopping Centre and walking distance from public transport. The property is located in a prime position for potentially high density, low cost residential infill. The property has deep sewerage services already passing through; and water and electricity services already passing through. 	<p>The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' under LPS 1.</p> <p>The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of the subject land forms part of.</p>	Support in part	<p>Part 1 – Appendix 1: Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings</p> <ul style="list-style-type: none"> Modify by inserting the following point of clarification: The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head.

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Summary of Submission	Planning Comment	Recommendation	Modification
<ul style="list-style-type: none"> • The property would provide outstanding links for bike trails from Bayonet Head to Emu Point and Middleton Beach. • It could provide an alternate route between Lower King Road and Bayonet Head (connecting with Warangoo Road). • It could provide suitable housing for seniors particularly considering its flat topography. 			

44. Name of Submitter:**Subject of Submission:** Landowner**Description of affected property:** Lot 100 (14) Harbour Road, Bayonet Head

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Request that subject land be designated as 'Investigation Area' or 'Urban Growth' for the following reasons:</p> <ul style="list-style-type: none"> • The current agriculture land use in not only non-viable but actually a burden. • Livestock that graze the property have caused complaints from neighbours. • The Yakamia Creek Investigation Area should include the property as it dissects the location. • It is located adjacent to cycleways and walking paths. • The property is within 50m of the Bayonet Head Shopping Centre and walking distance from public transport. • The property is located in a prime position for potentially high density, low cost residential infill. • All services are currently on the property. • The property would provide outstanding links for bike trails from Bayonet Head to Emu Point and Middleton Beach. • It location gives long term options to have 'non driving' 	<p>The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' under LPS 1.</p> <p>The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of which the subject land forms part of.</p>	Support in part	<p>Part 1 – Appendix 1: Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings</p> <ul style="list-style-type: none"> • Modify by inserting the following point of clarification: The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head.

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Summary of Submission	Planning Comment	Recommendation	Modification
<p>connections with popular beaches.</p> <ul style="list-style-type: none"> • It could provide suitable housing for seniors particularly considering its flat topography. • Schools, churches and a growing number of services are all within walk or bike ride from this property. 			

- 45. Name of Submitter:** Civil Technology
- Subject of Submission:** Acting on behalf
- Description of affected property:** Lot 50, 51 & 1301 Nanarup Road, Kalgan

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Review of a Local Planning Strategy</p> <p>States that there is no contemporaneous requirement in the LPS regulations that a strategy must be reviewed every five years. The regulations provide that strategies may be prepared concurrently with a scheme. However, were a new scheme is not being created or has not substantively been approved for review under Part II of the LPS Regulations, there is no basis to revisit 2010 ALPS.</p> <p>A LPS is intended to be long term planning document, whilst the scheme itself, which is largely directed by the objectives of the strategy, must be consistently reviewed to ensure that planning and development within the City is achieving those objectives.</p>	<p>Clause 11 of the Planning and Development (Local Planning Schemes) Regulation 2015 requires that a local government must prepare a local planning strategy for each local planning scheme.</p> <p>Clause 18 provides for the revocation thereof by a subsequent local planning strategy prepared in accordance with the Regulations and which expressly revokes the local planning strategy.</p>	Not support	N/A
<p>2. Economic fluctuation and supply of land</p> <p>An LPS has a long term focus and should be prepared with allowance for the cyclical nature of the capital market.</p> <p>A decrease in rural living subdivisions is a self-correction by way of slowing market in a capital, privately owned economy. The market can continue to self-</p>	<p>ALPS guides settlement growth and land use planning over the next 10-15 years. It's objective is to contain urban development with the existing supply of land zoned and planned for settlement growth.</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>regulate in this manner and the planning system may simply let the economy do its own work.</p> <p>The multiple layer of planning and environmental regulations means that investment decisions have to be made many years before project are brought to completion. The removal of land designated as future rural residential from the 2010 ALPS has potential several negative consequences.</p>			
<p>3. Mitigation of urban sprawl</p> <p>Points out that there are many options available to the City to mitigate the cost of urban sprawl which was not considered in draft ALPS as follows:</p> <ul style="list-style-type: none"> • Increase density simply by way of re-coding already urban zoned land • Create development contribution areas or impose specified area rates • Creating rural residential areas adjacent to existing communities. <p>These methods should be made available to the community whom may wish to meet the costs directly and develop and occupy the land.</p>	<p>One of the objectives of ALPS is to <i>'Promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development'</i>.</p> <p>This objective is supported by various strategic objectives and actions that will improve land use efficiency.</p> <p>In addition, the City has implemented various initiatives over the last decade to increase residential densities as discussed in detail under Part 2 - Section 2.2.2 Urban Consolidation and Infill Development (page 18).</p> <p>Creating rural residential areas adjacent to existing communities constituted continued urban sprawl and results in the loss of valuable agricultural land and/or remnant vegetation.</p>	Not support	N/A
<p>4. Removal of future rural residential areas from 2010 ALPS</p>	<p>Draft ALPS guides settlement growth and land use planning over the next 10-15 years. It's objective is to contain urban</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Land identified as future rural residential does not mean that it is suitable for subdivision on an environmental level. Much of the land may be significantly affected by the bushfire planning requirements introduced by the LPS regulations and SPP 3.7.</p> <p>Although the basic yield assessment may indicate the City has planned for rural residential areas that will exceed the estimated demand, there is no final and conclusive evidence to suggest that the areas identified for future rural residential are, as a whole, physically capable of subdivision, either for land capability, environmental or bush fire reasons.</p> <p>Accordingly, removing any site from the future residential base only serves to prohibit future investigations to determine whether land is or is not capable or suitable for rezoning and subdivision.</p>	<p>development with the existing supply of land zoned and planned for settlement growth.</p>		
<p>5. Lots 50 and 51 Nanarup Road, Candyup</p> <p>Candyup was identified in the 2010 ALPS as a potential site for future rural residential subdivision. The site is entirely capable of rural residential subdivision. Future lots will enjoy greater amenity than the Gull Rock Road subdivision due to its elevation. Efficient delivery of services can be provided</p>	<p>Draft ALPS designates the subject land 'Rural'. The designation is based on the following:</p> <ul style="list-style-type: none"> There is an oversupply of land zoned and planned for rural living purposes. More than 50% percent of land zoned for rural living are undeveloped and it will take 20 years to consume undeveloped and unrated land. 	Not support	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
by establishing it the same precinct as the Gull Rock Road subdivision.	<ul style="list-style-type: none"> The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth. 		

46. Name of Submitter:**Subject of Submission:** President of Frenchman Bay Association**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Strongly object to Action 2 (Part 1: Tourism) under which the subject lot recommended to be identified as a tourism designation and the potential thereof being investigated for rezoning to 'Tourism' in the LPS for the following reasons:</p> <ul style="list-style-type: none"> • These are the only areas listed for rezoning in this manner; • The Goode Beach/Torndirrup area was not included in the 12 investigation areas included under Appendix 1; • The Strategy does not investigate this area for this purpose and does not explain what the implications of this rezoning would be, nor why it would be advantageous. 	<p>All land zoned for tourism purposes or zoned Special Use for tourism related land uses under LPS1 are shown as 'existing tourist sites' under Figure 2 of the Strategy.</p> <p>The identification of only these 3 sites within an action under Part 1 is therefore inconsistent and should be deleted.</p>	Support	<p>Part 1 – Section 5.3: Tourism</p> <ul style="list-style-type: none"> • Delete Action 2 <p>Figure 2 – Amend 'tourism' to 'existing tourism sites'.</p>
<p>2. The proposal to develop a tourist resort on the subject lot is currently under consideration by the WAPC and it being opposed by the Frenchman Bay Association.</p>	Noted	Noted	N/A
<p>3. Any rezoning in the Goode Beach area should only be contemplated after significant community consultation.</p>	Noted	Noted	N/A

