



ATTACHMENTS

Development and Infrastructure Services Committee Meeting

12 April 2023

6.00pm

City of Albany Council Chambers

DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE
ATTACHMENTS – 12/04/2023

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City of Albany

Policy

Local Planning Policy 1.9 Waste Management

Document Approval			
Document Development Officer:		Document Owner: Paul Camins	
Manager Planning and Building Services (MPBS) Coordinator Planning Services (CPS) Planning Officer (PO)		Chief Executive Officer (CEO) Executive Director Development Services (EDDS)	
Document Control			
File Number - Document Type:	CM.STD.7 – Policy		
Document Reference Number:			
Status of Document:	Council decision:		
Quality Assurance:	Planning Services Team, Executive Management Team, Development & Council Committee and Council.		
Distribution:	Public Document		
Document Revision History			
Version	Author	Version Description	Date Completed
1	MPBS	Adoption Reference: Synergy Reference:	

DRAFT

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Policy Objectives

1. To ensure waste storage and collection facilities minimise visual, environmental and amenity impacts on the streetscape, public realm and adjoining properties.
2. To ensure developments provide and maintain cost effective and functional waste management practices.
3. To ensure occupants are provided with safe and convenient waste and recycling facilities.
4. To ensure proposed developments are designed, constructed and operated to maximise waste avoidance and resource recovery

Policy Scope

5. This policy is applicable to all proposals on zoned land within the City of Albany with the exception of proposals involving:
 - The development or extension to a single house;
 - The development or extension to less than four grouped or multiple dwellings;
 - The development or extension to an ancillary dwelling, outbuilding, boundary wall or fence, patio, pergola, verandah, garage, carport or swimming pool on the same lot as a single house or grouped dwelling.
 - The development or extension to less than four holiday accommodation/chalet units;
 - The development or extension to less than five aged or dependant persons dwellings.

Policy Statement

Requirements for Waste Management Plans

6. The City will require a Waste Management Plan to be submitted as part of the following categories of Development Application:
 - Residential
 - Four (4) or more grouped or multiple dwellings;
 - Four (4) or more holiday accommodation/chalet units
 - Five (5) or more aged or dependant persons dwellings;
 - Lodging houses.
 - Mixed Use Development
 - All forms of mixed used development
 - Commercial, Industrial and Other Non-Residential Development
 - All forms of non-residential development that will generate waste including;
 - Commercial (office, showroom, warehouse)
 - Industrial uses (all types)
 - Hotel/Motel
 - Retail (shops)
 - Food and Beverage establishments (cafes, restaurants)
 - Any other proposal the City considers will affect waste avoidance and resource recovery in the City.

Note: The City may waive the requirements for a Waste Management Plan for change of use applications that will not result in increased waste generation.

7. The City may also require waste management information as part of an approved Construction Management Plan.

Type of Waste Management Plan

8. Depending on the complexity of the application, the City may accept a Level 1 Waste Management Plan (Simple Waste Management Plan), which is included in the WALGA Guidelines. This requirement should be determined in consultation with the City of Albany Sustainability and Waste Strategy Team prior to submission of the application.

Waste Management Plan Considerations

9. The Waste Management Plan should be based on the requirements of the applicable Western Australian Local Government Association (WALGA) Guidelines.

Note 1: Waste Management Plans for residential uses should be based on the requirements of the WALGA Multiple Dwelling Waste Management Plan Guidelines.

Note 2: Waste Management Plans for Commercial, Industrial and Non-Residential Development should be based on the requirements of the WALGA – Commercial and Industrial Waste Management Plan Guidelines

Note 3: The City of Albany recommends that a qualified waste consultant be engaged to prepare the Waste Management Plan.

10. Further to clause 9. above, Waste Management Plans should also identify measures to ensure waste management activities have no adverse visual, environmental or amenity impacts, either directly on site or indirectly off site.
11. Should development approval be granted, compliance with the Waste Management Plan will be an ongoing condition to be complied with at all times.

Legislative and Strategic Context

12. The policy operates within the following framework of legislation.
 - *Planning and Development Act 2005*
 - *Planning and Development (Local Planning Schemes) Regulations 2015*
 - *City of Albany Local Planning Scheme No.1.*

Review Position and Date

13. This policy was adopted on [Insert Date]. This policy must be reviewed every two years after a general Local Government election, or earlier if Council considers it necessary.

Associated Documents

14. Related strategies, procedures, references, guidelines or other documents that have a bearing on this policy and that may be useful reference material for users of this policy, follow:
 - *WALGA – Multiple Dwelling Waste Management Plan Guidelines*
 - *WALGA – Commercial and Industrial Waste Management Plan Guidelines*
 - *WALGA – Construction Waste Management Guidelines*
 - *WALGA – Demolition Waste Management Guidelines*

Definitions

- 15. Waste Management Plan** is a document that outlines how large amounts of waste created by a business will be managed and dealt with, including estimates of waste type, volume and management method.
- 16. Construction Management Plan** is a contract between the Builder/developer and Council addressing the site and development management issues that are relevant during building activity.

DRAFT

DIS313: DRAFT LOCAL PLANNING POLICY 1.9: WASTE MANAGEMENT

Land Description	:	City of Albany
Proponent	:	City of Albany
Business Entity Name	:	City of Albany
Attachments	:	Draft LPP 1.9: Waste Management
Supplementary Information & Councillor Workstation	:	<ul style="list-style-type: none"> • WALGA Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications • WALGA Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications Explanatory Notes • WALGA Commercial and Industrial Waste Management Guidelines • WALGA Multiple Dwelling Development Waste Management Plan Guidelines
Report Prepared By	:	Planning Officer (D Ashboth)
Authorising Officer:	:	Executive Director Infrastructure, Development & Environment (P Camins)

7.22pm: Prior to the consideration of DIS313 Councillor Smith left the Chambers. Councillor Smith did not return to the Chamber for the remainder of the meeting.

STRATEGIC IMPLICATIONS

1. Council is required to exercise its quasi-judicial function in this matter.
2. In making a decision on the proposed Local Planning Policy, the Council is obliged to draw conclusion from its adopted *Albany Local Planning Strategy 2019* (the Planning Strategy) and *Strategic Community Plan – Albany 2032*.
3. This item relates to the following elements of the City of Albany Strategic Community Plan 2032:
 - Pillar:** Planet
 - Outcome:** Shared responsibility for climate action.
 - Pillar:** Place
 - Outcome:** Responsible growth, development and urban renewal.
4. The item relates to the following objectives and strategic directions of the Planning Strategy.
 - Objectives:**
 - Meet the service infrastructure requirements for settlement growth.
 - Directions:**
 - Service Infrastructure:
 - Meet the service infrastructure requirements for Albany’s Settlement Growth.

In Brief:

5. City officers have recently commenced a periodic review of the City's existing Local Planning Policy Manual. As part of this review, the City has identified the need for a Waste Management Local Planning Policy, to ensure on-site waste management solutions for specific developments are adequately captured at the application stage.
6. Draft Local Planning Policy 1.9: Waste Management (LPP1.9) has been developed with the intention of addressing issues that arise when waste management is not adequately considered at the development application stage, including:
 - Inappropriate location and space identified for the storage of waste and recycling bins
 - Inconvenient access provided for collection vehicles
 - Impacts of inappropriate waste management on local amenity
 - Increased cost of waste collection for ratepayers
 - Increased risk of accidents due to inappropriate waste collection and storage methods

7. Council is requested to endorse the draft LPP1.9 for advertising.

RECOMMENDATION

DIS313: COMMITTEE RECOMMENDATION

**MOVED: COUNCILLOR STOCKS
SECONDED: COUNCILLOR BENSON-LIDHOLM**

THAT the Authorising Officer Recommendation be ADOPTED.

CARRIED 11-0

DIS313: AUTHORISING OFFICER RECOMMENDATION

THAT Council, in pursuance of Schedule 2, clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015, resolves to endorse draft Local Planning Policy 1.9: Waste Management for the purpose of advertising.

BACKGROUND

8. City officers have recently commenced a periodic review of the City's existing local planning policies. The last in-depth policy review occurred in 2014.
9. Planning Services, in collaboration with the Sustainability and Waste Strategy team have identified the need for a Waste Management local planning policy to ensure incorporation of waste management considerations into development applications.
10. Within development applications, waste management considerations are commonly addressed through the provision of Waste Management Plans (WMPs).
11. The City of Albany generally requests the preparation of WMPs to accompany larger development applications. However, if planning officers have not been given the opportunity to provide comment on applications before lodgement, WMPs may not be provided.
12. As there is no established criteria in place, either under the local or state planning frameworks that outlines when a development application should be accompanied by a WMP, this has resulted in an element of uncertainty and inconsistency when providing advice to applicants.
13. Previously, where a WMP has not been provided as part of the development application, but the type and/or scale of the development warrants preparation of a WMP, the requirement would subsequently be applied as a condition of development approval.
14. The condition would require that the WMP be submitted for approval by the City, prior to the commencement of development. Based on the timeframe outlined in the condition, it is most likely that a WMP would then be submitted at a similar time to the application for a building permit.
15. Following the current process, the preparation of a WMP after development approval has been granted (and also issue of a building permit) is too late. Where onsite waste management considerations haven't been incorporated into a design from the outset, it is likely this would result in a range of issues emerging at the later implementation stages of development, that are difficult to remedy or retrofit during the later stages of design.
16. Retrofitting onsite waste management at such a late stage in the development may require significant amendments to approved plans, or result in reactive ad hoc solutions that may have unintended consequences or significant detrimental impacts to both the development and the adjacent street.

17. To support local government in implementing adequate waste management considerations through the local planning framework, the Western Australian Local Government Authority (WALGA) developed a model Waste Management Local Planning Policy and associated guidelines to assist local governments in incorporating waste management into the planning process.
18. The requirements to incorporate waste management considerations into the planning system is also addressed at the State level, within the State Planning Strategy 2050.
19. The community has also identified sustainability and climate action as a key priority within the City of Albany Strategic Community Plan 2032.
20. As part of this, there is a need to ensure waste facilities and services meet the needs of the environment and community into the future by simultaneously reducing levels of waste generation, and ensure the provision of cost effective and efficient waste management services.

DISCUSSION

21. Draft LPP1.9 has been prepared in order to formalise the instances in which the City will require waste management plans to be submitted with a development application for specific types of development.
22. A WMP outlines how large amounts of waste created by a development will be managed and dealt with, including information on estimates of waste type, storage area requirements, estimated volume and proposed management methods.
23. A local planning policy was considered the appropriate mechanism to address this, to provide clarity and statutory weight for the requirement of a WMP to be provided as part of the assessment of a development application. It was considered that this would not be adequately addressed via a customer information sheet.
24. The importance of including waste management considerations in the development application process has been highlighted by experience with historic development approvals, where inadequate consideration of waste management has resulted in operational issues, such as inefficient and non-compliant outcomes for commercial waste collection vehicles accessing a site, or insufficient, unsafe or inconveniently located onsite storage space for waste and recycling bins.
25. This limits aspects of onsite waste management such as providing recycling opportunities, and for larger scale developments, particularly in established commercial or residential areas, where offsite collection is proposed, insufficient verge space for kerbside collection results in the creation of unsafe pedestrian environments, and has a detrimentally impact on streetscape and local amenity.
26. Insufficient consideration of waste management at the development application stage can also increase the cost of waste collection for ratepayers and raise the risk of accidents due to inappropriate collection and storage methods.
27. Requiring a WMP as part of a planning application and subsequently referencing compliance as a condition of development approval, ensures waste management planning is incorporated into the design and functioning of a development upfront, rather than being something added later as a remedial measure.
28. Draft LPP1.9 identifies criteria for development that would require submission of a WMP as part of a development application. This criteria is generally based on WALGA's Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications (attached), with some amendments.
29. One key change, in line with other local governments and based on recent changes to waste collection, expands the criteria of developments requiring a WMP to a minimum of 4 dwellings proposed, from 10 identified by WALGA.

30. It is noted that this reduction was discussed with the Sustainability and Waste Management Team and it was agreed that the reduced numbers are more appropriate for the City of Albany as this would ensure consideration was given to relevant waste management aspects, including whether sufficient verge area requirements for kerbside collection could be provided.
31. As a worst case scenario this could result in a minimum of 8 bins being placed in the verge during general waste and FOGO collection, and where a WMP has not been submitted, it may not be identified until too late whether suitable space is available for kerbside collection.
32. It is also common for communal waste storage areas to be incorporated in to developments of 4 or more dwellings. Provision of communal waste storage areas are sometimes preferred as they offer an efficient and convenient area for waste storage onsite, and where appropriately located, can allow for easy relocation of bins to the verge for kerbside collection (if available). Or otherwise where bins are not collected using kerbside collection, provide ready access onsite collection by waste vehicles.
33. However, where these areas are not incorporated into the overall design of the development from the outset, these areas have the potential to result in access difficulties for the residents due to their inappropriate location or layout, as well as amenity and operational issues, especially if there is a lack of identified management or maintenance responsibilities. These issues can be addressed at the development application stage via submission of a WMP.
34. Draft LPP1.9 allows the City to request either a Level 1 or Level 2 WMP. The City recommends that preliminary advice should be sought for proposals involving development of the scale outlined in the criteria of LPP1.9.
35. The requirement such as the level of a WMP would be determined during preliminary assessment of a proposal, in consultation with the City of Albany Sustainability and Waste Strategy Team, prior to submission of the application. This will ensure the WMP requirements are not too onerous for developers in these circumstances.
36. WALGA templates for Level 1 and Level 2 WMPs are intended be included as supplementary information to draft LPP1.9. For information, the template for WALGA Level 1 WMPs are included as an appendix to relevant guidelines.
37. For residential development, and in instances where a WMP is required for a development that incorporates between 4 and 10 residential units, it is likely that a Level 1 WMP would be requested by the City.
38. Requirements for a WMP as part of an application for commercial and mixed-use developments are consistent with WALGA's Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications (attached).
39. Draft LPP 1.9 also enables the City to request waste management information as part of a Construction Management Plan, to ensure waste is dealt with appropriately during construction.
40. Once submitted, WMPs are referred to the City of Albany Sustainability and Waste Strategy team for review to ensure compliance with the City's waste management objectives and practices.
41. Should development approval be granted, compliance with the Waste Management Plan will be an ongoing condition to be complied with at all times.

Guidelines for the preparation of WMPs

42. The City of Albany currently has no guidelines addressing waste management considerations or the content of WMPs. Therefore, there was a desire for this local planning policy to be a high-level policy document, with reference to external guidelines containing technical details.
43. Staff considered that the guidelines previously prepared by WALGA adequately outline the preferred content and structure of WMPs for different types of development. Therefore, in the absence of any City guidelines, LPP1.9 states WMPs should generally be prepared in accordance with the relevant WALGA guidelines.

44. However, as there are WALGA guidelines specifically created for 'grouped dwellings' or 'lodging houses', the policy advises that WMPs for residential uses shall generally be provided in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines.
45. Given the content and structure of residential WMPs are similar, the Sustainability and Waste Strategy team has advised this approach is preferred.
46. Waste Management Plans for Commercial, Industrial and Non-Residential Development shall generally be provided in accordance with the WALGA – Commercial and Industrial Waste Management Plan Guidelines.
47. Although not specifically required, LPP1.9 advises that a qualified waste consultant should be engaged to prepare a WMP. This is expected to ensure the quality of the report given some degree of expertise is required to determine waste generation rates and collection procedures.
48. This may also have the benefit streamlining assessment timeframes by minimising the likelihood of design changes.
49. In addition to the information requirements established in the relevant guidelines, draft LPP1.9 requires WMPs to identify measures to ensure waste management activities have no adverse visual, environmental or amenity impacts, either directly on site or indirectly off site.
50. This provision has been deliberately kept open and high level, therefore allowing the City to request a number of measures to improve amenity such as the screening of bin storage area or management of litter emanating from commercial premises.

GOVERNMENT & PUBLIC CONSULTATION

51. Approval is sought to advertise the draft LPP1.9 in accordance with Schedule 2, cl. 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.
52. If the Council resolves to support the draft LPP1.9 for advertising, a notice of the proposed policy will be placed in a newspaper circulating in the LPS1 area for 2 consecutive weeks.
53. The policy will also be published on the City of Albany website for 21 days.
54. Both the newspaper and the website will give details of:
 - Where the draft local planning policy can be inspected;
 - The subject and nature of the draft local planning policy; and
 - In what form and during what period (21 days from the day the notice is published) submissions may be made.
55. A copy of the policy will also be made available for inspection at the City of Albany.
56. After expiry of the period within which submissions may be made, the Local Government is to:
 - Review the draft local planning policy in light of any submissions made; and
 - Resolve to adopt the local planning policy with or without modification, or not to proceed with the local planning policy.

STATUTORY IMPLICATIONS

57. Voting requirement for this item is **SIMPLE MAJORITY**.

City of Albany local planning policy review

58. The City of Albany has a suite of LPP's which it uses to augment the provisions contained under LPS1 to guide land use and development across the City, and inform the exercise of discretion when determining applications.
59. The State Administrative Tribunal has previously determined that the age of an LPP has direct relevance to the weight afforded to it. Therefore regular reviews are warranted and necessary, to ensure validity and relevance when used in decision-making.
60. Furthermore, it is critical that local planning policies are maintained to be consistent with the latest legislation and State Planning Policies.

Preparation and adoption of new local planning policies

61. The City of Albany Local Planning Scheme No. 1 (LPS1) is a prescriptive instrument that sets out the statutory provisions for how land may be used and developed. Sole reliance upon it for regulating all forms of development under all circumstances is not always practical.
62. To address this, the Deemed Provisions of the Planning Regulations contains provisions enabling local governments to adopt local planning policies in order to:
 - address specific planning and development matters unique to the local government’s context.
 - amend or augment provisions set out by State Planning Policy, including the application of additional development controls or considerations for specific sites.
63. New or amended local planning policies must be advertised in accordance with Schedule 2, clause 4 of the Planning Regulations prior to their formal adoption.
64. Following completion of advertising and review of submissions, a report must be prepared for council requesting formal adoption of the local planning policy, subject to modifications.

Waste management under the planning framework

65. There are no specific instruments under the planning framework that address waste management considerations for non-residential and industrial developments. However it is acknowledged that onsite waste management considerations for residential development are broadly identified under State Planning Policy 7.3 Residential Design Codes (Volumes 1 and 2).
66. Draft LPP1.9 does not conflict with or vary any provisions relating to waste management considerations as outlined under either volume of SPP7.3.
67. In accordance with cl. 4 (3A) of the Planning Regulations, Council cannot resolve to adopt a local planning policy, where the policy:
 - amends or replaces a deemed-to-comply provision of the R-Codes; or
 - where the Commission’s approval is required for the policy under the R-Codes; and
 - the Commission has not approved the policy.
68. Following the above, additional approval from the Commission is not required in this instance.

POLICY IMPLICATIONS

69. Adoption of proposed LPP1.9 will add an additional LPP to the City of Albany Local Planning Policy Manual.
70. Draft LPP1.9 is based on *WALGA’s Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications* (attached).

RISK IDENTIFICATION & MITIGATION

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

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<p>Reputation Advertising the proposed policy could give rise to objectionable comments from developers and landowners owners concerned with additional requirements that may apply to them.</p>	Possible	Minor	Low	<p>Policy provisions are consistent with the recommendations of State Government relating to waste management in the planning system.</p> <p>The Policy can be amended once feedback is assessed; this is the purpose of advertising prior to final adoption.</p>
<p>Opportunity: Ensure the provision of high quality, functional waste and resource recovery infrastructure and cost-effective waste collection services.</p>				

FINANCIAL IMPLICATIONS

72. There are no financial implications beyond what will be used for advertising.

LEGAL IMPLICATIONS

73. There are no legal implications relating to endorsing the proposed draft LPP1.9 for advertising.

ENVIRONMENTAL CONSIDERATIONS

74. The implementation of WMPs will contribute to the improved targets of the State’s rates of waste diversion from landfill, increase resource recovery and address the challenges associated with servicing larger developments.

75. By developing a waste management plan as part of a Construction Management Plan, proponents have an opportunity to rationalise the use of materials during construction.

76. Furthermore, preparation of waste management plans as part of a proposal will also improve a development’s overall sustainability rating, and may assist to inform accreditation processes such as Greenstar, NABERS and Envirodevelopment.

ALTERNATE OPTIONS

77. Council has the following alternate options in relation to this item, which are:

- To resolve to proceed with advertising the policy without modification;
- To resolve to proceed with advertising the policy subject to modification; and
- To resolve not to proceed with advertising the policy.

CONCLUSION

78. The City has identified the need for a Waste Management Local Planning Policy to ensure incorporation of waste management considerations into development applications.

79. Draft LPP1.9: Waste Management seeks to achieve this outcome by establishing circumstances where the City will request a Waste Management Plan to form part of a development application, whilst also outlining WMP content requirements.

80. Council is requested to resolve to endorse draft Local Planning Policy 1.9: Waste Management for advertising.

Consulted References	<ol style="list-style-type: none"> 1. <i>Local Planning Scheme 1</i> 2. <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> 3. <i>WALGA Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications</i> 4. <i>WALGA Model Local Planning Policy: Waste Avoidance & Resource Recovery – Development Applications Explanatory Notes</i> 5. <i>WALGA Commercial and Industrial Waste Management Guidelines</i> 6. <i>WALGA Multiple Dwelling Development Waste Management Plan Guidelines</i>
File Number (Name of Ward)	All
Previous Reference	N/A



City of Albany
Policy

Local Planning Policy 1.9 Waste Management

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Document Development Officer:		Document Owner: Paul Camins	
Manager Planning and Building Services (MPBS) Coordinator Planning Services (CPS) Planning Officer (PO)		Chief Executive Officer (CEO) Executive Director Development Services (EDDS)	
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Document Reference Number:			
Status of Document:	Council decision:		
Quality Assurance:	Planning Services Team, Executive Management Team, Development & Council Committee and Council.		
Distribution:	Public Document		
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ALBANY PARKING AND WAYFINDING STRATEGY

City of Albany

1 July 2022

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1. THE STRATEGY



Parking and Wayfinding Strategy Areas

Purpose

This Parking and Wayfinding Strategy (Strategy) has been prepared to help guide parking provision within the broader Albany area, along with the wayfinding required to support its legibility and use.

Underpinning the Strategy is a considerable body of work undertaken by the City of Albany (the City), including parking and precinct studies. The Strategy reviews and updates the work and consolidates the essential information into a concise, user-friendly implementation document.

Source documents are referenced for more information and relevant extracts included in the Appendices:

1. Deemed Parking Stations
2. Master Plan Extracts

Strategic Guidance

The Strategy supports Albany's long-term planning and community development goals and contributes to achieving the City's aspirations and deliverables, including:

- Strategic Community Plan (2032)
Place aspiration for a responsibly planned city that is attractive, vibrant, and well connected.
- Corporate Business Plan (2021-2025)
Implement key actions arising from the City's Parking Strategy, including wayfinding.

These broadly support several People, Place and Prosperity aspirations and Access and Inclusion Plan outcomes.

Please note that the implementation of the priorities in this strategy are a guide only and are subject to Council approval, funding and sufficient resources.


Organisation

The Strategy presents the parking areas in separate sections: Centennial Park, Albany City Centre including the Waterfront, The Mounts, Middleton Beach, Emu Point, Albany-Drome Airport, and Other.

Each section contains the following information, as shown opposite.

Strategy rationale

A broader location map identifies the parking area, and the Strategy rationale is outlined under Place, Wayfinding, and Parking.



<p>Place</p> <p>Centennial Park Sporting Precinct forms an extensive green belt at the Albany City Centre's interface with its urban catchments, where it is highly accessible. It serves the Albany community's open space needs with numerous sporting and recreational facilities suitable for large events. North Road is a major suburban connector, while Lockyer Avenue provides direct linkage to York Street, the City Centre's main street.</p> <p>The area has great potential to become a more complex green asset with a diverse passive and active recreational offering, interconnected paths, and enriched landscaping.</p>	<p>Wayfinding</p> <p>The Strategy supports the grounds' legibility and creates a sense of welcome with signs in the following locations.</p> <p><u>Sign Type 3C: Building Marker</u></p> <p>Signs at activity nodes:</p> <ul style="list-style-type: none"> - Leisure Centre. - Recreation Stadium (pedestrian path). - Agricultural Society Pavilions. <p><u>Sign Type 7: Street Sign</u></p> <p>Generally located at street corners and connections to off-street parking:</p> <ul style="list-style-type: none"> - Sanford Road. - Lockyer Road at Cockburn Road. - Cockburn Road at Symes Street. - Other (internal). 	<p>Parking</p> <p>The Strategy requires future parking provision and management to be considered holistically.</p> <ul style="list-style-type: none"> - Explore the role of parking in supporting future activities and user needs week round. - Ensure parking is discretely integrated and appropriately scaled, without visually dominating the green space. - Establish a management plan that allows informal overflow parking on turf for special events and maintains healthy turf growth.
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Area maps

More detailed maps provide parking and wayfinding context.



Implementation priority

The Strategy's objectives, actions, and priority for each area are established.

Location	Objective	Action	Priority/Timeframe
Hockey carpark, west side of Albany Leisure and Aquatic Centre (Area A)	Hockey carpark connected to the roundabout at North Road/Barnesby Drive.	Develop a concept design to connect the carpark to the roundabout.	Short

Parking and Wayfinding Rationale

Place

Parking and wayfinding are considered holistically within the complete environment. The Strategy recognises their role in supporting various city functions, place dynamics and growth prospects.

Place drivers are outlined to help guide appropriate parking and wayfinding responses, for instance, tourism, services, leisure, activity, entertainment, and recreation.

Wayfinding

The City of Albany's "Signage System Strategy" establishes a suite of wayfinding signs for use in the City. This Strategy incorporates the sign types that are essential to basic wayfinding:

Sign Type 2A Destination Sign (Box)

Providing entry markers for motorists, cyclists, and pedestrians.

Sign Type 2C Building Marker (Slim)

Providing local information including a map for orientation and location of facilities, cycling network and significant destinations.

Sign Type 6 Street Sign (Slim)

Providing direction to areas of interest including:

- Destination sign, including names of places of interest.
- Parking sign to off-street parking.

Other

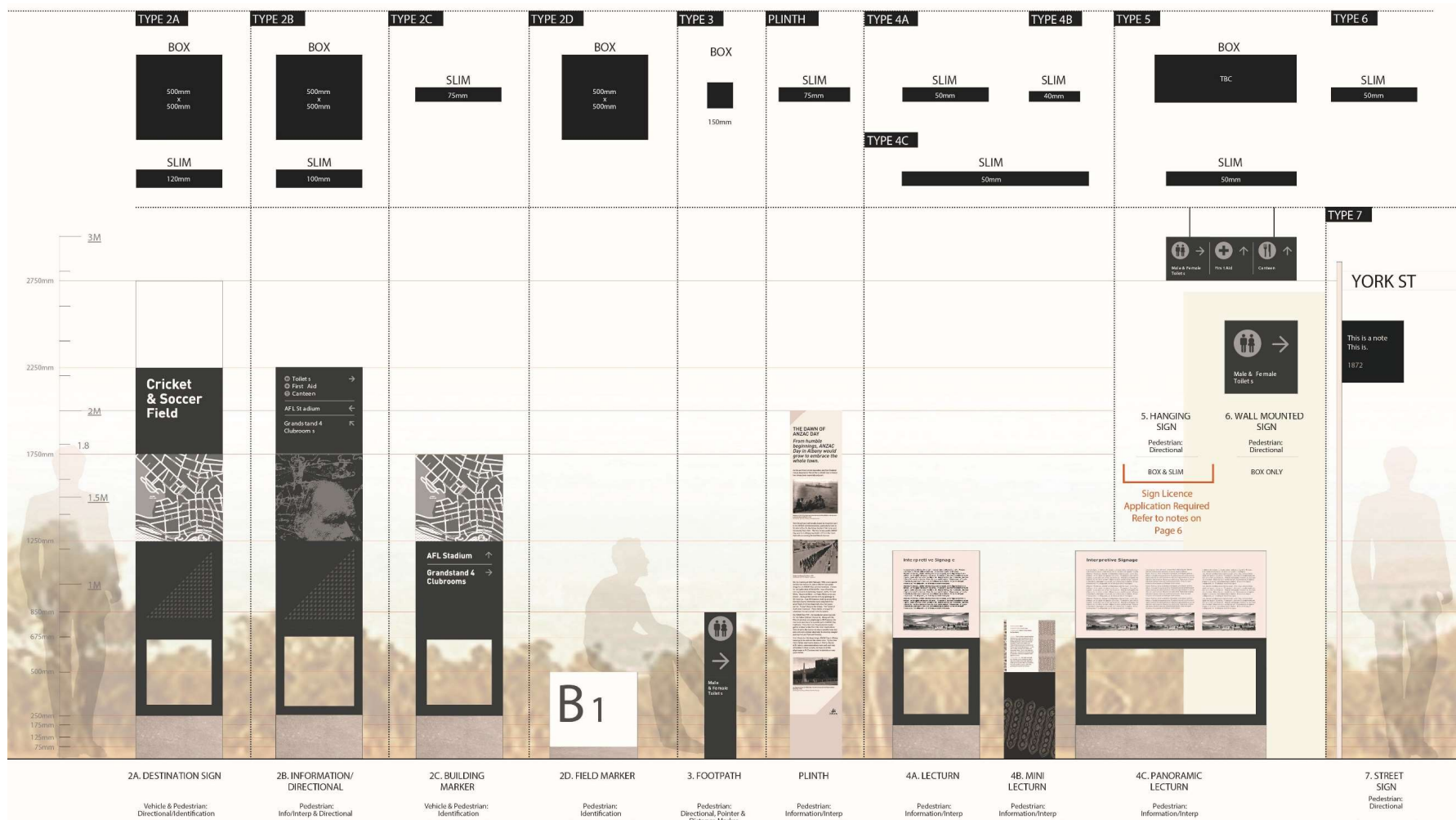
Supplementary signage specific to the area.

Collectively, the signs build awareness of place and access to parking facilities. They are strategically located to support activity linkage and place legibility, particularly on movement desire lines and at major entries and destinations.

The signs provide a starting point for wayfinding and a framework against which further interpretive and wayfinding signage can be provided. They are intended to complement the built and natural environment, existing signs, and interpretive signage.

Visual clutter is minimised by avoiding unnecessary signage:

- Directional signage to parking is only shown where access to public parking is not visible or easily identifiable from the street.
- Other signs are provided only as required.



City of Albany "Signage System Strategy" used in the Strategy

Sign Types 2A, 2C and 6 are used in this Strategy for primary pedestrian, cyclist, and motorist wayfinding. Where detailed interpretation guidance exists, their source documents are referred to for more information. Other wayfinding signs and features are recommended, as appropriate.

Parking

As appropriate, recommendations are provided on how the City can realistically improve parking facilities and make best use of them in serving public needs. On an area-by-area basis, the Strategy provides direction on parking provision, management, responsive design, and implementation priority.

The following principles apply to all parking areas.

Principle One

Background work: there has been a significant body of quality work undertaken in respect to precinct planning in Albany - any new work will align to and enhance existing work.

Principle Two

Cyclists and pedestrians: any improvements will be designed for consideration of pedestrian and cyclist access and networks and promote the use of alternative travel modes.