47. Name of Submitter:**Subject of Submission:** Resident in Goode Beach**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Summary of Submission	Planning Comment	Recommendation	Modification
1. Suggest that the reference to a tourism precinct at Goode Beach is unclear as the location, land use restrictions or the impact on residential amenity. This reference should be removed until the intention can be explained, and consultation has occurred with residents.	<p>Action 1 under Tourism (Part 1) identifies the need to review the Tourism Accommodation Strategy and states matters that the proposed strategy should address.</p> <p>One of these matters are the identification of precinct/sites in location of high tourist amenity (Albany Waterfront, Middleton Beach and Goode Beach) and to facilitate development within these areas which contribute to the diversity and intensity of land use mix to support the needs of visitors.</p> <p>Matters to be considered by the proposed Tourism Planning Strategy should however, not be pre-empted at this stage.</p>	Support	Part 1 – Section 5.3 - Tourism: Delete second bullet point under Action 1.
<p>2. The proposed rezoning of three sites in Goode Beach to Tourism is unclear as what it would enable or restrict. There should be no change in the existing conditions for development until there has been a more comprehensive consideration of the implications of such a rezoning.</p> <p>Furthermore, this was cited as a reason for supporting Structure Plan No. 9 (DIS104). This appears to be a tactic intend to strengthen the possibility that Council, WAPC and EPA will</p>	<p>LPS1 zones land for tourist related land uses as follows:</p> <ul style="list-style-type: none"> • 'Tourist Residential', 'Hotel/Motel' and 'Caravan and Camping'; <p>LPS1 also permits tourist related land uses as 'Additional uses' and zones land as 'Special Use' that in some instance allow for tourist related land uses.</p> <p>This is discussed under Part 2 - Section 3.4.6 Planning for Tourism (Page 73) The submission is therefore partly supported.</p> <p>Figure 2 shows all existing tourism sites which as zoned for tourist related land uses (as mentioned above) and those zoned 'Special Use' where a tourist related land use is permitted.</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
approve the Structure Plan.	Under the Local Planning Scheme, the special use for the subject land is 'holiday accommodation' and is therefore shown as an 'existing tourist site' under Figure 2 of ALPS.		
3. There is no indication that the development of tourism facilities on Lot 660 is problematic. All of the sites shown on Figure 2 should be listed and their potential assessed.	It is not within the scope of draft ALPS to provide commentary on the suitability of land to be developed. Other planning mechanisms such as Structure Plans and Development Applications allows the City to assess the suitability of land for the intended purpose.	Not support	N/A
2. Draft ALPS should state that all tourism developments that diminish or endanger the environmental integrity of the Frenchman Bay area will not be approved.	It is not the purpose of a Local Planning Strategy to predict potential impacts of proposed developments in certain localities. These assessments are undertaken at Structure Plan and Development Application stage. A Local Planning Strategy provide broad strategic direction across the City.	Not support	N/A
3. Section 4.2.3 Wetlands (Part 1), should specifically state that Lake Vancouver and its surround wetland is a significant tourism asset that must be protected.	The protection of wetlands are guided by State Planning Policy 2.9 Water Resources and other relevant State and local government policies. It is not the purpose of a Local Planning Strategy to predict potential impacts of proposed developments in certain localities. These assessments are undertaken at Structure Plan and Development Application stages.	Not support	N/A

48. Name of Submitter:**Subject of Submission:** Resident of Goode Beach**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Objectives</p> <p><i>Conserve places and areas of Aboriginal and European heritage significance:</i> The proposed development on the subject lot does not satisfy this condition as Aboriginal people has not been consulted on the development.</p> <p><i>Protect the City's pristine natural and coastal environments:</i> the proposed development on the subject lot does not satisfy this objective due to the fragile coastal environment on this site.</p>	It is not the purpose of a Local Planning Strategy to assess the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.	Noted	N/A
<p>2. Urban Growth</p> <p>The action to rezone land identified in endorsed structure plans through amendments to the Local Planning Scheme is a 'backdoor' approach being used to try and change the zoning of this lot.</p>	It is an accepted planning process under the relevant WAPC policies and guidelines to normalise designations shown in endorsed Structure Plans under a Local Planning Scheme as zones.	Noted	N/A
<p>3. Rural Living</p> <p>It should be noted that the subject lot does not meet the criteria that is outlined under the action to facilitate the further subdivision of rural living areas.</p>	The subject lot is not a rural living lot and the actions in relation to rural living does not apply.	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>4. Aboriginal Heritage</p> <p>Actions identified does not satisfy the proposed development on the subject lot. Aboriginal Elders have indicated that the subject lot is an important site to their people. A proper survey needs to be completed to assess the suitability of this site for development. Early engagement with the Aboriginal community has not occurred on Lot 660.</p>	<p>It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.</p>	Noted	N/A
<p>5. Tourism</p> <p>The action that outline changing zoning in three areas at and near Goode Beach to 'Tourist' do not define the conditions that will apply. This needs to be included in the draft Strategy or removed.</p>	<p>The three areas at and near Goode Beach is recommended to be deleted under other submissions in relation to this subject lot. See submission number 47.</p>	Noted.	N/A
<p>6. Rivers, Estuaries and Wetlands</p> <p>There is no mention of the protection of wetlands in the action statements. This is significant and should be corrected.</p>	<p>State Planning Strategy 2.9 Water Resources provides policy measures for wetland, waterways and estuaries. The policy measure in regard to wetland is to protect, managed, conserve and enhance the environmental attributes, functions and values of significant wetlands, such as Ramsar wetlands, conservation category wetlands and wetlands identified in any relevant environmental protection policy.</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>7. Coastal Planning and Management and Bushfire Risk</p> <p>The subject lot is in a fragile coastal environment that has been shown to be unsuitable for development due to sea level rise and future inundation by the ocean. Another reason why no development should be allowed.</p> <p>It has been shown that for a development on the subject lot a fast moving, out of control fire in the area could lead to a disaster regarding the inability to evacuate Goode Beach residents and tourists simultaneously.</p>	<p>It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.</p>	Noted	N/A
<p>8. Service Infrastructure – Water and Wasterwater Infrastructure</p> <p>The City has not followed the advice of qualified personnel in State Government Departments in regard to on-site effluent disposal in proximity to waterways and high groundwater levels.</p>	<p>It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.</p>	Noted	N/A

49. Name of Submitter:**Subject of Submission:** Resident of Goode Beach**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Notes that the adopted Tourism Accommodation Planning Strategy 2009 and the adopted ALPS 2010 designates the subject lot for conservation.</p> <p>In 2014, the City rezoned the subject lot to SU1 and Parks and Recreation. Under the provisions of SU1 Holiday Accommodation is allowed, limited to 10 chalets/cottages and it is required to be commensurate with the fragile coastal nature of the site.</p> <p>The City resolved on 24 July 2017 to approve Structure Plan No. 9 which is inconsistent with the Scheme provisions.</p>	<p>It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.</p>	Noted	N/A
<p>2. Draft ALPS should contain nothing that undermines the mandatory provisions of SU1.</p> <p>As far as Lots 1 and 2 Frenchman Bay Road are concerned, draft ALPS should reflect its designation by the Tourism Accommodation Planning Strategy as a strategic site suitable for hotel development. The recent development approval for the site is not the best tourism use for it and should not have been granted. If the site is to be designated 'Tourism' it needs to be made clear that residential development will not be permitted.</p>	<p>There are no strategic directions or actions under Draft ALPS that undermine the mandatory provisions of SU1.</p> <p>It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plan in the assessment of submissions received during public advertising period.</p>	Noted	N/A

- 50. Name of Submitter:** Ayton Baesjou Planning
- Subject of Submission:** Act on behalf of landowners
- Description of affected property:** Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 157, 367, 394, Albany Highway/Rocky Crossing Road, Willyung