Principle Three

Economic viability: parking improvements will enhance the economic viability of the locality and will consider commercial development opportunities and land use directions.

Principle Four

Public events and tourism: parking improvements will consider the needs of programmed community and tourism events (such as the Albany Classic).

Principle Five

Asset Management and staged implementation: parking improvements must be carefully staged with broader traffic and asset integrity implications considered. Future planning shall be appropriately investigated and provide sufficient engineering detail to enable accurate costing and staging into a forward capital works plan.

Principle Six

Public access and safety: parking improvements and initiatives will recognise that streets are public spaces, open to all people, and to be managed in the public interest with safety as a priority.

Principle Seven

Optimise/formalise parking and linkages: where feasible, formal parking infrastructure is to be developed at locations where informal parking is regularly occurring. Consider quantum of parking required, vehicle and pedestrian connections, information and directional signage and parking controls with an aim to being simple, clear, consistent, and legible.

Principle Eight

Non-discrimination and fair: consider all network users, including pedestrian and cyclists, equitable access for vulnerable users (such as people with disabilities, young and elderly) while catering for public and private vehicles, couriers, freight carriers, motorcyclists, buses, and recreational vehicles.

Principle Nine

Improve environment and public amenity: improve public amenity with a mixture of hard and soft landscape treatments. Investigate water harvesting and water sensitive urban design treatments where practical.



2. CENTENNIAL PARK STRATEGY

Place

Centennial Park Sporting Precinct forms an extensive green belt at the Albany City Centre's interface with its urban catchments, where it is highly accessible. It serves the Albany community's open space needs with numerous sporting and recreational facilities suitable for large events. North Road is a major suburban connector, while Lockyer Avenue provides direct linkage to York Street, the City Centre's main street.

The area has great potential to become a more complex green asset with a diverse passive and active recreational offering, interconnected paths, and enriched landscaping.

Wayfinding

The Strategy supports the grounds' legibility and creates a sense of welcome with signs in the following locations.

Sign Type 2C Building Marker

Signs at activity nodes:

- Leisure Centre
- Retravision Stadium (pedestrian path)
- Agricultural Society Pavilions

Sign Type 6 Street Sign

Generally located at street corners and connections to off-street parking:

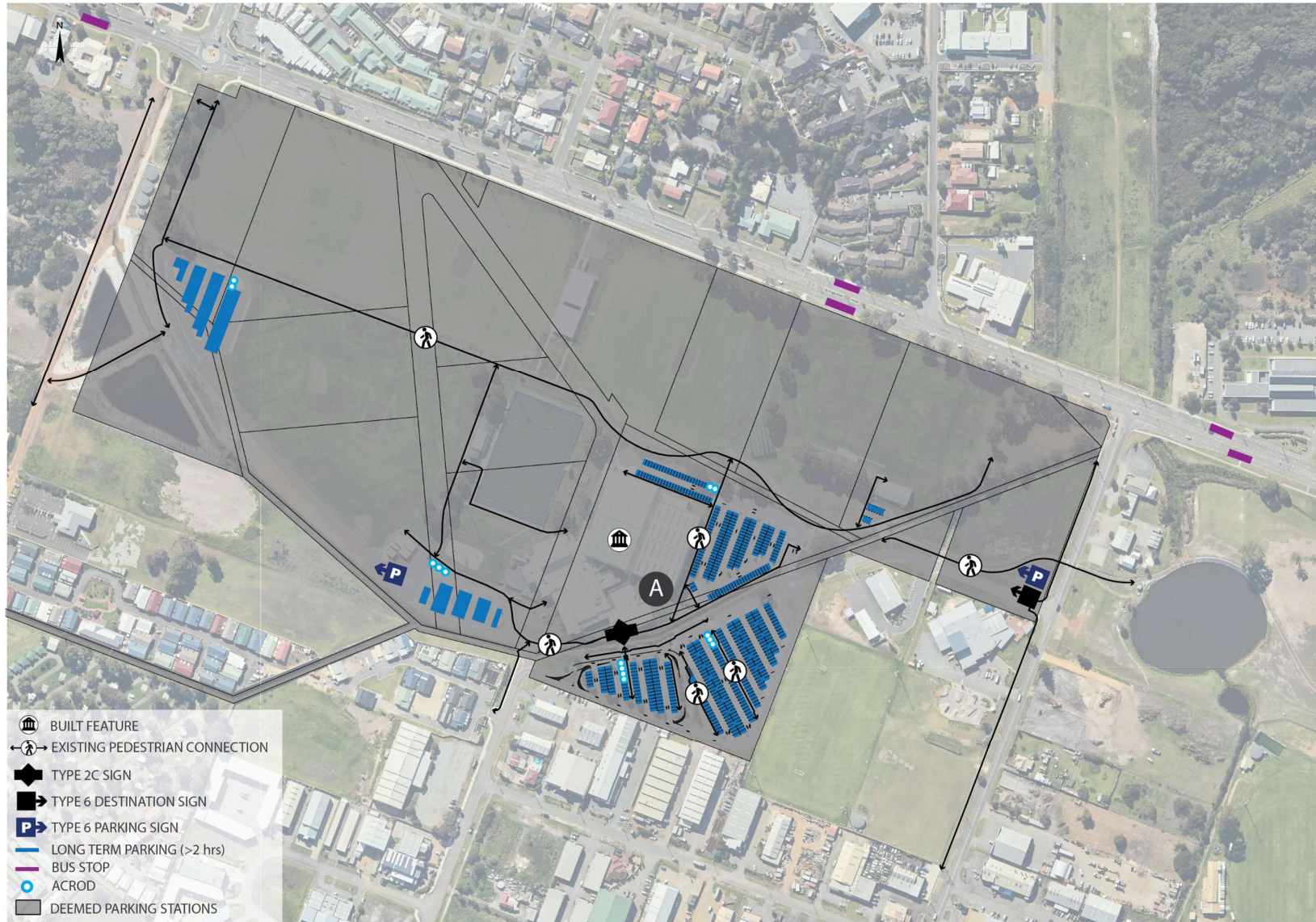
- Sanford Road
- Lockyer Avenue at Cockburn Road
- Cockburn Road at Symers Street
- Other (internal)

Parking

The Strategy requires future parking provision and management to be considered holistically:

- Explore the role of parking in supporting future activities and user needs week round.
- Ensure parking is discretely integrated and appropriately scaled, without visually dominating the green space.
- Establish a management plan that allows informal overflow parking on turf for special events and maintains healthy turf growth.

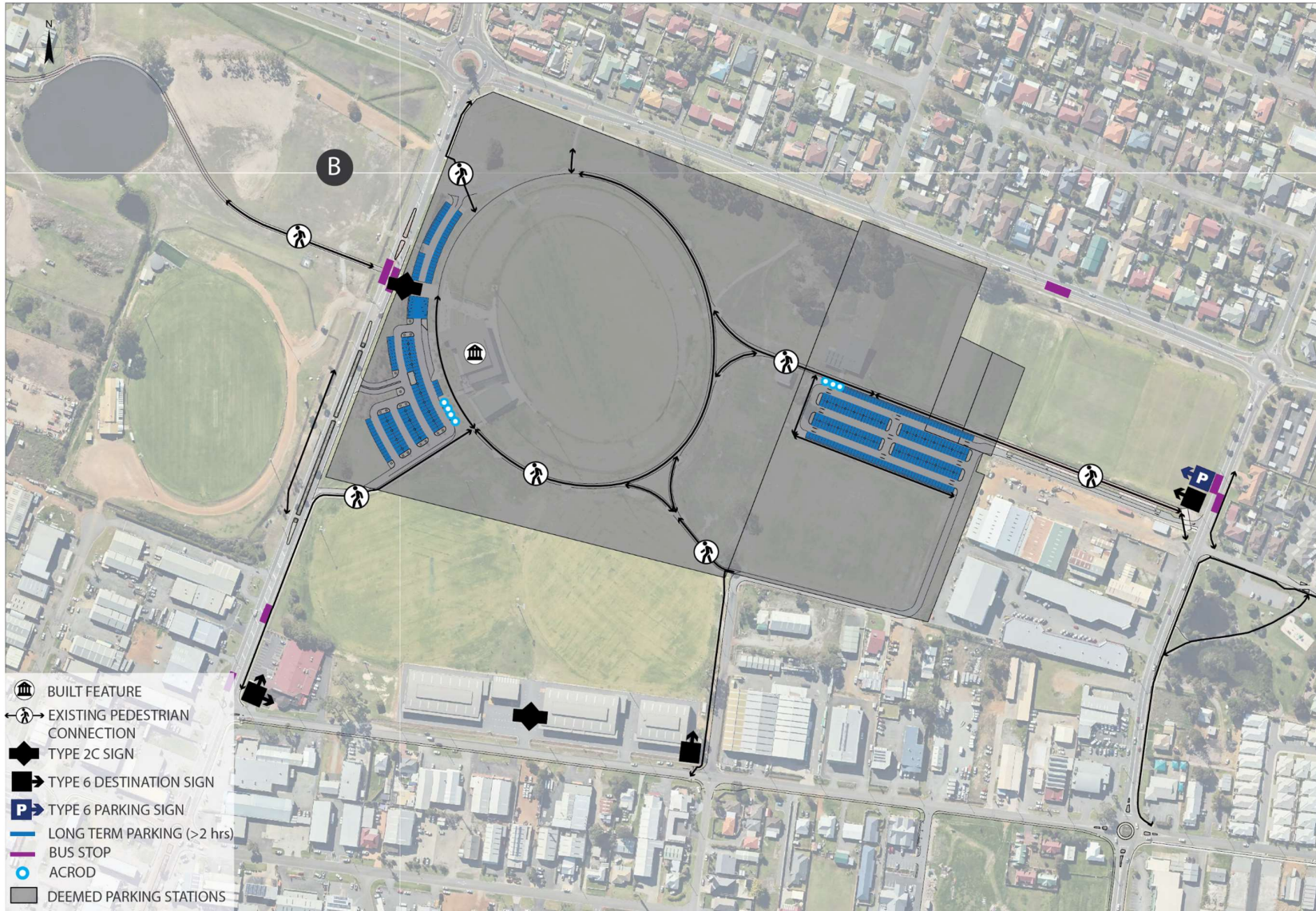
2.1 Western Centennial Park



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Hockey carpark, west side of Albany Leisure and Aquatic Centre (Area A)	Hockey carpark connected to the roundabout at North Road/Barnesby Drive.	Develop a concept design to connect the carpark to the roundabout.	Short

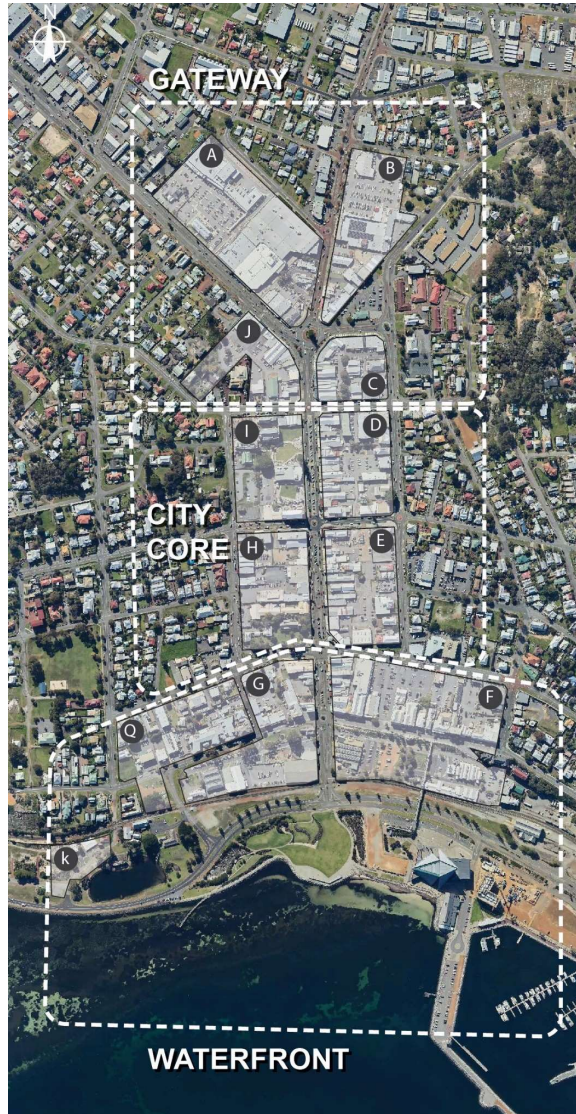
2.2 Eastern Centennial Park



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Boat Lake (Area B)	Provision of a formal carpark to support the Centennial Park lakes recreational precinct and the expanded skate park.	Adopt as a parking station. Undertake consultation. Progress the existing Sanford Road concept plan to detail design.	Medium

3. CITY CENTRE STRATEGY



Albany's City Centre is characterized by a well-formed urban structure with three townscape and activity zones. Each has differing parking and wayfinding drivers.

Place

The Strategy balances parking expectations with place objectives to achieve an activated and welcoming City Centre. It aims to satisfy parking needs by making better use of on- and off-street parking in public and private realms through appropriate management and enhancement.

The central York Street activity spine has a range of parking opportunities within walking distance of most places. However, perceptions of convenience and the willingness of people to walk between parking and destinations is affected by the Centre's variable condition. Improved walkability and vibrant urban dynamics across the City Centre are critical to shifting user behaviour.

To make the most of available parking resources, the Strategy's objectives are as follows:

- Shift expectations for parking provision "right in front" of destinations and encourage walking to make better use of available parking facilities.
- Enhance walkability through various place measures and improvements that reinforce the City Centre's distinct identity and create a sense of welcome.
- Improve pedestrian safety and place experience.
- Consolidate fragmented parking in areas behind shops / businesses and improve their amenity through attractive pedestrian linkages, pavement quality, landscaping and overall parking and movement legibility.

Coordinated Precinct Development

Currently, the City Centre is characterized by varying levels of amenity, public realm themes, styles, and materials, which detract from its unique built heritage and environmental qualities.

The City Centre requires a coordinated development and enhancement approach to strategically position it for future growth, including:

- A high-level urban design strategy that integrally considers urban functioning and place identity.
- An Urban Style Guide to inform decision making on public realm treatments.
- Indicative streetscape and place enhancement plans to enable a staged and accurately costed forward works plan to be developed.
- Indicative parking enhancement plans in keeping with the urban design strategy for on and off-street parking.

Albany's City Centre is characterized by a well-formed urban structure with three townscape and activity zones. Each has differing parking and wayfinding drivers:

- Gateway
- City Core
- Waterfront

Gateway

The convergence of the radial road network onto York Street creates a distinctive gateway into the City Centre. A welcoming sense of arrival at this point is important to achieve for locals and visitors alike.

The crossroads link the City Centre to its hinterland, major educational and recreational facilities, and tourist destinations. The busy junction acts as a movement and activity integrator for a broad range of users. Here, traffic calming is required to improve pedestrian and cyclist amenity and connectivity between activities and parking facilities. It is likely to require a modified road configuration and environmental design.

The street blocks surrounding the junction also vary in streetscape amenity and consequently impact upon the City Centre's legibility.

The current environment segregates Lockyer Avenue's convenience shopping hub from the City Centre to the detriment of City Centre vitality.

Traffic management and streetscape enhancement is required that reduces the barrier to movement, visually declutters the environment and heightens place awareness.

City Core

The York Street activity spine defines the City Centre. It is the focus of town life for servicing, civic activity, and tourism. A welcoming, pedestrian friendly environment is important to the area's vitality and broader growth prospects.

At its heart is the town square that is framed by the iconic heritage Town Hall, library/visitor information centre and hilly backdrop created by the terraced car park (Station I). The latter detracts from the area's amenity and could be enhanced through landscaping.