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Object the subject land being deleted from the designation of 'Special Residential' under ALPS 2010 to 'Rural' under the draft ALPS as it represents a major devaluation of the land.</p> <p>Request that the subject land be designated as an Investigation Area – Menang Drive/Albany Highway Mixed Use Precinct for the following reasons:</p> <ul style="list-style-type: none"> • There is a potential for a mix of land use, including Special Residential or Residential R5 and transport with employment generating activity. • It is strategically located and there is an opportunity to achieve a coordinated plan as there are only two land owners. • There is an opportunity to extend a significant green corridor through the Albany Highway. • Without prospect of developing the land, it will almost certainly result in the titles being sold off individually and complicate the development of a coordinated plan for the area. Such a plan would enable the existing multiple point of access onto Albany Highway to be rationalised. 	<p>Draft ALPS designates the subject land 'Rural'. The designation is based on the following:</p> <ul style="list-style-type: none"> • There is an oversupply of land zoned and planned for rural living purposes. More than 50% percent of land zoned for rural living purposes and at the current rate of uptake will take 20 years to consume. • The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth. <p>The need for additional industrial land in this location has not been identified under Draft ALPS. Pendeen and Mirambeena industrial areas are strategically located on major roads and can support transport and employment generating activity.</p>	Not support	N/A

- 51. Name of Submitter:** Edge Planning & Property
- Subject of Submission:** Acting on behalf of
- Description of affected property:** Lots 4 and 5 Princess Royal Drive, Albany (Albany Waterfront)

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Seek support to ensure that there is a flexible planning framework for the Albany Waterfront in order to support delivering mixed use development, including permanent residential. Numerous reasons are offered in support of this of which the following summarise the main reasons:</p> <ul style="list-style-type: none"> • There are sustainability viability issues with limiting the Waterfront to short stay accommodation and a new future is sought. • Without permanent residential use, a viable high-quality development cannot be achieved. • There is considerable challenges for the private sector to undertake short stay accommodation in Albany. • The City and WAPC has supported more flexible planning rules for the Middleton Beach Activity Centre through Amendment 1 and the Middleton Beach Activity Centre Structure Plan. There is now no cap or restriction relating to the percentage of permanent residential throughout the Structure Plan area. • It is consistent with the objectives of draft ALPS. • The site forms part of the Albany Regional Centre 	<p>The purpose of ALPS is to provide broad strategic direction for Albany over the next 10-15 years.</p> <p>It is not the purpose of ALPS to stipulate development requirements for specific lots.</p> <p>Planning mechanisms to guide site development are ideally employed through Structure Plans.</p> <p>The support sought for a flexible planning mechanism under draft ALPS is not supported.</p>	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>and mixed use development including permanent residential is consistent with the planning framework.</p> <ul style="list-style-type: none"> • It is consistent with relevant State Planning Policies and Planning Bulletins. <p>Suggest that the final Strategy wording for the Albany Waterfront could include that there is a requirement to ensure that short stay and/or permanent residential development suitably addresses matter including that port road and rail access is not compromised e.g. new development appropriately addressed acoustic and vibration standards.</p>			

TOPIC SPECIFIC SUBMISSIONS

Coastal Protection of Emu Point and Middleton Beach

- 52. Name of Submitter:** Aurora Environmental
- Subject of Submission:** Coastal protection of Emu Point and Middleton Beach
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>The City is developing a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) to provide strategic guidance on coordinated, integrated and sustainable planning and management for the coastline along Emu Point and Middleton Beach.</p> <p>These areas have been identified as highly valued areas for economic, social and environmental reasons and at a relatively high level of erosion risk in the short, medium and long term.</p> <p>The coastal area has experienced historic erosion and is at risk of future erosion and inundation due to storm events and predicted sea level rise.</p> <p>It is recommended that ALPS identifies the CHRMAP study area as an 'Coast Erosion Investigation area' to allow for recommendations and actions outlined in the CHRMAP to be incorporated into the CoA planning framework.</p>	<p>The recommendation to identify and Investigation Area in regard to the CHRMAP implementation is supported.</p>	<p>Support</p>	<p>Part 1 – Coastal Planning & Management</p> <ul style="list-style-type: none"> Insert an additional action in regard to CHRMAP implementation through an Investigation Area. Appendix 1: Insert the Investigation Area. <p>Part 2 – Section 4.2.5: Coastal Planning & Management</p> <ul style="list-style-type: none"> Provide background on the CHRMAP project <p>Maps – Figures 2</p> <ul style="list-style-type: none"> Insert the Investigation Area

*Tertiary Education***53. Name of Submitter:****Subject of Submission:** Tertiary Educator and resident of Albany**Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>There has been limited expansion of collaborative teaching across the universities and even less across tertiary sectors in Albany.</p> <p>TAFE and universities have been subject to funding cuts which impacts on retaining quality teachers and academic mentors for students.</p> <p>The political climate from the capital-controlled administration has limited the likelihood of supportive collaboration.</p> <p>Propose a regional university model which has a cross-sector, local-needs focused framework which will work effectively towards an optimal outcome for local students.</p> <p>Unaware of any planning group working towards and to the leadership of this important aspect of Albany's future.</p>	<p>The submission is noted.</p> <p>The observations and recommendation in this submission cannot be influenced by ALPS or the planning process.</p>	Note	N/A

Protection of Views

54. Name of Submitter:

Subject of Submission: Resident of Albany

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Visual landscape planning and protection of landscape and views are outlined in state policy.</p> <p>Refers to an example in the City of Rancho Palos Verdes where an ordinance protects the scenic value of the hillsides in the City and another example in Vancouver.</p> <p>It is proposed that the City undertakes the same response.</p>	<p>ALPS identifies landscape protection areas of land above 60m contour line. In Albany, Mount Clarence and Mount Melville are identified.</p> <p>These areas considered sensitive due to it being visually prominent and visible from more the one viewpoint. The Strategy identifies actions to develop statutory and strategic responses to landscape protection.</p> <p>Draft ALPS deals with the concerns expressed in the submission.</p>	Noted	N/A

*Activity Centres***55. Name of Submitter:****Subject of Submission:** Chester Pass Mall**Description of affected property:** Chester Pass Mall, Chester Pass Road, McKail

Summary of Submission	Planning Comment	Recommendation	Modification
1. Strongly support the overall intent and vision set out in the draft Strategy which is to guide development of Albany as a more compact, high quality and liveable City, with one key objective being to more retail centric shopping centres towards more diverse centres that meet shopping, employment and recreation needs of the community. This objective align perfectly with M/Groups' vision for Chester Pass Mall.	Noted	Noted	N/A
2. Raise concern that the maximum floor areas presently found within the City's Scheme for each of the Neighbourhood Centres have been carried over to the Strategy. This create an impression that these are appropriate. It is suggested that all reference to maximum floor areas be removed from the Strategy. An unimpeded performance-based approach should be	<p>The relevant object under ALPS is to: "Progressively move retail centric shopping centres towards true activity centres that meets the shopping, employment and recreation needs of the community".</p> <p>This objective is supported by a strategic objective and actions. The actions in relation to Activity Centres are twofold:</p> <ol style="list-style-type: none"> 1. To maintain the activity centre network hierarchy and maximum floorspace allocation for each of the activity 	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
favoured. It would then be the responsibility of the centre owners to provide a comprehensive contextual and land use analysis in support of major development opportunities which would include a retail needs/sustainability assessment to ensure the current Albany centres hierarchy is not unduly disrupted.	<p>centres within the lifespan of the Strategy.</p> <p>2. Introduce Performance Based Criteria under the Local Planning Scheme which will determine the performance based criteria that needs to be achieved prior to relaxation of maximum floorspace.</p> <p>It is not the objective of ALPS to adopt an unimpeded performance-based approach and the reference of maximum floorspace in the Local Planning Scheme under ALPS is therefore appropriate.</p>		
3. Object to the draft Strategy requiring that a structure plan be prepared for neighbourhood centres which include Chester Pass Mall. This requirement is both onerous on the centre's owner and inconsistent with State Planning Policy 4.2. The SPP does not require structure plans to be prepared for neighbourhood and local centres or district centres below 10,000m ² where the local authority becomes the approving authority. The SPP state that development should be guided by a local development plan.	<p>Draft ALPS acknowledge a significant shift that has occurred in the way Activity Centres are planned. The introduction of State Planning Policy 4.2. Activity Centres for Perth and Peel (2010) moved the focus away from retail centric planning to include a broader spectrum of activities and interactions taking place in activity centres.</p> <p>This is explained under Part 2 – Section 3.2.1 Hierarchy of Activity Centres however, the section does not deal with how the City see it being implemented i.e. Structure Plans or Local Development Plans.</p> <p>Under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, Part 4</p>	Support	<p>Part 1 – Activity Centres</p> <ul style="list-style-type: none"> Replace Action 3 as follows: A Local Development Plan shall be required where redevelopment is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under the Local Planning Scheme. A Structure Plan shall be required where: <ul style="list-style-type: none"> The City exercise its discretion and determine that a proposed redevelopment is considered 'major' and is within the boundary of an activity centre; and/or

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>Clause 14 states that a “Structure Plan means a plan for the coordination of future subdivision and zoning of an area of land”. Part 6 Clause 46 states that a “Local Development Plan means a plan setting out specific and detailed guidance for a future development”.</p> <p>Based on the requirements of the relevant SPP and the definition under the Regulations, the City support the preparation of a Local Development Plan where redevelopment of an activity centre is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under LPS1.</p> <p>Where major redevelopment within the boundaries and/or beyond the boundaries of an activity centre is proposed in order to achieve diversification, the City would require the preparation of a Structure Plan.</p> <p>The City will use its discretion when a proposal is considered ‘major’ that would require the preparation of structure plan.</p> <p>This position needs to be explained under Part 2 and correct under Part 1 of the Strategy.</p>		<ul style="list-style-type: none"> • redevelopment is proposed beyond the boundaries of Neighbourhood and Local Centre zones. • Update Appendix 1 – Investigation Area 3 to reflect this position. <p>Part 2 – Section 3.2.4 Performance-based Criteria</p> <ul style="list-style-type: none"> • Edit this section to reflect the City’s position.

- 56. Name of Submitter:** Harley Dykstra
- Subject of Submission:** Acting on behalf of
- Description of affected property:** Lot 421 North Road, Yakamia

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Seek to amend draft ALPS to identify future local centre on the subject land for the following reasons:</p> <ul style="list-style-type: none"> It is consistent the objectives and aspirations of the State Planning Strategy. It provides for diversification of the economy at a local scale while providing for local convenience shopping. It meets the strategic objectives of ALPS 2010 in relation to sustainable growth of the urban area, are located the existing urban settlement, support urban infill development and to prevent the stagnation of land. It meets the strategic objectives of the draft ALPS as it is designated as 'Future Urban', it provides a basis for an increase in residential density and it will provide residents with specialised convenience retail and amenity services. It meets the objectives of the Activity Centres Planning Strategy 2010 as it seeks to provide a suitable development site to development localised retail services, it is appropriately sites and located within a new urban area and complements the adjacent neighbourhood centre 800m west of the subject land. It meets the requirements of Liveable Neighbourhoods 2015 (draft) as high density 	<p>The proposed future local centre on the subject lot is not supported for the following reasons:</p> <ul style="list-style-type: none"> The Activity Centre Planning Strategy 2010 and the review thereof in 2015 does not identify a future local centre on the subject lot. The Yakamia Structure Plan does not identify a future local centre on the subject lot. Draft ALPS does not identify a future local centre on the subject lot. Draft ALPS identifies that within the context of likely population growth, the floorspace supply could increase by up to approx. 10,000m² net lettable area. This floorspace is allocated within the planned future centres, being Big Grove and Oyster Harbour Neighbourhood Centres and Clydesdale Park and McKail North Local Centres. <p>There are no strategic framework within which</p>	No support	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
<p>residential dwellings are proposed to be located within a 400m walkable catchments under the structure plan, it provides for a commercial retail site which is able to provide specialty convenience retail and it is located on an arterial road into Albany which supports its commercial vitality.</p> <ul style="list-style-type: none"> It is in accordance with the objectives of the 'Local Centre' zone under LPS1. 	<p>the proposed local centre can be supported.</p>		

Albany Port

57. Name of Submitter: Southern Ports

Subject of Submission: Southern Ports is focussed on the efficient operation and protection of their assets, as well as the protection of freight road and rail corridors and industrial land that support port operations.

Description of affected property: Albany Port

Summary of Submission	Planning Comment	Recommendation	Modification
1. Commends the City for acknowledging and elevating the importance of supply chain infrastructure, including the Port, within the region and the integrated land use and transport planning approach to managing the City's growth.	Note	Note	N/A
2. Supports the reservation of land in the ownership of State Government (including land owned by Southern Ports) for 'Strategic Infrastructure' however, does not support the reservation of 5 privately owned freehold lots currently zoned 'Port Industry'. The Local Planning Scheme is silent on land use permissibility for reserved land which creates uncertainty and reduced protection for the Port in relation to the introduction of incompatible land uses on privately owned reserved land abutting or within proximity to the Port.	Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved. Consideration needs to be given to an appropriate zone during the review of LPS1.	Support	Part 1 – Albany Port <ul style="list-style-type: none"> Insert an additional action as follows: "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.
3. Raise concern that the Strategy recommends land use diversification on private lots within the	When an appropriate zone is determined for the 5 private lots, the Land Use Table under	Support	Part 1 – Albany Port <ul style="list-style-type: none"> Delete Action 5

Summary of Submission	Planning Comment	Recommendation	Modification
Port precinct where it can be demonstrated that it will not compromise the ongoing operation of the port. It is unclear what land this applies to and what the implications may be for the port, road and rail operations.	LPS1 will set out the land use permissibility.		
4. Given the non-viability of an inland intermodal terminal in the near future, consideration should be given to shorter-term solutions to issues such as industrial land supply, road congestion and supply-chain efficiency.	<p>Draft ALPS meet the demand for industrial land by identifying investigation areas for expansion of the Mirambeena and Pendeen Estates as well as the Adress Estate Light Industrial Area. It also identifies the need to improve land use efficiency of all other industrial estates.</p> <p>The Strategy advocates for the completion of the Ring Road in order to address road congestion and improve supply-chain efficiency.</p>	Noted	N/A
5. Recommends that all land within 300m of road and rail freight corridors be included within a new Special Control Area under Local Planning Scheme in accordance with SPP 5.4 Road and Rail Noise, to trigger the requirement of planning approval and compliance with specific development requirements for all noise sensitive land uses. This should be supported by a local planning policy to provide further guidance to landowners, developers and decision makers.	SPP 5.4 Road and Rail Noise identifies the implementation of the policy through regional and local planning schemes and strategies, through the day-to-day process of decision-making on rezoning, structure plans, and subdivisions and development applications. The SPP provides that in the cases of serious noise issues that a special control area is identified as a suitable planning mechanism.	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>LPS1 current offers protection to heavy freight routes under Clause 3.6.7 Residential Uses adjacent to Heavy Freight Routes. This provisions provides that in the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Hanrahan Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and may require appropriate noise attenuation measures.</p> <p>In addition, LPS1 provides for the Albany Port Special Control Area. The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land.</p>		

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>Recommendation 7 under 'Roads' (Part 1) meets the requirements i.e.:</p> <p>"Promote the efficient and effective provision of road infrastructure and facilities, to meet the demand arising from settlement growth and development, through the implementation of the requirements under State Planning Policy 3.6: Development Contributions for Infrastructure."</p> <p>No further actions are required under the Strategy.</p>		
<p>6. The <i>LAeq</i> metric may be adequate in relation to noise from high volume roads, however it is insufficient to measure the impact of intermittent freight road and rail noise. Consideration should be given to the use of the <i>L_{Amax}</i> metric to guide land use, subdivision and development on land within 300m of freight rail, and possibly road corridors.</p>	<p>The use of <i>LAeq</i> metric as required under the relevant SPP is considered sufficient to determine the impact of noise.</p> <p>The use of <i>L_{Amax}</i> metric to guide land use, subdivision and development can be used by any proponent to improve the quality of the proposed development.</p> <p>Also see response under point 5 above.</p>	Not support	N/A
<p>7. No new residential areas and/or increased residential densities should be considered within 300m proximity of current (or future) strategic road and rail freight corridors and within proximity of the Port.</p>	<p>See response under point 5 above.</p>	Noted	N/A

58. Name of Submitter: Freight and Logistics Council of WA

Subject of Submission: The Freight and Logistics Council of WA comprises senior decision makers from industry and Government whose charter is to provide independent policy advice to the Minister for Transport on issues impacting the provision of freight and logistics services in WA. FLCWA is focussed on engaging with State and Local Government to inform strategic and statutory land use and planning policy to identify, protect and defend strategic supply chain infrastructure, such as ports, intermodal terminals and road and rail corridors.