Also iconic in expressing Albany's place identity is York Street's stunning view. The central median strip and footpath adjoining parking arrangement affects the quality of this view and pedestrian connectivity to the civic precinct. Selective decluttering to open view lines, placemaking and other measures to further slow vehicular through movement is desirable.

The street grid either side of York Street supports diverse City Centre functions and dynamics: efficient and safe movement, supplementary parking, economic activity, and residential connectivity. The strategic significance of this street grid should be protected and enhanced.

Frequent side street linkages to York Street direct activity into the City Core from adjoining catchments. They provide on and off-street parking opportunity within close walking distance. Attractive, walkable streetscapes are important to promoting use of the available parking.

Waterfront

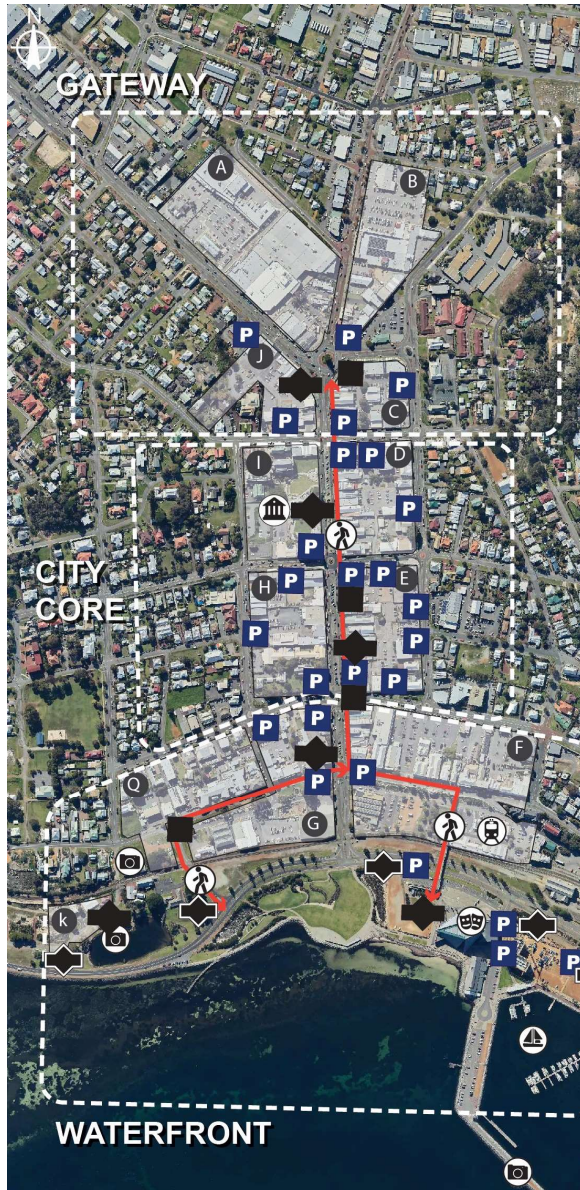
The foreshore is integral to the City Centre's identity and offering. It is comprised of significant activity and heritage areas, including entertainment, recreation, heritage, visitor destinations, transportation, and other facilities, such as health.

The urban and foreshore interface is important to pedestrian and activity linkage, and it requires well-orchestrated wayfinding and coordinated place enhancement.

Stirling Terrace defines the interface. It represents the original town centre, as evident in the streetscape's distinctive heritage features and topography. Stirling Terrace's full streetscape extent, east and west of York Street, has considerable heritage value which requires holistic and unifying design consideration.

Although within walking distance of the core City Centre area, the area beyond Stirling Terrace presents as a separate, drive-to precinct. This is largely due to topographic difference, sparse development, and poor pedestrian connectivity due to severance by the rail line.

Improved walkability and wayfinding to assist pedestrian navigation through the area and to the City Centre is required to better integrate its offering, including parking.



Wayfinding

The Strategy reinforces York Street as the activity and movement spine. The spine extends into Stirling Terrace, which provides linkage to the Peace Park, Heritage, and Waterfront areas.

A hierarchy of sign types builds awareness of the area, significant destinations, and parking facilities with signs in the following locations.

Type 2A Destination Sign

Signs arranged as a welcoming sequence of entry statements on Princess Royal Drive at street/carpark entries:

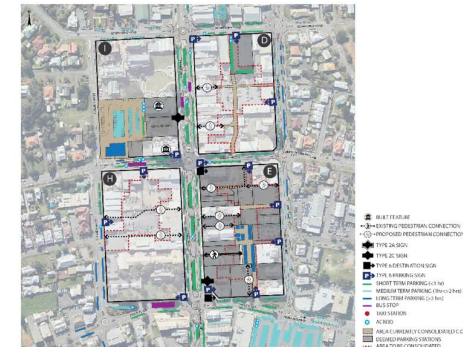
- Amity Quays
- Old Goal (Residency Road)
- Waterfront (near York Street)
- Entertainment Centre and Jetty
- Waterfront (Between the Jetty and Marina)
- Marina

- CIVIC CENTRE
- RAILWAY STATION
- ENTERTAINMENT CENTRE
- PARKS AND TOURISM
- JETTY
- PEDESTRIAN ACTIVITY SPINE
- TYPE 2A SIGN
- TYPE 2C SIGN
- TYPE 6 DESTINATION SIGN
- TYPE 6 PARKING SIGN

Type 2C Building Marker Sign

Signs discretely located at key destinations and critical orientation points such as:

- Recreation Centre (between the Centre and footbridge entries).
- Recreation Centre, Jetty at waterfront path.
- Stirling Terrace (W, set back from the York Street corner).
- York Street near:
 - Peels Place corner (East)
 - Civic Precinct (Visitor Centre)
 - Albany Highway (South-West)



Type 6 Street Sign (pole mounted directional)

- Destination signs at street corners with destination names.
- “P” parking signs on street corners and parking entries. NOTE: Locations are to be shown on the Type 2C sign area maps.

Other

Pavement art signs at York Street on connecting pedestrian walkways to mark access to off-street, rear block parking and create a sense of welcome.



Parking

The Strategy considers public and private parking resources integrally to ensure visitors are well serviced:

- On-street parking in attractive streetscapes for convenient access, in support of week round vitality.
- Off-street parking consolidated, where possible, for shared and better utilised parking facilities.

It focusses upon the City Centre’s activity spine on York Street and the adjoining street blocks.

The key objective of this Strategy is to optimise car parking and help residents navigate to peripheral parking areas that permit longer stays.

The diagram opposite represents the City Centre’s parking and wayfinding provision principles.

It is based upon the *2013 Albany Parking Strategy*, which focusses on actions that increase parking provision. The *Albany City Centre Masterplan (2010)* largely informed the document, identifying public realm and car parking improvement opportunities.

Once an Integrated Transport Plan (ITP) is prepared for Albany, this Strategy will be reviewed.

Parking management

The Strategy supports parking time management that provides convenient access to a broad range of users for a variety of purposes and week round use:

- Short term parking for high turnover parking use on York Street and some side streets.
- Medium term parking on most side streets and along Aberdeen Street’s shop frontages.
- Unlimited term parking at the city centre’s periphery.

The Strategy prioritises parking upgrades according to on-street and off-street parking objectives and needs:

- Consider the role of parking in activating city centre streets and spaces.
- Prepare an ACROD provision and implementation plan that meets visitor requirements.
- Promote parking consolidation in appropriate areas, considering landowner and business stakeholder interest.

The Strategy’s implementation considers:

- Ability to satisfy parking needs.
- Ease of implementation, budget, and other staging aspects (1-5 years as short-term, 5-10 years as medium-term, and 10+ years as long-term).

Parking Design

The Strategy promotes place responsive design.

All parking designs

Achieve coherent streetscapes and spaces through parking layout and arrangements that support place quality, pedestrian movement, and urban dynamics:

- Achieve a safe movement environment for all user groups with traffic calming for safe pedestrian crossing and activity.
- Arrange parking for movement legibility, creating open view lines for amenity, passive surveillance and minimized visual dominance of parked cars.
- Design parking bays for discrete streetscape fit, using a colour and materials scheme, kerb profiles and other treatments that complement the city centre's heritage environment.
- Provide ACROD bays that meet regulatory requirements in accessible, high amenity areas.
- Ensure archaeological management plans or watching briefs are prepared for works undertaken within proximity to known or likely locations of unidentified drains or kerbs.
- Protect and retain historic drains.

Off-street parking design

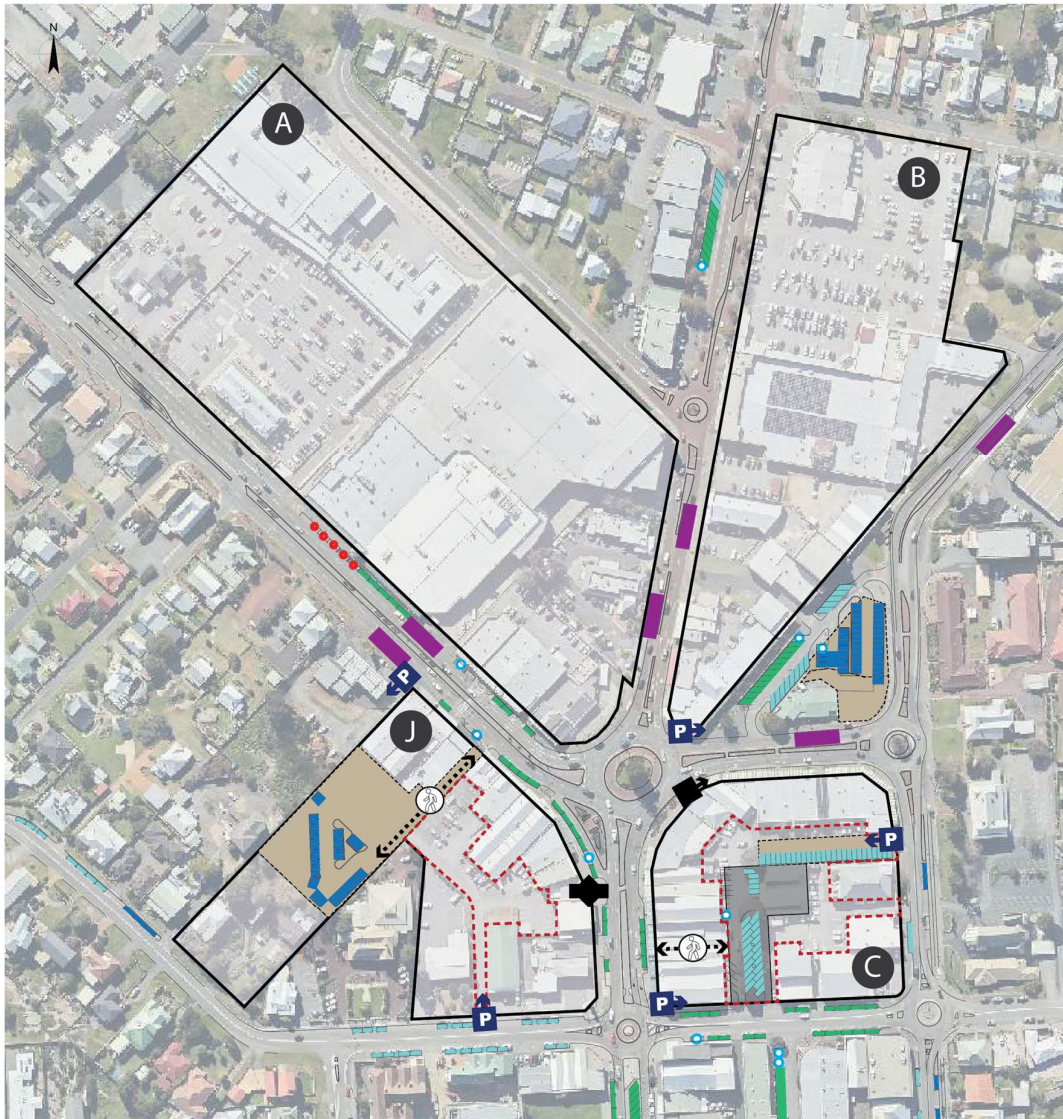
Create a sense of arrival and welcome that reflects the area's place quality, heritage, and spatial characteristics:


- Reinforce place identity considering heritage features, the scale of spaces, landscape opportunity and other urban qualities.
- Ensure car parking is well integrated into its urban context, creating a courtyard like setting that responds to the fine urban grain of the city centre or a more open landscape setting for peripheral heritage sites.
- Enhance streetscape amenity at street frontages through well-defined landscape and built form edges.

Create inviting and secure car park environments for all users:

- Achieve open view lines for passive surveillance and consider incorporating CCTV.
- Provide easy to identify, secure pedestrian linkage between the carpark and streets and facilities.
- Activate pedestrian accessways by improving pedestrian amenity with lighting, signage, landscaping.

3.1 Gateway

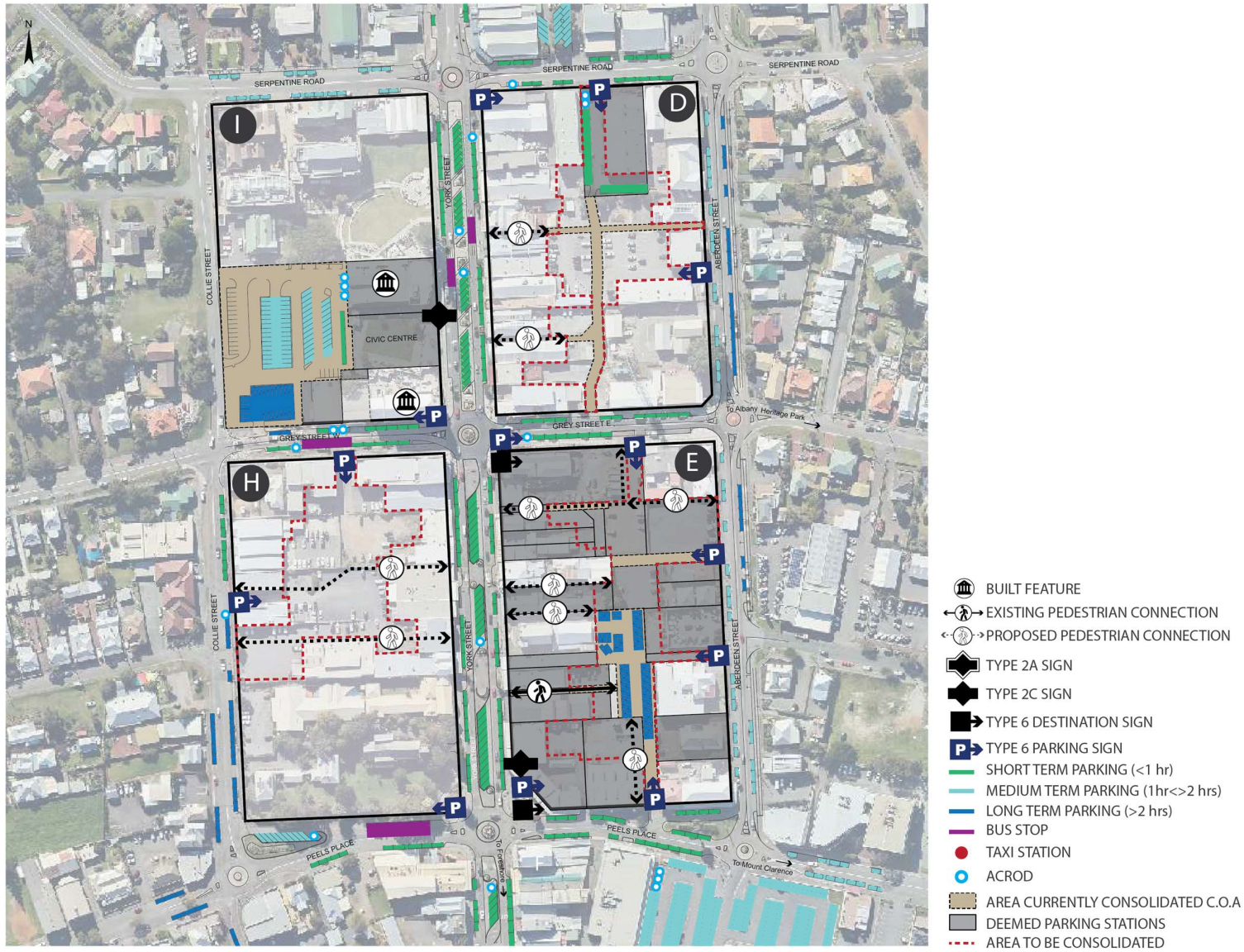


-  BUILT FEATURE
-  EXISTING PEDESTRIAN CONNECTION
-  PROPOSED PEDESTRIAN CONNECTION
-  TYPE 2A SIGN
-  TYPE 2C SIGN
-  TYPE 6 DESTINATION SIGN
-  TYPE 6 PARKING SIGN
-  SHORT TERM PARKING (<1 hr)
-  MEDIUM TERM PARKING (1hr<2 hrs)
-  LONG TERM PARKING (>2 hrs)
-  BUS STOP
-  TAXI STATION
-  ACROD
-  AREA CURRENTLY CONSOLIDATED C.O.A
-  DEEMED PARKING STATIONS
-  AREA TO BE CONSOLIDATED