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Generally support objectives and directions set out in ALPS.	Noted	Noted	N/A
2. Supports the reservation of land in the ownership of State Government (including land owned by Southern Prots) for 'Strategic Infrastructure', however does not support the reservation of 5 privately owned freehold lots currently zoned 'Port Industry'. The Local Planning Scheme is silent on land use permissibility for reserved land which creates uncertainty and reduced protection for the Port in relation to the introduction of incompatible land uses on privately owned reserved land abutting or within proximity to the Port.	<p>Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.</p> <p>Consideration needs to be given to an appropriate zone during the review of LPS1.</p>	Support	<p>Part 1 – Albany Port</p> <ul style="list-style-type: none"> Insert an additional action as follows: "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.
3. Raise concern that the Strategy recommends land use diversification on private lots within the Port precinct where it can be demonstrated that it will not compromise the ongoing operation of the port. It is unclear what land this applies to and	When an appropriate zone is determined for the 5 private lots, the Land Use Table under LPS1 will set out the land use permissibility.	Support	<p>Part 1 – Albany Port</p> <ul style="list-style-type: none"> Delete Action 5

Summary of Submission	Planning Comment	Recommendation	Modification
what the implications may be for the port, road and rail operations.			
4. Given the non-viability of an inland intermodal terminal in the near future, consideration should be given to shorter-term solutions to issues such as industrial land supply, road congestion and supply-chain efficiency.	<p>Draft ALPS meet the demand for industrial land by identifying investigation areas for expansion of the Mirambeena and Pendeen Estates as well as the Adress Estate Light Industrial Area. It also identifies the need to improve land use efficiency of all other industrial estates.</p> <p>The Strategy advocates for the completion of the Ring Road in order to address road congestion and improve supply-chain efficiency.</p>	Noted	N/A
5. Recommends that all land within 300m of road and rail freight corridors be included within a new Special Control Area under Local Planning Scheme in accordance with State Planning Policy 5.4 Road and Rail Noise, to trigger the requirement of planning approval and compliance with specific development requirements for all noise sensitive land uses. This should be supported by a local planning policy to provide further guidance to landowners, developers and decision makers. I	<p>SPP 5.4 Road and Rail Noise identifies the implementation of the policy through regional and local planning schemes and strategies, through the day-to-day process of decision-making on rezoning, structure plans, and subdivisions and development applications. It is only in the cases of serious noise issues that a special control area is identified as a suitable planning mechanism.</p> <p>LPS1 current offers protection to heavy freight routes under Clause 3.6.7 Residential Uses adjacent to Heavy Freight Routes. This provisions provides that</p>	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>in the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Hanrahan Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and may require appropriate noise attenuation measures.</p> <p>In addition, LPS1 provides for the Albany Port Special Control Area. The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land.</p> <p>Recommendation 7 under 'Roads' (Part 1) meets the requirements i.e.:</p> <p>"Promote the efficient and effective provision of road infrastructure and</p>		

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>facilities, to meet the demand arising from settlement growth and development, through the implementation of the requirements under State Planning Policy 3.6: Development Contributions for Infrastructure.”</p> <p>No further actions are required under the Strategy.</p>		
<p>6. The <i>L_{Aeq}</i> metric may be adequate in relation to noise from high volume roads, however it is insufficient to measure the impact of intermittent freight road and rail noise. Consideration should be given to the use of the <i>L_{Amax}</i> metric to guide land use, subdivision and development on land within 300m of freight rail, and possibly road corridors.</p>	<p>The use of <i>L_{Aeq}</i> metric as required under the relevant SPP is considered sufficient to determine the impact of noise.</p> <p>The use of <i>L_{Amax}</i> metric to guide land use, subdivision and development can be used by any proponent to improve the quality of the proposed development.</p> <p>Also see response under point 5 above.</p>	Not support	N/A
<p>7. No new residential areas and/or increased residential densities should be considered within 300m proximity of current (or future) strategic road and rail freight corridors and within proximity of the Port.</p>	See response under point 5 above.	Noted	N/A

- 59. Name of Submitter:** Forest Industries Federation (WA)
- Subject of Submission:** Forest Industries Federation (WA) is the industry association for the state's timber industry with membership including all the major companies and business that operate in the sector, covering commercial plantation growers and managers, harvest and haulage business, and processors of both plantation and native timber resources.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Support the overall strategic intent of the Strategy and actions set out in relation to the Port and rail network.	Noted	Noted	N/A
2. Wish to highlight the critical importance of ensuring that the 24/7/365 nature of freight operations is fully protected through the statutory planning framework. This centres on protecting the Port from incompatible land uses, the operations of the Albany Port, as well as the freight corridors connecting inland suppliers to the Port.	LPS1 current offers protection to heavy freight routes under Clause 3.6.7 Residential Uses adjacent to Heavy Freight Routes. This provisions provides that in the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Hanrahan Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	<p>may require appropriate noise attenuation measures.</p> <p>In addition, LPS1 provides for the Albany Port Special Control Area. The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land.</p>		
<p>3. Raise concern in relation to the proposal to reservation ('Strategic Infrastructure' reserve) of 5 privately owned freehold lots currently zoned 'Port Industry' on the bases that it will afford less protection for the Port and its operations as the scheme is silent on land use permissibility for reserved land.</p>	<p>Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.</p> <p>Consideration needs to be given to an appropriate zone during the review of LPS1.</p> <p>When an appropriate zone is determined for the 5 private lots, the Land Use Table under LPS1 will set out the land use permissibility.</p>	Support	<p>Part 1 – Albany Port</p> <ul style="list-style-type: none"> • Insert an additional action as follows: "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme. • Delete Action 5

- 60. Name of Submitter:** Co-operative Bulk Handling Limited (CBH)
- Subject of Submission:** CBH represents WA grain growers with considerable operations and infrastructure located in and around Albany. CBH's export terminal facility at Albany forms a critical component of CBH's supply chain infrastructure.
- Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Supports statements and actions in ALPS in relation to the importance of agriculture in the region, protecting key transport corridors, maintaining separation distances, recognising the importance of the Port of Albany in WA and protecting continued Port operations including limiting encroachment from incompatible land use.	Noted	Noted	N/A
2. Raise concern in regard to the proposed reservation ('Strategic Infrastructure' reserve) of land currently zoned 'Port Industry'. This appears to offer less protection than the current zoning arrangements. The 'Strategic Infrastructure' reserve simply aims to set aside land required for port or airport facilities.	<p>Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.</p> <p>Consideration needs to be given to an appropriate zone during the review of LPS1.</p> <p>When an appropriate zone is determined for the 5 private lots, the Land Use Table under LPS1 will set out the land use permissibility.</p>	Support	<p>Part 1 – Albany Port</p> <ul style="list-style-type: none"> Insert an additional action as follows: "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme. Delete Action 5