Implementation Priority

Location	Objective	Action	Priority /Timeframe
Dog Rock and Middleton Loop (Area B)	Formalised parking area that is consolidated with the adjacent formal carpark.	Develop preliminary design for a formal, consolidated carpark. Remove low wall, seal gravel area and consolidate with adjacent formalised car park.	Short
York Street and Lockyer Avenue	York Street to provide an entry statement into Albany CBD. Increased flow and connectivity (including cycling). Improved lighting and parking provision.	Develop style guide for infrastructure and landscaping. Integrate with Lockyer / York concept design. Prepare overall Precinct plan to enable staged forward works plan to be developed.	Short
Bounded by Aberdeen Street, Saint Emilie Way and Serpentine Road (Area C)	Improved parking layout with suitable time restrictions. Landscaping to improve visual amenity and shade. Wayfinding to and within parking area to improve traffic flow.	Initiate consultation with property owners to enable consolidation of existing fragmented parking areas. Ensure pending carpark works are in accordance with principles, e.g., landscaping, etc. Investigate and recommend appropriate time limits and permit parking areas.	Short
Bounded by Aberdeen Street, Saint Emilie Way and Serpentine Road (Area C)	Activated, pedestrian only laneways between rear parking areas and York Street.	Following consolidation of rear parking areas (see earlier action), convert laneways to pedestrian only. Consider lighting, signage, and landscaping.	Medium
Behind Petersson's Arcade (Area J)	Consolidation of parking areas to improve layout and vehicle and pedestrian access. Wayfinding to and within parking area to improve traffic flow. Implementation of suitable time restrictions. Improved visual amenity and shade through landscaping and lighting and signage in laneways.	Initiate consultation with property owners with a view to consolidating parking areas to enable improvements to vehicle and pedestrian access. Develop concept design. Consider landscaping, lighting, and wayfinding opportunities. Investigate and recommend appropriate time limits.	Medium

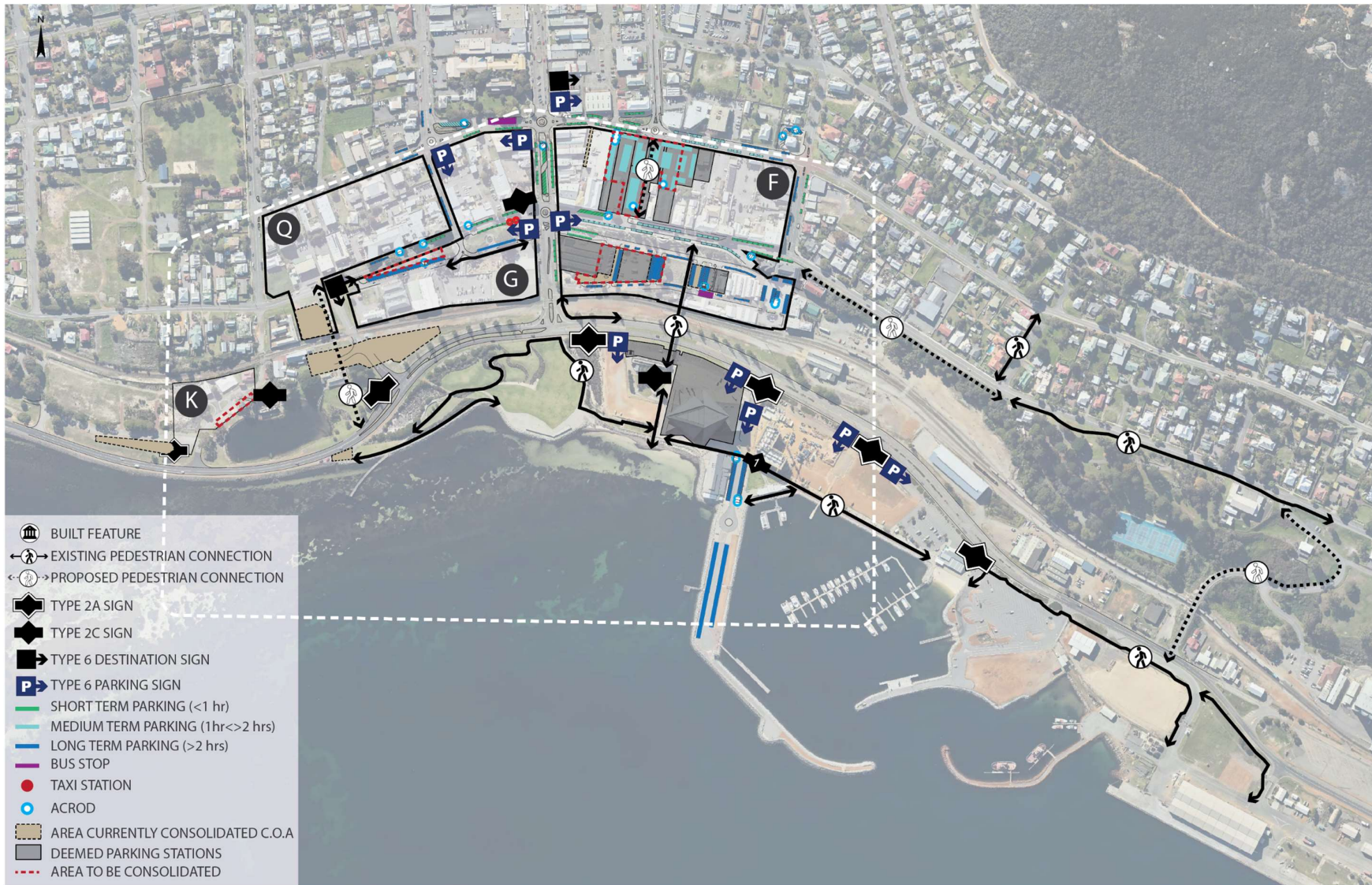
3.2 City Core



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Peels Place (Area H)	<p>Improve geometry of street and bus embayment.</p> <p>Provide additional parking.</p>	<p>Liaise with PTA regarding bus embayment.</p> <p>Develop a design for a reconfigured Peels Place (between Collie and York Streets) to improve geometry of bus embayment and increase quantum of parking.</p>	Short
Bounded by Collie Street, Peels Place and Grey Street (Area H)	<p>Improved parking layout with suitable time restrictions and public access to bays (primarily on weekends).</p> <p>Landscaping to improve visual amenity and shade.</p> <p>Wayfinding to and within parking area to improve traffic flow.</p>	<p>Initiate consultation with property owners to enable consolidation of existing fragmented parking areas and providing public access to reserved bays on weekends.</p> <p>Undertake preliminary carpark design.</p> <p>Investigate and recommend appropriate time limits and permit parking areas.</p>	Medium
Bounded by Aberdeen Street, Serpentine Road, and Grey Street (Area D)	<p>Improved parking layout with suitable time restrictions.</p> <p>Landscaping to improve visual amenity and shade.</p> <p>Wayfinding to and within parking area to improve traffic flow.</p>	<p>Initiate consultation with property owners to enable consolidation of existing fragmented parking areas.</p> <p>Undertake preliminary carpark design for area behind shops/businesses.</p> <p>Investigate and recommend appropriate time limits and permit parking areas.</p>	Medium
Bounded by Collie Street, Serpentine Road, and Grey Street (Area I)	<p>Improved pedestrian linkages and wayfinding.</p>	<p>Develop concept design.</p> <p>Consider Aboriginal heritage.</p>	Medium

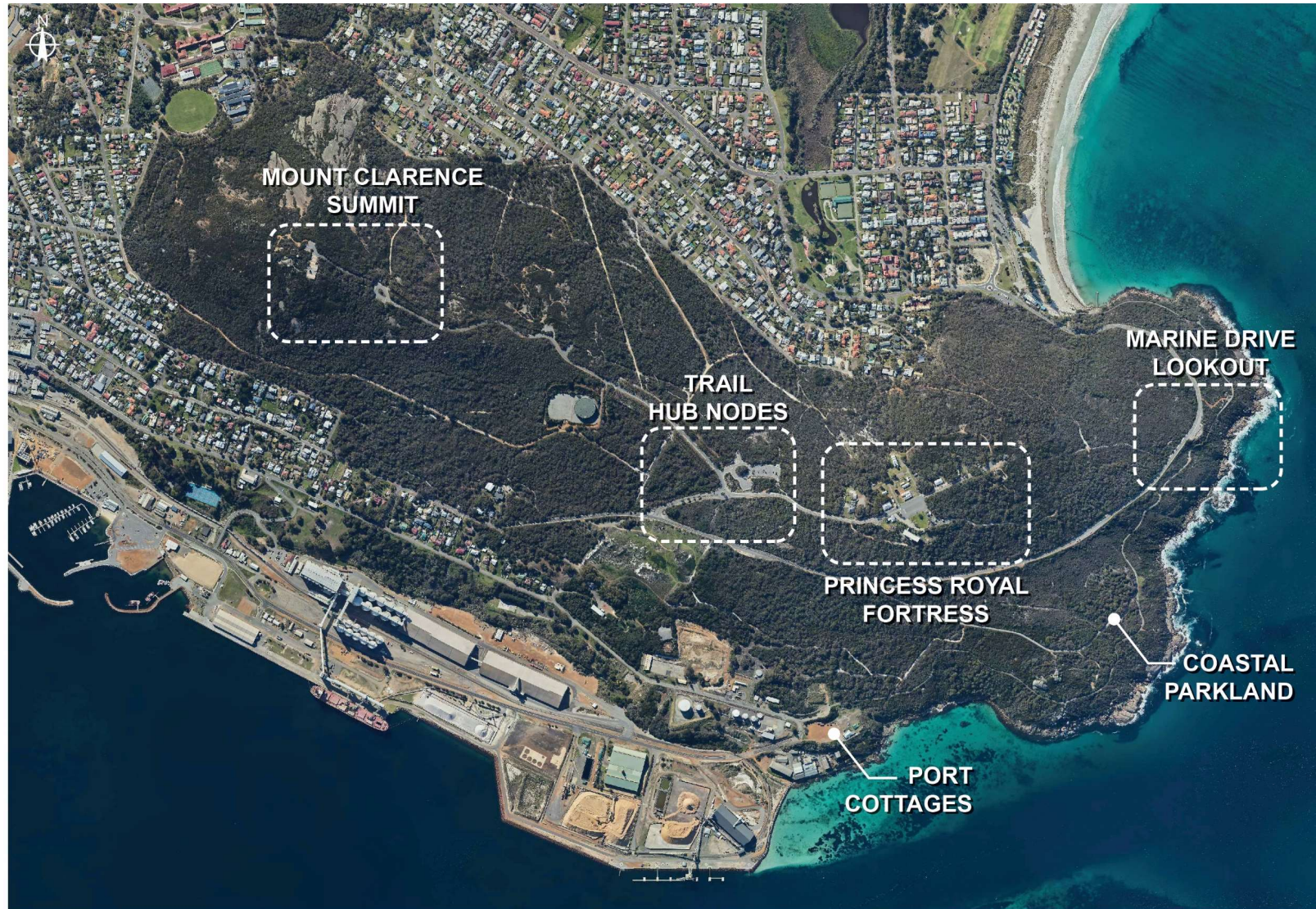
3.3 Waterfront



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Gravel lot and IGA carpark (Area F)	Increased formalised parking.	Enter into a land swap agreement with Lionetti estate – the City to swap the equivalent amount of its Lot 34 (IGA carpark) for Lot 36. Prepare a concept design to extend the existing RSL Memorial Gardens carpark to the west.	Short
Stirling Terrace opposite police station and Courthouse (Area G)	Provide parking within the existing verge on the south side of Stirling Terrace.	Undertake community consultation. Progress preliminary design to detail design.	Short
Gravel area next to the Old Gaol (corner of Stirling Terrace / Residency Road) (Area Q)	Formalise parking area.	Progress preliminary design to detail design.	Short
Toll Place and Marina Jetty (Area K)	Improved parking management within the precinct. Improved wayfinding and implementation of timed parking.	Liaise with DoT to agree on approach to parking management. Develop a wayfinding strategy for the precinct in coordination with key stakeholders. Implement timed parking.	Short
The vacant land next to the railway line, opposite the WA Museum (adjacent Residency Road / Princess Royal Drive) (Area G)	Formalised parking with pedestrian links from the Peace Park / Waterfront area to the Museum / Old Gaol / Brig Amity.	Liaise with WA Museum to align with precinct planning. Request change to reserve purpose to include parking. Develop a concept design for a carpark and pedestrian links.	Medium
Brig Amity, Anzac Peace Park, AEC, Marina, Memorial Gardens, Port Theatre (Area K)	Increased mode share by active transport. Increased parking within the precinct with improved wayfinding.	Identify an alignment for a protected shared path within the precinct that connects to surrounding paths. Develop a concept design for additional parking within the precinct that considers/caters for future development.	Medium

4. THE MOUNTS STRATEGY



Place

The Mounts is a major natural asset and tourist destination, with unique social, cultural, and natural value. Best known for the National Anzac Centre, the Mounts lies on the outskirts of Albany's City Centre above the Port (to the south) and Middleton Beach (to the north east).

Comprised of Mt Adelaide, Mt Clarence, and an expansive natural environment, it provides dramatic ocean and landscape views from several lookouts. The area (~242 hectares) offers a network of hiking and mountain biking trails, which are accessible from the adjoining urban catchments.

The Mounts Master Plan (2020) provides a long-term vision for the area, including place enhancement, interpretation, and parking improvements.

Wayfinding

The Master Plan provides a comprehensive place interpretation and wayfinding scheme for the area that *"...respects and enhances its significant natural, cultural, social, and recreational assets and its unique landscape setting"*.

The Strategy recognizes the nuanced nature and complexity of The Mounts' place interpretation. The document should be referred to for more detailed guidance on the content and delivery of interpretive and wayfinding signage.

This Strategy supports the Master Plan's intent and identifies wayfinding signage that is most critical to navigation from adjoining areas and within activity nodes with signs in the following locations.

Type 2C Building Marker sign (with map)

Trail entries:

- Serpentine E Road (City Centre)
- Grey Street E (City Centre)
- Brunswick Road (eastern bend above the Harbour for connection to Atatürk Monument)

Activity nodes at car parks near:

- National Anzac Centre
- Convoy Lookout, Mt Clarence
- Avenue of Honour
- Mount Clarence Memorial
- Middleton Beach restaurant/café (for connection to Ellen Cove Boardwalk)

Type 6 Street Sign (pole mounted directional)

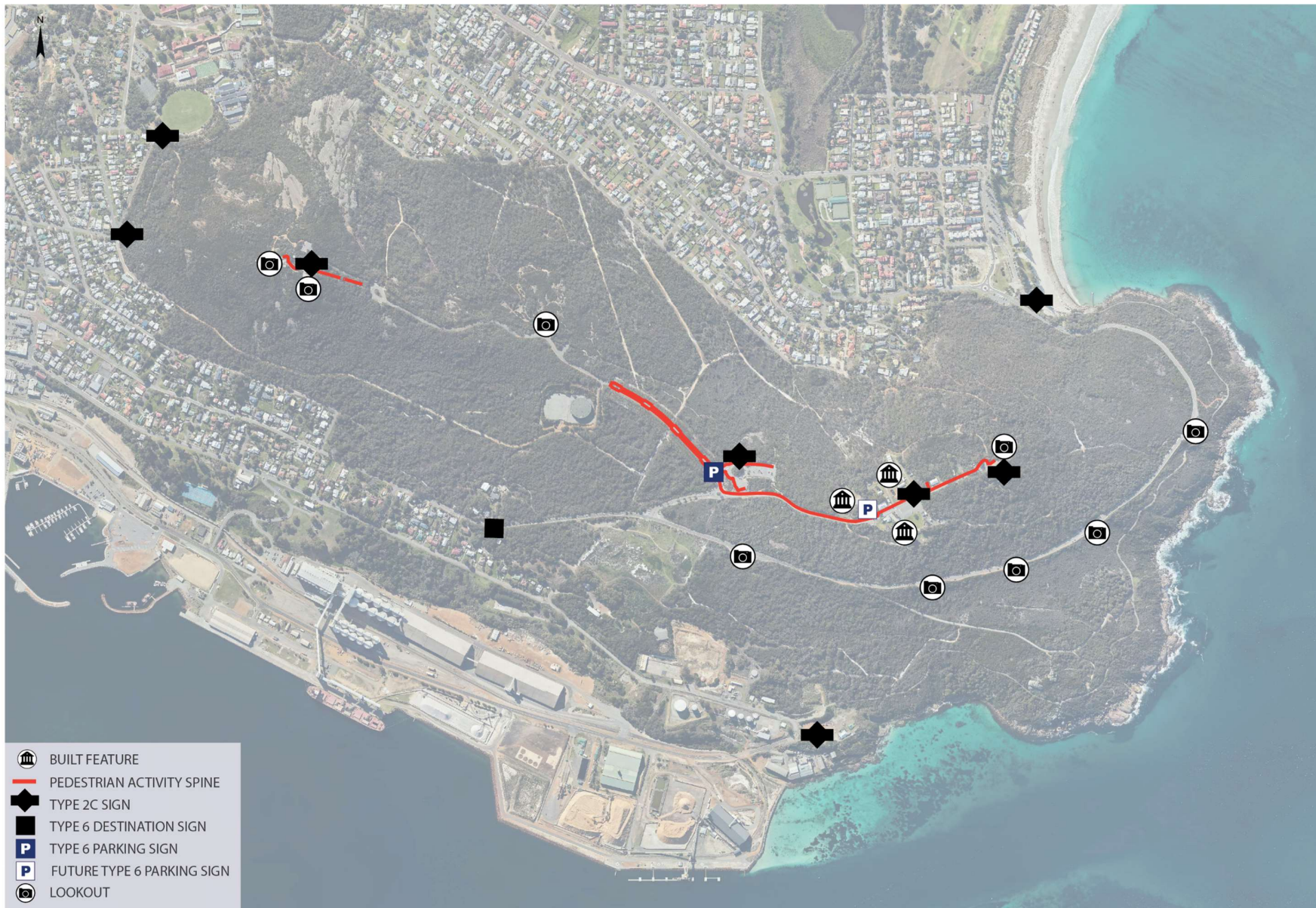
"THE MOUNTS" and name of specific destination as noted on the Area Maps.

Street corners of:

- Marine Drive and Burgoyne Road
- Marine Drive and Forts Road (if required)
- Marine Drive and Flinders Parade, Middleton Beach

Car park entries near:

- Princess Royal Fortress
- Forts Road roundabout



Parking

The Strategy reinforces the *Mounts Master Plan (2020)* objectives. The Plan identifies several activity nodes, trails, and improvement areas. Small scale car parks are provided across the Mounts Precinct Area: Princess Royal Fortress; trail hub nodes; Mount Clarence summit; and Marine Drive lookout.

Given the area's popularity and tourism profile, the number of available parking bays can be insufficient at peak tourism times.

Parking provision in the Mounts is restricted by terrain, which limits potential parking expansion.

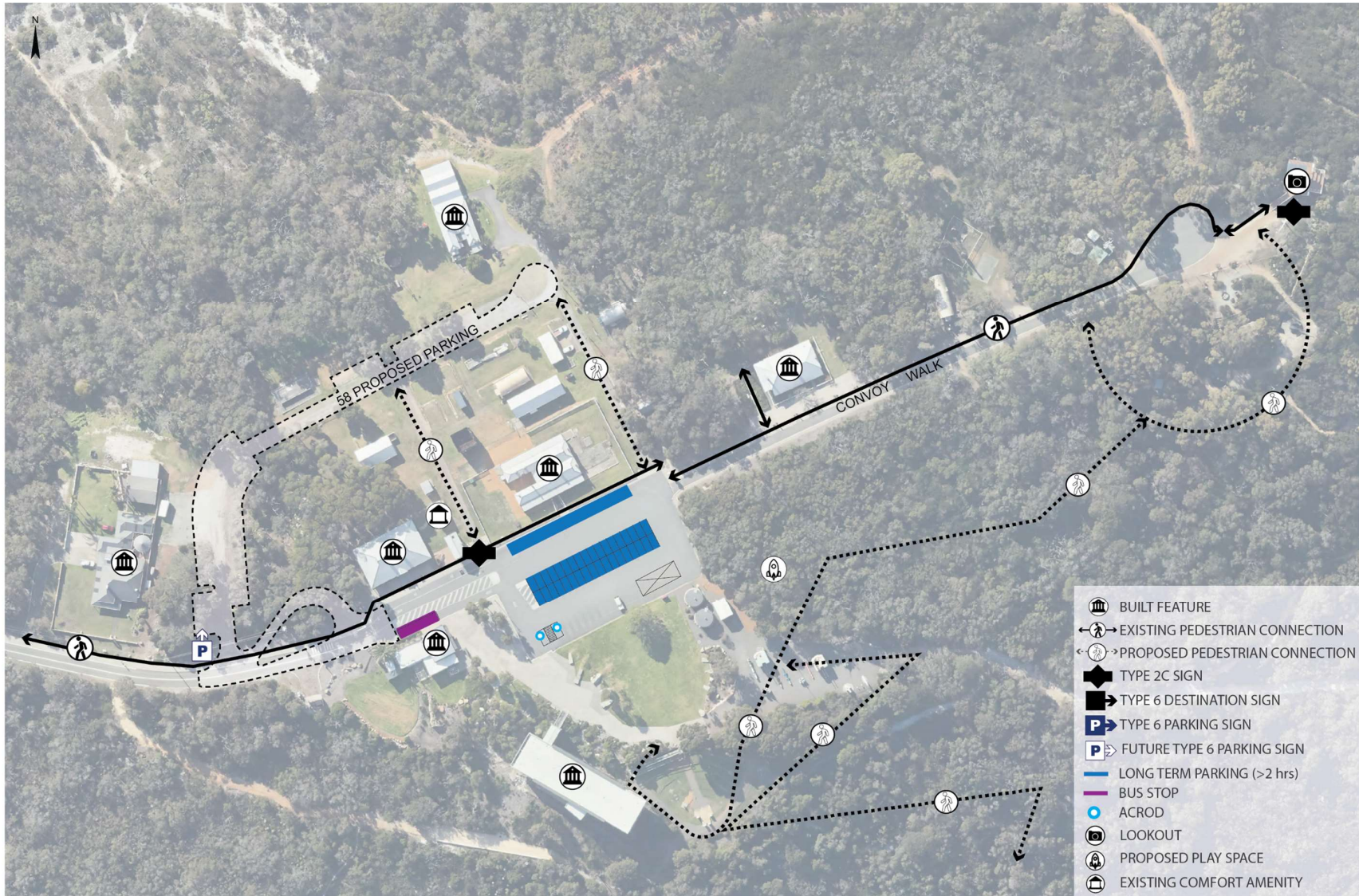
Where possible, informal parking should be facilitated for overflow parking demand in peak times.

For major events, consideration should be given to parking and traffic management initiatives that support the Mounts' ability to accommodate large crowds without compromising upon amenity. For instance, an integrated parking and transport scheme could utilise parking facilities within the broader Albany area supported by shuttle bus services.

Princess Royal Fortress

Considerable place enhancement is envisaged for the Princess Royal Fortress activity node, where the National Anzac Centre is located. Once complete, parking capacity will be significantly increased. The design concept is super-imposed upon the area map. The design detail is included in Appendix 8.1.1.

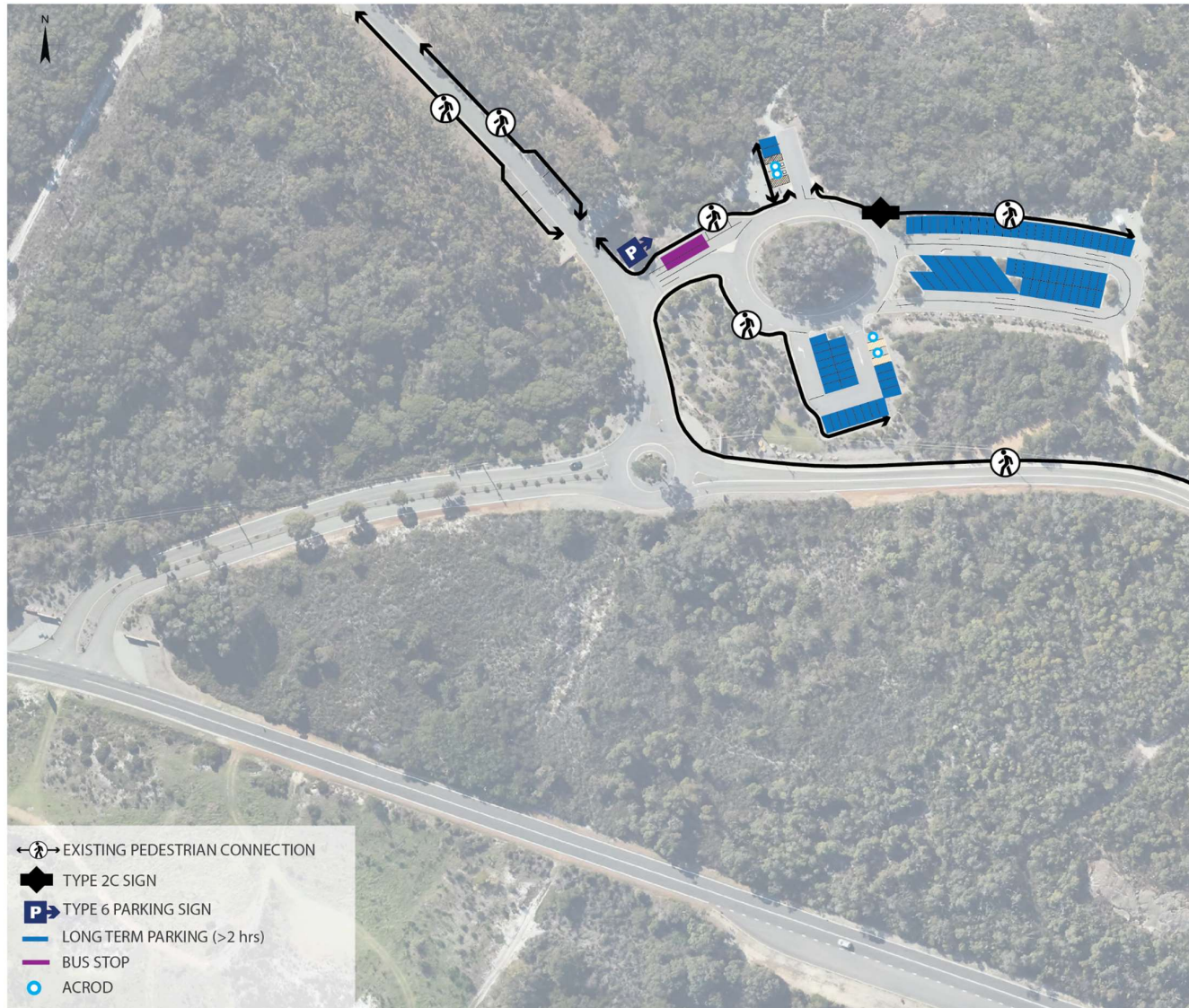
4.1 Princess Royal Fortress



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Princess Royal Fortress	Increased parking capacity at Princess Royal Fortress.	Progress concept design (contained in Mounts Master Plan) to detail design to upgrade/expand Princess Royal Fortress car park. Investigate alternate parking areas within the precinct.	Short

4.2 Trail Hub Nodes



Implementation Priority

No implementation objectives and actions are proposed for this area.

4.3 Mount Clarence Summit



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
<p>Top carpark</p>	<p>Improved parking capacity and layout at the memorial. Improved circulation at the top carpark. Improved wayfinding.</p>	<p>Develop concept design to improve parking layout and circulation. Identify trail head signage, showing trail routes and lengths.</p>	<p>Short</p>

4.4 Marine Drive Lookout



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Marine Drive Lookout	Expanded/upgraded Marine Drive Lookout carpark.	Develop a concept design to upgrade/expand existing carpark at Marine Drive Lookout.	Medium

4.5 Coastal Parkland & Port Cottages



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Coastal Parkland - Within historic sewerage depot site	Provide vehicle access from Marine Drive and develop a carpark.	Open and widen the fire access track to provide vehicle access from Marine Drive to the Coastal Parkland Node. Develop a concept design for a carpark.	Medium
Port Cottages - Eastern end of Brunswick Road	Installation of a formal carpark at Port Cottages.	Liaise with the landowner regarding the potential development of a carpark. Develop a concept design for a carpark that integrates with a gateway entry point for a coastal walk trail.	Medium

5. MIDDLETON BEACH STRATEGY



Place

Middleton Beach is Albany's main swimming beach and a popular holiday destination that is located within a ten-minute drive of the City Centre. Nestled at the foot of The Mounts in Ellen Cove, the area provides a diverse recreational offering.

It includes an activity hub with an eatery cluster, recreational facilities, a jetty, and the Ellen Cove Boardwalk. The latter skirts around The Mounts to provide outstanding views across King George Sound.

The activity hub provides a central navigation point to the area's offering. The Holiday Park is also a generator of pedestrian movement.

Wayfinding

The Strategy supports movement between activity areas and nearby recreation facilities with signs in the following locations.

Type 2C Building Marker sign

Activity node at the car park near:

- Restaurant/café
- Middleton Beach Holiday Park on the path at the Toddler Playground

Type 6 Street Sign

Roundabouts with destination signs at:

- Marine Drive, Adelaide Crescent, and Flinders Parade to Middleton Beach "THE MOUNTS", Eyre Park, and Lake Seppings.
- Flinders Parade and Middleton Road to Middleton Beach, Golf Course, Bowling Club and Lake Seppings.
- Middleton Road and Adelaide Crescent to Bowling Club, Lake Seppings, Golf Course; and Holiday Park.
- Middleton Road and Golf Links Road to Lake Seppings, and Golf course.
- Other (noted on the area map).

Parking

The Strategy promotes improved pedestrian linkage between parking areas and destinations.