*Tourism***61. Name of Submitter:****Subject of Submission:** Resident of Goode Beach**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Summary of Submission	Planning Comment	Recommendation	Modification
1. States that draft ALPS is not very strategic as it relates to tourism. Of the 17 objectives, only one refers to tourism. The objective requires that we understand what our competitive advantages actually are. It assumes that diversification is a good thing. If it is understood, it needs to be prioritised.	<p>The objective under draft ALPS considers urban development and rural living, urban consolidation, rural villages, housing, community facilities, heritage, public transport walking and cycling, activity centres, industry, agriculture and tourism, natural environment, rural land, road and rail network, Albany airport and port and service infrastructure.</p> <p>This provides an indicated of the depth and breadth of matters considered in ALPS. It is not the purpose of objectives to consider any one matter in detail.</p> <p>The City's competitive advantages in tourism are well documented under Part 2 of the Strategy.</p>	Noted	N/A
2. Highlights the requirements of Planning Bulletin 83/2013 – Planning for Tourism and states that draft ALPS only meet 1 out of the 6 requirements.	Draft ALPS identifies the need for a Planning Tourism Strategy to be prepared in order to meet the requirements of the Planning Bulletin.	Noted	N/A
3. Action 2 under Tourism: It does not articulate why 3 locations (i.e. Albany Waterfront, Middleton Beach and Goode Beach) are of especially high tourist	All land zoned for tourism purposes or zoned Special Use for tourism related land uses under LPS1 are shown as 'existing tourist sites' under Figure 2 of the Strategy.	Support	<p>Part 1 – Tourism:</p> <ul style="list-style-type: none"> Delete action 2 <p>Figure 2 – change legend of 'tourism' to 'existing tourism sites'.</p>

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Summary of Submission	Planning Comment	Recommendation	Modification
amenity or why Goode Beach is singled out and Frenchman Bay ignored.	The identification of only these 3 sites within an action under Part 1 is therefore inconsistent and should be deleted.		
4. In principle the proposal to include a 'Tourism' zone in the new Scheme is welcome. It has the potential to clarify land use and simplify the future LPS. Each site should however, be treated individually it is not clear as all zones where tourism uses are currently permitted or just to sites that are currently either 'additional use sites' or Special Use zones.	Noted	Noted	N/A

*Nature Based Camping***62. Name of Submitter:****Subject of Submission:** Resident**Description of affected property:** Lot 14 (458) Grasmere Road, Elleker

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Request that Action 1 (bullet point 4) under the 'Tourism' section (Part 1) be amended to specify that nature based camping is a potential ancillary use in the 'Rural' zone.</p> <p>2. Request that Action 6 under the 'Rural -Land and Soil' section (Part 1) specify that tourism, including nature based camping, is considered compatible and complementary to the primary use of rural land.</p>	<p>The purpose of ALPS is to provide broad strategic directions and actions.</p> <p>In the case of tourism, there are many potential ancillary and/or non- rural uses in the 'Rural' zone of which nature based camping is one of them. As the Strategy provides board direction, and mentioning only one of those potential uses is not appropriate.</p>	Not support	N/A

*Big Grove Outline Development Plan***63. Name of Submitter:****Subject of Submission:** Future Neighbourhood Centre, Big Grove**Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Raise concern that the area along Frenchman Bay Road has been designated as a 'Future Neighbourhood Centre' i.e. an area for future growth.</p> <p>Their concern is based on the following reasons:</p> <ul style="list-style-type: none"> • The area is close to the Torndirrup National Park and on a tourist drive. • Developing this area will mean more car dependant urban sprawl which the City states it is trying to avoid. • It will result in remnant vegetation being cleared and reduce biodiversity. • It is important to maintain what makes Albany attractive to both tourist and residents: its natural beauty and absence of Perth-like urban sprawl in this unique area of Albany. • High density development will increase traffic on the only road on the peninsula, potentially turning a tourist drive into a traffic jam. <p>It is important for Albany's continuing reputation as a place of great natural beauty, and therefore as a tourist attraction, that there be no further development or encouragement of additional housing on the peninsula.</p>	<p>The 'Future Neighbourhood Centre' refers to an activity centre (shopping centre) that is planned to be provided for in the future.</p> <p>The Big Grove 'Urban Growth' designated area is subject to the 'Outline Development Plan (ODP) – Big Grove'.</p> <p>The purpose of the ODP is to guide and coordinate future land use, subdivision and development for land.</p> <p>The ODP provides for residential and rural living, tourism, a Village Centre, a primary school, public open space and a foreshore reserve.</p> <p>Big Grove has therefore always been planned for future residential development.</p>	Noted	N/A

*Motor Sports Park***64. Name of Submitter:****Subject of Submission:** Consultant**Description of affected property:** Lot 5780 Down Road South, Drome (Mirambeena precinct)

Summary of Submission	Planning Comment	Recommendation	Modification
Any study for Investigation Area 4 (Mirambeena Strategic Industrial Area) should include consideration of the proposed Great Southern Motor Sports Park. Pending outcomes of the current site feasibility study, and funding decisions to be made by the City of Albany and State government, the proposed GSMSP will require a scheme amendment. The GSMSP proposal should also be consistent with the ALPS.	The proposed Motor Sports Park should be listed as a matter that needs to be considered as part of the preparation of the Structure Plan.	Support	Part 1 – Industry <ul style="list-style-type: none"> Modify Action 3 by inserting the Great Southern Motor Sports Park as a matter that need to be considered in the preparation of a Structure Plan.

GENERAL

65. Name of Submitter:

Subject of Submission: Resident

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. States that the draft Strategy is comprehensive, competent and well presented.	Noted	Noted	N/A
2. A recent State Government Green Paper wants to make strategic planning the cornerstone of the planning system and draft ALPS is a very timely and important document for Albany's planning and development for many years to come.	Noted	Noted	N/A
3. Strongly supports the draft ALPS's objectives as they provide a clear strategic direction.	Noted	Noted	N/A
4. Draft ALPS provides more certainty for the recently adopted Middleton Beach Activity Centre Plan. It is clear that land with the plan is to function as a Local Activity Centre and its facilities will be used by both local residents and tourist for the daily and weekly household shopping.	Noted	Noted	N/A
5. The implementation of the strategy is the key to it success. The community and the development industry need to be informed of the importance of the Strategy. Therefore a wide range of mechanisms should be used including advocacy, promotion, collaboration and partnerships.	Draft ALPS identifies ways to implement the strategic objectives and action identified. Further investigation in specific areas such as housing and tourism is proposed, preparation of local planning policies and structure plans and through the management of subdivision and development. Where desired outcomes are outside the direct	Noted	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
	sphere of influence of local government, the Strategy promotes and advocacy role with relevant responsible agencies. Collaboration with State government agencies and other organisations will help to address cross-sectorial issues and will facilitate access to funding from both State and Federal government.		

66. **Name of Submitter:**

Subject of Submission: Resident

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Support the built environment in Albany with parklands, houses on blocks where children can safely play and to have a garden.</p> <p>It appears that draft ALPS support high rise buildings. Albany can spread out rather than people living on top of one another. Do not want overlooking onto her backyard or brick walls and high fences.</p> <p>Albany is unique, historic and you can bring up your family here and wish to see it stay this way.</p>	<p>Draft ALPS identifies that the City has sufficient land zoned to support urban growth for more than 60 years.</p> <p>The objectives of ALPS are therefore to contain urban development and rural living within the existing supply of land zoned and planned for settlement growth and to promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development. Another objective of ALPS is to provide a variety of housing types in close proximity to services and facilities.</p> <p>These 3 mentioned objectives will improve liveability and will not to lead to high rise development across the City. Higher density living is normally supported around activity centres such as the CBD and shopping centres that are easily accessible by public transport, walking and cycling.</p>	Noted	N/A

68. Name of Submitter:

Subject of Submission: Resident

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Endorse the proposed strategy.</p> <p>The best way for Albany and our region to be successful is to recognise all of the resources we have, then develop and value add these resources. This will create employment and inject income here.</p>	Note	Noted	N/A