5.1 Middleton Beach & Eyre Park



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Eyre Park (Area A)	Formalised parking area off Garden Street with improved layout and capacity.	Undertake consultation. Secure funding and issue contract for construction based on existing detail design.	Short

5.2 Golf Course



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Links Place carpark (Area B)	Provision of additional parking as overflow for surrounding areas that are undergoing development.	Undertake consultation. Develop a concept design for a carpark. Install path connections to surrounding destinations.	Medium

6. EMU POINT STRATEGY



Place

Emu Point contains popular picnic, calm water swimming, boating and tourism destinations, located at the mouth of the estuary and Frenchman's Bay.

The *Emu Beach Foreshore Management Plan Landscape Master Plan (2021)* provides a long-term vision for the area's enhancement and infrastructure provision.

The Master Plan's intent is to create a high-quality community and tourist amenity. Significant foreshore alteration is proposed, including the rearrangement of car parking and transformation of some areas into parkland.

Wayfinding

The Strategy supports current and future wayfinding needs with signs in the following locations.

Type 2C Building Marker sign

Activity linkage near:

- Boongarrie Street carpark (Firth Street and Burgess Street).
- Mermaid Avenue carpark near the playground and Emu Point café.

Type 6 Street Sign

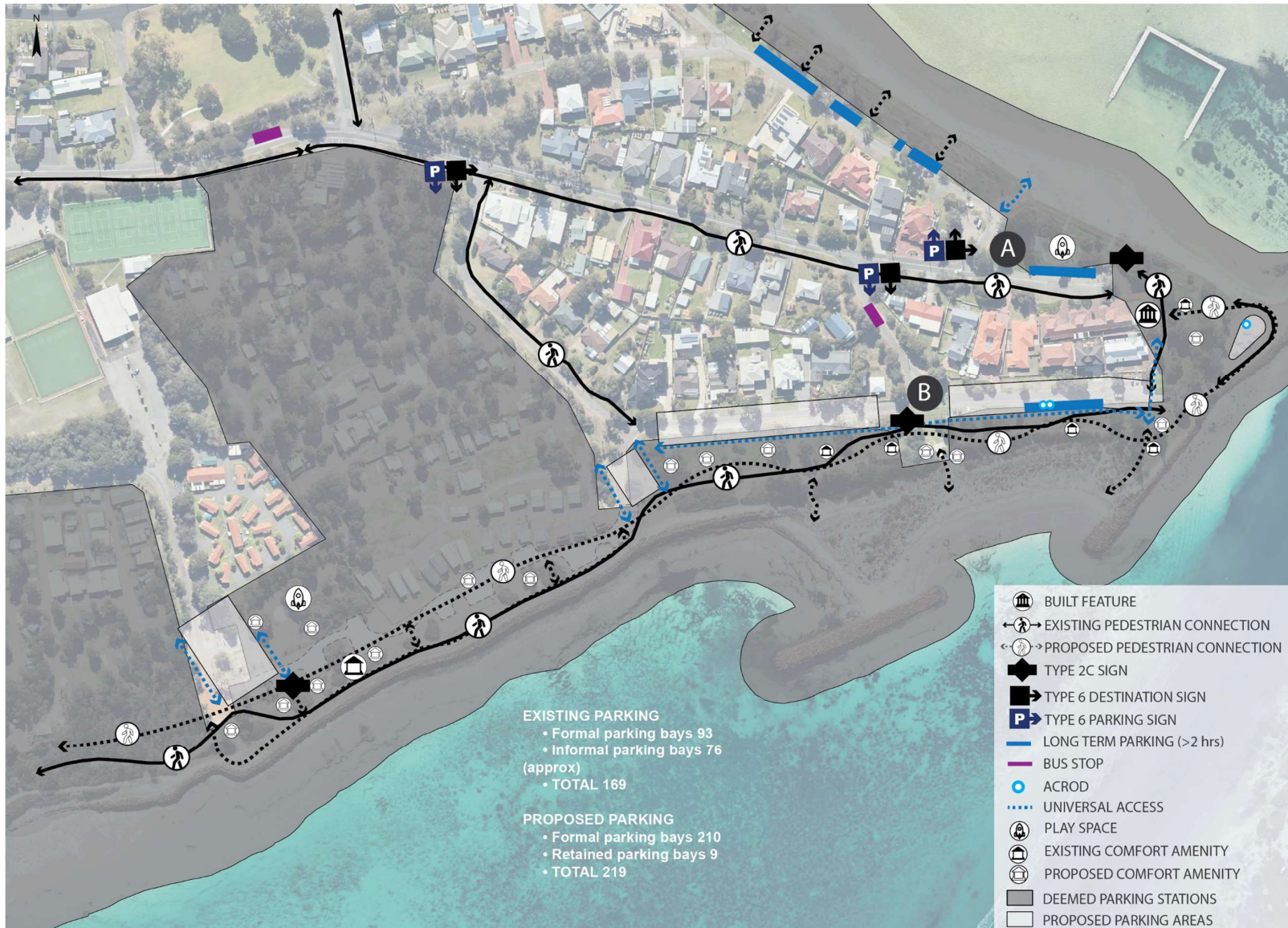
Street corners, with destination and parking directional signs:

- Emu Point Drive, Mermaid Avenue and Clarke Street/ Swarbrick Street to Emu Point, Boat Harbour, and Middleton Beach.
- Mermaid Avenue and Burgess Street to Emu Beach.
- Mermaid Avenue and Roe Parade to Emu Point.
- Oyster Harbour car park at the reserve (destination sign to Emu Point).

Parking

The Strategy reinforces the Master Plan's objectives. The design concept is super-imposed upon the area map to show the extent of envisaged works. The design detail is included in Appendix 8.1.2.

6.2 Emu Point (Active Waterfront)



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
<p>Playground and café – Mermaid Avenue and Roe Parade (Area A)</p>	<p>An upgraded/expanded Emu Point carpark that includes a shared space treatment, ACROD bays and dual use path connection to Emu Point and café.</p>	<p>Progress the existing concept design to detail design. Ensure provision of:</p> <ul style="list-style-type: none"> - New pavement for creation of a shared space. - Increased quantum of bays, including ACROD bays. - Dual use path connection to Emu Point and café. - An entrance that can be closed for events. - Improved wayfinding. 	<p>Medium</p>
<p>Cunningham Street and Boongarrie Street (Area B)</p>	<p>Improve quantum and layout of parking along the foreshore. Improve foreshore amenity and address coastal hazard issues.</p>	<p>Undertake consultation. Progress the existing concept plan in the Foreshore Management Plan to detail design. Design to include formal carparks at the southern ends of Firth and Boongarrie Streets, the realignment of the shared path along the foreshore and extension of the 90-degree parking along Cunningham Street to the west.</p>	<p>Medium</p>

6.3 Oyster Harbour



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Trailer parking area at Marina	Revised parking layout with improved accessibility and utilization.	Progress the existing concept design in the Oyster Harbour Foreshore Management Plan to detail design.	Short

6.4 Griffiths Street



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
End of Griffiths Street	Implementation of a formal carpark and turnaround at the end of Griffiths Street.	Adopt as a parking station. Develop a concept design for a formal carpark and turnaround at the end of Griffiths Street in accordance with the Foreshore Management Plan.	Medium

7. ALBANY-DROME AIRPORT STRATEGY



Place

The airport is a significant regional transportation asset that is increasingly used for tourism and business purposes.

Currently, the airport suffers from poor legibility and pedestrian amenity. The Albany Highway airport entrance is low key, and the public realm is dull. The mix of parallel and 90-degree parking arrangement congests the public space. A quality traveller experience is lacking.

An integrated design concept is required to guide the airport's future development and place enhancement.

- Establish a legible movement network for vehicles and pedestrians.
- Create a strong sense of arrival, welcome and place identity.
- Accommodate future capacity and functional needs.

Wayfinding Strategy

The Strategy improves the airport's legibility and sense of arrival with signs in the following locations.

Type 2A Destination Sign

- Site entry on Albany Highway sign with simplified content, large lettering, and no map.
- Alternative to Type 2A:
 - A feature entry statement with signage to enhance the airport's prominence.
 - Declutter existing signage and locate the new sign where it is most visible for motorists.
 - Appropriate Main Roads WA signage on the approach to the airport.

Type 2C Building Marker

- Main building entrance, near pedestrian connection to the carpark.

Type 6 Street Sign

- Main vehicular access to different car parking zones.

Parking Strategy

The Strategy requires the provision of sufficient parking, commensurate with the growth of airport operations.

7.1 Airport Parking



Implementation Priority

Location	Objective	Action	Priority/ Timeframe
Airport	Sufficient parking to meet demand from an expanded airport.	Liaise with Albany Airport to identify expansion plans – timing, capacity, etc. Discuss and agree their requirements for parking. Develop concept plan.	Medium

8. OTHER

8.1 Mount Melville



Location	Objective	Action	Priority/ Timeframe
Both levels: <ul style="list-style-type: none"> - Head of trail at water tank - Telstra Tower 	Formal car park near Lookout Tower.	Develop a concept design for a formal carpark.	Long

8.2 Torndirrup National Park



Location	Objective	Action	Priority/Timeframe
The Gap, Stony Hill, Blowholes, Misery Beach, Bald Head trail, Goode Beach, Salmon Holes, et al.	Improved road access to key locations with formal carparks provided where required.	Reserves to complete Precinct Plan. Upgrade road access where required and develop concept designs for a formal carpark at identified locations.	Short

Appendices

Appendix A

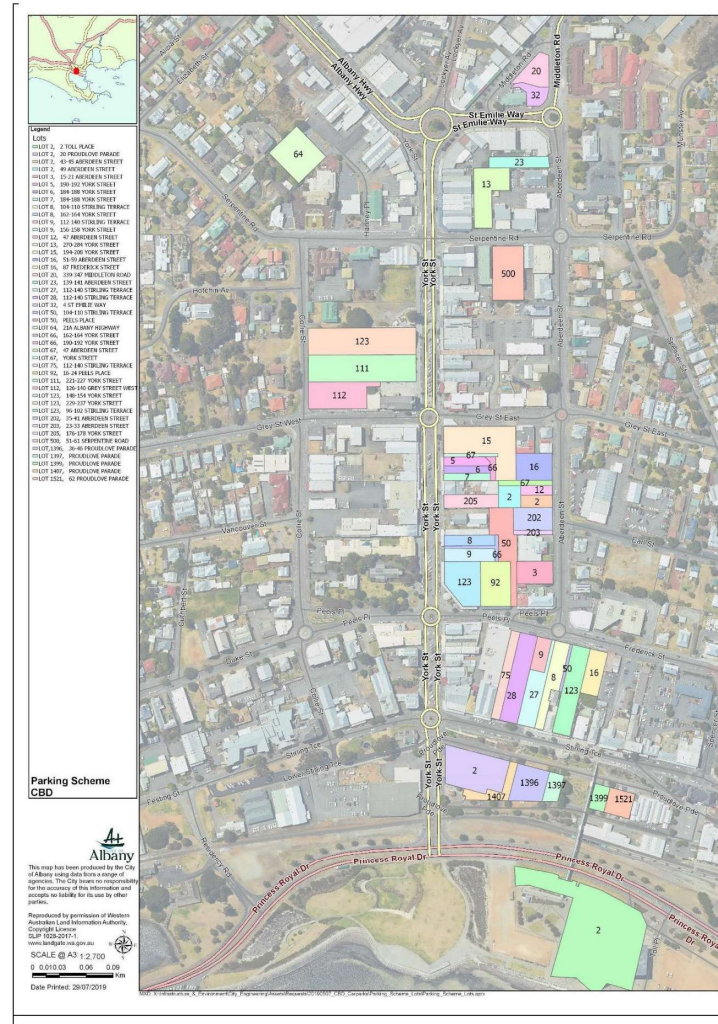
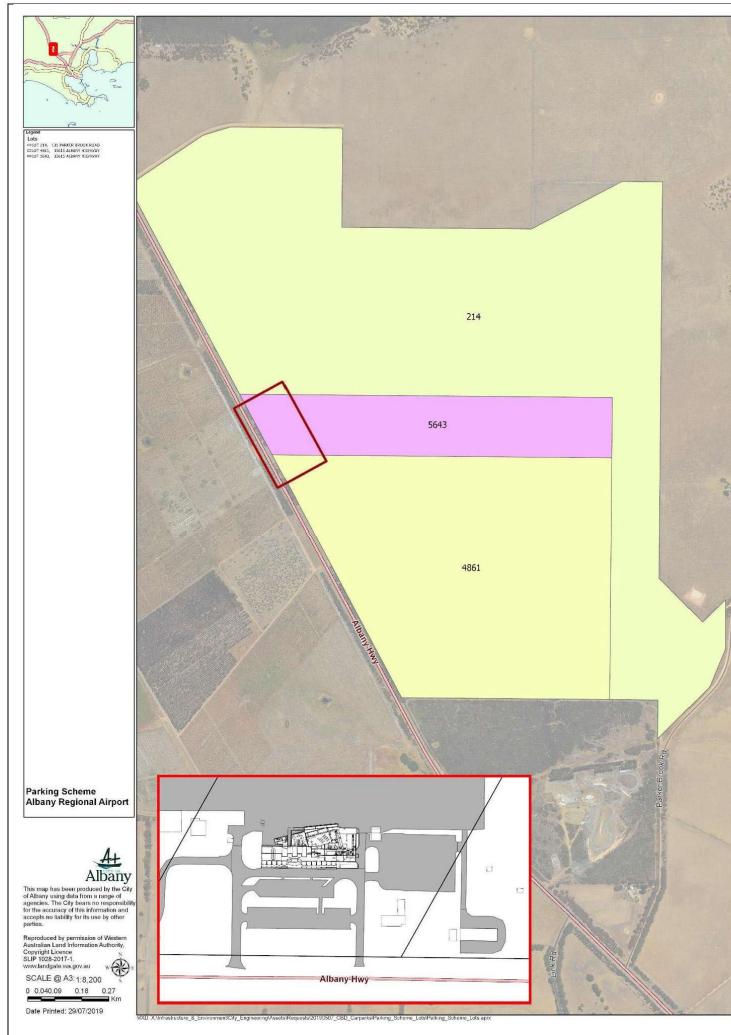
Deemed Parking Stations