69. **Name of Submitter:**

Subject of Submission: Resident

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>1. Draft ALPS and Local Planning Scheme No. 1 has a number of anomalies that need to be addressed and rectified as part of the review.</p> <p>There is an error on the Local Planning Scheme No. 1 maps. A reserve for Flora & Fauna is designated 'Priority Agriculture'.</p>	<p>Noted</p> <p>Request further information in regard to the anomalies in order for this to be addressed.</p>	Noted	N/A
<p>2. Priority agriculture is being planned on areas of 2 or 3 hectares in size where a much more suitable zone should be 'rural smallholdings'.</p>	<p>Under the review of LPS1, all agricultural zones will be rationalised under one zone 'Rural' in accordance with the Model Scheme text.</p> <p>The 'Rural Smallholding' zone is classified as rural living. Rural living is a component of urban development. The designation of land for rural living is only supported where it does not lead to ongoing sprawl.</p>	Noted	N/A
<p>3. 'Urban sprawl' should be discouraged, by better consolidating existing residential areas and promoting better design and infill development where there are existing services in place.</p>	<p>The relevant objectives of ALPS, which are supported by strategic directions and actions, are:</p> <ul style="list-style-type: none"> • to contain urban development and rural living within the existing supply of land zoned and planned for settlement growth; • to promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development. • to provide a variety of housing types in close 	Noted	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
	<p>proximity to services and facilities.</p> <p>Draft ALPS therefore achieves the suggestion in the submission.</p>		

70. Name of Submitter:

Subject of Submission: Private citizen

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
Albany must create a 24 hr stop for caravaners who may wish to come and have a look around.	<p>Draft ALPS provides board strategic direction over the next 10-15years for Albany's growth.</p> <p>It is therefore not the appropriate document to address the request.</p> <p>The City will consider this request when the Tourism Planning Strategy is prepared.</p>	Noted	N/A

71. Name of Submitter:**Subject of Submission:** Resident**Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>Take issue with the comment that Albany has a low population growth at 1.4% per annum. Suggests that this rate of growth is incredibly rapid as those with an understanding of compounding would understand.</p> <p>Australia's population growth nationally – the same as Albany, of about 1.4% per annum is a major concern in terms of infrastructure, resource and environmental pressures facing Australian cities generally.</p> <p>The effect of compounding: Australia's population now is 25 million. At 1.4%pa growth rate, the population will double every 50 years (the population in 1968 was 12 million). Thus in 400 years Australia's population would be 6.4 billion.</p> <p>If Perth's 2.4% annual rate continues, it's population will double every 30 years, in 120 years it would be around 120 million.</p> <p>Albany's population might be comparatively small in number now, but that does not mean its population growth rate of 1.4% is slow. Planning bodies have difficulty seeing the long term as much beyond 20 years but it is time that we really consider what the long-term really means. And together with that, what might be the implications of our actions if they continue on the current path.</p>	Noted	N/A	N/A

72. Name of Submitter:**Subject of Submission:** Resident**Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. Support restriction of urban sprawl and consolidation to make better use of inner city locations. Inner city locations are reliant on commuting to access them.	Noted	Noted	N/A
2. Support the development of dining/accommodation/residential hubs at locations such as Wool Stores which will be within walkable distance from the city centre.	Noted	Noted	N/A

73. Name of Submitter:**Subject of Submission:** Resident**Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
1. All sections of ALPS need to consider carbon footprint reduction across all areas of planning and development.	Noted	Noted	N/A
Executive Summary 2. Support the direction to stop urban sprawl. The use of agricultural land for development must be prevented. Agricultural land should be kept purely for food production to feed current and future populations.	One of the objectives of ALPS is to “protect agricultural land from inappropriate development” which is supported by strategic objectives and actions.	Noted	N/A
Environment 3. This section should include a statement which acknowledges global warming and the need for Albany to reduce its carbon emissions. ALPS needs to align with the City’s Carbon Footprint Reduction Strategy. ALPS need to set a carbon rating level on all residential and industrial developments and ensure enforcement thereof.	The objectives of draft ALPS and the supporting strategic directions and action will over the long term achieve a reduction the City’s carbon footprint. These objectives are to: <ul style="list-style-type: none"> • contain urban growth • promote urban consolidation • progressively move retail centric shopping centres towards true activity centres • integrated public transport linkages and cycle and pedestrian-friendly environments • protection of the City’s natural and coastal environments. 	Noted	N/A
Urban Growth 4. This section does not align with the Strategy’s objective to ‘Protect the City’s pristine natural and coastal environments and other landscape qualities’. Native	In order to develop land designated as ‘urban growth’ under draft ALPS, a Structure Plan has to be prepared. The Structure Plan are required to consider all environmental factors, including an assessment	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
<p>vegetation should be protected and not replaced with carbon-emitting housing estates.</p> <p>Urban development with the existing zoned land must not be allowed to remove or damage any existing vegetation.</p>	<p>of environmental factors such as remnant vegetation and the identification of planning measures to protect it where relevant.</p>		
<p>Housing</p> <p>5. Insert an additional action: 'Work with developers to build more environmentally appropriate housing including solar heating/cooling systems and rainwater storage tanks connected to toilets and laundry appliances – as a minimum.</p>	<p>These matters cannot be detailed under draft ALPS as it is a broad strategic document. It is also beyond the scope of strategic and statutory land use planning.</p>	Not support	N/A
<p>Public Transport, Walking & Cycling</p> <p>6. Support this section, please keep up the improvements to public transport, walking and cycling.</p>	Noted	Noted	N/A
<p>Industry</p> <p>7. Protect native vegetation in any industrial land development.</p>	<p>The protection of native vegetation are considered under planning mechanisms such as Structure Plans, subdivision applications and development approvals.</p>	Noted	N/A
<p>Vegetation & Biodiversity Conservation</p> <p>8. Amend Action 8 as follows: 'Development will only be supported in areas with no remnant vegetation. All vegetation is highly-valuable to the quality of Albany's environment and must not be cleared'.</p>	<p>Department of Biodiversity, Conservation and Attraction requested modifications to this action which will address this matter.</p>	Noted	N/A
<p>Bushfire Risk</p> <p>9. Development near native or remnant vegetation should not be permitted. The</p>	<p>See comment under paragraph 4.</p>	Noted	N/A

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Summary of Submission	Planning Comment	Recommendation	Modification
amount of vegetation being lost to create buffer zones for housing development is not acceptable or environmentally sustainable.	Bushfire risk is also assessed during the preparation of Structure Plans which is the appropriate planning mechanism to determine acceptable setbacks from remnant vegetation.		
<p>Service Infrastructure</p> <p>10. Action 4 (i.e. maintain Public Drinking Water Source Area Special Control Areas) must be strictly adhered to. Water sources needs to be protected. Water needs to be harvested by inclusion of water storage tanks in all future housing and industrial developments. Water needs to be used more efficiently.</p>	Public Drinking Water Source Areas are protected under the City's Local Planning Scheme No. 1 as Special Control Areas. LPS 1 is a statutory document and	Noted	N/A
<p>Figure 2: Urban</p> <p>11. The 'Landscape Protection Areas' are not legible.</p>	The notation for Landscape Protection Areas under Figures 1 and 2 is not legible in Albany town due to the colour and detail and needs to be improved.	Support	<p>Maps – Figure 1 and 2</p> <ul style="list-style-type: none"> Improve the legibility of landscape protection areas

CITY OF ALBANY PROPOSED MODIFICATIONS

Part 1

Section	Comment	Justification	Modification
General	Insert a statement that expressly revoke ALPS 2010 in an appropriate section.	Required under Clause 19 of the Regulations	Insert the following statement on the front page: Under Clause 14 of the Planning and Development (Local Planning Schemes) Regulations 2015, this Local Planning Strategy revokes the 2010 Local Planning Strategy.
	Edit Part 1	<ul style="list-style-type: none"> To improve text, undertake corrections and update all data To ensure that modifications as a result of submissions are correct and coherent with existing text 	Edit where considered necessary
Rural Living	Review Action 4 to clarify that this is consistent with the model scheme text. requirements under the Planning and Development (Local Planning Scheme Regulations) 2015	Clarification is required that the Special Residential Zone is no longer under the Model Scheme Text hence review is required and the zone no longer supported.	Modify action 4 as proposed.
Community Services and Facilities	Delete Action 1.	Feasibility is currently underway for a new tennis centre that may become the future district sporting facility and includes more sites than Collingwood Park.	Modify action 1 as follows: Implement the outcomes of the feasibility study into a suitable location/s of a future district sporting facility and relevant planning mechanisms to protect the site/s.
	Action 4 – Modify to include the City Cycle Strategy and the Trail Hub Strategy	To ensure all City Strategies are considered.	Action 4: Modify to include the City Cycle Strategy and the Trail Hub Strategy
Activity Centres	Where reference is made to redevelopment of Neighbourhood Centres, include reference to Local Centres.	In this draft, Neighbourhood Centres were identified as a priority for redevelopment however, redevelopment of Local Centres is also desirable.	Include reference to local centres under Actions 3 and 5. Modify Investigation Area to also refer to local centres.