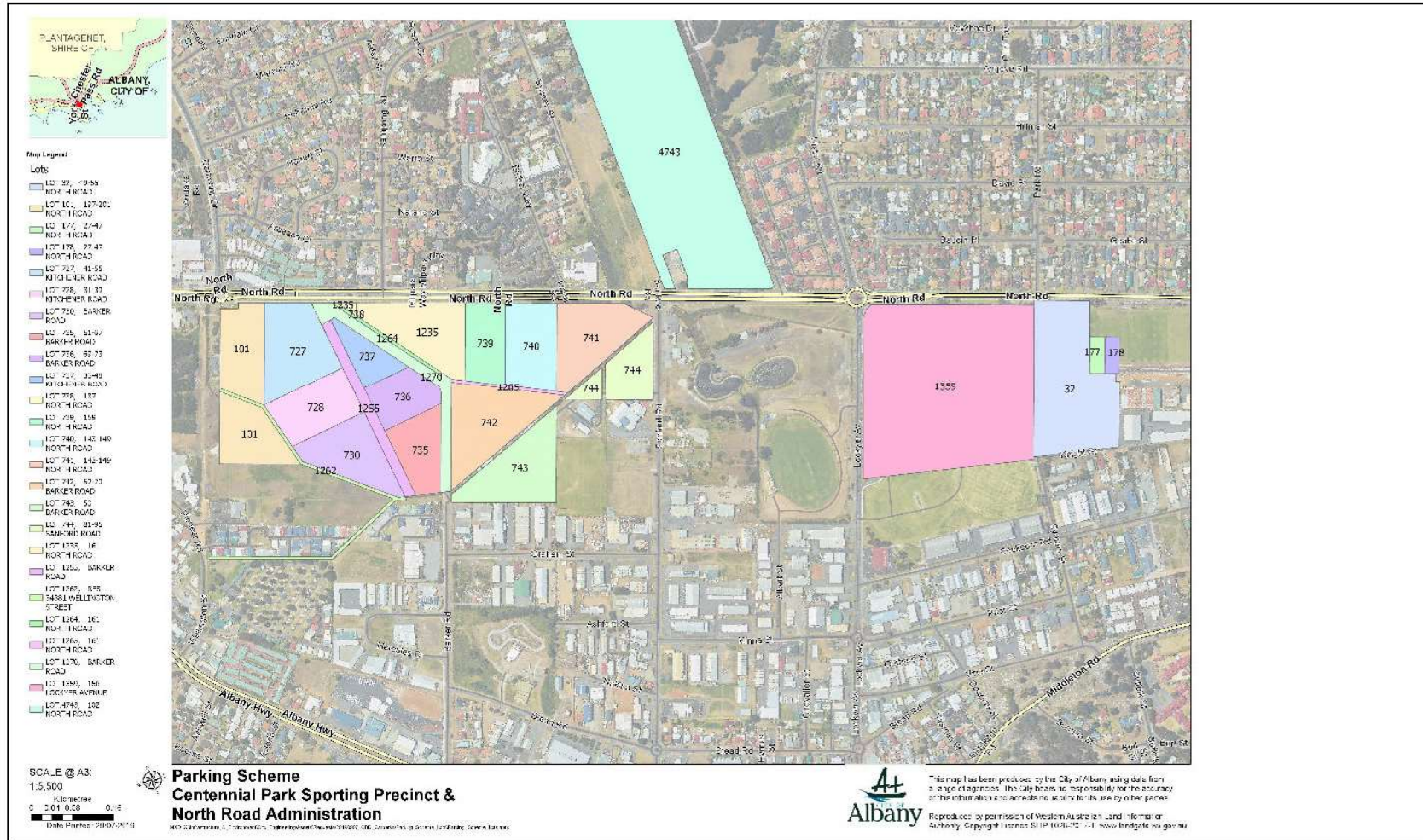
Attachment 1 to Report DIS173

<p>Schedule 1 Local Government Act 1995 PARKING AND PARKING FACILITIES LOCAL LAW 2009 DEEMED PARKING STATIONS</p> <ul style="list-style-type: none"> • Parking - Albany (Harry Riggs) Regional Airport: <ul style="list-style-type: none"> ○ Lot 214, 131 Parker Brook Road ○ Lot 4861, 35615 Albany Highway ○ Lot 5643, 35615 Albany Highway • Parking - Albany Central Business District (CBD) <ul style="list-style-type: none"> ○ Lot 2, 2 Toll Place ○ Lot 2, 20 Proudlove Parade ○ Lot 2, 43-45 Aberdeen Street ○ Lot 2, 49 Aberdeen Street ○ Lot 3, 15-21 Aberdeen Street ○ Lot 5, 190-192 York Street ○ Lot 6, 184-188 York Street ○ Lot 7, 184-188 York Street ○ Lot 8, 104-110 Stirling Terrace ○ Lot 8, 162-164 York Street ○ Lot 9, 112-140 Stirling Terrace ○ Lot 9, 156-158 York Street ○ Lot 12, 47 Aberdeen Street ○ Lot 13, 270-284 York Street ○ Lot 15, 194-208 York Street ○ Lot 16, 51-59 Aberdeen Street ○ Lot 16, 87 Frederick Street ○ Lot 20, 339-347 Middleton Road ○ Lot 23, 139-141 Aberdeen Street ○ Lot 27, 112-140 Stirling Terrace ○ Lot 28, 112-140 Stirling Terrace ○ Lot 32, 4 St Emilie Way ○ Lot 50, 104-110 Stirling Terrace ○ Lot 50, Peels Place ○ Lot 64, 21A Albany Highway ○ Lot 66, 162-164 York Street ○ Lot 66, 190-192 York Street ○ Lot 67, 47 Aberdeen Street ○ Lot 67, York Street ○ Lot 75, 112-140 Stirling Terrace ○ Lot 92, 16-24 Peels Place ○ Lot 111, 221-227 York Street ○ Lot 112, 126-140 Grey Street Wes ○ Lot 123, 148-154 York Street ○ Lot 123, 229-237 York Street ○ Lot 123, 96-102 Stirling Terrace ○ Lot 202, 35-41 Aberdeen Street ○ Lot 203, 23-33 Aberdeen Street ○ Lot 205, 176-178 York Street ○ Lot 500, 51-61 Serpentine Road ○ Lot 1396, 36-46 Proudlove Parade ○ Lot 1397, Proudlove Parade ○ Lot 1399, Proudlove Parade ○ Lot 1407, Proudlove Parade ○ Lot 1521, 62 Proudlove Parade
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Attachment 1 to Report DIS176 (continued)

<p>Schedule 1 (Continued)</p> <ul style="list-style-type: none"> • Parking - Centennial Parking Sporting Precinct & North Road Administration <ul style="list-style-type: none"> ○ Lot 32, 49-55 North Road ○ Lot 101, 197-201 North Road ○ Lot 177, 27-47 North Road ○ Lot 178, 27-47 North Road ○ Lot 727, 41-55 Kitchener Road ○ Lot 728, 31-39 Kitchener Road ○ Lot 730, Barker Road ○ Lot 735, 51-67 Barker Road ○ Lot 736, 69-73 Barker Road ○ Lot 737, 36-48 Kitchener Road ○ Lot 738, 187 North Road ○ Lot 739, 159 North Road ○ Lot 740, 143-149 North Road ○ Lot 741, 143-149 North Road ○ Lot 742, 52-70 Barker Road ○ Lot 743, 50 Barker Road ○ Lot 744, 81-95 Sanford Road ○ Lot 1235, 161 North Road ○ Lot 1255, Barker Road ○ Lot 1262, Reserve 34381 Wellington Street ○ Lot 1264, 161 North Road ○ Lot 1265, 161 North Road ○ Lot 1270, Barker Road ○ Lot 1359, 156 Lockyer Avenue ○ Lot 4743, 102 North Road • Parking - Emu Point <ul style="list-style-type: none"> ○ Lot 501, Swarbrick Street ○ Lot 1461, 13-17 Hunter Street • Parking - Middleton Beach & Eyre Park <ul style="list-style-type: none"> ○ Lot 2, 5-13 Garden Street ○ Lot 500, Flinders Parade ○ Lot 502, Golf Links Road ○ Lot 1386, 54-62 Golf Links Road









Appendix B

Master Plan Extracts

THE MOUNTS Princess Royal Fortress

PROJECT SHEET

CONCEPT PLAN
Graphic produced in collaboration with Propagule

PRINCESS ROYAL FORTRESS C.1942

LEGEND

<ul style="list-style-type: none"> 01 NATIONAL ANZAC CENTRE 02 GARRISON RESTAURANT 03 GATHERING + PICNIC AREA 04 CAR PARK + PARADE GROUND 05 TOILETS 06 GUARD HOUSE 07 FORTS STORE - POTENTIAL TO REFURBISH HERITAGE BUILDING AS A COFFEE OUTLET 	<ul style="list-style-type: none"> 08 BARRACKS BUILDING - POTENTIAL BUILDING EXTENSION OPTION - LOCATED OVER AND INCORPORATED WITH HISTORIC BUILDING FOOTINGS 09 CARLYLES FUNCTION CENTRE - POTENTIAL TO REFURBISH HERITAGE BUILDING TO INCLUDE A COFFEE OUTLET 10 NEW BUILDING LOCATED OVER AND INCORPORATED WITH HISTORIC BUILDING FOOTINGS 11 MARRIED QUARTERS - POTENTIAL TO REFURBISH HERITAGE BUILDING AS A COFFEE OUTLET
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0 10 20 30m

PRINCESS ROYAL FORTRESS: BUILDING EXTENSION OR REFURBISHMENT

A PLAN TO CONSERVE + ENHANCE + CREATE AN ENDURING LEGACY

DRAFT

CONCEPT PLAN ONLY, SUBJECT TO DETAIL DESIGN

FORTS STORE BUILDING REFURBISHMENT

BENEFITS + OPPORTUNITIES

- Multi purpose facility for administration, education and research, public amenities such as toilets and coffee operation
- Central location

CONSIDERATIONS

- Heritage implications
- Relocation of existing gift shop

CARLYLES FUNCTION CENTRE BUILDING REFURBISHMENT

BENEFITS + OPPORTUNITIES

- Multi purpose facility - cafe and function centre

CONSIDERATIONS

- Location is not central and easily accessible as a cafe and quick takeaway coffee option

BUILDING EXTENSION

BENEFITS + OPPORTUNITIES

- Multi purpose facility for administration, education and research, public amenities such as toilets and coffee operation
- Opportunity to incorporate and interpret the original heritage building footings

CONSIDERATIONS

- Heritage implications

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LAST UPDATED: 28.10.2020

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City of Albany | ALBANY PARKING AND WAYFINDING STRATEGY 67

EMU POINT Boongarrie Street and Emu Point BOONGARRIE STREET DETAIL PLAN

20 |



LEGEND

- 1. Dual use path (3m) including seating opportunities.
- 2. Exercise node, including exercise equipment + seating and drinking fountains
- 3. Open turf space including updated amenities. (Shelters, BBQ, + Seating) Turf depressions to assist with protection of prevailing winds.
- 4. Re-vegetation to existing coastal dune including fence protection.
- 5. Beach access to Emu Beach including dune fence protection
- 6. Formalised parking to Cunningham street
- 7. Secondary footpath access to car bays.
- 8. Streetscape coastal planting
- 9. New Car park and termination of Boongarrie Street
- 10. Fire and maintenance access to parkland via new car park.
- 11. Mounded coastal vegetation offering protection from prevailing winds
- 12. Secondary coastal pedestrian path offering coastal connection
- 13. Destination zone offering seating and coastal views
- 14. Coastal planting to base of existing coastal structure
- 15. Re-vegetation to existing beach access and coastal structure including fence protection.
- 16. Open turf offering emergency vehicle access and turnaround

EMU POINT_DETAIL PLAN



LEGEND

- 1. Emu Point plaza and public realm to existing cafe and public toilets including the retention of existing shade trees.
- 2. Dual use path (3m)
- 3. Dual use path termination - Port to Point connection. Flexible event space and disables access to platform
- 4. Accessible fishing platform
- 5. Dual use path
- 6. Formalised parking and shared space. Paved surface treatment.
- 7. Open turf space including updated amenities. (Shelters, BBQ, + Seating)
- 8. Existing and new local stone terrace seating walls
- 9. Car park entrance and change in surface treatment, allowance for car park to be closed for events.
- 10. Pedestrian access to Emu Point plaza
- 11. Exercise and beach node, including exercise equipment + Showers
- 12. Secondary footpath access to car bays
- 13. Formalised car bays to Cunningham street
- 14. Beach access to Emu Beach including dune fence protection
- 15. Re-vegetation to existing coastal dune including fence protection.
- 16. Open turf space including updated amenities. (Shelters, BBQ, + Seating)
- 17. Existing coastal dune.
- 18. Coastal planting to base of existing coastal structure
- 19. Streetscape coastal planting

GRIFFITHS STREET ZONE 5 ANALYSIS

Legend

-  Barbecue
 -  Bins
 -  Furniture (shelter/seat)
 -  Fence
 -  Accommodation/Residential Zone
 -  Active beach zone (including dog/horse exercise)
 -  Remnant vegetation
 -  Vehicle access (fire break)
 -  Access to beach via dunes
 -  Pedestrian and cycle path
 -  Prevailing Winds
 -  Car parking (asphalt)
 -  Cadastral boundary
 -  CoA lease
-
- | COASTAL HAZARD LEGEND | |
|---|--------------------|
|  | Current HSD |
|  | Present day (2017) |
|  | 2030 |
|  | 2050 |
|  | 2070 |
|  | 2090 |
|  | 2120 |



N
1:3000@A3



Our Ref: WM.SPV.13 / LT21238231
 Assessment:
 Enquiries: Depot Administration

1 August 2022

Dear

RE: 2022/23 RURAL RESIDENTS WASTE PASS - 825 CHESTER PASS ROAD, KING RIVER

Enclosed are the complimentary 2022/23 Rural Residents Waste Passes for disposal of household waste from the above property at any of the City of Albany's rural transfer stations or waste facilities. If the property is tenanted, please ensure passes are distributed to the residents.

It is a condition of pass use that recyclables are removed and placed in the recycling bins provided before disposing of general waste.

Safe Use of Facilities

- Make sure you can safely unload your own waste before attending a transfer station or waste facility and take someone with you to assist if needed.
- Do not lift wheelie bins over the railing – we recommend containing your waste in bags that can easily be transferred to the bins provided.
- Children and pets should remain in vehicles at all times.
- Be aware of vehicles moving around the site.

Purple Rural Residents Waste Pass

- For household waste that would fit in a 140 litre bin only.
- Each of the 52 tokens is redeemable for the equivalent of one 140 litre bin (maximum 40kg) of rubbish.

Grey Ute/Trailer Pass

- For larger items that would not fit in a 140 litre bin.
- One ute/trailer load (maximum 300kg).

Recycling

- Household recycling is accepted free at transfer stations and waste facilities.
- Remember **only 5 things** go in the recycling bin:
 - ✓ Glass bottles and jars
 - ✓ Plastic bottles and containers
 - ✓ Cans
 - ✓ Paper
 - ✓ Cardboard (flattened)
 - ✓ **Empty, rinsed, lids removed, and loose** (not in bags)
 - X **NO** scrap steel (except cans), soft plastics, batteries, hazardous waste, clothing, or rope in recycling bins



Hazardous items such as batteries, gas bottles, paint and household chemicals should not be disposed in any bins. Household quantities of these items are accepted free at Fossicker's Tip Shop at Hanrahan Road Waste

Facility for recycling or safe disposal through the Household Hazardous Waste Program. Visit www.albany.wa.gov.au for details.

Using Transfer Stations

- Please arrive at least 15 minutes prior to closing to allow time for unloading.
- Present pass to transfer station attendant on arrival. One token will be redeemed for each 140L waste bin or equivalent ($\leq 40\text{kg}$) amount of general waste.
- Deposit your household recycling in the recycling bins provided.
- Move your vehicle to the general waste unloading ramp to deposit your waste into the large skip bin.
- Additional items may be accepted at some facilities – please contact the City for further information.

While the enclosed passes should be sufficient for most households, rural residents can purchase extra passes if required. Passes can be purchased from the City of Albany, North Road office as per the fees below.

Rural Residents Waste Pass Fee Schedule		
Card Type	Waste Quantity	Cost
26 pass card (bin)	140 litre bin ($\leq 40\text{kg}$) per token	\$100
2 pass card (ute/trailer)	Ute/ trailer ($\leq 300\text{kg}$) per pass	\$60
5 pass card (ute/trailer)	Ute/ trailer ($\leq 300\text{kg}$) per pass	\$150
10 pass card (ute/trailer)	Ute/ trailer ($\leq 300\text{kg}$) per pass	\$300

Take care of your passes as replacements will not be issued unless they are purchased. Passes are not refundable or redeemable for cash and should remain with the resident at the listed property. If new owners take possession of the property, passes should be passed on to them at settlement.

Thank you for considering our environment by correctly managing your waste. Please see the enclosed tips and do not hesitate to contact our Waste Team on 6820 3000 or fossickers@albany.wa.gov.au if you would like further information or have any queries about using the City's facilities.

Yours faithfully



Colin Hyde

Waste Operations Coordinator