Section	Comment	Justification	Modification
	The actions are incoherent and should be reorganised to improve clarity	<p>Actions in relation to redevelopment of Neighbourhood and Local Centres should be grouped together.</p> <p>Actions in relation to rationalisation of zones should be grouped together.</p>	<ul style="list-style-type: none"> Rewrite Action 4 and 5 to improve clarity. <p>Reorganise to group related actions together.</p>
Tourism	<p>Modify Action 1 by deleting all bullet points.</p> <p>Delete Action 2.</p> <p>Revise Action 3.</p> <p>Delete Action 4</p>	<p>Improve on the outcomes of the modifications required by WAPC prior to advertising, align with Part 2 of the Strategy and improve clarity, as follows:</p> <p>Action 1 – deletion of bullet points for the following reasons:</p> <ul style="list-style-type: none"> Pre-empts the outcome of the proposed Tourism Planning Strategy; Make recommendations for which there is no justification under Part 2 of the Strategy; Make recommendations to be undertaken as part of the Local Planning Scheme review and unrelated to the proposed Tourism Planning Strategy and incorporated into the revised Action 3. <p>Action 2 – delete for the following reasons:</p> <ul style="list-style-type: none"> All land zoned for tourism purposes and Special Use site where a tourism related land use is permitted are designated as 'existing tourism sites' under Figure 2. There is no justification for Action 2 under Part 2 of the Strategy. 	<p>Part 1 – Section 5.3 – Tourism:</p> <ul style="list-style-type: none"> Where necessary, modify the introductory paragraph to reflect the City's vision Delete bullet points under Action 1. Delete Actions 2 and 4. Revise Action 3 to read as follows: 3: "During the review of the Local Planning Scheme, review tourist related zones and provisions consistent with the model scheme text." <p>Part 2 – Section 3.4</p> <ul style="list-style-type: none"> Clarify the above under the heading Local Planning Context – Statutory. Insert a planning implication in relation to this statement. <p>Maps - Figure 2: Designate land 'existing tourism sites' as follows:</p> <ul style="list-style-type: none"> Land zoned 'Tourist Residential', 'Hotel/Motel' and 'Caravan and Camping' under the Local Planning Scheme, A 'Special Use' zone allows for tourism related land use/s.

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Section	Comment	Justification	Modification
		<p>Revise Action 3:</p> <ul style="list-style-type: none"> To broadly consider the model scheme text and Local Planning Scheme review. <p>Action 4 – delete:</p> <ul style="list-style-type: none"> The City is currently guided by the Tourism Accommodation Strategy and the relevant Local Planning Policy which is sufficient until reviewed. 	
Vegetation & Biodiversity Conservation	<p>Modify the introductory paragraph to:</p> <ul style="list-style-type: none"> also mention Threatened and Priority Ecological Communities; Also mention dieback, climate changes and weeds as being threats to biodiversity. 	To correct text	<p>Modify the introductory paragraph to:</p> <ul style="list-style-type: none"> also mention Threatened and Priority Ecological Communities also mention dieback, climate changes and weeds as being threats to biodiversity
Rivers, Estuaries and wetlands	Modify Action 4 by deleting 'Floodprone areas are identified in Figure 2.	<p>Floodprone areas are not identified in Figure 2 but in Figure 5 under Part 2 of the Strategy. What is shown is Yakamia Creek and Seppings Creek.</p> <p>Development of land subject to flood is guided through Local Planning Policy – Development in Floodprone Areas. LPS1 and LPP's are the appropriate planning mechanism whereas ALSP provides broad strategic direction.</p>	Figure 2 – Delete the notation 'Flood Prone Areas'
Rural – Land and Soil	Modify/delete Actions 9, 11, 12, 14 and 15.	<p>Improve on the outcomes of the modifications required by WAPC prior to advertising, improve clarity, align with MST as follows:</p> <ul style="list-style-type: none"> Action 9: Delete. Landscape Priority Areas are identified on Figures 1 and 2 and the 	<ul style="list-style-type: none"> Delete Action 9 Delete Action 11 Delete Action 12 Delete Action 15

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Section	Comment	Justification	Modification
		<p>action is therefore superfluous.</p> <ul style="list-style-type: none"> • Action 11: Delete. This action cannot be influenced by land use planning, strategic or statutory planning responses. Furthermore, there is no information provided in support of this action under Part 2 of the Strategy. • Action 13: Delete, this action is superfluous as SPP's and Development Control Policies are applied in the assessment of subdivision applications by the WAPC and considered by Local Government. Stating this requirement in ALPS is unnecessary. • Action 14: Delete, known Basic Raw Materials could not be shown on Figure 2 due to the amount of information contained in this layer. This would have resulted in visual clutter, notwithstanding the fact that it is not a strategic direction and/or action. Basic Raw Materials was therefore shown under Part 2 of the Strategy. • Action 15: Delete for the following reasons: The City's Local Planning Scheme currently has two rural related zones i.e. 'Priority Agriculture' and 'General Agriculture'. There is not a 'Rural' zone under the Local Planning 	

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Section	Comment	Justification	Modification
		Scheme. Under the MST, there is only 1 zone i.e. 'Rural'. Revision of the land use table in regard to the current zones under the Local Planning Scheme is therefore superfluous.	
	Actions 4 requires reconsideration in light of the MST which only provides one zone i.e. 'Rural'.	<ul style="list-style-type: none"> Action 4: Delete. These zones can only be rationalised in accordance with the MST i.e. the 'Rural' zone. 	<ul style="list-style-type: none"> Delete Action 4
	Introductory paragraph under basic raw materials, acknowledge that there is conflict between the location of limestone/sand deposits along the coast and under native vegetation of high conservation value.	Acknowledge the conflict between extraction and protection of native vegetation of high conservation value	<ul style="list-style-type: none"> Expand paragraph under Basic Raw Materials to acknowledge the conflict between extraction and protection of native vegetation of high conservation value. Modify Action 7 to include 'environmental values' as a matter that needs to be considered.
Roads	Action 3 should include measures to minimise impact on environmental values	To ensure that environmental values are considered in structure plans.	Modify Action 3 to include measures to minimise impact on environmental values
Appendix 1: Investigation Areas	Insert an introductory paragraph to explain the intent of the Investigation Areas	To provide clarification on the intent of the Investigation Areas	Insert an introductory paragraph that explains the intent of the Investigation Areas.

Part 2

Section	Comment	Justification	Modification
General	Edit Part 2	<ul style="list-style-type: none"> To improve text, undertake corrections and updated all data To ensure consistency across Part 1 and Part 2 of the Strategy. 	Edit where considered necessary

Figures

Figure #	Comment	Justification	Modification
All	Where required improve information presented	Legibility	Where required improve information presented
2	Delete 'Highway' from 'Highway Commercial' designation	It is not a zoning map	Delete 'Highway' from 'Highway Commercial' designation